




**COUNTY OF RIVERSIDE  
PLANNING DEPARTMENT  
STAFF REPORT**

Agenda Item No.

**3.1**

**Planning Commission Hearing: February 7, 2018**

**PROPOSED PROJECT**

<b>Case Number(s):</b>	General Plan Amendment No. 1203, Change of Zone No. 7913, Tentative Tract Map No. 37153, Plot Plan No. 26209	<b>Applicant(s):</b>	Temescal Office Partners, LP
<b>Select Environ. Type</b>	Mitigated Negative Declaration		Pinnacle Residential, David Graves
<b>Area Plan:</b>	Temescal Canyon	<b>Representative(s):</b>	Proactive Engineering Consultants
<b>Zoning Area/District:</b>	Glen Ivy Area		Mike Naggar and Associates
<b>Supervisory District:</b>	D1	 Charissa Leach, P.E. Assistant TLMA Director	
<b>Project Planner:</b>	Russell Brady		
<b>Project APN(s):</b>	290-060-024, 290-060-025		
<b>Continued From:</b>	November 1, 2017 and December 20, 2017		

**APPLICATION SUMMARY**

The project site is located northerly of Temescal Canyon Road, westerly of Interstate-15, easterly of Wrangler Way, and southerly of Mojeska Summit Road on a 14.81-acre site. The applications being considered are:

**GENERAL PLAN AMENDMENT NO. 1203** proposes to change the General Plan Land Use Designation for Parcels 290-060-024 and 290-060-025 from Community Development: Business Park (CD:BP), (0.25 – 0.60 Floor Area Ratio); to Community Development: Medium High Density Residential (CD:MHDR), (5-8 dwelling units per acre).

**CHANGE OF ZONE NO. 7913** proposes to change the zoning classification for Parcels 290-060-024 and 290-060-025 from Commercial Office (C-O) to Planned Residential (R-4).

**TENTATIVE TRACT MAP NO. 37153** proposes a Schedule B subdivision of 14.81 acres consisting of current APNS 290-060-024 and 290-060-025 into 3 residential lots and 6 lettered lots. The 3 numbered residential lots would be subdivided into 83 condominium units. The 6 lettered lots consist of 2 of which are for public roads, 1 for a recreational area, and 3 are designated for open space.

**PLOT PLAN NO. 26209** proposes a development plan for a total of 83 two-story, single-family detached condominium units, 166 garage parking spaces, 63 private on-street parking spaces, approximately 122,800 square feet of landscaping, and recreation areas on the entire 14.81 acre project site.

**STAFF RECOMMENDATIONS:**

**THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:**

**ADOPT PLANNING COMMISSION RESOLUTION NO. 2017-010** recommending adoption of General Plan Amendment No. 1203 as shown in Exhibit #6 to the Board of Supervisors; and,

**THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:**

**ADOPT** a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 42924** based on the findings incorporated in the initial study and the conclusion that the project will not have a significant effect on the environment with the proposed mitigation incorporated; and,

**TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1203** that changes the land use designation on approximately 14.81 acres from Community Development: Commercial Office (CD:CO) to Community Development: Medium High Density Residential (CD:MHDR), in accordance with Exhibit #6, based on the findings and conclusions incorporated in the staff report, subject to adoption of the General Plan Amendment resolution by the Board of Supervisors; and,

**TENTATIVELY APPROVE CHANGE OF ZONE NO. 7913** that changes the zoning classification of the project site from Commercial Office (C-O) to Planned Residential (R-4) in accordance with Exhibit 3, subject to adoption of the zoning ordinance by the Board of Supervisors; and,

**APPROVE TENTATIVE TRACT MAP NO. 37153**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated into the staff report; and

**APPROVE PLOT PLAN NO. 26209**, subject to the attached conditions of approval, and based upon the findings and conclusions incorporated into the staff report.

PROJECT DATA	
<b>Land Use and Zoning:</b>	
Specific Plan:	N/A
Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Commercial Office (CO)
Proposed General Plan Land Use Designation:	Medium High Density Residential (MHDR)
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Medium Density Residential
East:	Light Industrial
South:	Light Industrial, Open Space: Mineral Resources
West:	Medium High Density Residential
Existing Zoning Classification:	Commercial Office (C-O)
Proposed Zoning Classification:	Planned Residential (R-4)



Surrounding Zoning Classifications	
North:	One-Family Dwellings (R-1)
East:	Rural Residential (R-R)
South:	Manufacturing – Service Commercial (M-SC), Specific Plan (SP No. 176),
West:	Mobilehome Subdivisions and Mobilehome Parks (R-T)
Existing Use: vacant	
Surrounding Uses	
North:	Single-family residential
South:	Mining
East:	Interstate-15, vacant, storage yard
West:	Mobilehome subdivision

**Project Site Details:**

<i>Item</i>	<i>Value</i>	<i>Min./Max. Standard</i>
Project Site (Acres):	14.81 acres	N/A
Existing Building Area (SQFT):	N/A	N/A
Floor Area Ratio:	N/A	N/A
Proposed Minimum Lot Size:	Minimum 24,588square feet	Minimum 3,500 square feet
Map Schedule:	B	

**Parking:**

<i>Type of Use</i>	<i>Dwelling Units</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Planned Residential Development	83	2.5 spaces/unit	207.5	229 parking spaces (166 garage, 63 on-private street)
<b>TOTAL:</b>				<b>229</b>

**Located Within:**

City's Sphere of Influence:	Yes – City of Corona
Community Service Area ("CSA"):	Yes, CSA 152
Recreation and Parks District:	No
Special Flood Hazard Zone:	Yes – The project site is located partially within a Special Flood Hazard Area for the 100-year floodplain based on California Department of Water Resources maps. Development of the site would generally be outside this area with only the project access road crossing over this floodplain.

Area Drainage Plan:	No
Dam Inundation Area:	No
Agricultural Preserve	No
Liquefaction Area:	Yes – The project site is located within very low and low mapped liquefaction potential areas
Fault Zone:	No
High Fire Zone:	No
WRMESHCP Criteria Cell:	Yes – The project site underwent the HANS Process in July 2010 (HANS 1811) and it was determined by the County of Riverside EPD that the study area is not needed for inclusion into the MSHCP Conservation Area
CVMSHCP Conservation Boundary:	No
Airport Influence Area (“AIA”):	No
Stephens Kangaroo Rat Fee Area:	Yes
Ordinance No. 655 (Mt. Palomar) Area:	Yes, Zone B

**PROJECT DETAILS AND BACKGROUND**

Continuance from November 1, 2017

At the November 1, 2017 Planning Commission hearing, concerns were noted by the Planning Commissioners regarding adequate emergency service access to the proposed units as well as control of parking within the motor court areas and the potential reduction in the number of units per motorcourt. Additionally, the Commission discussed whether the two cul de sacs on the northern end of the project could be connected to provide greater access through the project.

Planning Department staff, applicant representatives, and Fire Department staff met following the Planning Commission hearing for clarification on the Fire Department’s standards and acceptability of the proposed design as well as potential additional conditions of approval to provide greater certainty of the final design of the motor court area. These include the conditions of approval as listed below from the Fire Department and Planning Department with the text underlined added since November 1<sup>st</sup>. One particular item of discussion was that the design of the project as proposed allows for fire trucks to stage from the internal private road and be able to reach all portions of every building within 300 feet which eliminates the need for fire trucks to enter or turn around in the motorcourt. An exhibit is attached to this staff report for reference on this design aspect as well as for clarification on the project’s consistency with the requirement for maximum distance of 1,320 feet for proposed lots from a circulatory road per Ordinance No. 460 Section 3.2.I.

**90.FIRE 001**  
 PRIOR TO BLDG FINAL  
 INSPECTION

**MAP-#45-FIRE LANES**

Status:  
**RECOMMND**

Conditions:  
**Informational**

The applicant or developer shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs. The cul de sac's shall be designated as fire lanes. The motor court driveways are not required to be designated fire lanes but may be labeled as fire lanes is the applicant chooses to.

<b>50.PLANNING 036</b> PRIOR TO MAP RECORDATION	<b>MAP - CC&amp;R MOTORCOURT PRKG</b>	<b>Status:</b> <b>RECOMMND</b>	<b>Conditions:</b> <b>Informational</b>
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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 the review and approval of that office, 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(s) (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 current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for 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 owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) contain the following provisions verbatim:

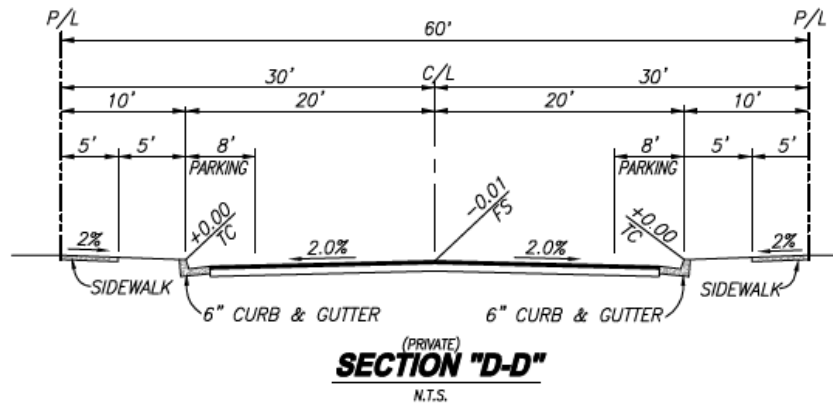
"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:

Individual property owners and tenants shall be subject to parking rules generally as follows:

1. Vehicles owned by residents must be parked in garages or driveways where available
2. Parking is not permitted within the motorcourt areas except in the driveways and garages of each residence.
3. No more than 3 vehicles are permitted per residence.
4. Street parking (where permitted) is for guests of residents and will be closely monitored by the HOA.
5. Vehicles parked on the street more than 48 hours will be towed.
6. If visitors are to stay more than 48 hours, resident must obtain a temporary guest parking pass with an expiration date to be displayed in the dashboard of the guest's vehicle.
7. All vehicles owned by residents must be registered with the HOA and display an HOA sticker.
8. Vehicles that appear to be owned by residents (i.e. parked regularly in resident's driveway) which are not registered with the HOA are subject to a fine.
9. Vehicles owned by residents which are parked on the street will be towed.
10. If a temporary vehicle is being used by the resident for a prolonged period, the HOA must be notified or the resident may be subject to a fine.
11. Any cars parked in "No Parking Zones" where posted, such as cul de sacs or street during trash day, will be towed immediately."

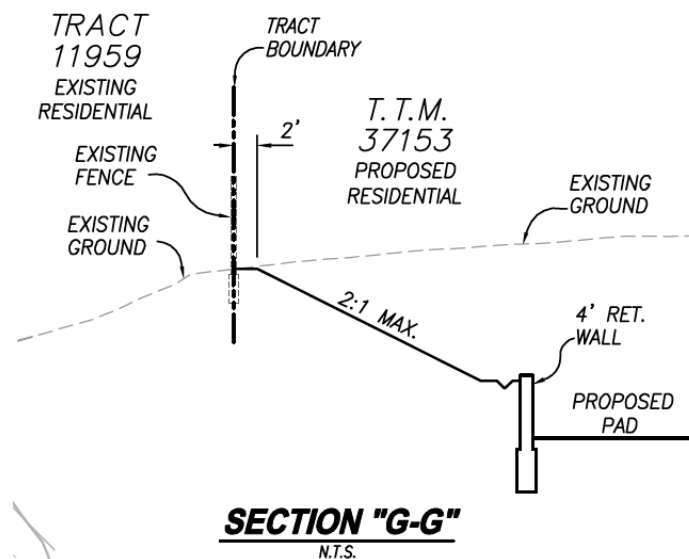
Based on the inclusion of these additional conditions of approval which are intended to address the concerns over the design and operation of the motor court areas, no redesign of the motorcourt areas has been included.

Also based on discussions with Fire Department, the width of the internal streets have also been modified as attached and as shown below to be 40 feet rather than 36 feet curb to curb as project plans showed at the November 1<sup>st</sup> hearing. The additional 2 feet on either side was taken from the adjacent parkway which is 5 feet now rather than 7 feet previously. This added width ensures adequate Fire Department equipment access on the internal streets with parking on both sides.



Based on discussions with Fire Department staff regarding the adequacy of the current design and the merits of eliminating the northern cul de sacs by connecting them for potential improved circulation balanced with the preference for inclusion of cul de sacs as a traffic calming and pedestrian safety measure, no redesign to connect the cul de sacs was included.

Also at the November 1, 2017 hearing, the Commission discussed the merits of incorporating an additional buffer along the west side of the project to provide separation from the existing Butterfield Estates community and the proposed project. At the hearing it was also noted the importance of providing a buffer from the freeway on the east side of the project given the concerns over vehicle emissions from the freeway and the potential health risks which is documented in the project's technical reports and Mitigated Negative Declaration. Due to the majority of the adjacent property owners within the Butterfield Estates being acceptable to the proposed design (11 of the 14 property owners have entered contracts with the developer for the additional proposed grading and are in support of the project) as well as the balancing of the buffer to the freeway as noted by the Commission, no redesign to incorporate additional buffer along the project's west side has been included. The design as proposed by the project would be default as shown below in section G-G as included on the conceptual grading plan for the southern stretch of the western boundary. The applicant also prepared an additional graphic as attached to this staff report.



The Commission also requested that a condition of approval be added that requires the project to comply with the Temecula Valley Design Guidelines. This condition is included below.

<b>10.PLANNING 019</b> PRIOR TO MAP RECORDATION	<b>MAP – TEM VALLEY DG</b>	<b>Status:</b> <b>RECOMMND</b>	<b>Conditions:</b> <b>Informational</b>
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Project construction and implementation shall be consistent with the Temescal Valley Design Guidelines.

Additionally, the Commission requested for the applicant to meet with the Butterfield Estates Homeowners Association on acceptability of the grading offered by the applicant to property owners on the east side of Butterfield Estates that border the proposed project. For clarification purposes, the project grading as proposed does not include or rely on the grading of the bordering properties, but the grading plans would be improved with incorporation of grading on the bordering properties by bringing the two side more level which would minimize the need for larger slopes and/or retaining walls on the proposed project side.

The applicant's representative met with the Butterfield Estates Homeowner's Association on November 13<sup>th</sup>. The meeting included discussion of size of the homes, secondary access, road improvements, ingress and egress, buffers, HOA process for grading plans, and sewer lift station. Since it was a specific question at the previous Planning Commission meeting, as it relates to the HOA's process for grading plans, it would be an application they would review similar to a process for construction of a pool. At the HOA meeting, it was requested whether the project could accommodate deceleration and acceleration lanes for right-in and right-out movements, respectively and an acceleration lane for left-out movements on Temescal Canyon Road. This request has been analyzed with the resulting detail plan as attached provided to County staff. The HOA also requested whether the developer could replace fencing around the entire Butterfield Estates community. This is under ongoing discussion with the HOA and the applicant, but does not directly affect the proposed project design or conditions of approval.

Continuance from December 2, 2017

The project was continued from December 2, 2017 to allow the applicant more time to consider potential redesign. Based on discussions with the applicant's representative, there are no redesigns proposed and the applicant desires the Planning Commission to consider the project as proposed with the revisions made following the November 1, 2017 Planning Commission hearing.

General Plan Amendment/Commercial Feasibility

The project site was previously approved under Plot Plan No. 23358 for a commercial office center consisting of 9 buildings and totaling nearly 84,000 square feet of building area in 2011. Following this approval, no further action was taken to develop the site in accordance with the approved Plot Plan.

Since that time, the development of the site has not occurred under this prior approval. A Demographic Marketing Report was commissioned by the applicant and prepared by Derrigo Studies in October 2016 for the project to analyze the demographics of the surrounding area to determine the viability of the project site for retail or office use. The report concluded that based on the limited access to the site due to no immediate freeway entrance, one existing grocery store and shopping center already serving the general



area, and a limited projected trade area population to support a second center, that these factors represent a diminished viability for commercial uses at the project site.

Due to this, the owner reconsidered the use of the site for commercial and has applied for the proposed project to change the General Plan land use designation from Commercial Office (CO) to Medium High Density Residential (MHDR) with an implementing project to develop the site with detached single-family condominium units. Plot Plan No. 23358 approvals will be voided as part of the approval of the currently proposed Project.

Condominium Development

The proposed Tentative Tract Map proposes the subdivision into 3 residential lots which are then further subdivided for a total of 83 condominium units. The Plot Plan includes the conceptual layout or plotting of the residential buildings within each of the lots. The layout style for the units proposed as typically referred to as a motor court style where multiple units' garages are accessed via a common driveway or motor court. Pedestrian access would either be taken through the motor court as well or directly to the internal circulating private streets, depending on each unit's location. Each unit would have its own private yard area of a minimum of 300 square feet typically on the side of the building opposite the motorcourt. A conceptual layout of the motorcourt is shown below.



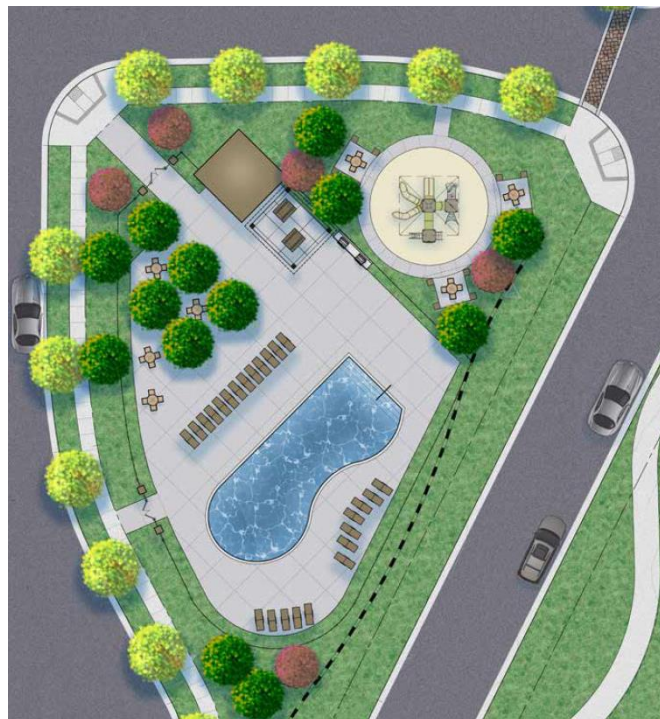
Parking

For condominium and apartment projects such as the one proposed, parking can sometimes be a concern since the design of the units does not always include driveways for parking and on street parking may be limited since streets are often private which allow for smaller widths which may restrict parking. Based on Ordinance No. 348, Section 18.12, planned residential developments shall provide 2.5 parking spaces for all units with two or more bedrooms. All 83 units proposed have two or more bedrooms, which results in a minimum of 208 parking spaces required. Each of the 83 units proposed has its own two car garage for a total of 166 garage parking spaces. The project also includes 63 on-street (private) parking for a total of 229 parking spaces provided for a rate of 2.75 parking spaces per unit. This alone exceeds the minimum 208 required parking spaces.

Although not all of the units have a driveway capable of accommodating vehicle parking, 36 of the 83 units do have driveways capable of accommodating two vehicles each for an additional 72 parking spaces. While these driveway spaces would generally be exclusive use of the respective units, these driveway spaces would assist in offsetting the use of the on street parking spaces by either residents or guests. With these driveway spaces included, the project would provide for a total of 301 parking spaces for a rate of 3.62 parking spaces per unit.

Recreation

Since the project would have units with relatively small private yard areas, the project includes common recreation areas that provide additional area for people to use. The primary recreation area is approximately half an acre in size and is located in the central portion of the site along the main project entry. This area would include a fenced pool, outdoor kitchen area with grills, a tot lot/playground, moveable furniture and lounge chairs, and shade structures. A conceptual plan for this recreation area is shown below.



The second recreation area is approximately 0.3 acres in area and also located near the main project entry on the east side of the project. This recreation area is defined as a “trail node” by the project and is located at the hub of the internal sidewalks leading out to Temescal Canyon Road and the proposed trail located there. This recreation area would include shade structures, benches, dog waste dispensers, and enhanced landscaping along with a trail connecting out to a viewpoint area on the eastern portion of the site.



Based on the 83 units proposed and a rate of 3.06 persons per unit, there would be approximately 254 residents anticipated for the project. Based on Ordinance No. 460 requirements for recreation area, 3 acres of parks should be provided for every 1,000 residents. Based on the 254 residents anticipated, a minimum of 0.7 acres of park area required. In total, the recreation areas consist of approximately 0.8 acres, which meets the minimum recreation area.

#### Grading/Retaining Walls

The existing topography on the site generally slopes downward to the south with a substantial dropoff as it reaches the drainage area that crosses the southern portion of the site. The proposed residential use on the site and the existing topography requires grading to bring the site more level which creates a design which increases even greater the grade difference to the drainage area. The design as proposed to make this transition includes a retaining wall with a maximum height of 35 feet which faces Temescal Canyon Road. The retaining wall proposed would not be a straight vertical, precision block wall but would be a mechanically stabilized earth (MSE) retaining wall where the retaining wall face is stepped back with each row of block which minimizes the appearance of such a size wall. Such a design without a flat, vertical surface should also minimize its attraction for graffiti.

SB18/AB52 Tribal Consultation

SB18 notices were sent out to 16 Tribes on September 6, 2016. Pechanga requested consultation, Pala did not wish to consult unless there was ground disturbance associated with the Project. There was no response from the other 14 tribes. AB52 notifications were sent out on August 16, 2016 to the following seven (7) tribes: Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Gabrieleño Band of Mission Indians-Kizh Nation, Ramona Band of Cahuilla Indians, Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians and the Pechanga Cultural Resources Department. The Pechanga Tribe requested to consult on the Project. The Pala Tribe did not request consultation. There was no response from the remaining Tribes.

A meeting was held in which this Project was discussed with the Pechanga Tribe on March 22, 2017. During consultation, the Pechanga Tribe stated that the Project was within a cultural landscape and within a village. A tribal representative also stated that on a site visit associated with another project, “pestles, manos, flakes, etc.” had been observed. County Staff conducted a site visit on April 10, 2017 along with two Tribal members and did not find any “pestles, manos, etc.” Two possible flakes were observed and are thought to be associated with the prehistoric site that was previously recorded on the property but that was not relocated during the cultural survey. On April 17, 2017, the agreed upon conditions of approval were sent to Pechanga, and consultation was concluded on the Project.

City of Corona Sphere of Influence

The project was initially transmitted to the City of Corona and no response was received. Pursuant to the Memorandum of Understanding with the City of Corona, any project requiring rezoning and that is inconsistent with the City’s General Plan require City and County staff to meet to review the proposed development. The City of Corona’s General Plan designates the project site as Medium Residential (6-15 du/ac). The project proposes a General Plan Amendment from Commercial Office (CO) to Medium High Density Residential (MHDR) which allows between 5 and 8 dwelling units per acre. Therefore, the proposed project is not only consistent with the City of Corona’s General Plan, but more consistent compared to the current County General Plan land use designation of Commercial Office (CO). Additionally, there are no other policies in the General Plan related to the City of Corona’s Southern Sphere of Influence that the project could be inconsistent with.





Figure 1: Project Location Map

**PROJECT ANALYSIS**

**Background:** The proposed project was submitted on July 6, 2016.

**General Plan Consistency:** The project proposes a General Plan Amendment to change the land use designation from Commercial Office (CO) to Medium High Density Residential (MHDR) which allows for between 5 to 8 dwelling units per acre. The project proposes a total of 83 units on 14.81 gross acres for a density of 5.6 dwelling units per acre which is consistent with the proposed General Plan land use designation. The project proposes dedication and improvements to Temescal Canyon Road along the project's frontage, consistent with the ultimate design for Temescal Canyon Road as a Major roadway in the General Plan Circulation Element. The proposed project is consistent with all other applicable policies of the General Plan.

**Ordinance No. 348 Consistency:** The project proposes a Change of Zone to change the zoning from Commercial Office (C-O) to Planned Residential (R-4) to be consistent with the proposed General Plan Amendment and to allow the development as proposed. A development for 83 detached single-family condominium units such as proposed is a permitted use within the Planned Residential (R-4) zone with approval of a development plan. The requirement for the development plan is addressed through the proposed Plot Plan. Additionally, the proposed project is consistent with the applicable development standards, in particular minimum lot sizes of 3,500 square feet, maximum height of 40 feet for one family residences, front yard setback of 20 feet, side yard setback of 5 feet, rear yard setback of 10 feet. As noted previously, the project meets the minimum parking requirements of 2.5 spaces per unit.

**Countywide Design Guidelines:** The project is consistent with the Countywide Design Guidelines, in particular provisions related to articulation of building facades, 360 degree architecture, garage location and design, and other provisions all through the project's Design Manual which emulates the Countywide Design Guidelines and expands on it with specific conceptual designed residential buildings.

**Neighborhood Compatibility:** Although a General Plan Amendment and a Change of Zone are proposed that would change the likely future uses of the property from non-residential to a residential use, since the surrounding area to the north and west consists of residential development, the proposed project is generally compatible with these uses. Additionally, the project has been designed to minimize impacts to and to be fitting with the surrounding existing residential developments.

#### **ENVIRONMENTAL REVIEW:**

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The IS and Mitigated Negative Declaration represent the independent judgement of Riverside County. The documents were circulated for public review per the CEQA Statue and Guidelines Section 15105.

At the time of preparation of this staff report, no comments have been received on the circulated IS and MND. Although comments were received in opposition to the project, no comments specifically addressed the IS/MND. Therefore, no new mitigation measures were required and the IS/ MND was not recirculated per California Environmental Quality Act Statue and Guidelines Section 15073.5(c).

#### **FINDINGS**

**In order for the County to approve the proposed project County Staff must conclude that the necessary findings can be made for the project. The following findings are in addition to those incorporated in the attached environmental assessment.**

#### **General Plan Amendment**

For an Entitlement/Policy General Plan Amendment, the following findings are required to be made. Pursuant to Ordinance No. 348, Section 2.4.C.2., the first two (1 – 2) findings are required and one additional finding is also required. The Finding pursuant to Ordinance No. 348, Section 2.4.C.2.c is selected as the additional finding.

1. The proposed change does not involve a change in or conflict with:
  - a. The Riverside County Vision.

Riverside County Vision: The Riverside County Vision, in its discussion on Population Growth, specifically states, "New growth patterns no longer reflect a pattern of random sprawl. Rather, they follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework. In other words, important open space and transportation corridors define growth areas." While the project is not located with immediate access to a transportation corridor (Interstate-15), it is located adjacent to



one with nearby access. Further in its discussion on Population Growth, the Riverside County Vision states that the focus on growth is on quality development, not on halting growth. The project proposes a well-designed, quality community through the layout of the residences, building architecture, amenities included, and parking proposed.

On the topic of Our Communities and Their Neighborhoods, the Riverside County Vision states, "The planning process continues to refine acceptable densities as a means of accommodating additional growth so that the extensive permanent open space that now exists can be sustained." The project is an example of this part of the Riverside County Vision with its relatively higher densities to accommodate for growth across all income groups via detached single-family condominium units while also preserving open space areas in the southern portion of the site. The project site utilizes the existing natural setting by avoiding the existing drainage area where possible, excluding the road to access the project.

On the topic of Healthy Communities, the Riverside County Vision states, "Communities are developed so that they support and encourage residents to be more physically active; achieved by increasing the number of and access to active parks and trails, creating new passive open spaces, working with schools to open up school yards as parks, and promoting well balanced transportation networks with an equity between vehicle, public transit, bicycling and walking networks." The project, with its recreation amenities meets this provision of the Riverside County Vision.

This is simply a sampling of the Vision topics in which the General Plan Amendment is consistent with and not an exhaustive list of Vision topics. There are no other provisions or statements within the Riverside County Vision that the General Plan Amendment is inherently inconsistent with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County Vision.

b. Any General Planning Principle Set forth in General Plan Exhibit B:

The General Plan Amendment implements the Principle for Maturing Communities for every community to mature in its own way, at its own pace and within its own context. This Principle highlights that communities are not fixed in their development patterns, but that over time may transition, in particular to more urban intensities, while still respecting the existing communities where they meet by transitioning densities and providing buffers where appropriate. The General Plan Amendment implements the Principle for Efficient Land Use which encourages compact development and increased densities. The General Plan Amendment implements the Principle for Environmentally Sensitive Design which aims to preserve significant environmental features where possible through the project's inclusion of large areas of conserved open space. Similarly, General Plan Amendment implements the Principle for Habitat Preservation which seeks preservation of natural systems through the project's inclusion of the southern drainage area as open space. The General Plan Amendment implements the Principle for Community Open Space with its provision of recreation amenities and facilities. The General Plan Amendment meets the General Plan Principle of encouraging a wide range of housing opportunities for residents in a wider range of economic circumstances by proposing a condominium style single family residence rather than a more typical, larger lot single family residence. This is simply

a sampling of the Principles in which the proposed General Plan Amendment is consistent with and not an exhaustive list of all consistent Principles. There are no Principles that the General Plan Amendment inherently conflicts with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County General Planning Principles set forth in General Plan Exhibit B.

- c. Any Foundation Component designation in the General Plan except as otherwise expressly allowed.

The proposed designation would be within the same Foundation Component of the General Plan. Thus, the proposed amendment is consistent with the Community Development Foundation.

- 2. The proposed amendment would either contribute to the achievement of the purposes of the General Plan or, at a minimum, would not be detrimental to them.

The proposed project would either contribute to the purposes of the General Plan or, at a minimum, not be detrimental to the purposes of the General Plan and Temescal Canyon Area Plan because the proposed amendment would maintain the primarily suburban style residential atmosphere of the community that exists in the area, thus creating a compatible land use pattern that assists in protecting public health, safety, and welfare which is the foundational purpose of a General Plan.

Additionally, the purposes of General Plan are to set direction for land use and development in strategic locations, development of the economic base, establish a framework of the transportation system, and the preservation of extremely valuable natural and cultural resources it contains. The project is strategically planning for land uses in the area by considering the viability of a commercial use under the current General Plan land use designation of Commercial Office (CO) compared to the proposed land use designation of Medium High Density Residential (MHDR). Therefore, the proposed General Plan Amendment is not only not detrimental to the purposes of the general plan, but specifically implements it by strategically planning for land uses in specific locations.

- 3. Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan

As noted previously, the project site was previously approved under Plot Plan No. 23358 for a commercial office center consisting of 9 buildings and totaling nearly 84,000 square feet of building area in 2011. Following this approval, no further action was taken to develop the site in accordance with the approved Plot Plan.

A Demographic Marketing Report was commissioned by the applicant and prepared by Derrigo Studies in October 2016 for the project to analyze the demographics of the surrounding area to determine the viability of the project site for retail or office use. The report concluded that based on the limited access to the site due to no immediate freeway entrance, one existing grocery store and shopping center already serving the general area, and a limited projected trade area population to support a second center, that these factors represent a diminished viability for commercial uses at the project site.

## **Change of Zone**

1. The proposed change of zone to Planned Residential (R-4) would allow generally for residential uses, in particular single-family residential uses of potentially greater density due to allowance for smaller lot sizes. This proposed Planned Residential (R-4) zone is therefore consistent with the proposed General Plan Land Use Designation of Community Development: Medium High Density Residential (CD:MHDR) which also generally allows for residential uses at densities between 5 and 8 dwelling units per acre.

## **Tentative Tract Map**

Tentative Tract Map No. 37153 is a proposed Schedule "B" map that proposes to subdivide 14.81-acres into 9 lots, 3 residential lots and 6 lettered lots. The findings required to approve a Map, pursuant to the provisions of the Riverside County Ordinance No. 460, are as follows:

1. The proposed map, subdivision design and improvements are consistent with General Plan, and with all applicable requirements of State law and the ordinances of Riverside County, because General Plan Principle IV.A.1 provides that the intent of the General Plan is to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of varying densities and of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices. General Plan Principle IV.A.4 states that communities should range in location and type from urban to suburban to rural. The proposed tentative tract map provides for a variety of housing type in single-family residential community with a variety of lot sizes and with recreational amenities and complies with the density limits of the specific land use designations. There are no community plans or specific plans covering the site.
2. The site of the proposed land division is physically suitable for the type of development and density because it is sensitive to the portions of the project site with steeper terrain and limits the amount of grading to develop the site and preserve the remaining areas in a natural state. The overall density and lot sizes proposed is compatible with the existing and planned surrounding land uses, which generally consist of Community Development: Medium High Density Residential (CD:MHDR) and Community Development: Medium Density Residential (CD:MDR) land use designations.
3. The design of the proposed land division or proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, because as detailed in the initial study and Mitigated Negative Declaration for the project, impacts to the environment overall or to fish or wildlife or their habitat would be less than significant.
4. The design of the proposed land division or the type of improvements are not likely to cause serious public health problems, since as detailed in the Initial Study and Mitigated Negative Declaration prepared for the project the project would not have a significant impact on the environment, in particular regarding health and safety factors considered, such as Air Quality, Hazards, and Noise.
5. As indicated in the included project conditions of approval, the proposed land division includes the improvements as required by Riverside County Ordinance No. 460 for a Schedule "A" Map.

Although the minimum parcel size proposed by the tentative tract map is 24,588 square feet and would normally qualify as a Schedule "B" subdivision on its own, due to the increased density of this project as a condominium subdivision with multiple condominium units on each parcel that make it function more similar to a Schedule "A" map with parcels smaller than 18,000 square feet, Schedule "A" improvements were applied to the project and agreed to by the applicant.

The proposed project consists of a schedule 'B' subdivision pursuant to Ordinance No. 460. Ordinance No. 460 requires all land divisions to conform to the County's General Plan, with applicable specific plans, Ordinance No. 348 and with the requirements of Ordinance No. 460. The project specifically complies with the Schedule 'A' improvement requirements of Ordinance No. 460 Section 10.5 as listed below, which are greater than those improvement requirements of Schedule 'B'.

- a. Streets. Streets are proposed as shown on the Tentative Map, which include frontage improvements to Temescal Canyon Road consistent with the required improvements for a Major Highway. Internal streets will be private.
  - b. Domestic Water. Domestic water service will be supplied by the Temecula Valley Water District via underground pipes consistent with the requirements set forth in California Administrative Code Title 22, Chapter 16.
  - c. Fire Protection. The project will provide for fire hydrants with adequate spacing at 330 feet and pressure at 1,000 gallons per minute at 20 pounds per square inch (COA 10.FIRE.002) and the required water system will be installed prior to any combustible building material being placed on the site (COA 50.FIRE.005)
  - d. Sewage Disposal. Sewer service will be supplied by the Temecula Valley Water District
  - e. Fences. The project will install a minimum 6 foot high block wall as shown in the Development Plan and as required by condition 90.PLANNING.1 around the upper portion of the development that will separate future residents from the adjacent Interstate 15 right-of-way and the drainage area along the southern portion of the site.
  - f. Electrical and Communication Facilities. The project will be provided electrical, telephone, street lighting, cable television service with lines placed underground
6. The design of the proposed land division or the type of improvements will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division, because within the tentative tract map there are no existing easements and dedications for access.
  7. The lots or parcels as shown on the Tentative Map are consistent with the minimum size allowed by the project site's Zoning Classification of Planned Residential (R-4).

### **Plot Plan**

The following findings shall be made prior to making a recommendation to approve a Plot Plan, pursuant to the provisions of the Riverside County Ordinance No. 348 Section 18.30.C:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County, as detailed previously in the findings for the General Plan Amendment, Change of Zone, and Tentative Tract Map.

2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare, since as detailed in the Initial Study and Mitigated Negative Declaration prepared for the project the project would not have a significant impact on the environment, in particular regarding health and safety factors considered, such as Air Quality, Hazards, and Noise.
3. The proposed use conforms to the logical development of the land and is compatible with the present and future logical development of the surrounding property, as surrounding development consists primarily of residential land uses of similar density. Additionally, the proposed project would not inhibit development of surrounding areas.
4. That plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The project proposes additional dedication and improvements to Temescal Canyon Road, including sidewalk and a multi-purpose trail. The project prepared a traffic analysis which determined that the traffic generated by the project would not result in unacceptable levels of traffic congestion based on General Plan policies.
5. All use permits which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. The project does propose multiple buildings on one existing parcel and also proposed multiple buildings on one proposed parcel as proposed by the related Tentative Tract Map No. 37153. Tentative Tract Map No. 37153, in addition to proposing a subdivision into 9 parcels (3 residential and 6 other lots), also includes further subdivision of the 3 residential lots for 83 detached single-family residential condominium units to allow the sale of each of the proposed 83 residential buildings proposed by the Plot Plan. Condition of approval 10.PLANNING.005 of the Plot Plan states that such a land division shall be recorded prior to sale of any individual condominium unit.
6. The proposed use is consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Planned Residential (R-4) zone as detailed below.
  - a. One-family dwellings are permitted uses within the Planned Residential (R-4) zone.
  - b. The minimum overall area for each dwelling unit, exclusive of the area used for commercial purposes and area set aside for street rights of way, but including recreation and service areas shall be 6,000 square feet. The project site is 14.81 acres or 645,227 square feet. Excluding the areas for public and private streets results in an area of 512,535 square feet. Divided by the proposed 83 residential units results in a minimum overall area of 6,175 square feet for each dwelling unit, which is greater than the minimum of 6,000 square feet.
  - c. The minimum lot area for the individual lots used as a residential building site shall be 3,500 square feet. The minimum width of each lot shall be 40 feet and the minimum depth shall be 80 feet. The proposed Tentative Tract Map proposes a lot size minimum of 35,090 square feet and minimum lot widths of 150 feet and minimum lot depths of 130 feet.
  - d. One family structures shall not exceed forty feet (40') in height. The development plan proposes buildings with a maximum height of 35 feet.

- e. The front yard shall be not less than 20 feet. The minimum front yard setback is 20 feet
- f. Side yards on interior and through lots shall be not less than a width of five feet. Side yard on corner and reversed corner lots shall be not less than ten feet from the existing right-of-way or from any future right-of-way. Side yard setbacks on interior and through lots are a minimum of five feet and side yard setbacks on corner lots are a minimum of ten feet.
- g. The rear yard shall not be less than ten feet. The minimum rear yard setback is ten feet with no structural encroachments.
- h. Off street parking shall be provided as set forth in Section 18.12 of Ordinance No. 348. Based on Ordinance No. 348, Section 18.12, planned residential developments shall provide 2.5 parking spaces for all units with two or more bedrooms. All 83 units proposed have two or more bedrooms, which results in a minimum of 208 parking spaces required. Each of the 83 units proposed has its own two car garage for a total of 166 garage parking spaces. The project also includes 63 on-street (private) parking for a total of 229 parking spaces provided for a rate of 2.75 parking spaces per unit. This alone exceeds the minimum 208 required parking spaces.
- i. Individual sewage disposal systems shall not be permitted on lots containing an area of less than one-half acre. The project will be served by Temescal Valley Water District for sewer disposal.
- j. Recreation areas shall be of a size, based on the particular use, adequate to meet the needs of the anticipated population, and shall be arranged so as to be readily accessible to the residents of the subdivision. Based on the 83 units proposed and a rate of 3.06 persons per unit, there would be approximately 254 residents anticipated for the project. Based on Ordinance No. 460 requirements for recreation area, 3 acres of parks should be provided for every 1,000 residents. Based on the 254 residents anticipated, a minimum of 0.7 acres of park area required. In total, the recreation areas consist of approximately 0.8 acres, which meets the minimum recreation area.
- k. Adequate and permanent access from a public street to each family dwelling shall be provided for pedestrians and emergency vehicles. The project provides sidewalks throughout the development to access each proposed unit and out to Temescal Canyon Road. The proposed project streets and location of buildings have been designed to provide adequate emergency vehicle access.
- l. Before any structure is erected or use established in the R-4 zone, there shall be a subdivision map and a development plan approved as set forth in Section 8.95 or Ordinance No. 348. Tentative Tract Map No. 37153 proposes the subdivision of the property and the proposed plot plan and exhibits related to it constitute a development plan.
- m. The proposed development plan shows the location of each proposed structure in the development area and the use or uses to be contained therein, location of all pedestrian walks and recreation areas, location and height of walls and fences and landscaping, plans of typical residential structures.
- n. The proposed Tentative Tract Map has been conditioned to submit Covenants, Conditions, and Restrictions (CC&Rs) prior to recordation of the final map and that the right to use recreational facilities and service areas shall be appurtenant to ownership of residential lots within the development and maintenance of the common area by a corporation, partnership, trust, or other legal entity having the right to assess the individual lot owners is included in the CC&Rs (COA 50.PLANNING.34).

## **Other Findings**



1. This project is located within Criteria Cell 3348 of the MSHCP, and as such was required to go through the Habitat Acquisition and Negotiation Strategy (HANS) process (HANS 1811) which went to the Regional Conservation Authority (RCA) for Joint Project Review (JPR) on June 9, 2010. HANS 1811 resulted in a determination that no conservation area was necessary to be included as MSHCP Conservation Area. Accordingly, this project fulfills the Conservation Area requirements of the MSHCP and is consistent with the MSHCP.
2. This project is within the City Sphere of Influence of Corona. As such, it is required to conform to the County's Memorandum of Understanding (MOU) with that city. The project was initially transmitted to the City of Corona and no comment was received. Pursuant to the Memorandum of Understanding with the City of Corona, any project requiring rezoning and that is inconsistent with the City's General Plan require City and County staff to meet to review the proposed development. The City of Corona's General Plan designates the project site as Medium Residential (6-15 du/ac). The project proposes a General Plan Amendment from Commercial Office (CO) to Medium High Density Residential (MHDR) which allows between 5 and 8 dwelling units per acre. Therefore, the proposed project is not only consistent with the City of Corona's General Plan, but more consistent compared to the current County General Plan land use designation of Commercial Office (CO). Additionally, there are no other policies in the General Plan related to the City of Corona's Southern Sphere of Influence that the project could be inconsistent with. Therefore, this project conforms to the MOU.
3. This land division is not located within a CAL FIRE state responsibility area or any fire hazard severity zone.
4. Fire protection and suppression services will be available for the subdivision through Riverside County Fire Department.
5. For the reasons set forth above and in the Initial Study prepared for this Project, the proposed project will not have a significant effect on the environment with incorporation of mitigation measures relating to Biological Resources, Cultural Resources, and Noise which are required under Conditions of Approval 60.PLANNING.16, 60.PLANNING.17, 60.PLANNING.27, 90.PLANNING.13, 60.PLANINNG.2, 60.PLANNING.3, 10.PLANNING.1, 10.PLANNING.2, 70.PLANNING.1, 80.PLANNING.9, and 60.PLANNING.26.
6. The project site is in located within the Fee Assessment Area for the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP). Per County Ordinance No. 663 and the SKRHCP, all applicants for development permits, including maps, within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of \$500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this Project, instead of on-site mitigation, will not jeopardize the implementation of the SKRHCP as all core reserves required for permanent Stephen's Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.
7. The project site is located within Zone B as identified by Ordinance No. 655 (Mt. Palomar). The project will be required to comply with lighting standards of Ordinance No. 655 for Zone B as noted in Condition of Approval 50.PLANNING.19.

### **PUBLIC HEARING NOTIFICATION AND OUTREACH**

Public hearing notices were mailed to property owners within 600 feet of the proposed project site. As of the writing of this report Planning Staff has received written communication from a number of the public who indicated opposition to the proposed project as well as some letters in support of the proposed project which are attached to this staff report.

This project was presented before the Temescal Valley Municipal Advisory Committee in April 2015, February 2016, May 2016, and November 2016. Meetings were held with the Temescal Valley Development Committee in July 2015 and September 2015. Meetings were held with the Butterfield Homeowners Association in July 2015 and September 2015.

As noted previously, the applicant met with the adjacent Butterfield Estates Homeowners Association on November 13, 2017.

**RESOLUTION 2018-002**  
**RECOMMENDING ADOPTION OF**  
**GENERAL PLAN AMENDMENT NO. 1203**

**WHEREAS**, pursuant to the provisions of Government Code Section(s) 65350/65450 et seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on November 1, 2017, and December 20, 2017 to consider the above-referenced matter; and,

**WHEREAS**, all the procedures of the California Environmental Quality Act and the Riverside County Additional Procedures to Implement the California Environmental Quality Act have been satisfied and the environmental document prepared or relied on is sufficiently detailed so that all the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Procedures; and,

**WHEREAS**, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

**BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED** by the Planning Commission of the County of Riverside, in regular session assembled on November 1, December 20, 2017, and February 7, 2018, that it has reviewed and considered the environmental document prepared or relied on and recommends the following based on the staff report and the findings and conclusions stated therein:

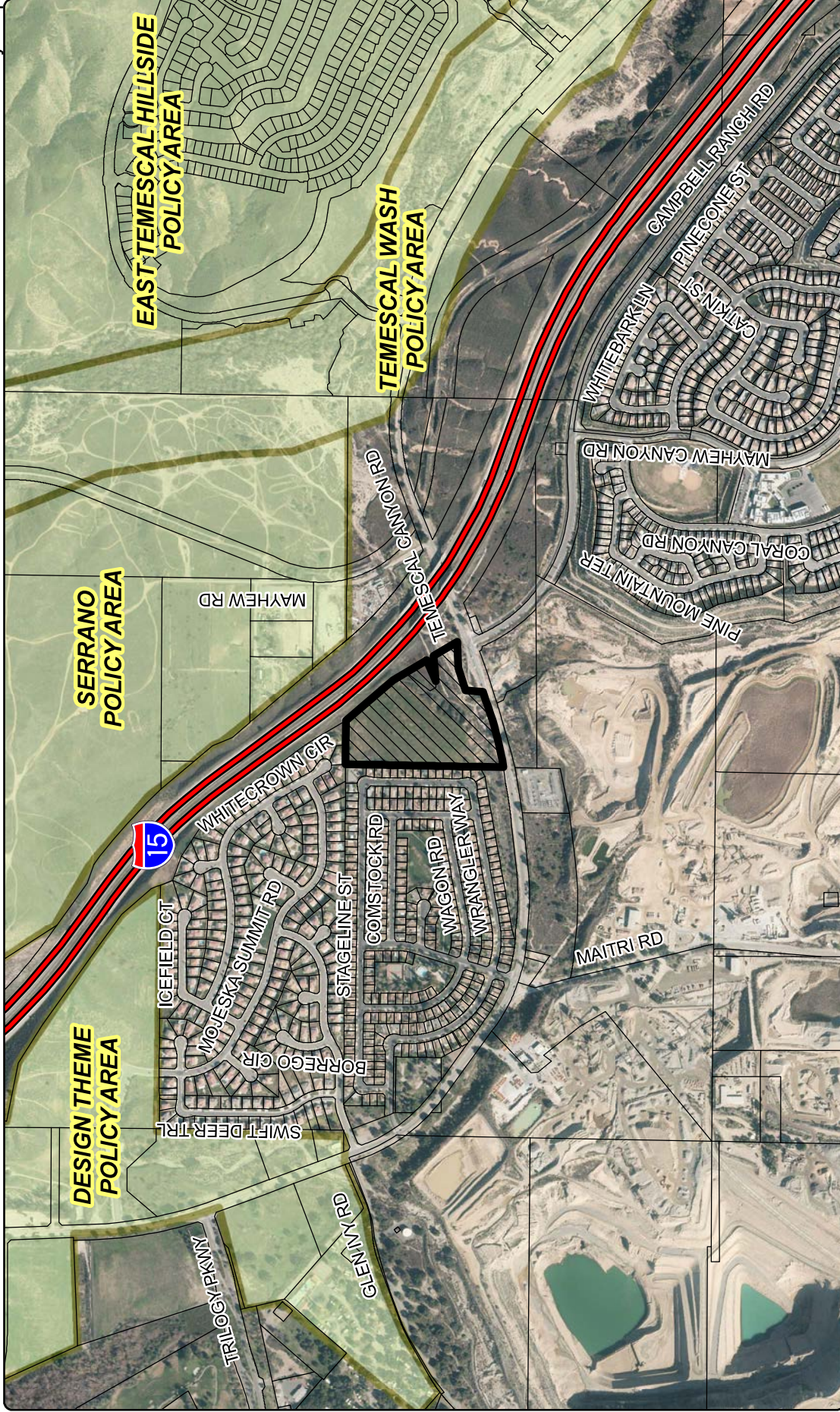
**ADOPTION** of a **Mitigated Negative Declaration** for Environmental Assessment No. 42924; and  
**APPROVAL** of **GENERAL PLAN AMENDMENT NO. 1203**.



**RIVERSIDE COUNTY PLANNING DEPARTMENT**  
**CZ07913 GPA01203 TR37153 PP26209**  
**VICINITY/POLICY AREAS**

Supervisor: Jeffries  
 District 1

Date Drawn: 10/04/2017  
 Vicinity Map



Zoning Area: Glen Ivy

Author: Vinnie Nguyen



**DISCLAIMER** On October 7, 2016, the County of Riverside adopted a new General Plan. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department at (760)865-8277 (Eastern County) or Website: <http://planning.riverside.ca.gov>



# RIVERSIDE COUNTY PLANNING DEPARTMENT

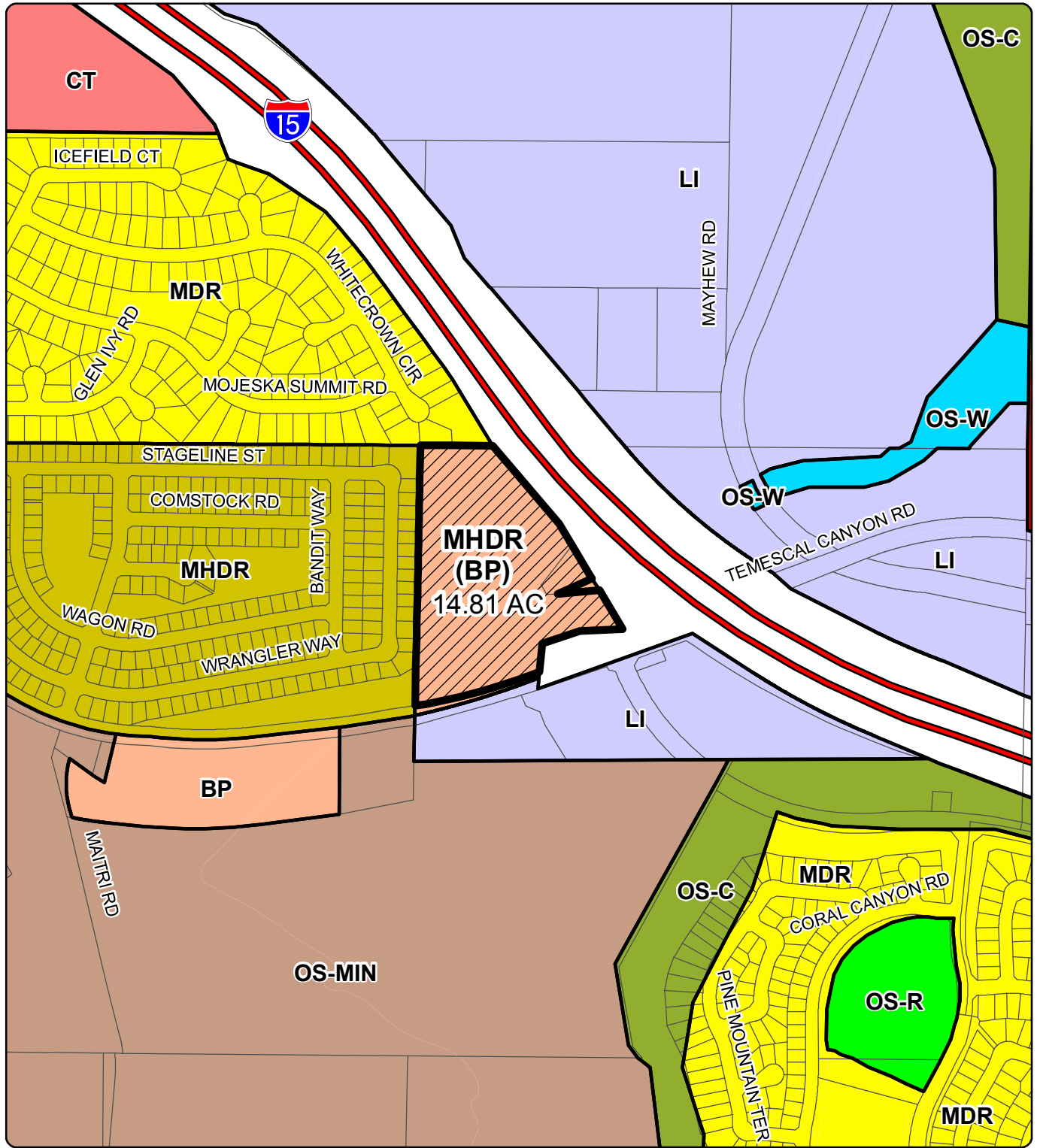
## CZ07913 GPA01203 TR37153 PP26209

Date Drawn: 10/04/2017

Supervisor: Jeffries  
District 1

### PROPOSED GENERAL PLAN

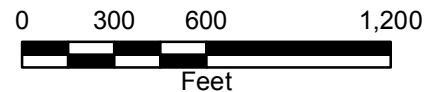
Exhibit 5



Zoning Area: Glen Ivy

Author: Vinnie Nguyen

**DISCLAIMER:** On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rcplma.org>

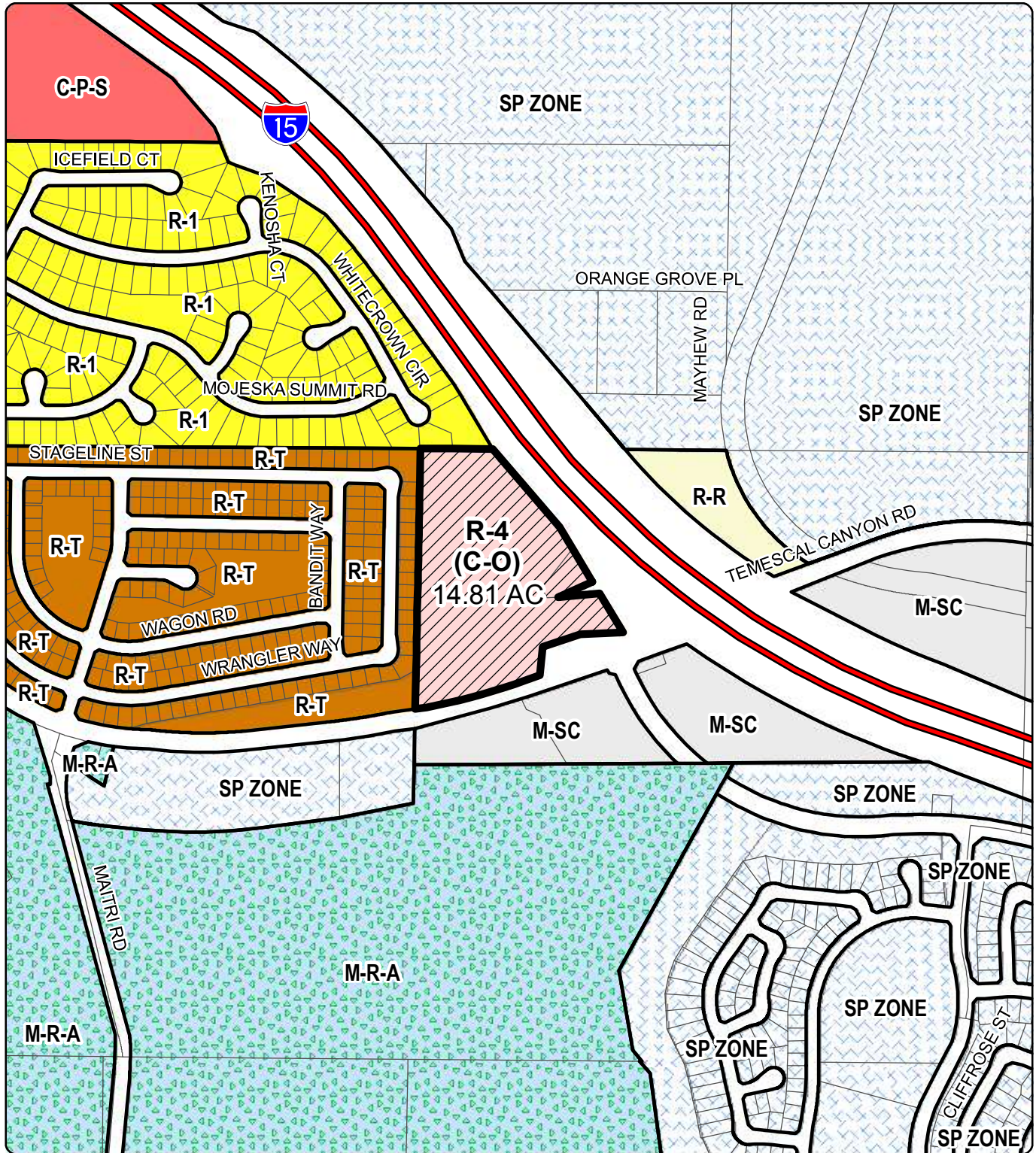


RIVERSIDE COUNTY PLANNING DEPARTMENT  
**CZ07913 GPA01203 TR37153 PP26209**

Supervisor: Jeffries  
 District 1

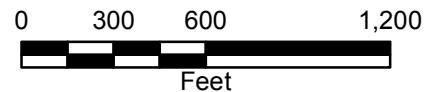
Date Drawn: 10/04/2017  
 Exhibit 2

**PROPOSED ZONING**



Zoning Area: Glen Ivy

Author: Vinnie Nguyen



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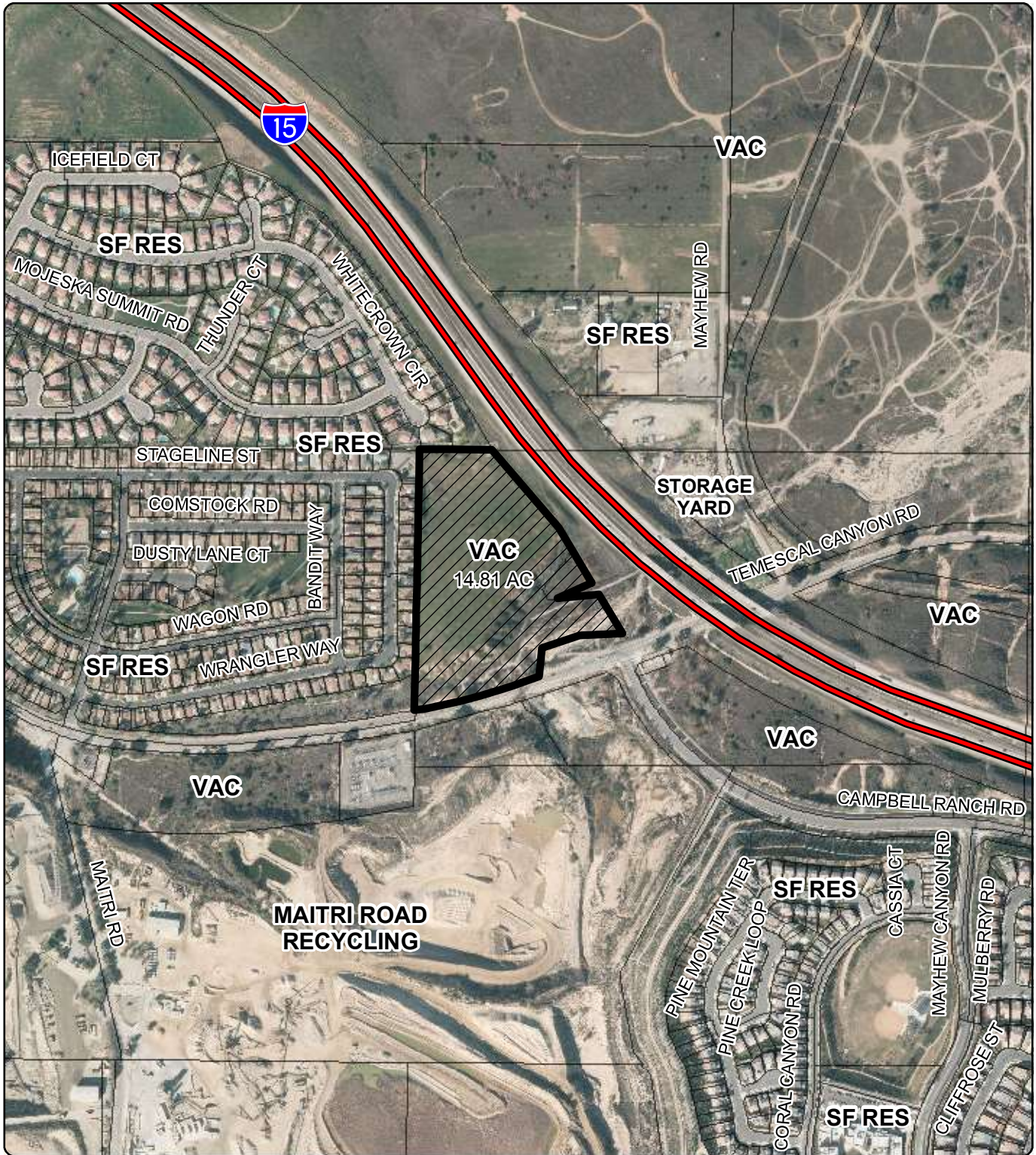


RIVERSIDE COUNTY PLANNING DEPARTMENT  
**CZ07913 GPA01203 TR37153 PP26209**

Supervisor: Jeffries  
 District 1

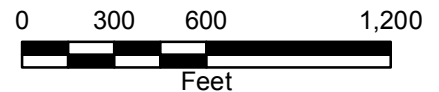
Date Drawn: 10/04/2017  
 Exhibit 1

**LAND USE**



Zoning Area: Glen Ivy

Author: Vinnie Nguyen



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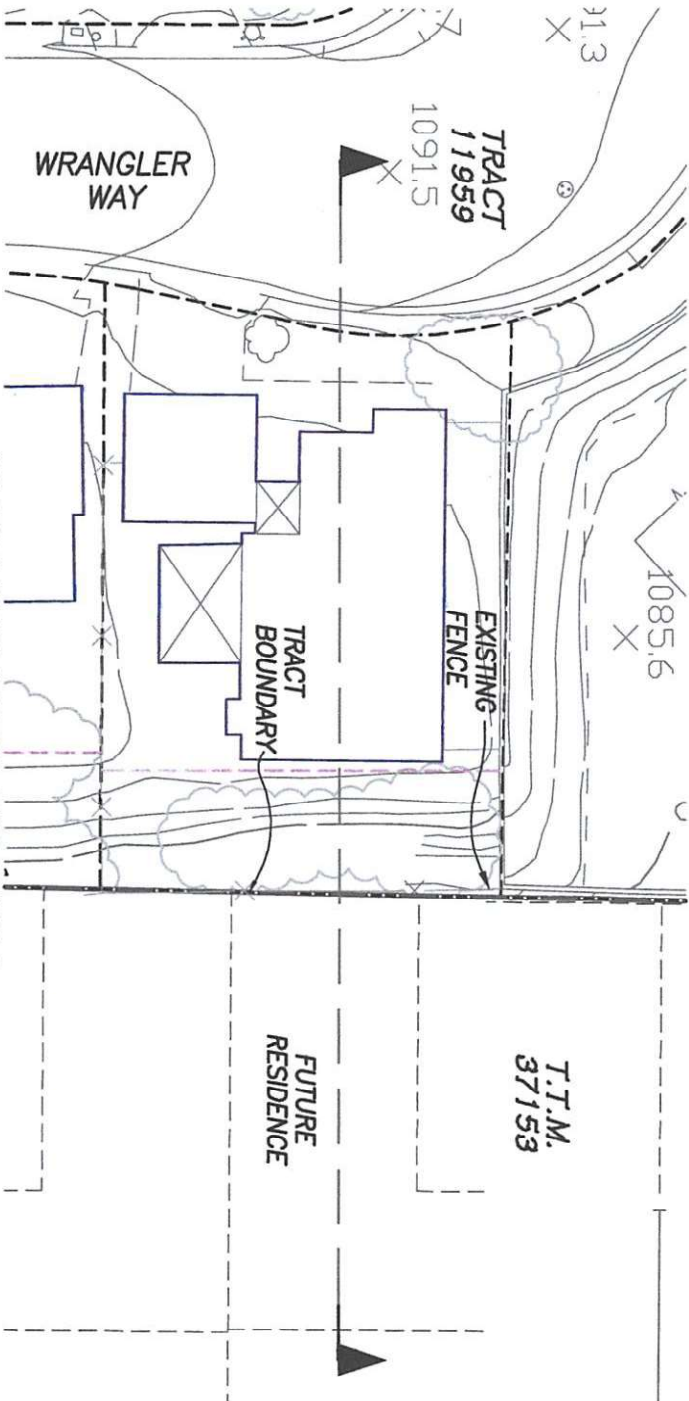




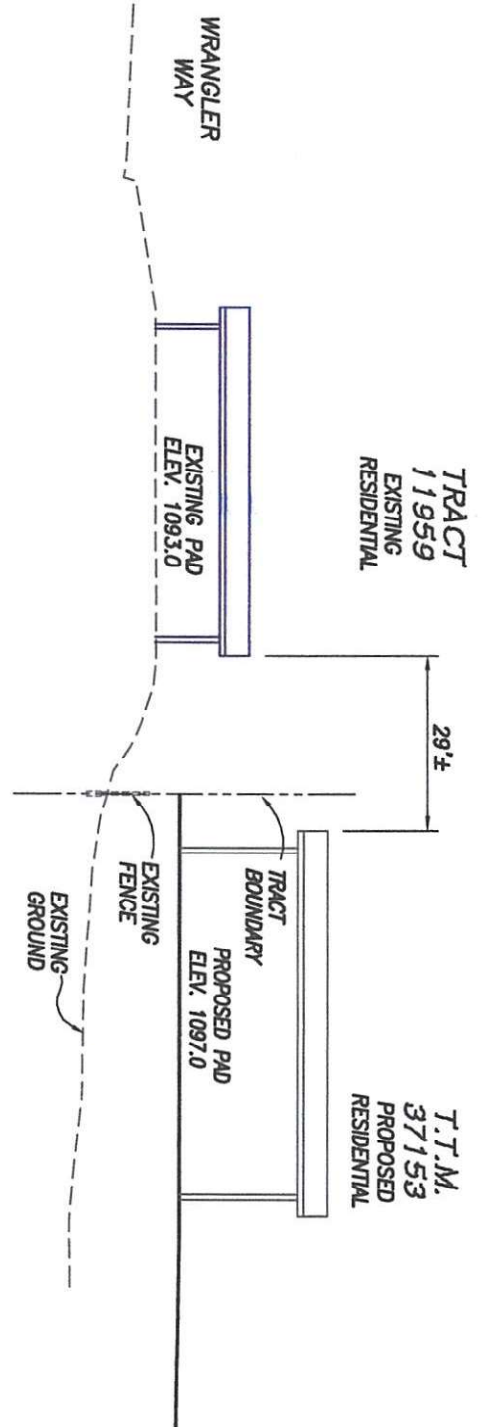




NOT TO SCALE



**SECTION VIEW**



**10681 WRANGLER WAY**  
**REAR YARD IMPROVEMENT EXHIBIT**

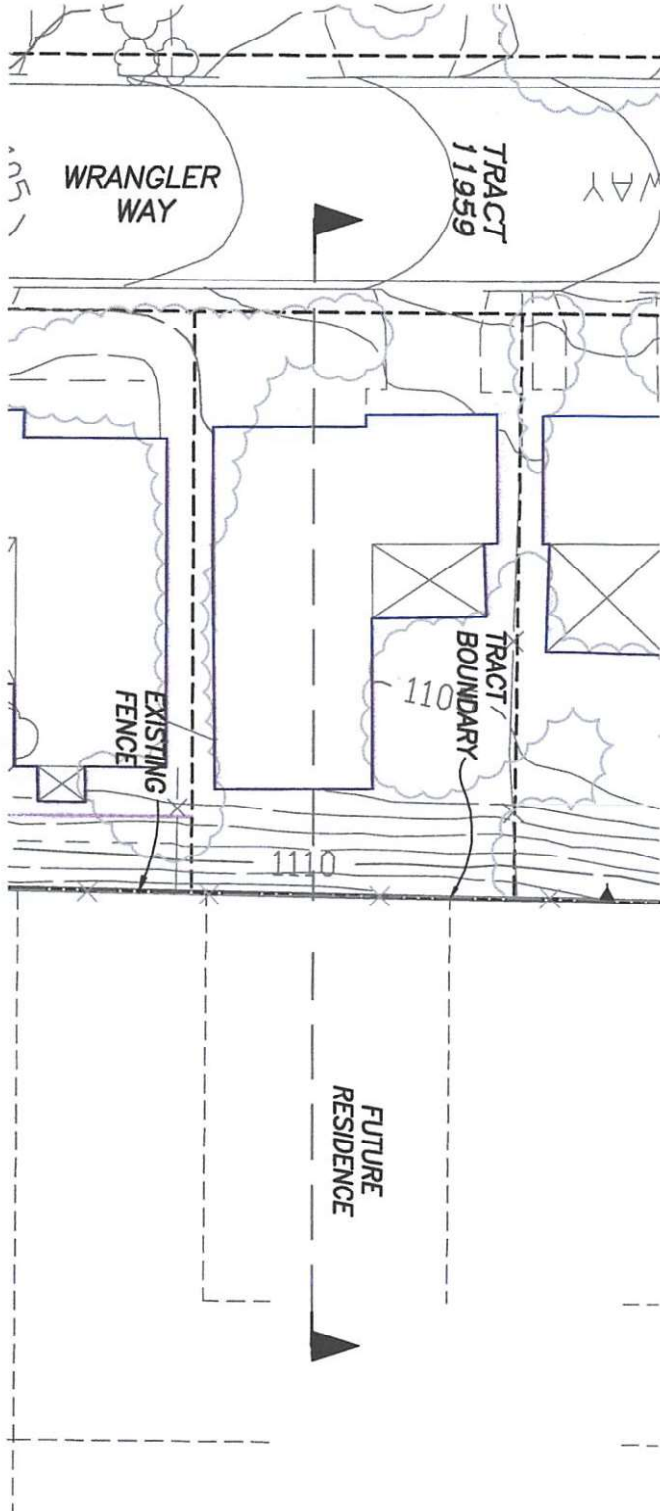
DATE: 11/17/17



**PROACTIVE** ENGINEERING CONSULTANTS 200 SOUTH MAIN STREET, CORONA CA. 92882 SUITE 300 951-280-3300



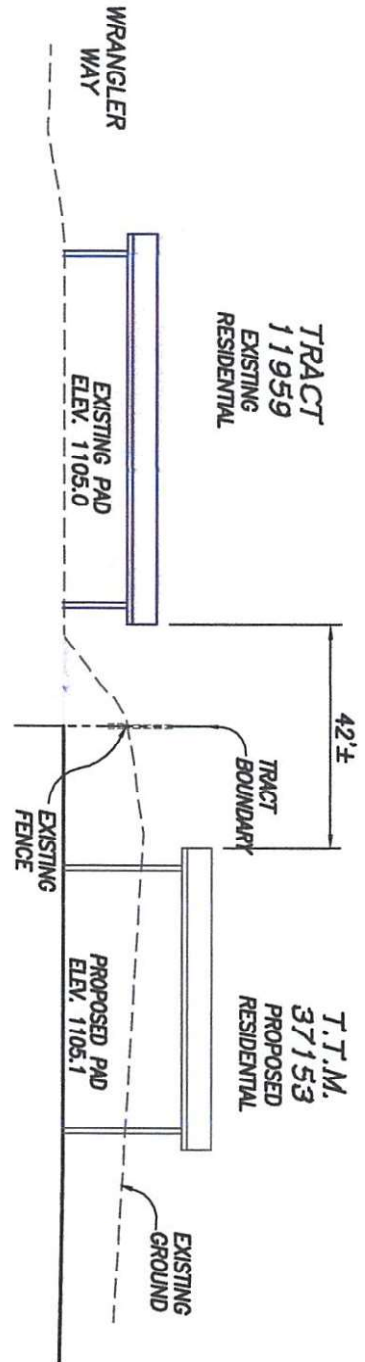
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**10583 WRANGLER WAY  
REAR YARD IMPROVEMENT EXHIBIT**

DATE: 11/17/17

**SECTION VIEW**



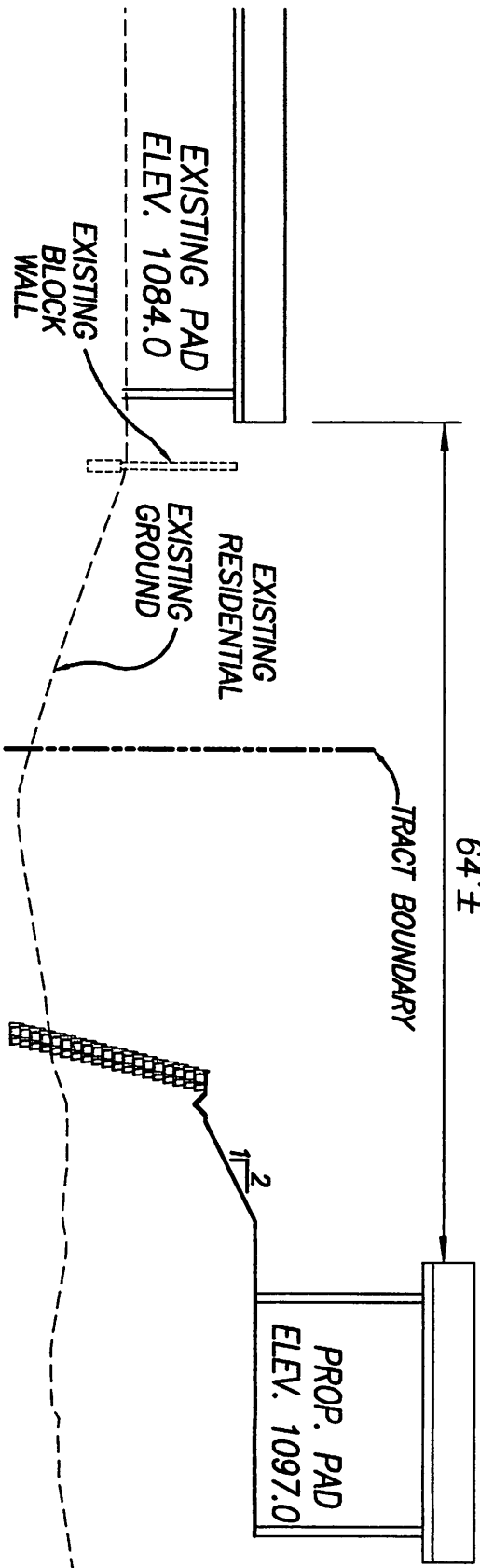


**PROACTIVE** ENGINEERING CONSULTANTS 200 SOUTH MAIN STREET, CORONA CA. 92882 SUITE 300 951-280-3300

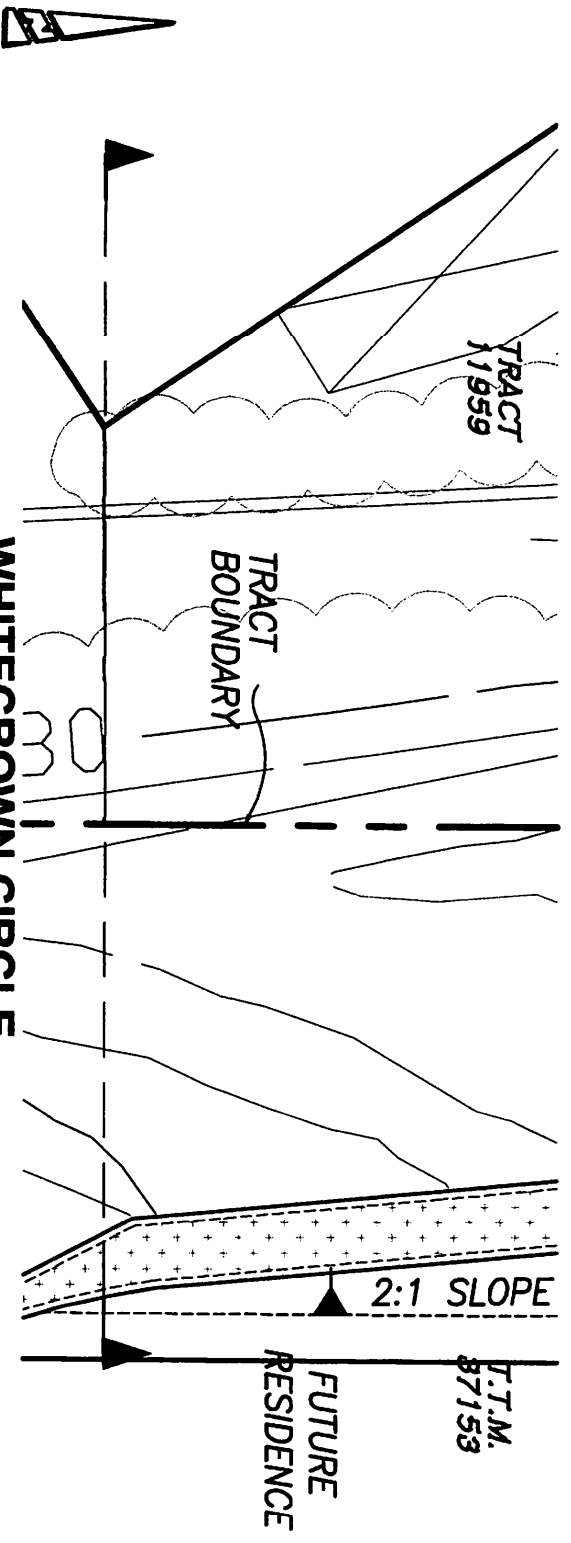
T.T.M.  
23188

T.T.M.  
37153

PROPOSED  
RESIDENTIAL



**SECTION VIEW**



TRACT  
11959

TRACT  
BOUNDARY

WHITECROWN CIRCLE

REAR YARD IMPROVEMENT EXHIBIT

2:1 SLOPE

FUTURE  
RESIDENCE

T.T.M.  
37153

NOT TO SCALE

DATE: 11/17/17



**TEMESCAL CANYON**  
DESIGN MANUAL

Riverside County, CA.  
March 2017

# TEMESCAL CANYON

## DESIGN MANUAL

TTM 37153

### Applicant:

Temescal Canyon Office Partners. LLC.

### Consultant Team:

DAHLIN | Architecture and Planning

Proactive Engineering Consultants

SMP | Environmental Design

Riverside County, CA.

March 2017

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# 1.0 Project Background



## 1.1 General Overview

This Design Manual is intended to layout the overall framework for Temescal Canyon (TTM 37153) including design concepts, overall aesthetics, and infrastructure strategies, providing a comprehensive guide to the Builder and City Staff as this site is developed. The execution of the information contained within this manual will ensure County design objectives are met for this site.

The document describes the existing conditions of the site and shows its local and regional context. The Land Use Plan is delineated with product descriptions and examples of site features such as the proposed recreation area, trail systems, monumentation plans, and street sections. A set of design guidelines is included to ensure a high level of site design and architectural/landscape design quality is established for the community. The location and function of water quality basins and utility systems are also delineated as part of this document.

The Design Manual will be accompanied by a Tentative Tract Map as part of the subdivision application process in accordance with the County of Riverside Zoning Code Ordinance No. 348, Article VIII, Section 8.95B.

## 1.2 Document Organization

The Design Manual is organized into 5 descriptive chapters, each addressing different elements within the community. Chapter 1 provides background information of the project. Chapter 2 describes the land use plan concept and the key features proposed for the site. Chapter 3 sets up the design guidelines including site design, architectural character, and landscape concepts to guide development into a cohesive, high quality community. Chapter 4 discusses the infrastructure proposed for the site, and Chapter 5 lists implementation strategies for the project.

## 1.3 Project Vision

Temescal Canyon is envisioned to be a memorable community with clustered housing integrated within a short walk to recreation opportunities. Each single-family clustered home will have its own private open space providing an indoor/outdoor lifestyle. The proposed sidewalk and trail system will provide residents with easy access to the pool and tot-lot area located on site. The sidewalk system also connects to the regional trail system for miles of walking and biking opportunities.

The standards and guidelines within this document will create an ideal community framework, distinctive architecture, and landscape elements to create a high quality, timeless place to live at Temescal Canyon.

## 1.4 Project Description

Temescal Canyon is located in Riverside County just north of Temescal Canyon Road on the west side of the I-15 Freeway, with the Butterfield Estates manufactured home subdivision on the east, Painted Hills single family community to the north, and vacant land directly south as shown in Figure 1-2.

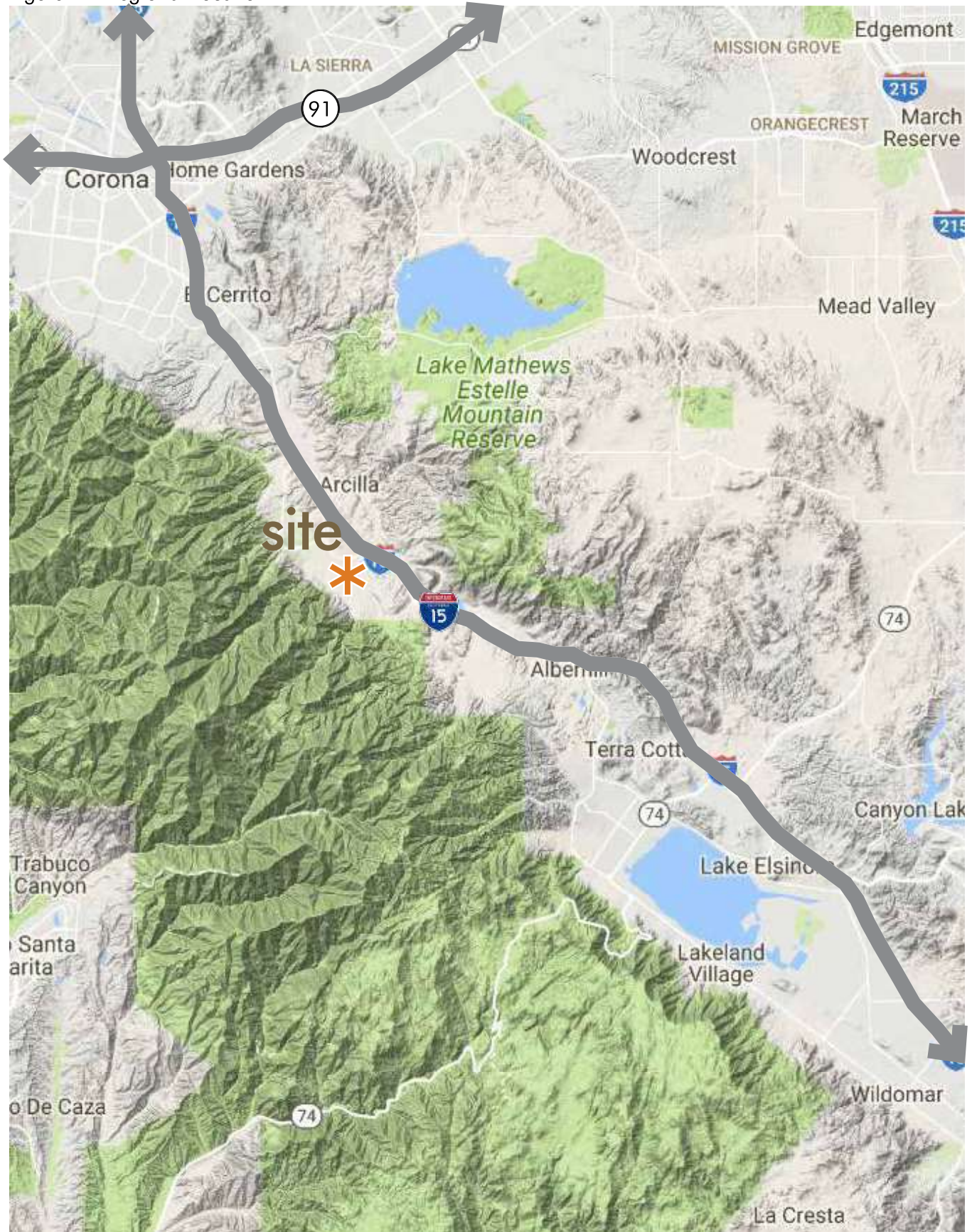
The site is a total of 14.81 acres with 85 2-story clustered homes located on 12 lots. Recreation areas and a sidewalk/trail system is planned for the project and is described in Section 2.0.

The project is currently zoned as Business Park (BP) but is proposed to be rezoned as PRD R-4 Residential. The proposed land use will be developed as detached condominium single family residential.





Figure 1-1 Regional Location





## 1.5 Existing Conditions

The property is currently vacant land. The majority of the site is a rolling plateau with no vegetation overlooking the properties to the east and south. The site borders Temescal Canyon Road to the south, Interstate 15 to the east, and single-family residential communities to the north and west.

The topography of the plateau at the south drops down approximately 30 to 40 feet to a 2.8 acre existing drainage channel along Temescal Canyon Road. This drainage channel is within the 100 year flood plain boundary. Existing swales exist along both the north side and east side of the property.

See Figure 1-2 for the existing conditions map.

### 1.5.1 Existing Land Use Designations

The existing Riverside County General Plan Land Use is Business Park (BP) and the existing zoning is Commercial Office (C-O). The site is within the Glen Ivy Area zoning district. It also is within the RCIP Area Plan and Temescal Canyon Area Plan.

### 1.5.2 Adjacent Properties

The adjacent properties include Interstate 15 to the east, vacant land and mining operations to the south, Butterfield Estates to the west, and Painted Hills subdivision to the north. See Figure 1-3 for existing GP land uses and Figure 1-4 for existing zoning.

Adjacent General Plan Land Uses:

- North: MDR (Medium Density Residential)
- South: LI (Light Industrial)
- East: FWY (Freeway)
- West: MHDR (Medium High Density Residential)

Adjacent Zoning:

- North: R-1 (One-Family Dwellings)
- South: M-SC (Manufacturing Service Commercial)
- East: Freeway
- West: R-T (Mobile Home Subdivision/Park)



site view from I-15



site view from Temescal Canyon Rd. at southeast corner



site view from Temescal Canyon Rd. at southwest corner



Figure 1-2 Existing Conditions





Figure 1-3 Existing GP Land Uses

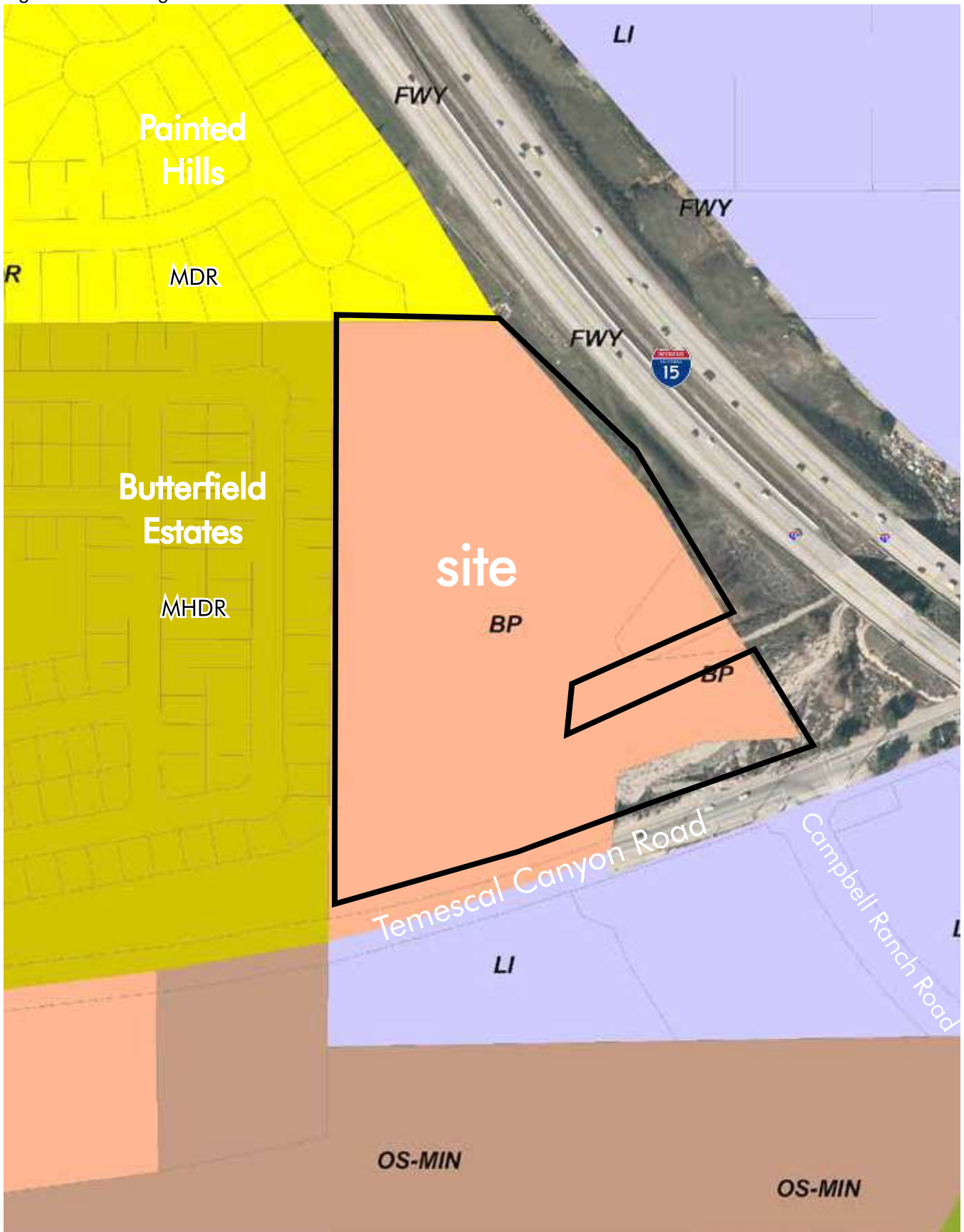


Figure 1-4 Existing Zoning

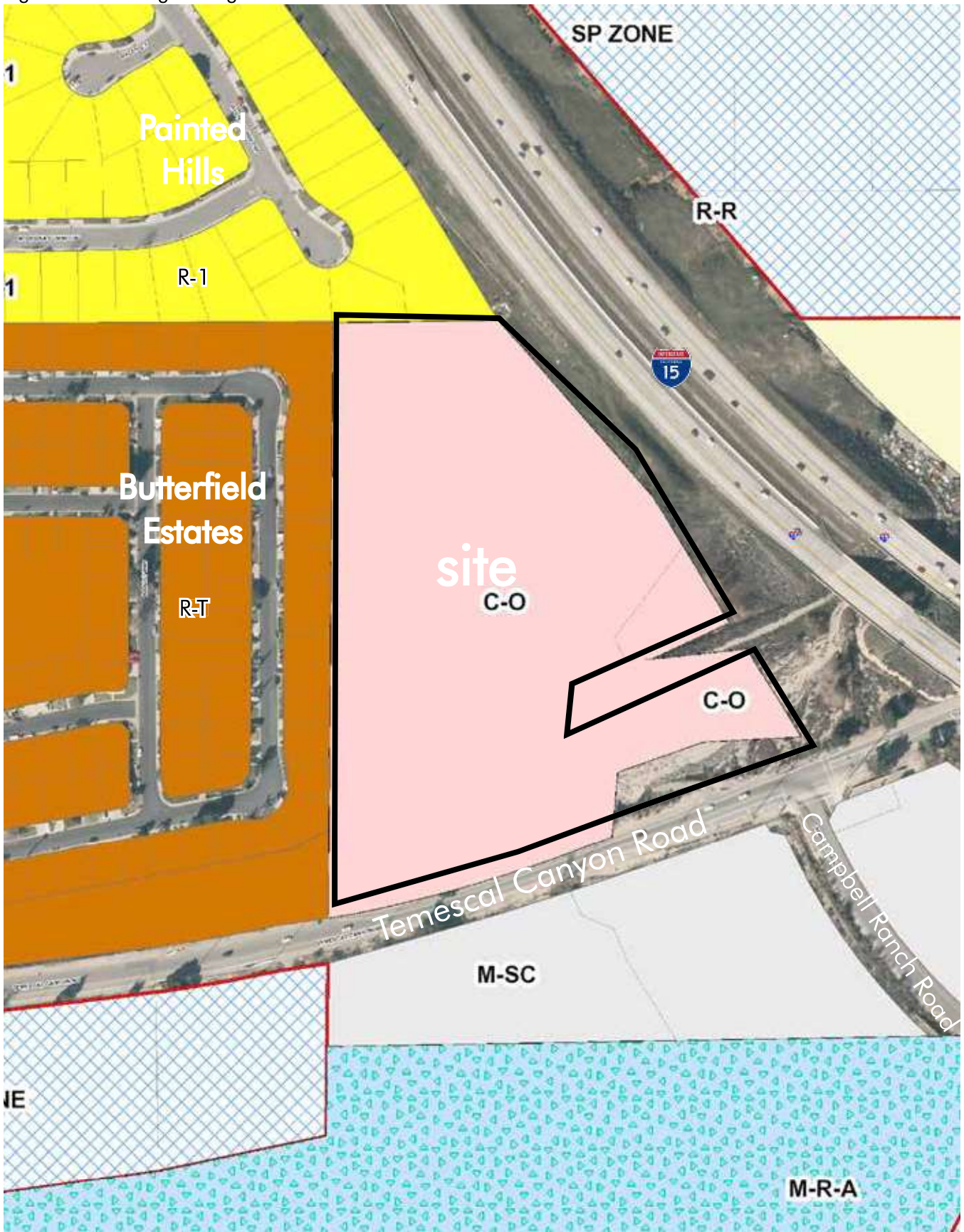




Figure 1-5 Additional Site Views





## 2.0 Land Use Plan



### 2.1 Site Plan Description

Temescal Canyon is a 14.8 acre residential community comprised of 85 two-story single family cluster homes organized along a pedestrian-friendly street network with planned open spaces and gathering areas. The project enters off of Temescal Canyon Road and then crosses over the existing open space drainage channel before climbing up to the main project area. A view of the proposed recreation space with pool and tot lot area is visible when entering the project.

Temescal Canyon is a walkable community with sidewalks located along the street network, connecting each cluster to the recreation area and to the off-street trail system proposed for the project. This trail system takes advantage of additional open space located throughout the site and creates landscaped seating areas with distant views of the surrounding area. A 10' multi-purpose trail will be built along Temescal Canyon Road to tie into the regional trail system planned for Riverside County.

See Figure 2-1 for the project site plan.

Figure 2-1 Proposed Site Plan





## 2.2 Product Description

An 8-pack single family cluster is the home type planned for Temescal Canyon as shown in Figure 2-2. The typical condition of this cluster is eight homes organized around an internal motor court area, minimizing the need for driveways on the main access road while allowing space for parking and landscape. Each 8-pack cluster will be sited in a single lot with individual homes proposed as a detached condominium.

The homes average in size from 1,630-2,230 square feet with 3-4 bedrooms. Each home has its own private yard area with outdoor patio space.

As these homes are considered multifamily dwellings under the detached condominium land use, the provisions of the R-3 zone will apply per Riverside County Ordinance No. 348, Article VIII Section 8.96a. The existing and proposed zoning regulations applying to the cluster homes are listed in Table 2-1.



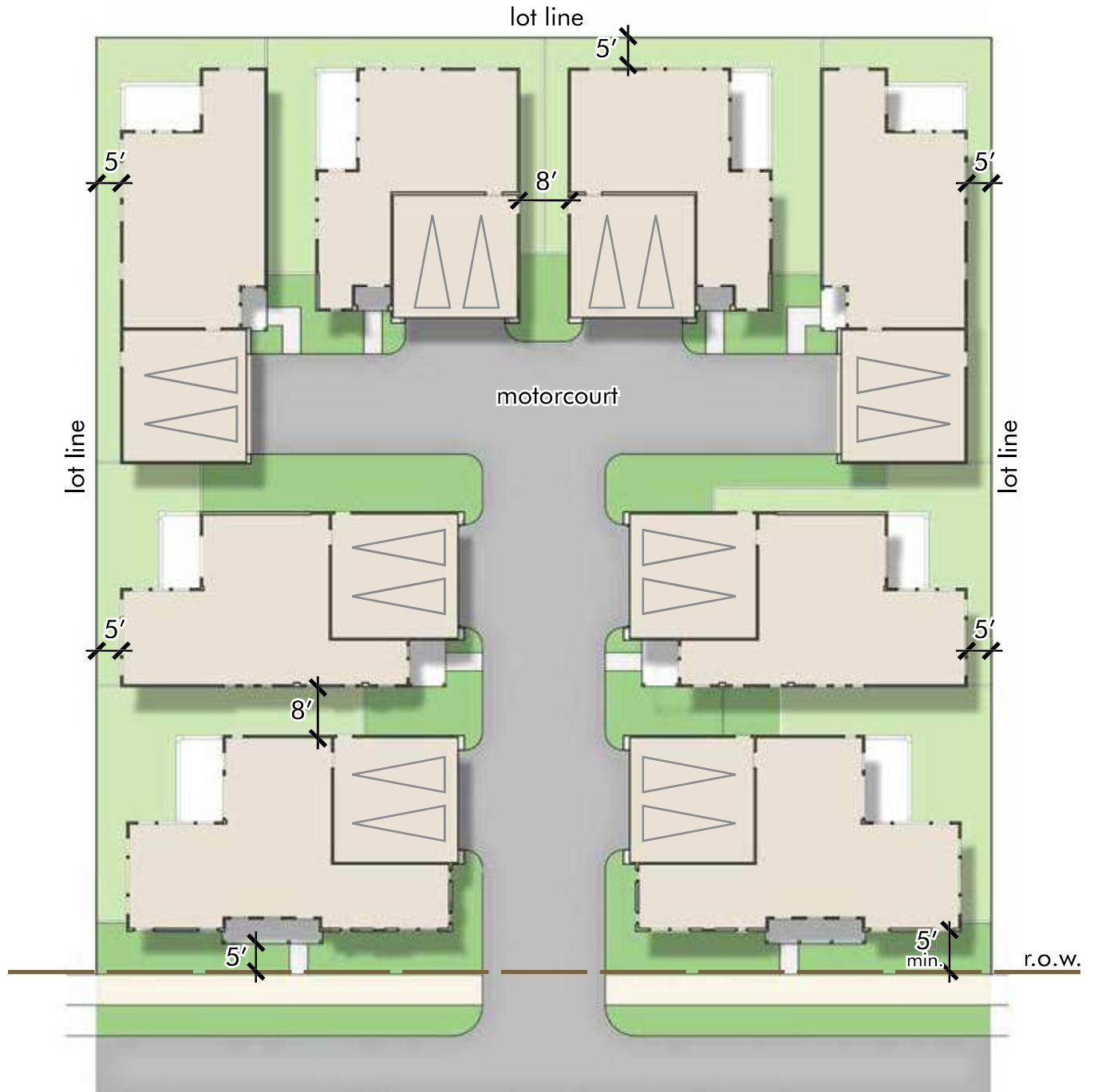
Table 2-1 Cluster Home Building Standards

R-3 Standards (per Article VIII Section 8.96a)		
AREA & HEIGHT REQUIREMENTS	EXISTING	PROPOSED
minimum lot size	3,500	3,500
minimum lot area per dwelling unit	7,200	7,200
minimum lot width	60'	60'
minimum lot depth	100'	100'
maximum building height	50'	50'
<b>SETBACK REQUIREMENTS</b>		
front yard (buildings under 35' in height)	10'	5'*
side yard	5'	5'
rear yard (buildings under 35' in height)	10'	5'*

notes:

\*variance from standard R-3 zoning

Figure 2-2 Typical Cluster Plan



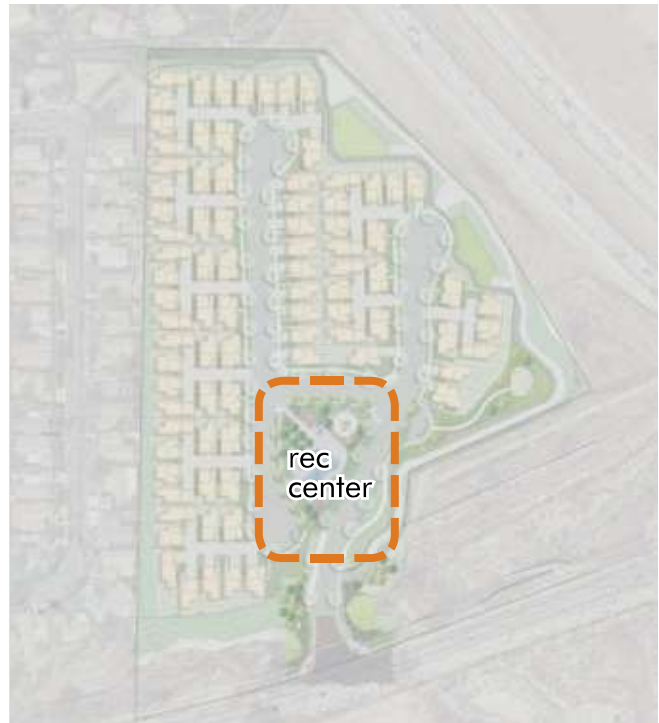
## 2.3 Community Amenities

### 2.3.1 Recreation Center

The Temescal Canyon Community Recreation Center Area is to be a neighborhood pool designed on Lot B of the site plan and is to be approximately one half acre in size. This recreation center area is to serve the Temescal Canyon community. The design of Lot B should strive to integrate the community recreation center into the surrounding open space and should utilize simple plan forms that affirm the modern prairie theme of the neighborhood. See Figure 2-3 for a conceptual plan of the recreation center.

Key elements include the following:

1. The community recreation center shall be designed with a pool and solid pool deck consistent with the design theme of the neighborhood.
2. The community recreation center area design should minimally include a permanent outdoor kitchen area which consists of a permanent grilling station.
3. A tot lot playground shall be designed adjacent to pool enclosure.
4. A secure pool enclosure consisting of walls, fences, and gates shall be constructed. The enclosure shall be consistent with the community wall and fence guidelines for materials, color, and style.
5. All wall and fence heights and gate security/emergency features are to be consistent with all County of Riverside and Health Department standards.
6. Movable lounge and table furniture, to allow seating flexibility, shall be provided.
7. The community pool enclosure shall have ample permanent shade structures to be constructed of wood or metal with design accents of wood, metal, stone, brick or tile and shall match the design theme of the neighborhood. Temporary shade structures such as patio umbrellas are permitted as secondary shade options.
8. The recreation center shall be designed with a building to provide restrooms and pool mechanical storage; no community rooms are required.
9. The architecture of the restroom/pool mechanical room design shall match neighborhood building aesthetics and incorporate neighborhood architectural details.
10. All County of Riverside and Health Department requirements for a pool recreation facility such as pool showers, drinking fountains, gate security, and pool enclosure height/materials are to be followed



key map



Figure 2-3 Recreation Center Detail





### 2.3.2 Tot Lot/Playground Area

A tot lot or playground area shall be constructed as a community amenity within Lot B. This playground is to be permanently mounted by certified professionals. The tot lot playground design shall incorporate elements from the community theme and match the site furnishings in materials, color, and style and shall be designed for a variety of age groups.

The tot lot is to have a permanent shade structure over the playground equipment. The shade structure color and material shall emphasize the color and materials of community site furnishings and play structure. Approved materials for the shade structure include wood, hardened/molded plastic, metal, and heavy duty canvas fabric. No nylon, temporary canvas, or fabric overhead features shall be allowed in the tot lot playground area.

Additional permanent shade and seating areas shall be designed at the tot lot playground area outside of the playground fall zone. All site furnishings in the playground area are to be securely mounted.

### 2.3.3 Community Gateways and Monuments

The primary community gateways and monuments are intended to define and express the visual character of the community and provide wayfinding once within the specific planning area. The community has one gateway entry off of Temescal Canyon Road with wayfinding monuments for the Recreation Center area, Linear Park, and Dog Park.

All gateways, monuments, and associated landscape massing shall comply with the County of Riverside vehicular line-of-site regulation standards.

#### 2.3.3a Community Gateway Entry

The Community Gateway announces the arrival to the site and is the threshold from Temescal Canyon Road. This gateway spans the watershed adjacent to Temescal Canyon and links the site to the remainder of the Temescal community. Materials and finishes of the gateway should match the architectural character of the community and enhance the modern prairie aesthetics of the site.



tot lot with a permanent shade structure



shade structure over seating areas



Key Elements include the following:

1. An enhanced “bridge” façade shall be designed at the community gateway; this bridge statement shall include stone, tile, or wood veneer with a railing element.
2. The bridge feature shall have enhanced vehicular paving which should consist of concrete pavers.
3. Temescal Canyon Road links to the Regional Trail; this trail shall be connected to the neighborhood trail system.
4. Community pilasters shall be designed to enhance gateway threshold experience.
5. Landscape planting at the gateway shall use low mounding shrubs in foreground with layered shrubs and grasses in the background.
6. A mixture of deciduous and evergreen trees should be designed along the vehicular corridor.
7. Materials and finishes will match and compliment the architectural character of the community and sets the tone for the modern prairie theme.

Refer to Figure 2-4 Entry Monumentation Plan for conceptual illustration.



example of enhanced “bridge” feature at project entry

Figure 2-4 Entry Monumentation Plan





### 2.3.3b Wayfinding Monuments

The Community Wayfinding Monuments are to be a series of signs, markers, pilasters, and monuments that assist with vehicular and pedestrian circulation throughout the site while maintaining the quality and character of the community. The Wayfinding Monuments shall be used to call out amenities within the community such as the Community Recreation Center, the Tot Lot playground, parks, and trails. Address signage and directional signage are to be included in the Wayfinding Monuments and should be constructed of a similar, durable material to other signs and monuments within the neighborhood.



example of a wayfinding monument

### 2.3.4 Trails and Pedestrian Circulation

Temescal Canyon shall promote a system of trails and walkways for pedestrians and other non-vehicular modes of transportation at both the county level and the neighborhood level as shown in Figure 2-5. The regional level consists of a proposed link to the County of Riverside Regional Trail System. This trail link shall be coordinated with the County of Riverside. The neighborhood level includes a system of internal walking paths, trails, and connections. For additional information, requirements, and clarifications of trail terms, refer to the *County of Riverside Recreational Trails Master Plan – Temescal Canyon Area Plan*.

#### 2.3.4a Sidewalks

The entry road leading from Temescal Canyon Road into the community will include a partially meandering sidewalk on the east side of the street. This sidewalk is to be 8' wide and shall be constructed of concrete. The sidewalk will be curb adjacent at the entry and once space allows will be separated from the curb by a landscaped parkway as it begins to meander through the open space. Additional sidewalks shall be included throughout the site and will be a minimum of 4' wide and shall be constructed of concrete. These sidewalks shall be separated from the curb by a landscape parkway no less than 4' wide.

Refer to Figures 2-8a and 2-8b for the Typical Residential Road graphics.



street adjacent sidewalks separated by parkways

Figure 2-5 Trails and Pedestrian Circulation





### 2.3.4b Internal Walking Paths

The Internal Walking Paths area planned to provide pedestrian movement within the community as well as provide connectivity to the site's amenities and regional trail system. The Internal Walking Paths will consist of a minimum of 4' wide stabilized decomposed granite path with reinforced edges such as mow curbs or approved header board for a minimum overall width of 5'. The 4' wide stabilized decomposed granite trail will be located in specific locations to further connect the site amenities to the community. The internal walk is not to be adjacent to a local street; a planting area of no less than 5' wide shall be provided between the curb and walk at all times.

All trails within the site and connectors to regional trail systems are to be constructed of solid materials. Acceptable materials for internal trail ways include the following: stabilized decomposed granite path with reinforced edges such as mow curbs, concrete, or concrete pavers. Compacted soil and stabilized soil are not acceptable materials for community trails.

### 2.3.5 Trail Node

A trail node shall be created within Lot C of the site. This node shall act as a transitional point connecting the neighborhood sidewalks and the off-site pedestrian system such as the regional trail system.

The trail node shall be an enhanced area that includes community amenities such as benches, trash cans, wayfinding monuments, outdoor exercise stations, dog waste dispensers, and enhanced planting. These community amenities are to be consistent in color, style, and finishes with other site-wide amenities.

See Figure 2-6 for conceptual illustration plan.



example of a stabilized DG trail



key map

Figure 2-6 Trail Node Detail





### 2.3.4 Cluster Private/Public Landscape

Each home within Temescal Canyon will have its own private yard area to be maintained by the homeowner. These areas will be separated from neighboring private yards and the publicly maintained landscape area by a wall or fence. An approximately 300 square foot area of usable open space is provided for each home, including a patio that provides an indoor/outdoor living experience. These spaces have adequate room for seating, outdoor dining, barbeque area, small dog run, or a place for gardening.

All landscaped areas visible from the road right of way or motorcourt, and not behind a fence, will be installed and maintained by the H.O.A. The motorcourt hardscape and landscape concept is shown in Figure 2-7a, and the delineation of private and public areas is shown in Figure 2-7b.



private outdoor space is provided for each home

Figure 2-7a Motorcourt Hardscape and Landscape Concept

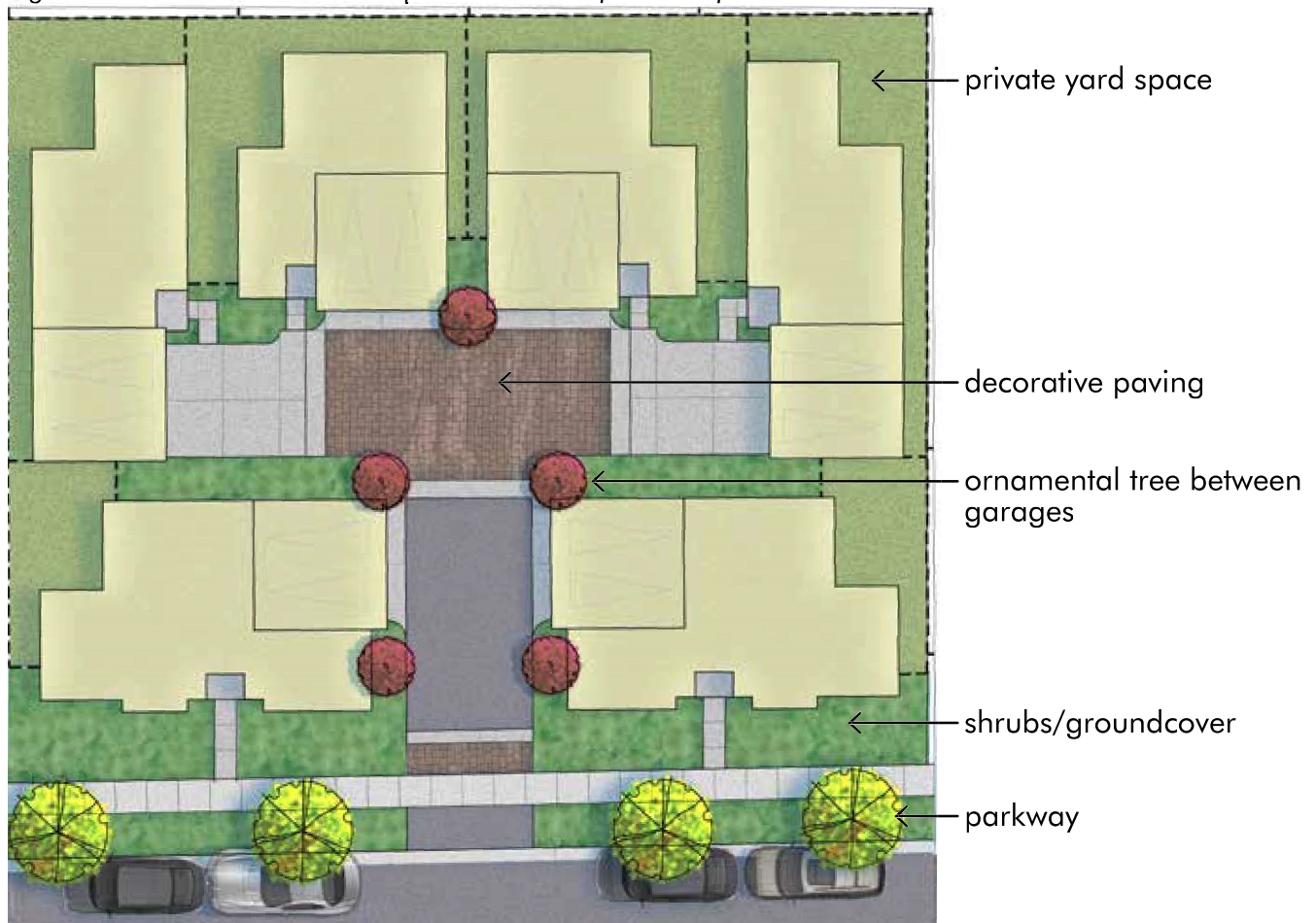





Figure 2-7b Private and HOA Maintained Cluster Landscape



-  homeowner maintained landscape
-  primary private yard area
-  H.O.A. maintained landscape



## 2.4 Street Sections

Two street sections will be used in Temescal Canyon. These streets are sized to be public roads, but may also be built as private roads.

The typical residential road as shown in Figure 2-8a has a 60 foot right of way with 10 foot travel lanes, 8 feet of parallel parking on both sides, and a 5 foot sidewalk separated by a 7 foot parkway. The entry road section as shown in Figure 2-8b has a 52 foot section, and has the same configuration as the typical residential road with the exception of parallel parking on one side only. See Figure 2-9 for the locations of each street section within the project.

Figure 2-8a Typical Residential Road

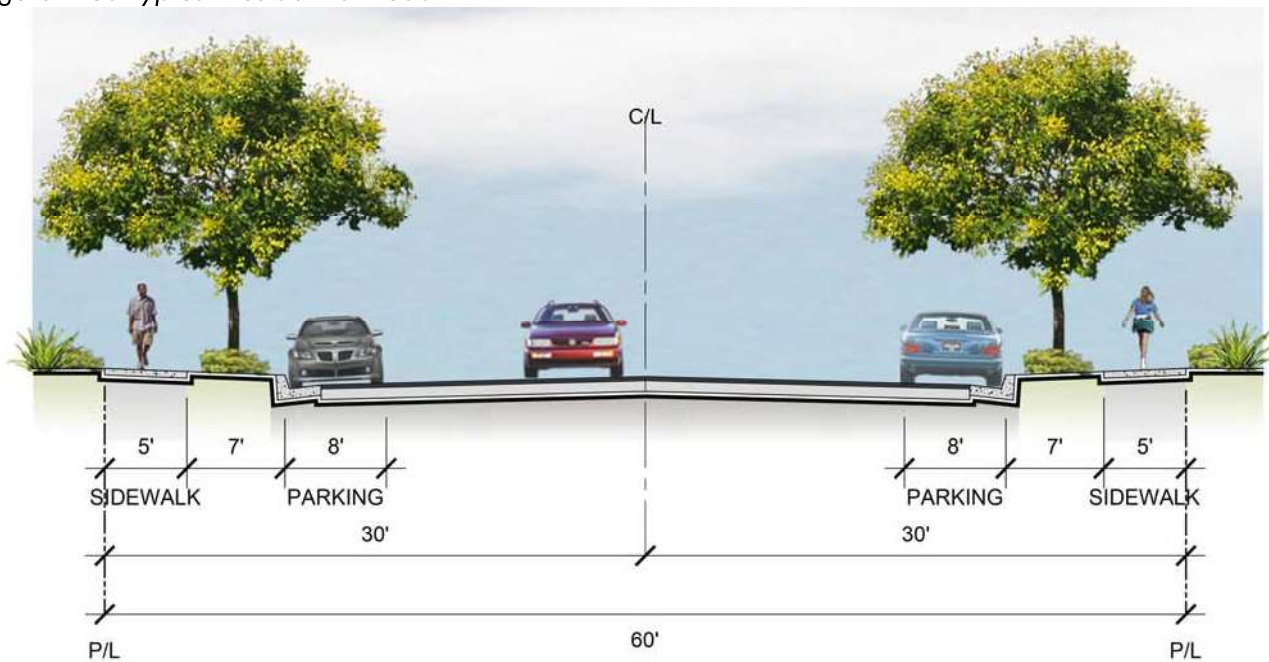


Figure 2-8b Entry Road

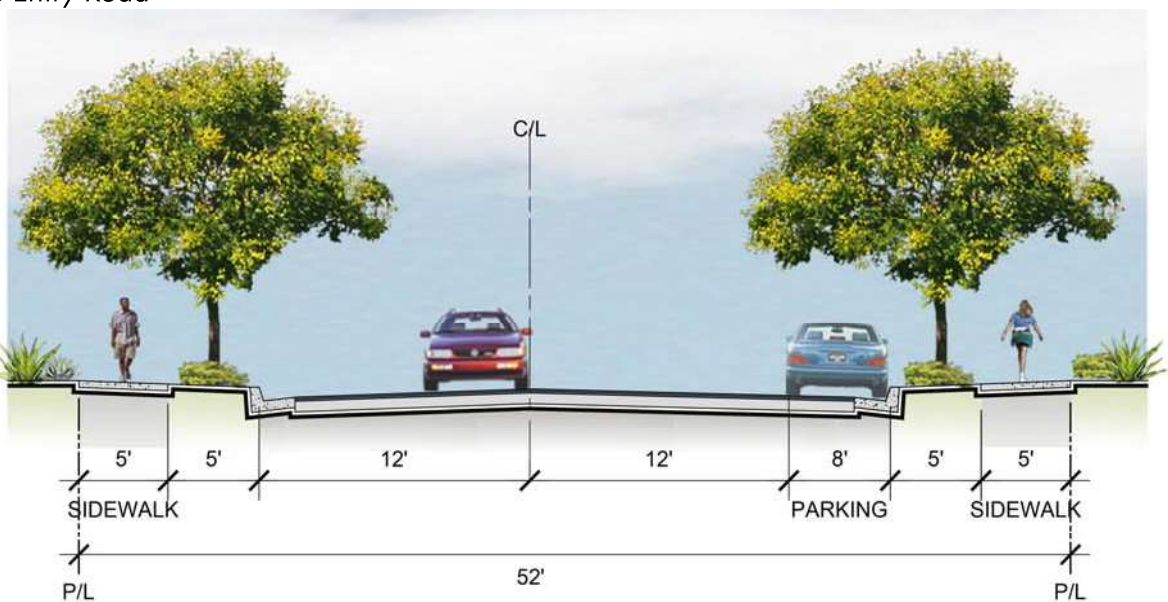


Figure 2-9 Circulation Plan



## 3.0 Design Guidelines



### 3.1 Introduction

The design guidelines are intended to provide criteria for development in order to promote a high level of design quality for the project. They are not intended to be a set of rigid requirements, but are meant to provide an overall design theme and objective for the project, while allowing flexibility and encouraging creativity and variety on the part of designers. While not every single guideline listed here must be followed, the overall spirit and intent of the project set forth in these guidelines shall be met.

The design guidelines are divided into the following 3 sections:

- » Site Design Guidelines
- » Architectural Guidelines
- » Landscape Guidelines



## 3.2 Site Design Guidelines

The guidelines in this section establish a consistent theme and quality of design for the project at an overall community level.

### 3.2.1 Neighborhood Design

1. Porches, entry ways, and feature windows should be incorporated into the design of front facades to activate and provide visual interest along the streetscape.
2. When garages must face the main street, their appearance should be minimized by providing a dominant entry porch onto the main facade or enhancing the look of the garage door with articulation including trellises, trim detail, and architectural projections.
3. Buildings located on corner conditions should receive special architectural consideration and incorporate features such as wrap-around porches and enhanced side elevations to improve the visual aesthetic of the community.

### 3.2.2 Project Monumentation

1. Monumentation and signage throughout the project should incorporate a consistent design theme in materials, colors, and style to create a unified aesthetic for the community.
2. A hierarchy of signage in size and scale should be used throughout the community to design areas of significance and interest such as the main entry, recreation area, and open space area.
3. Project monumentation is discussed in greater detail in Section 2.3.3.



front porches activate the streetscape



corner conditions should have enhanced side elevations with features such as wrap-around porches



project monumentation should reflect the architectural character of the community

### 3.2.3 Walls and Fences

1. Walls and fences should be incorporated into the design of the community using similar natural materials and details consistent with the architectural character and theme of the project.
2. Walls and fences should be used to provide screening, privacy, and visual enhancement to the community.
3. Walls along community streets and other areas visible to the public should be complemented with trees and shrubs.

### 3.2.4 Grading Design

1. All efforts should be made to sculpt graded slopes in such a way as to give the appearance of a natural slope, and provide smooth transitions between man-made and natural slopes.
2. Water-efficient landscape should be planted on graded slopes to minimize erosion and enhance their appearance.



walls should use the same natural materials and details consistent with the character and theme of the project



## 3.3 Architecture Guidelines

The guidelines in this section are specific to the individual building design proposed for Temescal Canyon. Detailed floor plans and elevations submitted to the County will need to demonstrate their overall adherence to suggestions set forth in this section.

### 3.3.1 Architectural Style

Three architectural styles are suggested for the project: contemporary prairie, contemporary farmhouse, and contemporary ranch. The idea is to give a clean, modern look to classic, timeless styles. A description of each style is provided in Figures 3-1a, 3-1b, and 3-1c.





Figure 3-1a Contemporary Prairie Style

The Prairie Style is characterized by strong horizontal lines and natural materials which was meant to interact with natural sweeping environments of the American Prairie. The floor plans of prairie homes create a natural flow between opened up spaces, which was distinctly different from the compartmentalized floor plans of the early 20th century. The open floor plans also transition directly into outdoor porches and patios creating an indoor/outdoor experience, a characteristic highly sought after in floor plans today.

FORM	<ul style="list-style-type: none"> <li>• 1 to 2-story building forms</li> <li>• prominent chimney or pier used as a vertical element to anchor horizontal lines</li> <li>• strong horizontal lines</li> <li>• projecting or cantilevered wings</li> <li>• deep shadowed overhangs</li> </ul>
ROOF	<ul style="list-style-type: none"> <li>• low pitched roof, usually hipped or flat roof</li> <li>• broad, overhanging eaves</li> </ul>
WALLS	<ul style="list-style-type: none"> <li>• wide use natural materials, especially stone and wood</li> <li>• stucco, stone, or brick walls</li> </ul>
WINDOWS	<ul style="list-style-type: none"> <li>• ribbons of windows in horizontal bands</li> <li>• clerestory windows</li> </ul>
COLORS	<ul style="list-style-type: none"> <li>• light to dark natural tones to complement natural stone and brick materials</li> </ul>
DETAILS	<ul style="list-style-type: none"> <li>• eaves, cornices, and facade emphasizing horizontal lines</li> <li>• contrasting horizontal trim</li> <li>• ornamentation limited to abstract leaded glass patterns</li> <li>• integrated with landscape including platers and window boxes</li> </ul>



*Figure 3-1b Contemporary Farmhouse Style*

Farmhouse style homes are characterized by a predominant gable roof form to the front, and a partial or full-width front porch. This style of home, with a modern application of materials and forms, should be familiar, welcoming residences.

Typical architectural elements include gable roof forms with pitch breaks at porches, lap and board and batten siding, porches with simple yet decorative columns and railings, and white or light paint colors or rich earth tones accented with white or a contrasting accent color.

FORM	<ul style="list-style-type: none"> <li>• asymmetrical 2-story building forms</li> <li>• dormers on front elevations</li> <li>• dominant wide front porch with square posts and decorative brackets</li> <li>• wood beams and brackets</li> </ul>
ROOF	<ul style="list-style-type: none"> <li>• gable roofs (5:12 to 8:12)</li> <li>• roof accents up to 12:12</li> <li>• 12" overhangs</li> <li>• decorative trusses at gable ends</li> <li>• flat concrete tiles, asphalt shingles</li> <li>• metal roof accents</li> </ul>
WALLS	<ul style="list-style-type: none"> <li>• board and batten siding with stone or masonry wainscot base for detail</li> <li>• brick or stone as accent</li> </ul>
WINDOWS	<ul style="list-style-type: none"> <li>• square or rectilinear window shapes, with divided lights and dormer windows</li> <li>• window groupings of two or three</li> </ul>
COLORS	<ul style="list-style-type: none"> <li>• primary-shades of whites or reds, brighter to mid-tone shades of yellows, blues, and greens</li> <li>• fascia and trims - light or contrasting cool colors from the main color palette</li> <li>• roofs - gray tones and darker</li> </ul>
DETAILS	<ul style="list-style-type: none"> <li>• fascia - smaller scaled, double trim boards with decorative gutter</li> <li>• porch railing of picket fence or post fence</li> </ul>



*Figure 3-1c Contemporary California Ranch Style*

Rooted in the forms and materials of traditional California Ranch Style is a contemporary vernacular that expresses living on the ranch in a modern way.

Gable roof forms, earthy colors and solid massing combine with fresh materials, such as metal roofing and expanses of glass, to bring the homes up to date with today’s standards of living.

FORM	<ul style="list-style-type: none"> <li>• asymmetrical, vertical and horizontal form</li> <li>• rustic appearance</li> <li>• low-plane lines and low-pitched roof forms</li> <li>• deep overhangs on rakes and gables</li> </ul>
ROOF	<ul style="list-style-type: none"> <li>• gable and shed roofs</li> <li>• lower 3:12 to 5:12 roof pitches</li> <li>• 12” rake and 18”-24” eaves</li> <li>• standing seam or corrugated metal roof</li> <li>• occasional flat concrete tiles, flat rustic shingle tiles, arch. grade asphalt shingles</li> </ul>
WALLS	<ul style="list-style-type: none"> <li>• light to medium sand finish stucco</li> <li>• vertical board and batten</li> <li>• horizontal siding</li> <li>• stone used as wall mass or accent</li> <li>• brick or siding elements</li> </ul>
WINDOWS	<ul style="list-style-type: none"> <li>• square or rectilinear window shapes</li> <li>• grouped window ribbon with continuous sill</li> </ul>
COLORS	<ul style="list-style-type: none"> <li>• light to medium earth tones with contrasting trim and accent colors</li> </ul>
DETAILS	<ul style="list-style-type: none"> <li>• wide front covered porch</li> <li>• square wood columns with trim</li> <li>• enhanced sills</li> </ul>





### 3.3.2 Building Orientation

1. Front doors of homes adjacent to the main project road should face the street to activate the space. Porches, stoops, and trellises should be used to provide transitions between public and private realms.
2. Active, indoor living spaces and outdoor porches and patios in the front of the house promote eyes on the street, providing an added level of safety to the community.

### 3.3.3 Variety and Aesthetic Quality

1. A mix of one and two story elements as appropriate to the architectural style is encouraged to provide a variety of massing options and avoid box-like designs.
2. Adjacent homes of the same architectural style should not have the same elevation and color palette.
3. A mix of materials appropriate to the architectural style should be used to avoid one material dominating an entire building.

### 3.3.4 Roofs

1. A variety of roof forms is encouraged to provide visual interest to the neighborhood and to avoid a monotonous roof line
2. Roofs should exhibit variety between homes in each cluster by using front-to-rear and side-to-side gabled and hipped roofs as appropriate to the architectural style.
3. Single story elements should be incorporated into elevation design to vary the roof planes.

### 3.3.5 Garages

1. Efforts should be made to minimize the appearance of garages on front elevations, such as recessing the garage or creating a detailed porch element to serve as the dominant feature of the facade.
2. When garages must face the main street, their appearance should be minimized by providing a dominant entry porch onto the main facade or enhancing the look of the garage door with Articulation around garage doors including trellises, trim detail, and architectural projections help recess the appearance of the door.



indoor living space and front porch activates the street



single story elements create variety in the roof plane



garage is recessed and detailed with trim to minimize appearance; front porch is made more dominant

### 3.3.6 Color and Materials

1. Color and material choices should be appropriate with the architectural style and character.
2. Accent materials should “wrap” around the front elevation and terminate at inside corners or other architectural feature.
3. Each elevation should employ a variety of colors and materials such as one field color, one trim color, and two or three accent colors/materials.
4. Materials should be used to enrich the building character with durable, high quality finishes.

### 3.3.7 Outdoor Spaces

The use of outdoor rooms is encouraged to be integrated into the floor plans of homes to promote an indoor/outdoor experience. Outdoor rooms should be covered with a 2nd story element or roof feature to further enhance their usability. These spaces combined with a thoughtful landscape design create a dynamic private yard for each home.

example of an indoor/outdoor experience





## 3.4 Landscape Guidelines

### 3.4.1 Residential Landscape Concepts

The Temescal Canyon community planting will enhance the modern prairie theme by emphasizing aspects of the architecture. The modern prairie design is a derivation of the popular prairie style but incorporates a mixture of deciduous and evergreen trees, grasses, native plants, low water use shrubs, succulents, boulders, and dry streambeds to create an aesthetically pleasing landscape palette. The use of ornamental shrub or manicured lawn should not be encouraged. The use of wood and metal in the site amenities will emphasize the timelessness and connection to nature that the community strives to achieve.



Residential landscaping is encouraged to include the creative use of hardscape elements such as concrete, decorative gravel, boulders, and dry streambeds. Decorative gravel is defined as multi-colored pea gravel or rock between 3/8 and 2 inches in diameter, and must be washed and cleaned prior to installation. Decorative gravel, decomposed granite, or sand as an overall mulch is not acceptable.

Landscaping placement should also consider any prevailing high wind conditions, fuel modification zones, and low water usage plants. All trees, regardless of size being planted, must be planted at least four feet (4') away from any hardscape, concrete walkway or driveway. Recently placed trees shall be affixed with tie-downs to prevent the plant from being uprooted in the event of high winds and shall comply with the County of Riverside standard.

Planting selections should be based on the space available with the mature size of the plant considered. Planted areas should have a combination of vertical shrubs, grasses, succulents, and groundcovers emphasizing the modern prairie aesthetics.

Key residential landscape elements and guidelines include the following:

1. Natural colors such as browns, bronzes, and tans as well as wood and stone drawn from the site's context
2. Street trees to provide shade pockets over neighborhood sidewalks
3. Planting pockets shall be provided between garages to accommodate 15 gallon vines or shrubs.
4. Evergreen, deciduous, or flowering accent trees shall be installed in feature locations.
5. Plant type massing in open areas
6. Grasses to be planted 18" or more from all pedestrian surfaces
7. Trees, shrubs, ground covers, and vines are to be installed to soften the architecture.
8. For each planting area, finished grades of landscaping shall be lowered 1" to 2" below the mulch and curb to avoid runoff from the area.

All landscaping materials shall incorporate plant materials from the Approved Plant Palette included within these Landscape Design Guidelines in Tables 3-1 through 3-3. Plant material not included within the Plant Palette may be used if approved by the appropriate governing agency.



The plants listed in the table have been selected for their durability, water-wise aspects, and overall adherence to the character of the community. This list may be updated to include additional plants approved by the approving agency.

### 3.4.2 Streetscapes

Streetscapes are intended to visually support the character and theme of the community while enhancing the form and function of the vehicular roadways. The landscape treatments of the parkways and adjacent edge conditions shall provide and an immediate impression of the community while emphasizing the pedestrian and vehicular access throughout the site.

Community parkways, defined as the space between the back of the curb and the farthest edge of the sidewalk, are to be kept tidy and free of large shrubs, weeds or debris. These parkways are to be planted with low growing groundcovers. No large plants, other than designated street trees, are to be used and no plants which contain thorns will be allowed in the parkways. These parkways are to be planted as a walkable surface. See Figure 3-2 for graphic.

Key Elements include the following:

1. Multiple height street trees to relate both to the pedestrian and vehicular scales and reflect the theme of adjacent architecture
2. 4' wide minimum shrub, grasses, and groundcover parkway between curb and neighborhood sidewalks
3. Screening shrubs and vertical screen tree masses along Product/Privacy walls
4. A mixture of deciduous and evergreen trees along the vehicular corridor
5. Site furnishings and street lights, materials and finishes will match and/or compliment the architectural character of the community

Figure 3-2 Streetscape Landscaping Detail



Table 3-1 Approved Trees Plant List

Scientific Name	Common Name	Entry Monumentation	Streetscapes/ Residential	Slope Areas	Recreation Area /Open Space	Detention Basin
<b>TREES</b>						
Acacia baileyana	Baily Acacia					
Albizia julibrissin	Silk Tree					
Arbutus unedo	Strawberry Tree					
Brachychiton populneus	Bottle Tree					
Cinnamomum camphora	Camphor Tree					
Cupaniopsis anacardiodes	Carrot Wood					
Gleditsia triacanthos	Honey Locust					
Jacaranda mimosifolia	Jacaranda					
Koelreuteria paniculata	Golden Rain Tree					
Lagerstroemia I. 'Biloxi'	White Crape Myrtle					
Laurus nobilis	Bay Leaf Laurel					
Liquidambar styraciflua	Sweet Gum					
Liriodendron tulipifera	Tulip Tree					
Magnolia g. 'DD Blanchard'	Southern Magnolia					
Magnolia g. 'Little Gem'	Large Flowered Magnolia					
Melaleuca linarifolia	Flaxleaf Paperbark					
Olea europea	Olive					
Pinus canariensis	Canary Island Pine					
Pinus halepensis	Aleppo Pine					
Pinus pinea	Italian Stone Pine					
Pistacia c. 'Keith Davey'	Chinese Pistache					
Platanus racemosa	California Sycamore					
Podocarpus graciliar	Podocarpus					
Prunus caroliniana	Carolina Cherry Laurel					
Prunus cerasifera	Purple-Leaf Plum					
Pyrus c. 'Bradford'	Bradford Pear					
Quercus agrifolia	Coast Live oak					
Quercus ilex	Holly Oak					
Quercus virginiana	Southern Live Oak					
Rhamnus crocea						
Rhus lancea	African Sumac (STD.)					
Sambucus mexicana						
Schinus molle	California Pepper					
Tristania conferta	Brisbane Box					
Ulmus parvifolia	Chinese Elm					

Table 3-2 Approved Shrubs and Grasses Plant List

Scientific Name	Common Name	Entry Monumentation	Streetscapes/ Residential	Slope Areas	Recreation Area /Open Space	Detention Basin
<b>SHRUBS AND GRASSES</b>						
Acacia stenophylla	Shoestring Acacia					
Agave americana	Century Plant					
Agave spp.	Agave					
Anigozanthos flavidus	Kangaroo Paw					
Atriplex canescens	Four-wing Salt Bush					
Baccharis p. 'Centennial'	Centennial Coyote Brush					
Baccharis p. 'Twin Peaks'	Dwarf Coyote Brush					
Baccharis pilularis	Coyote Brush					
Bulbine frutecens	Bulbine					
Buxus m. 'Japonica'	Japanese Boxwood					
Calistemon 'Little John'	Dwarf Bottlebrush					
Calistemon viminalis	Weeping Bottlebrush					
Calliandra tweedii	Mexican Flame Bush					
Carex praegracillis	Clustered Field Sedge					
Ceanothus g. 'Carmel Creeper'	California Lilac					
Dietes iridies	Fortnight Lily					
Dudleya lanceolata	Lanceleaf Liveforever					
Encelia farinosa	Brittlebush					
Feijoa sellowiana	Pinapple Guava					
Festuca g. 'Elijah Blue'	Elija Blue Fescue					
Hemerocallis Spp.	Red Daylily					
Heteromeles arbutifolia	Toyon					
Hypericum calycinum	Creeping St. Johns Wort					
Juncus patens	California Grey Rush					
Juncus spp.	Rush					
Keckella antirrhoides	Yellow Bush Snapdragon					
Lantana m. 'White Lightnin'	Trailing White Lantana					
Leucophyllum f. 'Green Cloud'	Texas Ranger Sage					
Leucophyllum f. 'Thunder Cloud'	Texas Ranger Sage					
Leymus c. 'Canyon Prince'	Canyon Prince Wild Rye					
Leymus condensatus	Canyon Prince					
Ligustrum japonicum	Japanese Privet					
Mimulus cardinalis	Scarlet Monkey Flower					
Muhlenbergia capallaris	Deer Grass					
Muhlenbergia r. 'Regal Mist'	Pink Muhley					



Table 3-2 (cont.) Approved Shrubs and Grasses Plant List

Scientific Name	Common Name	Entry Monumentation	Streetscapes/ Residential	Slope Areas	Recreation Area /Open Space	Detention Basin
<b>SHRUBS AND GRASSES</b>						
Muhlenbergia rigens	Deer Grass					
Myoporum parvolum	Trailing Myoporum					
Nandina d. 'Moon Bay'	Heavenly Bamboo					
Nasella tenuissima	Mexican Feather Grass					
Nerium o. 'Little Red'	Dwarf Oleander					
Pennisetum s. 'Rubrum'	Crimson Fountaingrass					
Penstemon spp.	Penstemon					
Photinia fraseri	Red Tip Photinia					
Prunus ilicifolia	Holly-leaf Cherry					
Rhamnus californica 'Eve Case'	Coffeeberry					
Raphiolepis i. 'Ballerina'	Dwarf Indian Hawthorn					
Raphiolepis i. 'Jack Evans'	Indian Hawthorn					
Rhus integrifolia	Lemonade Berry					
Rosa 'Brilliant Pink Iceberg'	Pink Iceberg Rose					
Rosa floribunda 'Iceberg'	White Iceberg Rose					
Rosa x 'Noare'	Flower Carpet Red Rose					
Rosmarinus o. 'Prostratus'	Trailing Rosemary					
Rosmarinus o. 'Tuscan Blue'	Tuscan Blue Rosemary					
Salvia clevelandii	Cleveland Sage					
Salvia spp.	Sage					
Scripus americanus	Three square bulrush					

Table 3-3 Approved Groundcovers and Vines Plant List

Scientific Name	Common Name	Entry Monumentation	Streetscapes/ Residential	Slope Areas	Recreation Area /Open Space	Detention Basin
<b>GROUNDCOVERS</b>						
Acacia redolens 'Desert Carpet'	Prostrate Acacia					
Baccharis pilularis	Dwarf Coyote Bush					
Baccharis salicifolia	Mulefat					
Bougainvillea spp.	Bougainvillea					
Ceanothus griseus 'Horizontalis'	Carmel Creeper					
Ceanothus 'Yankee Point'	Yankee Point Ceanothus					
Clytostoma callistegioides	Lavender Trumpet Bine					
Convolvulus sabatius	Ground Morning Glory					
Cotoneaster d. 'Lowfast'	Bearberry Cotoneaster					
Dianella r. 'Little Rev'	Blue Flax Lily					
Iva Hayesiana	Poverty Weed					
Lantana m. 'New Gold'	Trailing Lantana					
Myoporum p. 'Putah Creek'	Trailing Myoporum					
Rosa x 'Noare'	Flower Carpet Red Rose					
Rosmarinus o. 'Huntington Carpet'	Huntington Carpet Rosemary					
Rosmarinus o. 'Prostratus'	Trailing Rosemary					
Senecio mandraliscae	Blue Chalk Sticks					
<b>VINES</b>						
Clytostoma callistegioides	Lavender Trumpet Bine					
Distictus buccinatoria	Blood Red Trumpet Vine					
Gelsimium sempervirens	Carolina Jessamine					
Ficus repens	Creeping Ficus					
Macfadyena unguis-cati	Cat Claw Vine					
Rosa Banksiae	Lady Banks Rose					

### 3.4.3 Walls and Fences

Several wall and fence types will be used throughout Temescal Canyon depending on specific desires in specific locations. Private walls between individual home lots will be installed by the developer but maintained by the homeowner. Community walls are visible from public areas and will be maintained by the Home Owners Association. See Figure 3-3 for the typical cluster fencing condition.

#### 3.4.3a Private Walls and Fences

Private walls and fences denote the boundaries of the private area of each homeowner lot from the community area. All walls and fences shall be maintained in location, footing, material, finish and height as shown.

The homeowner is responsible for the structural integrity of all product/private walls and fences located on their lot. Absolutely no structures are to be mounted to the property line wall. When adhering vine connectors to the wall, silicone adhesive should be used rather than screws drilled into the wall. Loose blocks, caps or vinyl pickets will be the maintenance responsibility of the homeowner.

#### 3.4.3b Community Walls

The Home Owners Association will be responsible for the Community Walls (project perimeter block walls), Community Pilasters, and any Community Monument Walls.

Perimeter walls consist of solid walls, view fences, and accent walls. Walls exposed to heightened public view or in strategic high traffic areas shall have anti-graffiti elements such as finishes and landscape planting.

In general, walls and fences will step down with the grade to accommodate grade changes.

Figure 3-3 Private Wall/Community Wall Typical



----- private wall/fence

————— HOA maintained community wall



### 3.4.3c Wall and Fence Types

#### Perimeter Community Wall:

8" W x 8"H x 16" Precision or one-side Split face, integral colored block to be used for block walls. When a one-side Split face block wall is used, the wall is to be built with split face side facing the public viewed side. Perimeter Community Wall to have a precision block cap, brick cap, tile cap, or pre-cast cap to match pilasters and monumentation materials.



example of a perimeter community wall

#### Enhanced Community/Product Wall

Enhanced Community or Product Walls to be constructed at same height or less than 12" taller than Perimeter Community or Product Walls. Enhanced walls may be enhanced with thin stone veneer, tile, brick or a combination of these materials.



example of an enhanced community wall

#### Product/Privacy Wall:

Product or Privacy walls are interior walls used to separate homeowner yards. 8" W x 8"H x 16" Precision integral colored block with precision block cap, brick cap, tile cap, or pre-cast cap to match block wall.

Full height vinyl fence in community approved color with full height vinyl gate where applicable. See Figure 3-4a for detail.

#### Pilaster:

Block pilaster to match Perimeter Community Walls in color, style of block, and selection of cap material. Pilasters are to be used as part of the wayfinding language of the Community. Pilasters may be enhanced with thin stone veneer, tile, brick enhancements or signage. See Figure 3-4b for detail.



example of a pilaster with enhanced materials

### View Fence:

View fence to consist of full height Tubular Steel Fence, Block/Tubular Steel combo walls or Block/Glass combo walls. Block base of combo walls to match block size and color of Perimeter Community Walls. Block base of combo walls may receive a veneer to match walls and pilasters within the community.

### Community Theme Fence

Community Theme Fence to consist of vinyl 2 or 3 rail fence in enhanced community areas. These rail fence shall have finished caps on posts and end conditions, or terminations. See Figure 3-4c for detail.



example of a community theme fence

### Pool Wall/Fence

The Pool Wall/Fence is to be constructed of block, tubular steel, brick, stone, or glass view combo wall or any combination of these materials. The Pool Wall/Fence is to match the County of Riverside Guidelines for height and materials and all applicable code requirements.

### Sound Attenuation Wall

Sound attenuation walls are to be used in areas as described in the Temescal Canyon Road Noise Impact Analysis dated March 4, 2015.



example of a pool wall/fence with decorative pilasters

Figure 3-4a Privacy Fence Detail

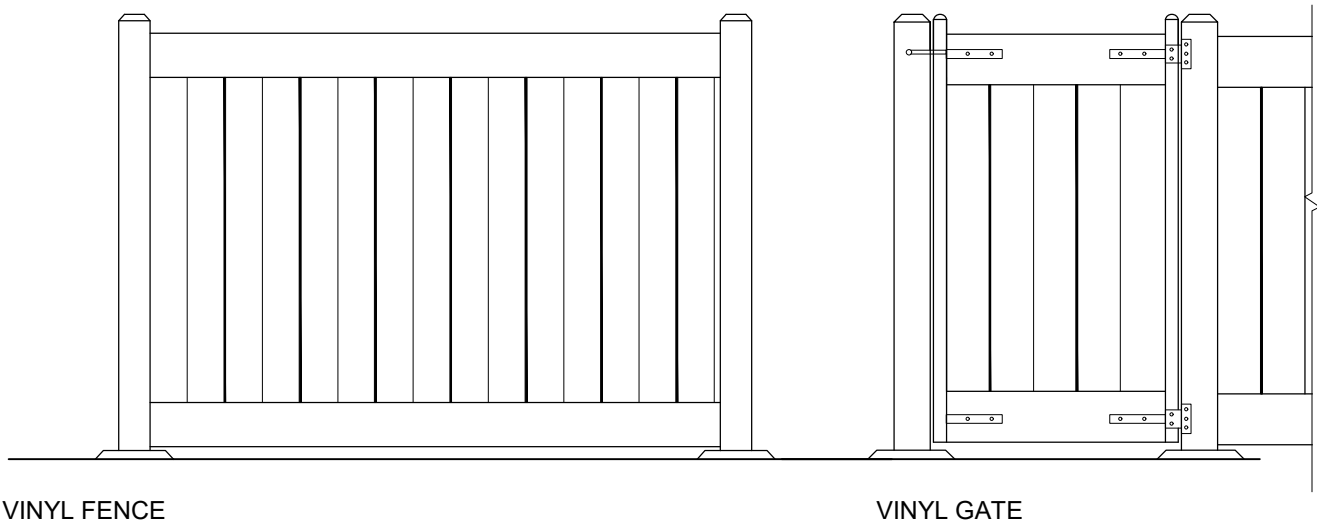


Figure 3-4b Stone Pilaster at Block Wall Detail

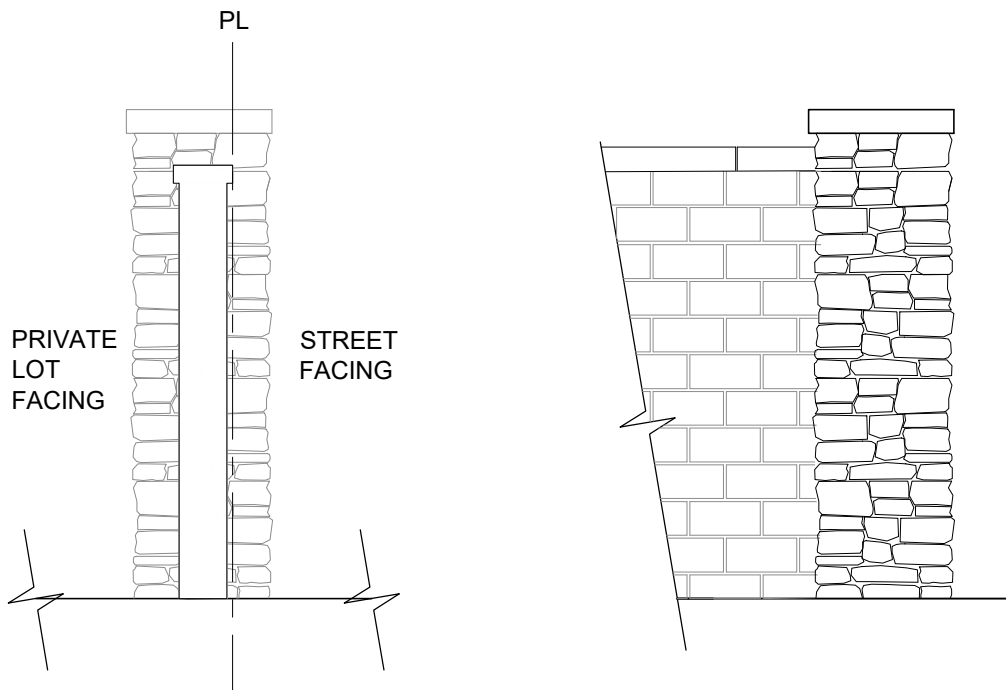
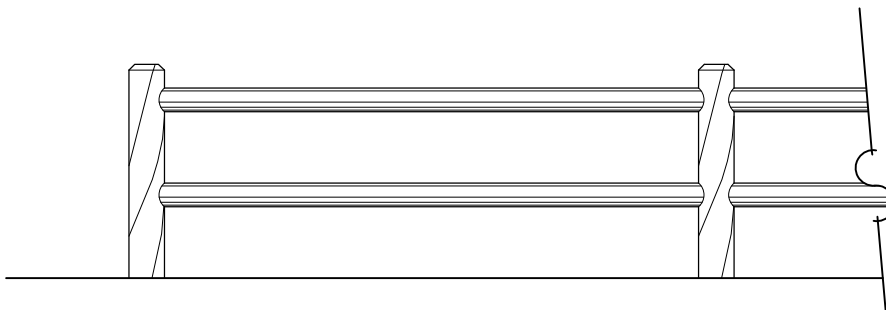


Figure 3-4c Split Rail Theme Fence Detail





### 3.4.3d Additional Wall/Fence Guidelines

1. Painted or unfinished CMU block (standard grey concrete block), wood, or chain link fencing are not permitted.
2. Product wall height shall not exceed 8'. If additional height is needed due to retaining conditions, a view fence may be used atop the solid wall or walls may be terraced.

### 3.4.4 Paving

Paving design is important in reinforcing the character of the community. The concept is to create a sense of quality while enhancing the pedestrian and vehicular experience. Paving elements include, but are not limited to: trails, walkways, sidewalks, entry walks, steps, enhanced street paving and recreation area courtyards/decks.

#### 3.4.4a Neighborhood Sidewalks

All neighborhood roads must contain an attached or detached sidewalk on at least one side of any public street. Builders shall install a minimum 4-foot wide sidewalk on at least one side of the street in community neighborhoods regardless of whether the streets are private or public. Pedestrian access from neighborhoods to community amenities and to regional trails is required. Neighborhood sidewalks shall be constructed of concrete, depth and strength to be constructed per the County of Riverside standards.

#### 3.4.4b Enhanced Street Paving

Throughout the community shall be areas of Enhanced Street Paving. Enhanced Street Paving areas are to occur at the vehicular community entry, the crosswalk at the Recreation Area and cul-de-sac entries. Areas of optional Enhanced Street Paving are to be located within the cul-de-sacs and at select street crossings. Areas of Enhanced Street Paving are to be constructed of permanent materials that are appropriate for vehicular zones such as integral-color concrete pavers. These Enhanced Street Paving areas are to be included whether the roads are to be public or private streetways.



example of enhanced street paving

### 3.4.4c Community Recreation Center Area Deck

The community recreation center shall consist of both hardscape materials and landscape elements. The hardscape area, or pool deck, shall be constructed of solid impervious materials such as concrete. The deck finish shall be consistent with requirements from the County of Riverside and the Health Department guidelines.

### 3.4.4d Tot Lot/Playground Area Paving

The area immediately within the Tot Lot playground fall zone shall consist of a material approved for use in playground structures. Materials such as an integral-color rubberized play surface should be used within the Tot Lot playground fall zone. Concrete, asphalt, and sand are not an acceptable playground surfaces.



example of colored rubberized tot lot play surface

### 3.4.5 Community Site Furnishings

Site furnishings shall be designed to coordinate in design, style, color, and material with the principal neighborhood themes and shall reinforce the overall feel of the community. Site furnishings refers to amenities such as benches, picnic table, tot lot playground equipment, residential post lighting, bollard lighting, street signs, trash receptacles, drinking fountains, bike racks, and pet waste stations. All site furnishings shall be constructed of durable materials that enhance the community design elements and wherever possible should be selected from a specific manufacturer line to assure cohesiveness. Materials such as powder-coated or finished metals, wood, brick, and stone shall be used along with any anti-graffiti measures to finishes.



site furnishings should reflect the overall character and theme of the community

Guidelines for site furnishings include the following:

1. Site furniture shall be constructed of high quality, durable materials.
2. Unless specified otherwise, all metal finishes should be powder coated.
3. Metal furniture preferred colors should be natural colors such as browns, bronzes, or tans.
4. All street furniture should be permanently mounted, and be located near areas of outdoor public use and gathering.
5. Furniture shall not obstruct access to buildings or impede handicap accessibility.
6. Where applicable, site furniture may be enhanced with other community themed materials such as wood, brick, stone or metals.
7. All street furniture shall conform to and be consistent with the overall landscape design principles, community character, and other common elements.
8. Movable furniture may be appropriate and preferred to allow flexibility within the secure pool enclosure.

### 3.4.6 Mailboxes

Community mailboxes will be designed as Cluster Box Units (CBU) approved by the United State Post Service. All CBU will be secured to a concrete pad meeting the USPS size requirements. All CBU are to be powder coated to match street light and site furniture finishes. Structures may be constructed around cluster box units. These structures shall match the architectural style of the community.

### 3.4.7 Lighting

The intent of the community lighting criteria is to provide a sense of safety while keeping light levels at a minimum. Site lighting shall be consistent and adequate for the intended use of the area while minimizing the amount of glare and spill light. Lighting layout and design shall be consistent with the overall theme of the community.

Additional guidelines for lighting include the following:

1. The minimum required amount of lighting shall be provided at all vehicular and pedestrian entrances, streets, walkways, steps ramps, recreation areas, seating areas, and motor court areas
2. Light fixtures shall be automatically controlled where appropriate
3. Uplights shall be minimized and lighted bollards, architectural downlights, pedestrian scale post lights are to be used in these areas
4. LED lighting is highly encouraged



mailboxes shall match the community architectural style



bollard lighting along sidewalks increases safety



Due to the Mount Palomar Observatory, in San Diego County, the area of Temescal Canyon has darkness conditions so that the night sky can be viewed clearly. These conditions require unique nighttime lighting standards for the Temescal Canyon area. All policies within the Riverside County lighting requirements are to be followed to limit light leakage and spillage that may hinder the view from Mount Palomar. For additional information, requirements, and policy, refer to the following:

TCAP 10.1 – Riverside County Lighting requirements (Temescal Canyon Area)

### 3.4.8 Irrigation Systems

Residential landscaping is required to have irrigation to maintain the health and maintenance of the planted materials. The community irrigation systems will control the parkway immediately to the area in front of or adjacent to the private homeowner's lot and will be maintained by the Homeowner's Association.

Hydrozones – All community landscaping should use hydrozones, areas that contain similar water-use plants on a valve, to allow for best watering practices. Keeping similar water-use plants together also assists with the health of the plants and allows water amount adjustments in times of water ordinance changes.

Drip Irrigation – All residential landscaping will use drip irrigation to better manage the amount and flow of water to the site. Any damage to the drip irrigation lines should be reported immediately. No overhead spray heads are to be used on a residential design.

## 4.0 Infrastructure



### 4.1 Utilities

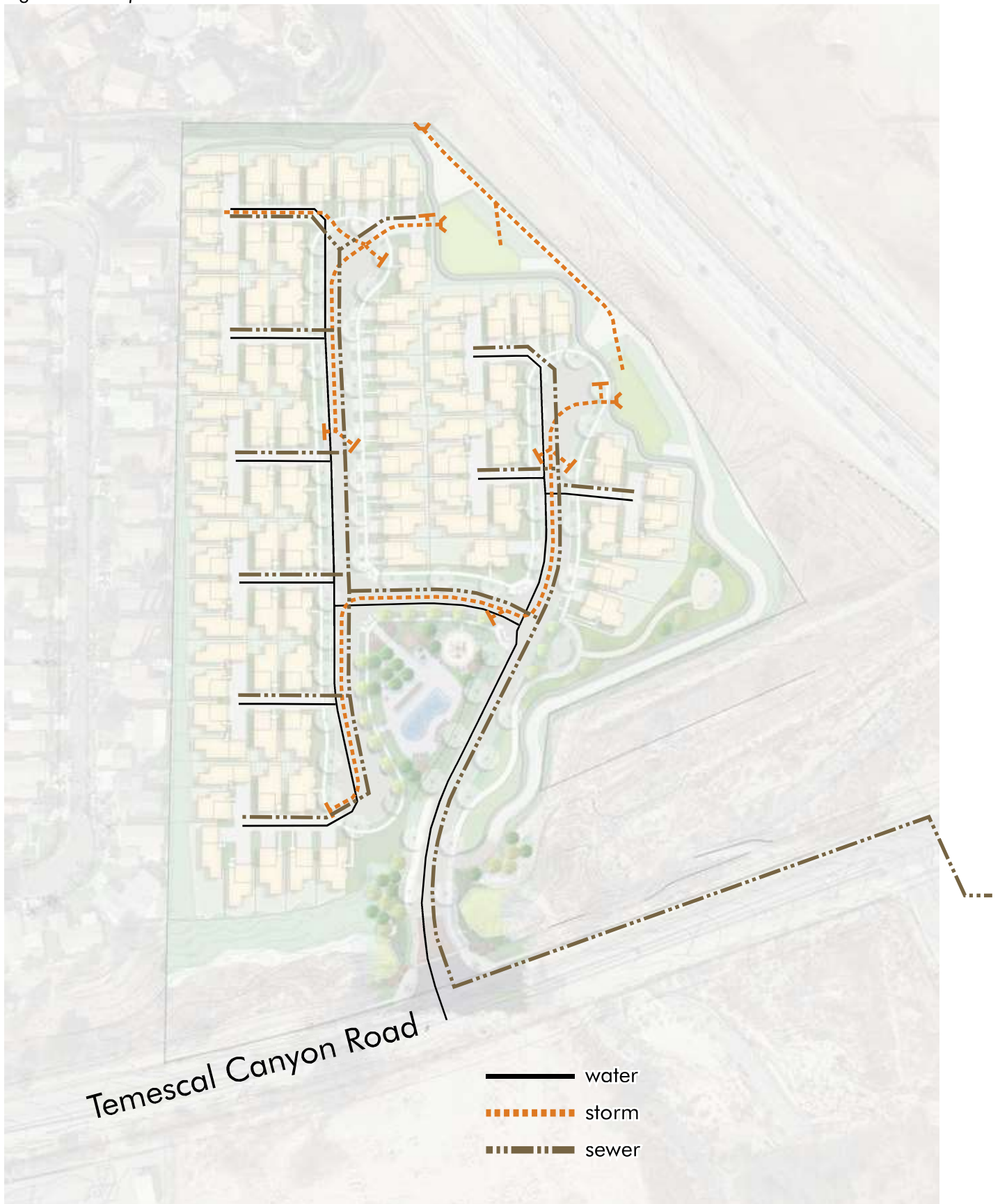
Proposed utilities, grading and drainage, and other site improvements will be installed per County of Riverside standards and will be maintained and managed by the appropriate agency after construction is complete. All proposed utilities to service the site will be placed underground or as otherwise directed by Public Works. The site currently has overhead wires along Temescal Canyon Road, as well as along the north boundary of the site. See Figure 4-1 for the proposed utilities plan. The right of way of Temescal Canyon Road contains existing sewer, water, cable, and reclaimed water utilities.

Table 4-1 below lists the current utility providers for the site.

Table 4-1 Utility Providers

SERVICE	PROVIDER	LOCATION
natural gas	Southern California Gas Company	Temescal Canyon Road
electric service	Southern California Edison Company	Temescal Canyon Road
water service	Temescal Valley Water District (TVWD)	Temescal Canyon Road
sewer service	Temescal Valley Water District (TVWD)	Temescal Canyon Road
telephone service	Verizon	Temescal Canyon Road
cable service	Comcast	Temescal Canyon Road

Figure 4-1 Proposed Utilities Plan





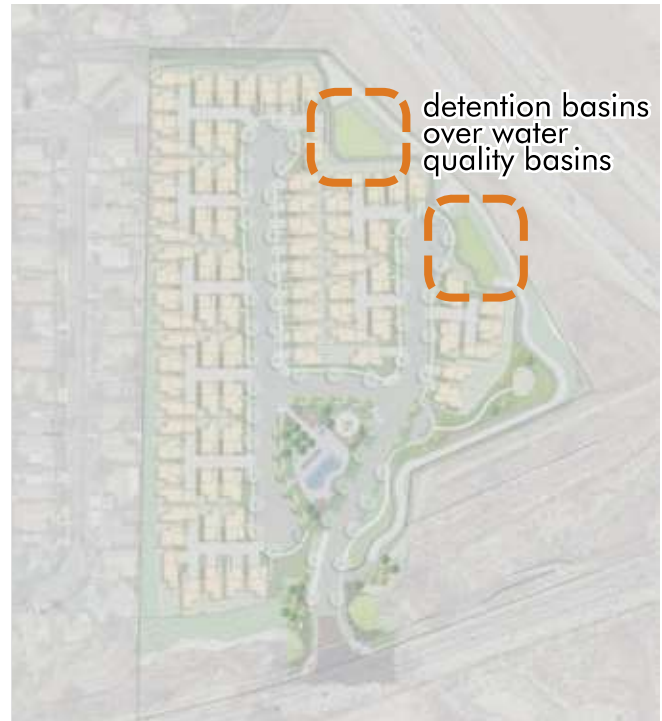
## 4.2 Storm Water Facilities

### 4.2.1 Water Quality Basin

The water quality treatment of contaminants will be mitigated with the utilization of Bio-Retention Basins. The contaminants are generated by the construction of impervious surfaces (street pavement, concrete driveways, sidewalks, roofs, etc.) within the project. These contaminants includes oils, solvents, pesticides, etc. that need to be treated to protect the downstream receiving waters. There are two basins within the project boundary that start at surface and extend below the surface with a sand filtration system, as the percolation rates were too low to allow for a filtration basin.

### 4.2.2 Detention Basin

There are two detention basins within the project boundary. These basins will be above surface and directly over the Bio-Retention Basins. The detention basins will serve to mitigate the increased flow run-off from the undeveloped vs. the post-developed project. The detention basins will mitigate all flows for the 2-year, 5-year, 10-year and 100-year storm events. All storm events will be analyzed and mitigated for the 1-hour, 3-hour, 6-hour and the 24-hour storm duration (time). The post-developed flows will typically be at or below the pre-developed flows for the project.



key map

## 5.0 Implementation



### 5.1 H.O.A.

A Homeowner's Association (HOA) will be established to maintain all common areas within the project including streetscapes, monumentation, and recreation areas. Codes, Covenants, and Restrictions (CC&Rs) will be created for Temescal Canyon and will provide language for the establishment and funding mechanisms of the HOA.







**COURTYARD VIEW**



**STREET SCENE**

CASE: TR37153  
 EXHIBIT: B  
 DATE: 10/30/17  
 PLANNER: R. Brady

COMMENT LEGEND

Color	Legend Item
Red	Comment
Blue	Response
Green	Approval
Yellow	Information
Purple	Review
Grey	Other



**STREETSCENE**



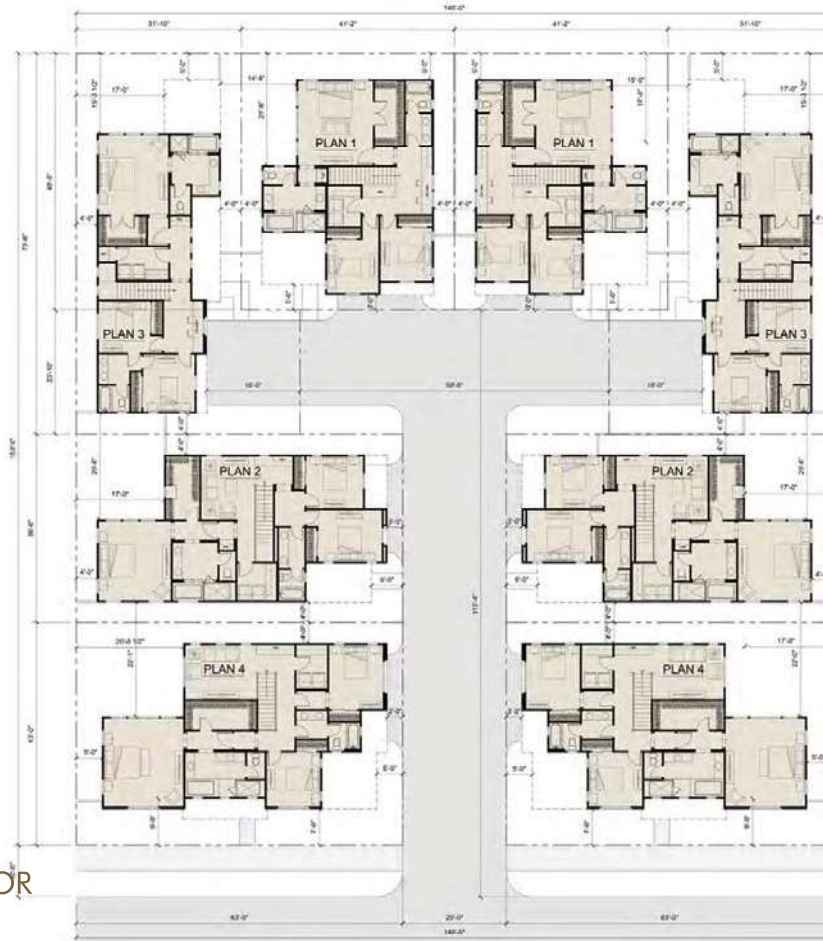
**INTERIOR COURTYARD VIEW**



FIRST FLOOR

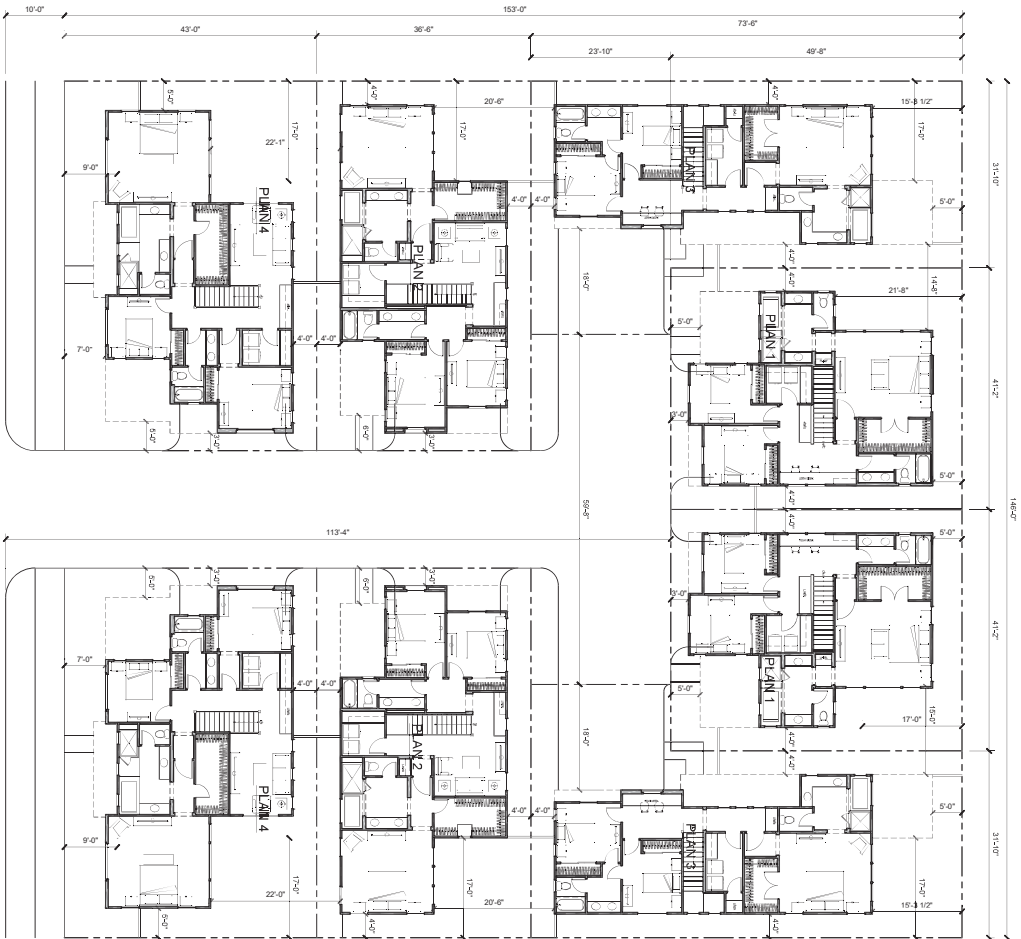


SECOND FLOOR

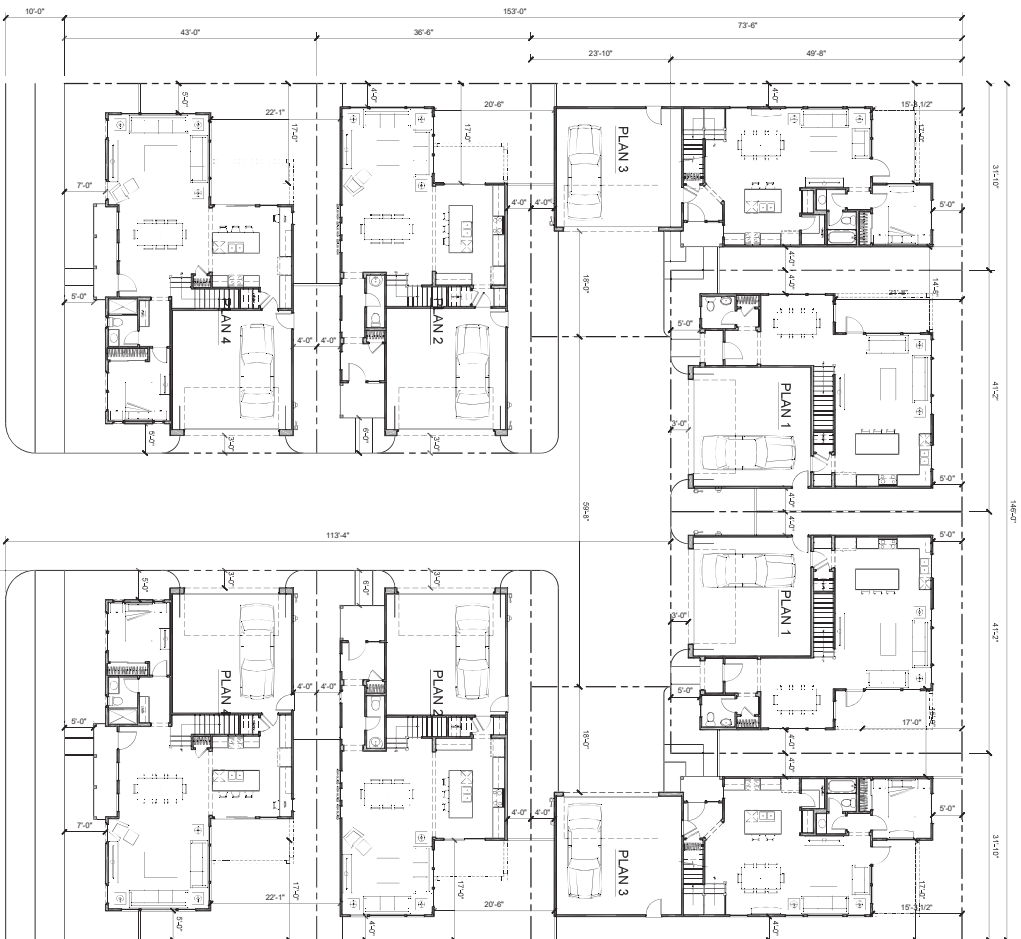


CONCEPTUAL ARCHITECTURE PROTOTYPE

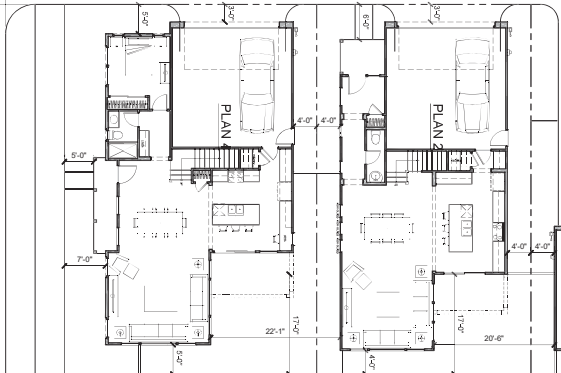




8-PACK CLUSTER - SITE PLAN - SECOND FLOOR



8-PACK CLUSTER - SITE PLAN - FIRST FLOOR



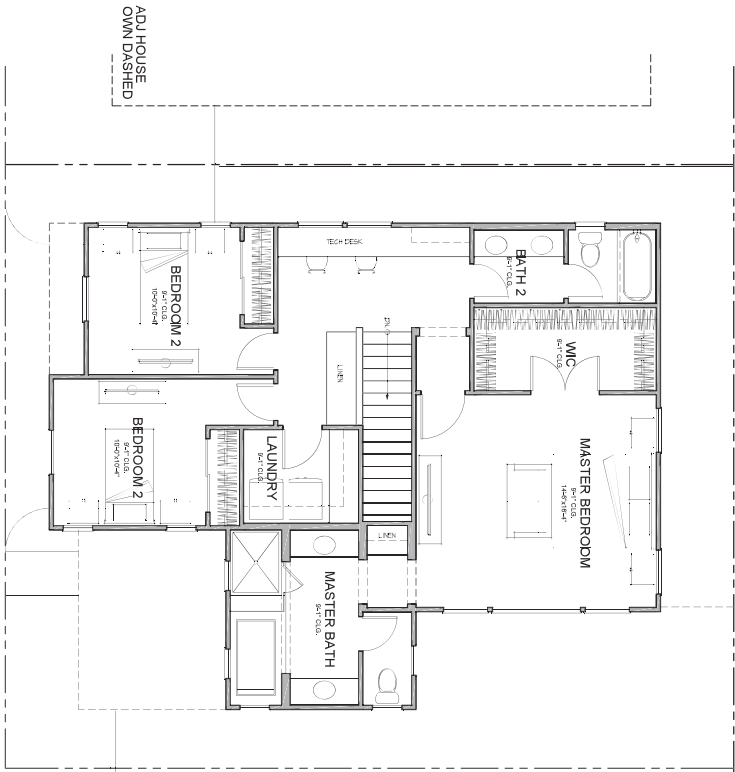
8-PLEX CLUSTER  
SITE PLAN

SCALE: 1" = 10'

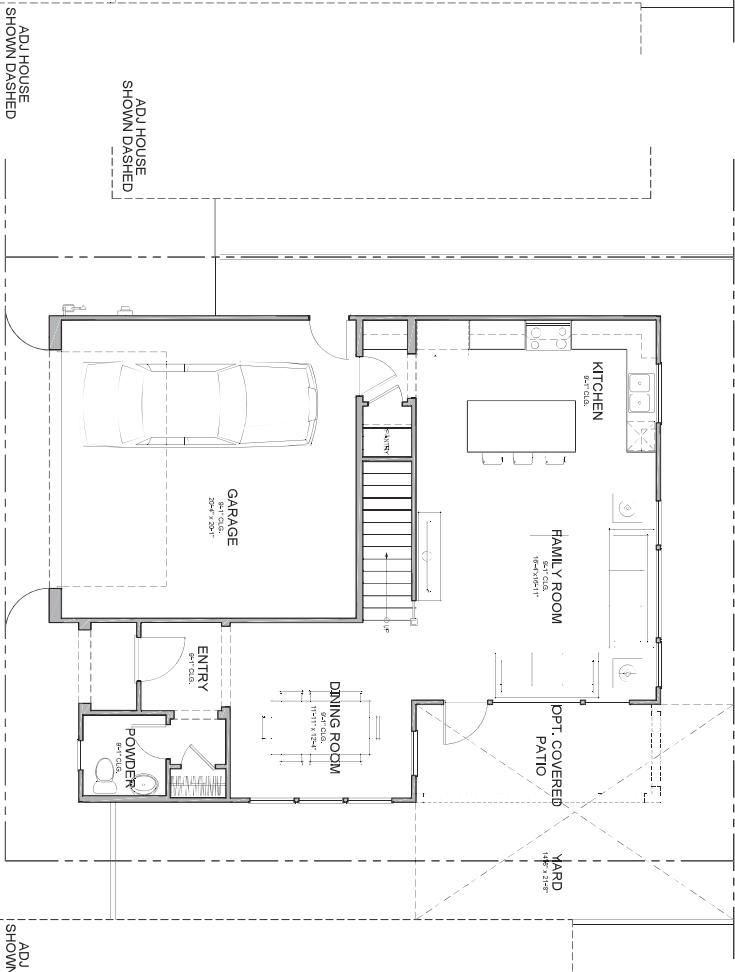


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DATE: 08-11-15  
18011 Lake Avenue  
Fremont, CA 94538  
ARCHITECT

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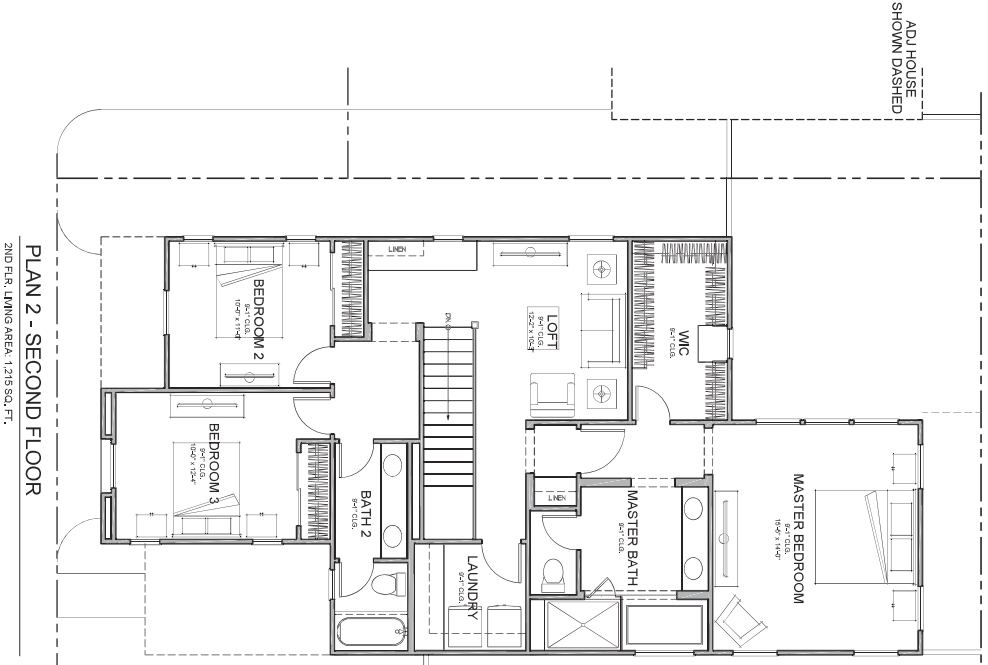


PLAN 1 - SECOND FLOOR  
 2ND FLR. LIVING AREA: 1,066 SQ. FT.

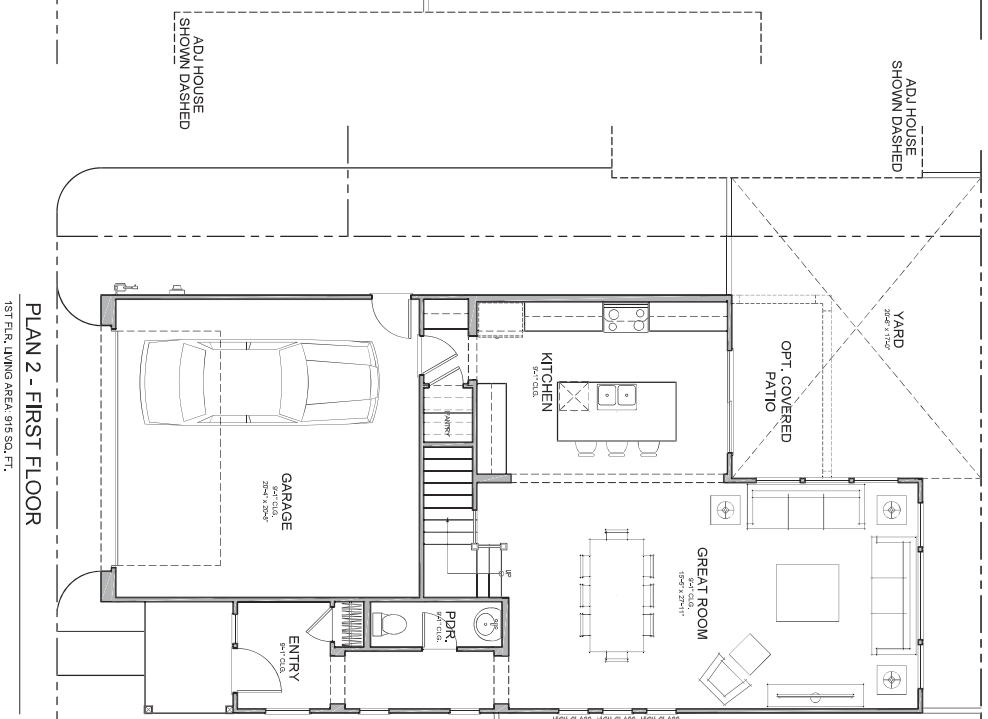


PLAN 1 - FIRST FLOOR  
 1ST FLR. LIVING AREA: 789 SQ. FT.  
 TOTAL LIVING AREA: 1,845 SQ. FT.  
 GARAGE AREA: 422 SQ. FT.

8-PLEX CLUSTER  
 PLAN 1



**PLAN 2 - SECOND FLOOR**  
2ND FLR, LIVING AREA, 1,215 SQ. FT.

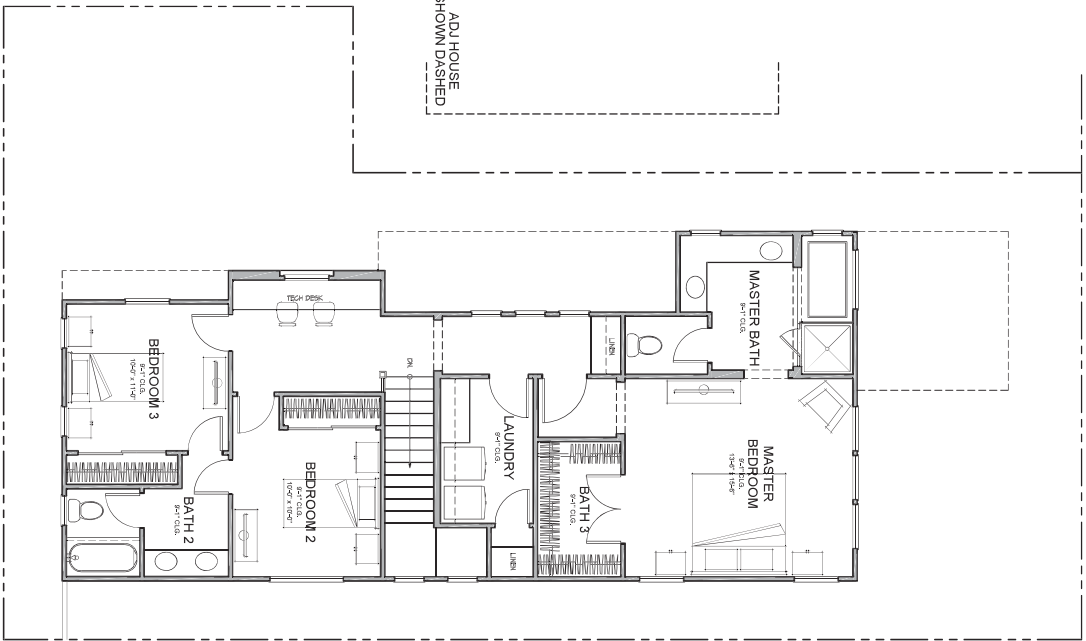


**PLAN 2 - FIRST FLOOR**  
1ST FLR, LIVING AREA, 845 SQ. FT.  
TOTAL LIVING AREA, 2,190 SQ. FT.  
GARAGE AREA, 456 SQ. FT.

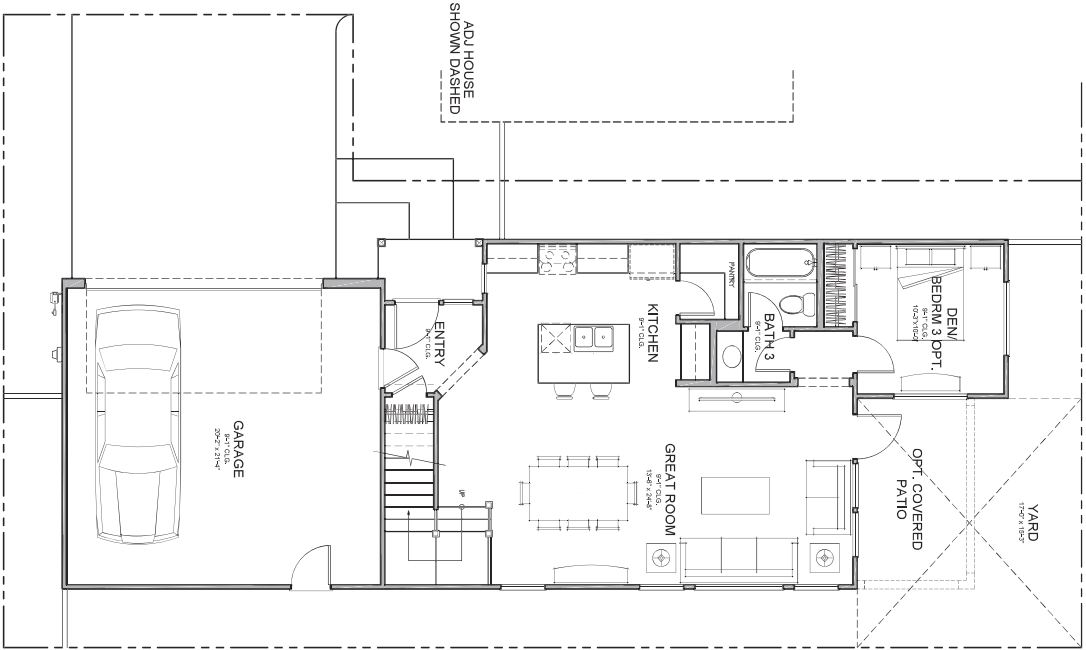
**8-PLEX CLUSTER  
PLAN 2**







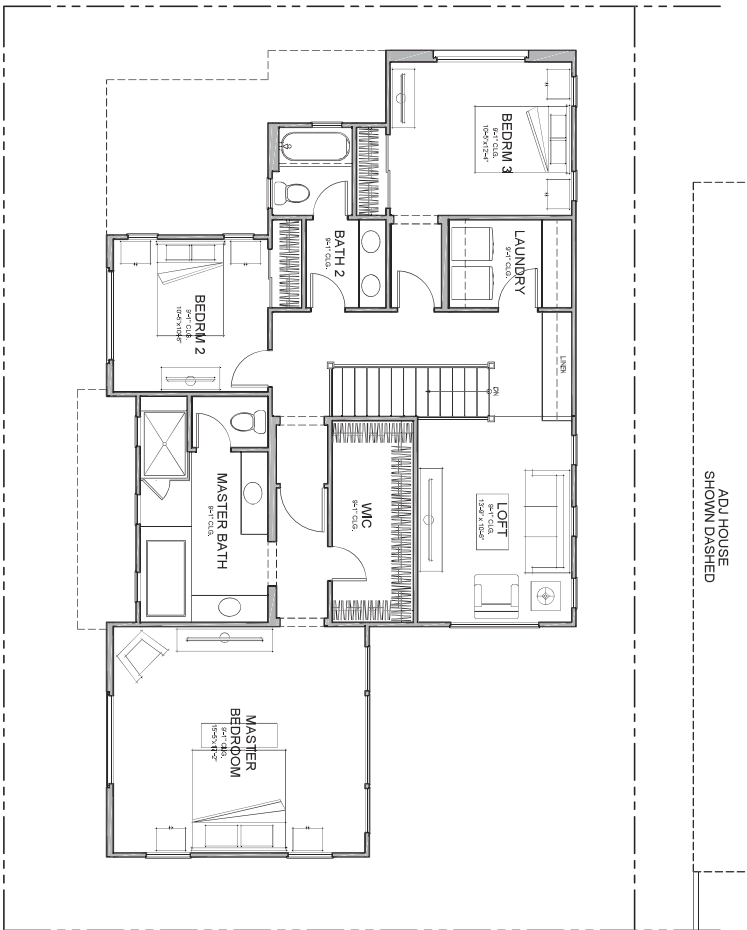
**PLAN 3 - SECOND FLOOR**  
 2ND FLR. LIVING AREA: 1,042 SQ. FT.



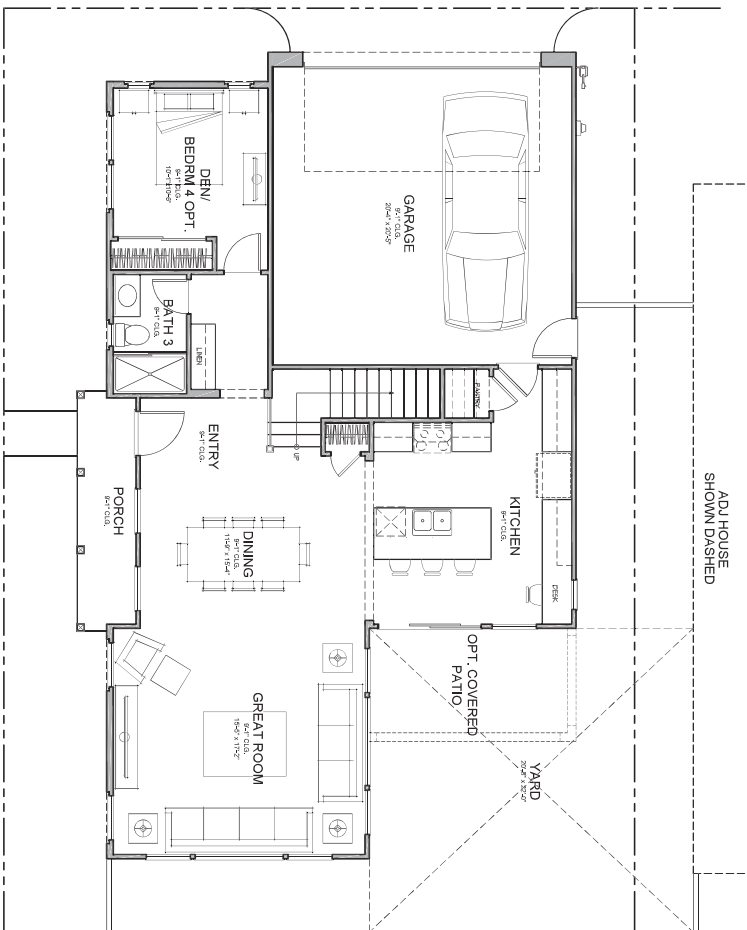
**PLAN 3 - FIRST FLOOR**  
 1ST FLR. LIVING AREA: 859 SQ. FT.  
 TOTAL LIVING AREA: 1,899 SQ. FT.  
 GARAGE AREA: 400 SQ. FT.

**8-PLEX CLUSTER**  
**PLAN 3**





**PLAN 4 - SECOND FLOOR**  
 2ND FLR, LIVING AREA: 1,394 SQ. FT.



**PLAN 4 - FIRST FLOOR**  
 1ST FLR, LIVING AREA: 1,044 SQ. FT.  
 TOTAL LIVING AREA: 2,398 SQ. FT.  
 GARAGE AREA: 427 SQ. FT.

**8-PLEX CLUSTER**  
**PLAN 4**



# RIVERSIDE COUNTY PLANNING DEPARTMENT

*Charissa Leach, P.E.  
Assistant TLMA Director*

## MITIGATED NEGATIVE DECLARATION

Project/Case Number: General Plan Amendment No. 1203, Change of Zone No. 7913, Tentative Tract Map No. 37153, Plot Plan No. 26209

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment and Conditions of Approval)

**COMPLETED/REVIEWED BY:**

By: Russell Brady Title: Project Planner Date: September 7, 2017

Applicant/Project Sponsor: Temescal Office Partners, LP Date Submitted: July 6, 2016

**ADOPTED BY:** Board of Supervisors

Person Verifying Adoption: \_\_\_\_\_ Date: \_\_\_\_\_

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

Riverside County Planning Department 4080 Lemon Street, 12th Floor, Riverside, CA 92501

For additional information, please contact Russell Brady at (951) 955-3025.

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Please charge deposit fee case#: ZEA42924 ZCFG06367

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# INITIAL STUDY

for

**General Plan Amendment No. 01203  
Change of Zone No. 07913  
Tentative Tract Map No. 37153  
Plot Plan No. 26209**

Prepared for

**County of Riverside**

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**October 2017**

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**APPENDICES** See **Enclosed CD**

**Appendix A:** *Map My County.*

**Appendix B:** *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis*, prepared by Kunzman Associated, Inc., June 14, 2017.

**Appendix C1:** *Temescal Canyon Residential Development Biological Resources Assessment*, prepared by ESA PCR, November 2016.

**Appendix C2:** *BUOW Habitat Assessment*, prepared by PCR Services Corporation, August 31, 2015.

**Appendix D1:** *Temescal Canyon Residential Project Phase I and II Cultural Resources Assessment*, prepared by ESA PCR, November 2016.

**Appendix D2:** *Assembly Bill 52 (AB 52)/Senate Bill 18 (SB 18) Formal Notification (GPA 1203, TR 37153)*, prepared by County of Riverside, August 16, 2016.

**Appendix D3:** *Pechanga Tribe Request for Consultation Pursuant to AB52/SB18 for GPA 1203, TR 37153*, received from Pechanga Band of Luiseño Indians, August 26, 2016.

**Appendix D4:** *General Plan Amendment No. 1203 Response Letter*, received from the Pala Tribal Historic Preservation Office, September 28, 2016.

**Appendix E1:** *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007.

**Appendix E2:** *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016.

**Appendix F1:** *Phase I Environmental Site Assessment, 13.76-Acre Proposed Commercial Development Located at the Northwest Corner of Temescal Canyon Road and Interstate 15 in the Corona Area of Riverside County, California*, prepared by LGC Inland, November 6, 2006.

**Appendix F2:** *Phase I Environmental Site Assessment Update, Tentative Tract Map 35309, (APN Nos. 290- 060-024 and-025), Temescal Valley Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., September 9, 2016.

**Appendix G1:** *Project Specific Water Quality Management Plan Tract No. 37153*, prepared by Proactive Engineering, June 21, 2016 (WQMP). The WQMP includes *Infiltration Investigation Report for the Onsite Storm Water Infiltration Devices, for the Multi-Family Residential Tract Development, Tentative Tract Map 37153, Temescal canyon Road and I-15 Freeway, City of Corona, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 23, 2016 as Appendix 3.

**Appendix G2:** *Tract No. 37153 Preliminary Drainage Study*, prepared by Proactive Engineering, December 28, 2016.

**Appendix H1:** *Temescal Canyon Road Project Noise Impact Analysis*, prepared by Kunzman Associated, Inc., March 4, 2015.

**Appendix H2:** *Temescal Canyon Road Project Noise Impact Analysis Update Letter*, prepared by Kunzman Associated, Inc., June 2017.

**Appendix I1:** *Temescal Canyon Road Project Traffic Impact Analysis*, prepared by Kunzman Associated, Inc., December 7, 2016.

**Appendix I1:** *Temescal Canyon Road Project Traffic Impact Analysis Update Letter*, prepared by Kunzman Associated, Inc., June 2017.

**Appendix J:** *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016.

**Appendix K1:** *Temescal Canyon Design Manual*, prepared by DAHLIN Architecture and Planning, March 2017.

**Appendix K2:** *General Plan Policy Analysis*, prepared by Matthew Fagan Consulting Services, July 2017.



## List of Abbreviations and Acronyms

A.C.	Asphalt Concrete
ACOE	Army Corps of Engineers
ADT	average daily trip
AFY	Acre-feet per year
ALUC	Airport Land Use Commission
AQ/GHG	Air Quality/Greenhouse Gas
AQMP	Air Quality Management Plan
ARB	Air Resource Board
ARB Handbook	ARB Air Quality and Land Use Handbook
Basin	South Coast Air Basin
BMPs	Best Management Practices
BP	Business Park
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emission Estimator Model
CAP	Climate Action Plan
CARB	California Air Resource Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CBIA	California Building Industry Association
CEQA	California Environmental Quality Act
CIWMP	County Integrated Waste Management Plan
CNEL	Critical Noise Equivalent Level
CNUSD	Corona-Norco Unified School District
CO	Carbon Monoxide
CO <sub>2</sub> E	Carbon Dioxide Equivalent
CR	Commercial Retail
CRMP	Cultural Resources Management Plan
CSA	Community Service Area
CUP	Conditional Use Permit
CVC	California Vehicle Code
CY	Cubic Yard(s)
dBA	A-weighted decibel
DG	Decomposed Granite
DTSC	California Department of Toxic Substances Control
<i>DIF</i>	Development Impact Fees
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
°F	Fahrenheit
GHG	Greenhouse Gas
GP	General Plan
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAP	Hazardous Air Pollutants

HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
HRA	Health Risk Assessment
I-15	Interstate 15
I-215	Interstate 215
I-P	Industrial Park
LI	Light Industrial
LOS	Level of Service
LST	Level of Significance Threshold
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resources Zones
M-SC	Manufacturing-Service Commercial
MSHCP	Multiple Species Habitat Conservation Plan
MSL	Mean Sea Level
NAAQS	National Ambient Air Quality Standards
NOA	Naturally Occurring Asbestos
NO <sub>x</sub>	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
RCP	Reinforced Concrete Pipe
PM <sub>2.5</sub>	Particulate Matter – 2.5 micrometer or less
PM <sub>10</sub>	Particulate Matter – 10 micrometer or less
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCIP	Riverside County Integrated Project
RCIT	Riverside County Information Technology
RMS	root mean squared
ROW	Right-of-Way
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SMGB	State Mining and Geology Board
SO <sub>2</sub>	Sulphur Dioxide
sq. ft.	Square Feet
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminant
TCAP	Temescal Canyon Area Plan
TCP	Traffic Control Plan
TUMF	Transportation Uniform Mitigation Fee
USGS	U.S. Geology Survey
USFW	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
WDR	Waste Discharge Requirement
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan

# COUNTY OF RIVERSIDE

## ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

**Environmental Assessment (E.A.) Number:** 42924

**Project Case Type (s) and Number(s):** General Plan Amendment No. 01203; Change of Zone No. 07913; Tentative Tract Map No. 37153; and Plot Plan No. 26209.

**Lead Agency Name:** County of Riverside Planning Department

**Address:** P.O. Box 1409, Riverside, CA 92502

**Contact Person:** Russell Brady, Project Planner

**Telephone Number:** 951.955.3025 or [rbrady@rivco.org](mailto:rbrady@rivco.org)

**Applicant's Name:** Temescal Office Partners, CA Limited Partnership

**Applicant's Address:** c/o Pinnacle Residential 2 Venture, Suite 350, Irvine, CA 92618

**NOTE:**

**ALL FIGURES ARE CONTAINED IN SECTION IX  
(NOT IMMEDIATELY FOLLOWING THEIR REFERENCE IN THE TEXT)**

### I. PROJECT INFORMATION

#### A. Project Description:

The proposed Project includes a General Plan Amendment, a Change of Zone, a Tentative Tract Map, and a Plot Plan. The General Plan Amendment No. 01203 (GPA 01203), Change of Zone No. 07913 (CZ 07913), Tentative Tract Map No. 37153 (TR 37153), and Plot Plan No. 26209 are described in detail, below. Collectively, these four (4) applications comprise the "Project," as depicted in this Project Description and analyzed in this Environmental Assessment Form: Initial Study (IS).

#### **GPA 01203**

GPA 01203 proposes to change the General Plan Land Use Designation for Parcels 290-060-024 and 290-060-025 from Community Development: Business Park (CD:BP), (0.25 – 0.60 Floor Area Ratio); to Community Development: Medium High Density Residential (CD:MHDR), (5-8 dwelling units per acre)

#### **CZ 07913**

CZ 07913 proposes to change the zoning classification for Parcels 290-060-024 and 290-060-025 from Commercial Office (C-O) to Planned Residential (R-4).

#### **TR 37153**

TR 37153 proposes a subdivision of 14.81 acres into 3 residential lots and 6 lettered lots. The 3 numbered residential lots would be subdivided into 83 condominium units. The 6 lettered lots consist of 2 of which are for public roads, 1 for a recreational area, and 3 are designated for open space. Reference **Table 1, TR 37153 Specifics**, below. The density of TR 37153 is 5.60 dwelling units/acre. Reference **Figure 1, TR 37153**.



**Table 1  
TR 37153 Specifics**

<b>Type</b>	<b>Area (ac)</b>	<b>Number of Lots</b>
Residential	6.07	3
Public Road	2.45	1
Rec. Area	0.56	1
Open Space	2.31	1
Open Space	0.81	1
Open Space	2.01	1
Public Road	0.60	1
<b>TOTAL</b>	<b>14.81</b>	<b>9</b>

Source: TR 37153 Exhibit, May 2017.

**Plot Plan No. 26209**

A total of 83 single-family detached condominium units are proposed within three (3) condominium lots. Refer to **Figure 2, Plot Plan 26209** for the overall unit layout. All units are designed as two-story units, as shown on the conceptual elevations for the Plot Plan. The four conceptual floor plans included with the Plot Plan range in size between 1,845 to 2,338 square feet in livable area with 3 to 4 bedrooms. Units will generally be arranged in blocks of 8 units with garages oriented towards a common driveway or court. Pedestrian access to the units will connect either to the common driveway or the internal private street depending on the units' location within the block. Each unit will have its own private yard area.

Approximately 122,800 square feet of the Project site will be landscaped. This includes perimeter landscaping (walls and slopes), street landscaping, and the recreation area. One approximately 0.5-acre recreational area will be located in the central, southern portion of the proposed Project site. The recreational area is within walking distance of all the units. On-street parking, is provided. The recreational area will include a pool and a building for restrooms and mechanical equipment. Other amenities shall include, but not be limited to: a permanent outdoor kitchen area with a permanent grilling station and tot lot playground.

Parking for the units will be provided with two car attached garages for each unit as well as 63 spaces on the internal private streets for a total of 229 parking spaces, which equates to approximately 2.76 spaces per unit. A total of 36 of the units are designed with driveways, which can also provide parking for 72 additional vehicles, which would assist in minimizing the use of the parking spaces on the private street by residents and guests. With these additional 72 spaces considered, a total of 301 parking spaces are provided, which equates to approximately 3.63 parking spaces per unit. Reference **Figure 3, Plot Plan 26209 Parking Exhibit**.

Access to the proposed Project will be via Temescal Canyon Road. Proposed Street 'A' is the Project's access to Temescal Canyon Road, which crosses an existing drainage area that runs parallel to Temescal Canyon Road.

The proposed Project will take access off Temescal Canyon Road, located to the south of the Project site, onto "A" Street. "A" Street, along with "B" Street and "C" Street will provide access into the entire site. Streets "A," "B," and "C" are classified as local streets with a 56-foot right-of-way (ROW). This ROW includes 5-foot non-curb adjacent sidewalks, with five (5) feet of curb adjacent landscaping on both sides of the street. Parking is also provided on both sides of the street.

The Temescal Canyon Area Plan (reference Figure 7, *Temescal Canyon Area Plan Circulation*, p. 41) classifies Temescal Canyon Road as a "Major Highway." The current Temescal Canyon Road ROW varies from 123' to 133' (adjacent to the Campbell Ranch Road intersection. Proposed improvements to Temescal Canyon Road is described as follows, based on 3 sections provided on TR 37153 (A'-A', B'-B', and C'-C') as shown on **Figure 4, TR 37153 Conceptual Grading Plan**.

#### A'-A' and B'-B'

- 80' ROW (existing);
- 123' ROW (proposed, 30' ROW additional on northerly/project side);
- 30' of existing pavement (to remain);
- 32' of pavement to be added (on northerly/project side);
- 26'-wide parkway:
  - 4'-wide parkway (street adjacent);
  - 5'-wide sidewalk;
  - 4'-wide parkway (behind sidewalk)
  - 10'-wide multi-purpose decomposed granite trail; and
  - 3'-wide additional parkway.

#### C'-C'

- 80' ROW (existing);
- 133' ROW (proposed, 30' ROW additional on northerly/project side);
- 52' of existing pavement (to remain);
- 34' of pavement to be added (on northerly/project side);
- 26'-wide parkway:
  - 4'-wide parkway (street adjacent);
  - 5'-wide sidewalk;
  - 4'-wide parkway (behind sidewalk)
  - 10'-wide multi-purpose decomposed granite trail; and
  - 3'-wide additional parkway.

A property owned by Caltrans, with an approximate southerly dimension of 391.8' an approximate westerly dimension of 93.4', and an approximate 355.6' dimensions juts into the Project site. No development is located on this property.

#### **Project Grading**

The Project will require approximately 118,325 cubic yards (CY) of cut and 109,807 CY of fill, which will result in a balanced site, due to shrinkage from grading and compaction.

The site currently ranges in elevation from approximately 1,050 feet above mean sea level (AMSL) in the northeastern portion of the Project site to 1,125 AMSL within the southwestern portion of the site.

When graded, the Project will range in elevation from 1,076.5 AMSL at the bottom of detention-infiltration basin in the northeast corner of the Project site, to 1,108 feet AMSL at the southwestern corner of the Project site. This demonstrates that the range of site elevation variations on the site will narrow from 75' to 31.5' to facilitate the development of the Project. In order to accomplish this, manufactured slopes and retaining walls will be installed on the western portion of the site where the Project abuts existing residential development, to the southeast (northerly of the

existing channel), to the west (adjacent to the Caltrans property and the I-15 right-of-way, and northerly (adjacent to the existing residential development).

Reference **Figure 4, TR 37153 Conceptual Grading Plan.**

### **General Construction Assumptions**

The following general construction assumptions have been assumed for this Project:

- Site preparation will begin in May 2018 and will require an estimated 5 working days;
- Site grading will begin in May 2018 and will require an estimated 60 working days;
- Building construction will begin in December 2018 and continue through June 2020 for an estimated 400 working days;
- Paving will begin in November 2018 and will require an estimated 20 working days; and
- Architectural coatings will begin in March 2019 and will require an estimated 400 working days.

### **Drainage / Hydrology / Water Quality**

The existing drainage flows for the Project are carried in two natural drainage courses that combine into one at the northwest corner of the Project. The existing drainage courses are identified as Area A and Area B. Area A consists of 2.55 acres and Area B consists of 6.54 acres. The balance of the site flows directly into the existing Temescal Canyon Wash along the southerly portion of the Project. This remainder area includes Temescal Canyon Road (reference **Figure 26-1, Existing Hydrology Map**).

The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northwest corner of the Project. The proposed drainage system is identified as Area A and Area B. Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition (reference **Figure 26-2, Proposed Hydrology Map**).

The proposed Project is divided into 3 drainage management areas (DMAs) as depicted on **Figure 5, TR 37153 WQMP Site Map**. The DMAs follow the Drainage Boundaries. Runoff within the DMAs is generated by roofs, concrete, asphalt, turf block, etc.

The rainfall runoff is conveyed through the proposed streets with catch basin pick-up points throughout the project. The catch basins for Areas A and B connect into an underground storm drain system that directs the flows into a proposed detention/bioretention basin which outlets into the natural drainage courses after increased flow mitigation and water treatment. Area C rainfall runoff is conveyed through the proposed entry street into Temescal Canyon Road then picked up in a catch basin with a Modular Wetland System (MWS) Unit for water treatment before entering into the existing Temescal Canyon Wash.

The detention/bioretention and MWS Unit serve as the Best Management Practices (BMPs) for the Project. The bioretention is a proposed structure that includes engineering soil media and



gravel with a perforated pipe that is below the detention basin that treats the water. A 15' wide service drive has been provided for on-going maintenance of the water quality basin.

The water will migrate through the soils media and gravel which treats the water then into the perforated pipe that outlets to the natural water courses at the northeast corner of the Project. The MWS is part of the catch basin on Temescal Canyon Road. This treatment is filtered through multiple stages that includes debris removal and pre-filter cartridges with sediment and hydrocarbon removals in a biofiltration chamber.

All These facilities shall meet County requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount.

**Utilities**

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service providers are as follows:

- Electricity: Southern California Edison
- Water: Temescal Valley Water District
- Sewer: Temescal Valley Water District
- Cable: Comcast
- Gas: Southern California Gas
- Telephone: Verizon
- School: Corona-Norco Unified School District

Reference **Figure 4, TR 37153 Conceptual Grading Plan**, and *Map My County (Appendix A)*.

*Sewer and Water Facilities*

The proposed Project will tie into an existing 30" Temescal Valley Water District (TVWD) water line, which is located in Temescal Canyon Road. The Project will tie into an existing 24" Temescal Valley Water District (TVWD) sewer line, which is also located in Temescal Canyon Road. At Campbell Ranch Road, this sewer line ties into an existing sewer lift station located at the southeastern corner of Temescal Canyon Road and Campbell Ranch Road. Reference **Figure 4, TR 37153 Conceptual Grading Plan**.

**B. Type of Project:** Site Specific ; Countywide ; Community ; Policy .

**C. Total Project Area:**

<b>Residential Acres:</b> 6.07	<b>Lots:</b> 9	<b>Units:</b> 83	<b>Projected No. of Residents:</b> 254
<b>Commercial Acres:</b> N/A	<b>Lots:</b> N/A	<b>Sq. Ft. of Bldg. Area:</b>	N/A
<b>Est. No. of Employees:</b> N/A			
<b>Total Open Space Acres:</b> 5.68			
<b>Open Space – Recreation Acres:</b> 5.68			
<b>Open Space – Conservation Acres:</b> N/A			
<b>Public Facilities Acres (K-8 School):</b> N/A			
<b>Major Circulation Acres:</b> 3.05			
<b>Industrial Acres:</b> N/A			

**D. Assessor's Parcel No(s):** 290-060-024 and -025.

**E. Street References:** West of I-15; north of Temescal Canyon Road; east of Wrangler Way; and south of Whitecrown Circle.

**F. Section, Township & Range Description:** Section 2, Township 5 South, Range 6 West.

**G. Brief description of the existing environmental setting of the Project site and its surroundings:**

The Project site is located in unincorporated Riverside County, California between the cities of Corona Lake Elsinore. The Project area is separated from the coastline approximately 24 miles across the Santa Ana Mountain range. Regional access to the area is provided to the general area in a north-south direction by the Interstate 15 (I-15) freeway and by State Route 91, and State Route 74 (Ortega Highway) in an east-west direction.

The Project site is approximately 14.81 gross acres. Current land use is vacant; adjacent land use is residential to the north, 1-15 to the east, vacant to the south, residential to the west. Prior disturbances to the property are substantial and represent the cumulative impacts of off-road vehicle activity, grading, road construction, and flood control improvements. Reference **Figure 6, Aerial Photo**.

The Project site is located in the Temescal Valley in northwestern Riverside County. It is situated in a topographically diverse region, which is defined by the Santa Ana Mountains to the west, Lake Mathews to the northeast, and Lake Elsinore to the southeast. Most drainage in the vicinity of the Project site has been channelized, but historically the flow pattern was in a northeasterly direction toward the Temescal Wash. For the most part, drainage is intermittent, flowing only as a result of seasonal precipitation or irrigation runoff.

Topographically, the Project site is primarily comprised of a relatively flat mesa with eastern and southern slopes transitioning to a substantial watercourse on the southern portion of the site that parallels Temescal Canyon Road. Elevations range from a low of 1,045 feet AMSL in the watercourse near the southeastern property corner to a high of 1,148 feet AMSL near the northwestern corner. Most of what was originally a natural watercourse along the southern boundary of the Project site has been expanded by the construction of a large channel that serves to convey intermittent drainage from the surrounding area. A permanent source of water is not present within the Project boundaries.

**II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS**

**A. General Plan Elements/Policies:**

- 1. Land Use:** The Project site's existing General Plan Land Use designation is Community Development: Business Park (CD:BP). The Project proposes to change the land use designation of the site to Community Development: Medium High Density Residential (CD:MHDR). Although the General Plan Amendment would change the land use designation of the site, the Project would be consistent with the remaining portions of the Land Use Element.
- 2. Circulation:** The proposed Project will add overall trips to the area. The Department of Transportation has reviewed the Traffic Study submitted for this Project and determined that required levels of service can be maintained. The proposed Project meets all other applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** The proposed Project is located within the Multiple Species Habitat Conservation Plan (MSHCP) and is located in a criteria area, Criteria Cell 3348. The Project underwent the HANS Process and it was determined that the study area is not

needed for inclusion into the MSHCP Conservation Area. The proposed Project meets all other applicable Multipurpose Open Space element policies.

4. **Safety:** The proposed Project is located partially in a flood zone, oriented along the drainage area in the southern portion of the property. The proposed Project is in an area designated as having low and very low potential for liquefaction and susceptible to subsidence. The Project is not located within an Alquist-Priolo or County Fault Zone. The Project is not located within a fire hazard area. The proposed Project meets all other applicable Safety element policies.
5. **Noise:** The proposed Project will permanently increase the ambient noise levels in the project vicinity above levels existing without the Project. However, the Project is for a residential development and noise levels associated with the proposed Project are not anticipated to be substantial. The proposed Project meets all other applicable Noise element policies.
6. **Housing:** The proposed Project shall create 83 residential units. The proposed Project meets all applicable Housing element policies.
7. **Air Quality:** The proposed Project has been conditioned to control any fugitive dust during grading and construction activities. The proposed Project meets all other applicable Air Quality Element policies.
8. **Healthy Communities:** The Project meets all applicable policies of the Healthy Communities Element of the General Plan.

**B. General Plan Area Plan(s):** Temescal Canyon Area Plan (TCAP).

**C. Foundation Component(s):** Community Development.

**D. Land Use Designation(s):**

- Existing - Business Park (BP)
- Proposed – Medium High Density Residential (MHDR)

**E. Overlay(s), if any:** N/A

**F. Policy Area(s), if any:** N/A

**G. Adjacent and Surrounding:** N/A

1. **Area Plan(s):** Temescal Canyon Area Plan

2. **Foundation Component(s):** Community Development

3. **Land Use Designation(s):**

- North: Medium Density Residential (MDR)
- South: Light Industrial (LI)
- East: I-15 Freeway and Light Industrial (LI)
- West: Medium High Density Residential (MHDR)



4. **Overlay(s), if any:** N/A

5. **Policy Area(s), if any:** N/A

H. **Adopted Specific Plan Information:** N/A

1. **Name and Number of Specific Plan, if any:** N/A

2. **Specific Plan Planning Area, and Policies, if any:** N/A

I. **Existing Zoning:** Commercial Office (C-O)

J. **Proposed Zoning, if any:** Planned Residential (R-4)

K. **Adjacent and Surrounding Zoning:**

- North: One-Family Dwellings (R-1)
- South: Manufacturing – Service Commercial (M-SC)
- East: Vacant/I-15 right-of way and freeway
- West: Mobilehome Subdivisions and Parks (R-T)

### III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below  would be potentially affected by this Project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation                                    |
| <input type="checkbox"/> Agriculture Resources           | <input type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Transportation/Traffic                        |
| <input type="checkbox"/> Air Quality                     | <input type="checkbox"/> Land Use/Planning             | <input type="checkbox"/> Utilities/Service Systems                     |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources             | <input checked="" type="checkbox"/> Other (Cumulative Impacts)         |
| <input checked="" type="checkbox"/> Cultural Resources   | <input checked="" type="checkbox"/> Noise              | <input type="checkbox"/> Other   |
| <input type="checkbox"/> Geology/Soils                   | <input type="checkbox"/> Population/Housing            | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Greenhouse Gas Emissions        | <input type="checkbox"/> Public Services               |  |

**IV. DETERMINATION**

On the basis of this initial evaluation:

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED</b>	
<input type="checkbox"/>	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. <b>A MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED</b>	
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment <b>NOTHING FURTHER IS REQUIRED</b> because all potentially significant effects (a) have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project.
<input type="checkbox"/>	I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An <b>ADDENDUM</b> to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
<input type="checkbox"/>	I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a <b>SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT</b> is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
<input type="checkbox"/>	I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a <b>SUBSEQUENT ENVIRONMENTAL IMPACT REPORT</b> is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature	Date
Russell Brady, Project Planner	For Charissa Leach, P.E., Assistant TLMA Director
Printed Name	

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**V. ENVIRONMENTAL ISSUES ASSESSMENT**

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**AESTHETICS.** Would the Project:

**1. Scenic Resources.**

a) Have a substantial effect upon a scenic highway corridor within which it is located?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Temescal Canyon Area Plan (TCAP) - TCAP Figure 9, *Temescal Canyon Area Plan Scenic Highways*; Riverside County General Plan (*General Plan*); Plot Plan No. 26209 Site Photos; Project Design Manual (**Appendix K1**); and General Plan Policy Analysis (**Appendix K2**).

**Findings of Fact:**

a) *Would the Project have a substantial effect upon a scenic highway corridor within which it is located?*

**Less Than Significant Impact**

The Project site is located in the TCAP. According to the TCAP, two highways have been nominated for Scenic Highway status:

- Interstate 15 (I-15) is designated as an Eligible State Scenic Highway; and
- State Route 91 (SR91) is designated as an Eligible State Scenic Highway.

The Project site is located immediately west of I-15, and 9 miles south of SR91, at its closest point.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the *TCAP*, the development of scenic highways will not only add to the pleasure of the residents of this State, but will also play an important role in encouraging the growth of the recreation and tourist industries upon which the economy of many areas of this State depend.

The following *TCAP* policy would apply to the Project as it relates to the I-15 corridor:

*“TCAP 14.1 Protect the scenic highways in the Temescal Canyon Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridor sections of the Land Use, Multipurpose Open Space, and Circulation Elements.”*

An analysis of the Project’s relationship to the General Plan Policies related to scenic highways is located in the General Plan Land Use Element Policies Analysis (Appendix K2). Based on the Project’s consistency with General Plan Policies related to scenic highways, implementation of the proposed Project will not have a substantial effect upon a scenic highway corridor within which it is located. Any impacts are considered less than significant. No mitigation is required.

*b) Would the Project 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?*

**Less Than Significant Impact**

Site Photographs provided below, acquired on February 2, 2017, were utilized for the analysis for Sections 1.a-b.

Based on a field reconnaissance of the Project site on June 8, 2017 by Matthew Fagan and a review of the Site Photographs, it was determined that from a visual standpoint the following vantage points to the Project site shall be considered for evaluation in this analysis.

*Vantage Point No. 1 – Facing North and North-Northeast*

The photographs for Vantage Point No. 1 (Site Photographs 1 and 2) were taken south of the Project site, from the Temescal Canyon Road right-of-way (ROW), facing north and north-northeast, respectively. Site Photographs 1 and 2 shows the vacant Project site and Southern California Edison (SCE) power lines in the foreground and in the middle ground, as well as an I-15 bridge structure (Photograph 2). There are no landforms or structures visible in the background. There is a hill on the Project site; however, this is not considered a significant landform. There are no significant landforms visible from Site Photographs 1 or 2. The overall visual setting shown in Site Photographs 1 and 2 are that of a vacant parcel adjacent to existing developed residential areas to the north and west of the Project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Site Photograph 1 – facing north



Site Photograph 2 – facing north-northeast

*Vantage Point No. 2 – Facing Northwest and Northeast*

The photographs for Vantage Point No. 2 (Site Photographs 3 and 4) were taken from the Temescal Canyon Road ROW, facing northwest and northeast respectively. Site Photograph 3 shows Temescal Canyon Road, Southern California Edison (SCE) power poles/lines, and the vacant Project site in the foreground and middle ground. The Santa Ana Mountains are visible in the background. The overall visual setting shown in Site Photograph 3 is that of a vacant parcel adjacent that does not obstruct views to the west of the Santa Ana Mountains. Development of the Project will not obstruct views of the Santa Ana Mountains, as it will be located in the portion of this setting that does not obstruct views to the west, of the Santa Ana Mountains.

Site Photograph 4 shows a view from the Temescal Canyon Road ROW, facing northeast. Site Photograph 4 shows Temescal Canyon Road, a vacant Project site, and SCE power poles/lines in the foreground, and middle ground, as well as an I-15 bridge structure in the middle ground. There are no landforms or structures visible in the background in Site Photograph 4. The hills in the background provide a consistent, natural setting for the Project area. The overall visual setting shown in Site Photograph 4 is that of a vacant parcel adjacent to existing developed residential areas to the north and west of the Project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Site Photograph 3 – facing northwest



Site Photograph 4 – facing northeast

*Vantage Point No. 3 – Looking Southwesterly and Westerly from I-15*

The photographs for Vantage Point No. 3 (Site Photographs 5 and 6) were taken from the I-15 ROW, facing southwesterly and facing westerly, respectively. Site Photograph 5 shows I-15, and the vacant Project site in the foreground. The vacant Project site and existing residences (to the west of the Project site) are visible in the middle ground. The Santa Ana Mountains are visible in the background. The overall visual setting shown in Site Photograph 5 is that of a vacant land adjacent to existing developed residential areas to the north and west of the Project site that already minimally obstructs views of the base of the Santa Ana Mountains, from this point to the west of the Santa Ana Mountains. Development of the Project will not would result in a similar obstruction of the views of the Santa Ana Mountains from this vantage point as the existing condition. The same description would apply to Site Photograph 6.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Site Photograph 5 – facing southwesterly



Site Photograph 6 – facing westerly

Site Photographs 1-6 show, there are no unique or landmark features located onsite within the Project site boundaries. There are no landscape features that distinguish the Project site from the surrounding residential uses or vacant lands. The proposed Project will remove the Project site from a vacant, undisturbed land to a graded, manufactured parcel that will ultimately be developed for residential use, similar that which currently surrounds the Project site. Based on the lack of any intrinsic on-site scenic resources, the proposed Project will not cause substantial Project specific damage to any such resources. In addition, once developed, retaining walls will be visible from Temescal Canyon Road and I-15. These walls will be located below the homes. They will serve as a bottom “frame” as it is to the visual picture from both I-15 and Temescal Canyon Road. Similar to the retaining wall at “The Shops at Sycamore Creek” project, located to the south of the Project site, nestled between De Palma Road and I-15, the planting on the wall will serve to reduce the visual impact of the walls from I-15 over time.

Therefore, implementation of the Project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings. No impacts are anticipated. No mitigation is required.

As stated above, development of the Project would result in a similar obstruction of the views of the Santa Ana Mountains from this vantage point as the existing condition. No conditions on development within the I-15 corridor will be necessary to preserve unique or special visual features, or a prominent vista.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The existing character of the Project environs represents a developing suburban development pattern. As demonstrated in the analysis above, implementation of the Project will not result in any obstructions of any scenic vista, or view open to the public.

The Project also has a Design Manual, (**Appendix K1**), which contains Project details for architecture styles, landscape architecture, trails, monumentation, recreational amenities, and walls and fences to ensure a well-designed project that is fitting with the surrounding developed character of the area and could not objectively be considered aesthetically offensive. The Project aesthetic contained in the Design Manual, when coupled with the Project setting will not result in the creation of an aesthetically offensive site open to public view. Any impacts are considered less than significant.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**2. Mt. Palomar Observatory.**

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through [Riverside County Ordinance No. 655](#)?

**Source(s):** TCAP, Figure 6, *TCAP Plan Mt. Palomar Nighttime Lighting Policy Area; Map My County, (Appendix A)*; and Ordinance No. 655 (An Ordinance of the County of Riverside Regulating Light Pollution).

**Findings of Fact:**

a) *Would the Project interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?*

**Less Than Significant Impact**

According to Figure 6, *Temescal Canyon Area Plan Mt. Palomar Nighttime Lighting Policy*, of the TCAP, the Project site is located within Zone B of the designated Special Lighting Area that surrounds the Mt. Palomar Observatory. The Project site is approximately 44.89 miles northwest from the Observatory.

Ordinance No. 655 was adopted by the County Board of Supervisors on June 7, 1988 and went into effect on July 7, 1988. The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research at the Palomar Observatory. Ordinance No. 655 contains approved materials and methods of installation, definitions, general design requirements, requirements for lamp source and shielding, prohibitions and exceptions.

Adherence to Ordinance No. 655 is typically a standard condition of approval and is not considered unique mitigation pursuant to CEQA. Outdoor lighting sources include: parking lot lights, wall mounted lights and illuminated signage. With conformance with Ordinance No. 655, any impacts are expected to be less than significant from implementation of the Project. No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>3. Other Lighting Issues.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** TCAP Figure 6, *Temescal Canyon Area Plan Mt. Palomar Nighttime Lighting Policy Area*; Ordinance No. 655; Ordinance No. 915 (An Ordinance of the County of Riverside Regulating Outdoor Lighting), and **Figure 6, Aerial Photo.**

**Findings of Fact:**

a) *Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

**Less Than Significant Impact**

Currently, there are no light sources at the Project site. New lighting sources will be created from light and glare associated with construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. In addition, workers, either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. The amount and intensity of light anticipated from these construction sources would generally be similar to the lighting of adjacent developed residential areas. Additionally, these impacts will be temporary, of short-duration, and will cease when Project construction is completed.

The Project will result in new sources of light and glare from the addition of residential units, as well as vehicular lighting from cars traveling on adjacent roadways under the proposed Project. Once operational, the Project will be required to comply with Ordinance No. 655 and Ordinance No. 915, which restricts lighting hours, types, and techniques of lighting. Outdoor lighting sources include: house lights, streetlights, wall mounted lights. Ordinance No. 655 requires the use of low-pressure sodium fixtures and requires hooded fixtures to prevent spillover light or glare, and has been discussed in detail in Section 2.a, above.

Ordinance No. 915 requires all outdoor luminaires to be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, onto the public right-of-way. Ordinance No. 915 also prohibits blinking, flashing and rotating outdoor luminaires, with a few exceptions. The Project will be required to comply with the County of Riverside conditions of approval that requires lighting restrictions. These are typically standard conditions of approval and are not considered unique mitigation pursuant to CEQA. With conformance with Ordinance No. 655 and Ordinance No. 915, any impacts are expected to be less than significant from implementation of the Project. No mitigation will be required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) *Would the Project expose residential property to unacceptable light levels?*

**Less Than Significant Impact**

There are existing residences located immediately to the west of the Project. As discussed in Threshold 2.a., above, construction impacts will be temporary, of short-duration, and will cease when Project construction is completed. Once inhabited, conformance with Ordinance No. 655, and Ordinance No. 915, will ensure that any impacts are expected to be less than significant from implementation of the Project.

Therefore, there are no potential Project-specific impacts that could expose residential property to unacceptable light levels. Less than significant impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**AGRICULTURE RESOURCES.** Would the Project:

<b>4. Agriculture.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *Map My County, (Appendix A); Figure 6, Aerial Photo;* and Ordinance No. 625 (An Ordinance of the County of Riverside Providing a Nuisance Defense for Certain Agricultural Activities, Operations, and Facilities and Providing Public Notification Thereof).

**Findings of Fact:**

a) *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

**No Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to *Map My County* the proposed Project site is designated as “Other Lands” and “Urban-Built Up Land.” The Project is not located on Prime Farmland, Unique Farmland, Farmland of Local Importance, or Farmland of Statewide Importance (Farmland). As no designated farmland exists on the Project site, no impacts are anticipated. No mitigation is required.

b) *Would the Project conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?*

**No Impact**

The proposed Project is not subject to a Williamson Act contract and is not within a Riverside County Agriculture Preserve. The project site is not zoned for agricultural use nor is it used for agriculture. No impacts are anticipated. No mitigation is required.

c) *Would the Project cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)?*

**No Impact**

Land zoned for “primarily agricultural purposes” means any land lying within any one of the following zone classification established by the Riverside County Land Use Ordinance, Ordinance No. 348:

- A-1 Zone (Light Agriculture);
- A-P Zone (Light Agriculture with Poultry);
- A-2 Zone (Heavy Agriculture);
- A-D Zone (Agriculture-Dairy); or
- C/V Zone (Citrus/Vineyard).

The zoning classification on the Project site is Commercial Office (C-O) and is proposed to be modified to Planned Residential (R-4). The zoning classifications surrounding the Project are:

- North: One-Family Dwellings (R-1).
- South: Manufacturing – Service Commercial (M-SC).
- East: Vacant/I-15.
- West: Mobilehome Subdivisions and Parks (R-T).

There are no agriculturally zoned properties (A-1, A-P, A-2, A-D, or C/V) within 300 feet from the Project site.

Therefore, implementation of the proposed Project will not cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625); or, involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, since no agricultural uses are located in immediate proximity of the Project site. No impacts are anticipated. No mitigation is required.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) *Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

**No Impact**

Existing surrounding uses include residential uses to the north and west, I-15 and commercial to the east, and mining and vacant uses to the south. Of the vacant, surrounding parcels, based upon the current General Plan land use designations and zoning classifications, it is anticipated that uses will be consistent with the developing suburban land use pattern(s). The closest agriculturally zoned properties are located well beyond 1.5 miles to the east of the Project site. Implementation of the Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, since no agricultural uses are located in immediate proximity of the Project site. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>5. Forest.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *Map My County, (Appendix A); Figure 6, Aerial Photo; Project Site Visit – June 8, 2017 by Matthew Fagan; and Temescal Canyon Residential Development Biological Resources Assessment, prepared by ESA PCR, November 2016, (Appendix C1).*

**Findings of Fact:**

a) *Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?*

**No Impact**

The zoning classification on the Project site is Commercial Office (C-O) and is proposed to be modified to Planned Residential (R-4). The surrounding zoning classifications are:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- North: One-Family Dwellings (R-1).
- South: Manufacturing – Service Commercial (M-SC).
- East: Vacant/I-15.
- West: Mobilehome Subdivisions and Parks (R-T).

None of these zoning classifications pertain to forest land, timberland, or timberland zoned Timberland Production. Therefore, implementation of the proposed Project will not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impacts are anticipated. No mitigation is required.

b) *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

**No Impact**

As referenced in Section 5.a, above, there are no zoning classifications pertain to forest land, timberland, or timberland zoned Timberland Production. As a result of past agricultural activities and recent grading, virtually no native vegetation remains on top of the upper elevations of the Project site. Present on the upper elevations of the Project site and in the watercourse are plant species representative of the Diegan Coastal Sage Scrub Plant Community.

Plants include:

- California buckwheat (*Eriogonum fasciculatum*);
- Black sage (*Salvia melifera*);
- White sage (*Salvia apiana*);
- Laurel sumac (*Rhus laurina*); and
- California sagebrush (*Artemesia fasciculata*).

Scattered Sycamores (*Populus fremontii*) and Coast Live Oaks (*Quercus agrifolia*) in the watercourse indicate the presence of at least a limited amount of subsurface water on a fairly regular basis. Indigenous peoples of the region extensively utilized these plants for food, medicines, construction materials, and implement production.

As described, there are no forest lands on the Project site. Therefore, implementation of the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest use. No impacts will occur. No mitigation will be required.

c) *Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

**No Impact**

The Project site is currently vacant, and would not be characterized as forest land. As a result of past agricultural activities and recent grading, virtually no native vegetation remains on top of the upper elevations of the Project site. Present on the upper elevations of the Project site and in the watercourse are plant species representative of the Diegan Coastal Sage Scrub Plant Community.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Plants include:

- California buckwheat (*Eriogonum fasciculatum*),
- Black sage (*Salvia melifera*),
- White sage (*Salvia apiana*),
- Laurel sumac (*Rhus laurina*), and
- California sagebrush (*Artemesia fasciculata*).

Scattered Sycamores (*Populus fremontii*) and Coast Live Oaks (*Quercus agrifolia*) in the watercourse indicate the presence of at least a limited amount of subsurface water on a fairly regular basis. Indigenous peoples of the region extensively utilized these plants for food, medicines, construction materials, and implement production.

Thus, implementation of the proposed Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impacts will occur. No mitigation will be required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**AIR QUALITY.** Would the Project:

**6. Air Quality Impacts.**

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?

e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?

f) Create objectionable odors affecting a substantial number of people?

**Source(s):** *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis*, prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (**Appendix B, AQ/GHG/HRA**).

**Findings of Fact:**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) *Would the Project conflict with or obstruct implementation of the applicable air quality plan?*

***Less Than Significant Impact***

The Project site is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment (i.e., ozone (O<sub>3</sub>), coarse particulate matter (PM<sub>10</sub>), and fine particulate matter (PM<sub>2.5</sub>)). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.

CEQA requires a discussion of any inconsistencies between a proposed Project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). This discussion shall set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed Project would interfere with the region’s ability to comply with Federal and State air quality standards. If the decision makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that “New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP.” Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

- (f) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP, and
- (2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase. These are discussed in detail, below.

***Consistency Criterion No. 1***

- The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Based on the air quality modeling analysis contained in the *AQ/GHG/HRA*, the short term construction impacts and long-term operational impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance as detailed further in Section V.6.b).

Therefore, the proposed Project is not anticipated to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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criterion.

**Consistency Criterion No. 2**

- The Project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2012-2035 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2012, consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the County Land Use Plan defines the assumptions that are represented in the AQMP.

The *General Plan* and *TCAP* land use designation is currently Community Development: Business Park (CD:BP). The Project proposes a General Plan Amendment (GPA) to change the land use to Community Development: Medium High Density Residential (CD:MHDR). As the majority of Project-related emissions are from mobile sources, and residential uses generally attract less traffic (especially less truck traffic) than business park or commercial-type uses, the proposed residential use would be a less intense use, with less overall emissions, than the existing Community Development/Community Development (BP) uses. Additionally, while the Project proposes a change in land use designation from non-residential to residential use, the Project would simply be accommodating growth already anticipated to occur. Since the Project is not constructing any substantial infrastructure that could be construed as growth inducing, the Project would not alter the growth projections for the area that the AQMP is based on. Therefore, the proposed Project is not anticipated to exceed the AQMP assumptions for the Project site and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed Project would not conflict with the implementation of the SCAQMD AQMP. Therefore, impacts are considered to be less than significant impact. No mitigation is required.

- b) *Would the Project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Less Than Significant Impact**

As discussed above, the Project site is located in the SCAB. State and federal air quality standards are often exceeded in many parts of the SCAB. Please reference *AQ/GHG/HRA*, for a description of the current atmospheric setting, pollutants, air quality management, and air quality standards. A discussion of the Project’s potential short-term construction impacts, long-term operational impacts, and a diesel emissions health risk assessment are provided below.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction Emissions

The following provides a discussion of the methodology used to calculate regional construction air emissions and an analysis of the proposed Project’s short-term construction emissions for the criteria pollutants.

*Methodology*

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.1. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2014 computer program to calculate the emission rates specific for the eastern portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2014 computer program to calculate emission rates for heavy truck operations. EMFAC2014 and OFFROAD2014 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour.

Using CalEEMod, the peak daily air pollutant emissions during each phase was calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions. The construction emissions printouts from CalEEMod are provided in Appendix B of the *AQ/GHG/HRA*.

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites.

The phases of the construction activities, which have been analyzed, are:

- (1) Grading,
- (2) Building construction,
- (3) Paving, and
- (4) Application of architectural coatings.

Building construction, paving and painting phases may overlap during construction. The emissions for the overlapping construction phases were added together and the total is shown in **Table 6-1, Construction Related Regional Pollutant Emissions**, below. See CalEEMod Output in Appendix B of the *AQ/GHG/HRA* for details.

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Table 6-1  
Construction Related Regional Pollutant Emissions<sup>1</sup>**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM10	PM2.5
<b>Grading<sup>2</sup></b>						
On-Site <sup>2</sup>	5.75	67.94	38.78	0.06	6.47	4.23
Off-Site <sup>3</sup>	0.38	10.63	2.38	0.03	0.90	0.29
<b>Subtotal</b>	<b>6.13</b>	<b>78.57</b>	<b>41.16</b>	<b>0.09</b>	<b>7.37</b>	<b>4.52</b>
<b>Building Construction</b>						
On-Site	3.11	26.55	18.18	0.03	1.79	1.68
Off-Site	1.51	9.78	12.10	0.04	2.59	0.77
<b>Subtotal</b>	<b>4.63</b>	<b>36.34</b>	<b>30.29</b>	<b>0.07</b>	<b>4.38</b>	<b>2.44</b>
<b>Paving</b>						
On-Site	1.75	14.07	14.65	0.02	0.75	0.69
Off-Site	0.08	0.05	0.60	0.00	0.17	0.05
<b>Subtotal</b>	<b>1.83</b>	<b>14.11</b>	<b>15.26</b>	<b>0.02</b>	<b>0.92</b>	<b>0.74</b>
<b>Architectural Coating</b>						
On-Site	53.89	1.68	1.83	0.00	0.11	0.11
Off-Site	0.19	0.11	1.49	0.00	0.42	0.11
<b>Subtotal</b>	<b>54.08</b>	<b>1.80</b>	<b>3.32</b>	<b>0.00</b>	<b>0.53</b>	<b>0.22</b>
<b>Total of Overlapping Construction Phases<sup>4</sup></b>	<b>60.53</b>	<b>52.24</b>	<b>48.87</b>	<b>0.10</b>	<b>5.82</b>	<b>3.41</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceeds Thresholds?</b>	No	No	No	No	No	No

Source: Table 6 of AQ/GHG/HRA, Appendix B.

1 Source: CalEEMod Version 2016.3.1.

2 On site emissions from equipment operated on site that is not operated on public roads.

3 Off site emissions from equipment operated on public roads.

4 Construction phase, paving phase and painting phase may overlap.

\* Includes fugitive dust control measures mandated by SCAQMD Rule 403 (used mitigated values for fugitive PM<sub>10</sub> and fugitive PM<sub>2.5</sub> and unmitigated values for off road PM<sub>10</sub> and PM<sub>2.5</sub>).

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of volatile organic compounds, which is reflected in the emission results in Table 6-1.

The construction-related criteria pollutant emissions are shown above in **Table 6-1**. **Table 6-1** shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed Project. No mitigation is required.

#### *Construction Related Local Impacts*

The proposed Project has been analyzed for the potential local air quality impacts created from: construction related fugitive dust and diesel emissions; and from toxic air contaminants.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. Local Air Quality Impacts from Construction

The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

- The off road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- The maximum number of acres disturbed on the peak day.
- Any emission control devices added onto off road equipment.
- Specific dust suppression techniques used on the day of construction activity with maximum emissions.

As shown in **Table 6-2, Maximum Number of Acres Disturbed Per Day**, below, the maximum number of acres disturbed in a day would be five (5) acres.

**Table 6-2  
Maximum Number of Acres Disturbed Per Day<sup>1</sup>**

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Site Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Excavators	2	0.5	1
	Scrapers	2	1	2
	Tractors/Loaders/Backhoes	2	0.5	1
Maximum per phase		-	-	5

Source: Table 8 of AQ/GHG/HRA, **Appendix B**.

1. Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> from the proposed Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Lake Elsinore source receptor area (SRA) 25, and a disturbance value of five acres per day (see **Table 6-2**).

According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25 meter thresholds. The nearest sensitive receptors are the single family detached residential dwelling units located adjacent to the west and north of the Project site; therefore, the SCAQMD Look up Tables for 25 meters was used. **Table 6-3, Local Construction Emissions at the Nearest Receptors**, below, shows the on site emissions from the CalEEMod model for the different construction phases and the localized emissions thresholds.



Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Table 6-3  
Local Construction Emissions at the Nearest Receptors<sup>1</sup>**

Activity	On-Site Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Grading	67.94	38.78	6.47	4.23
Building Construction	26.55	18.18	1.79	1.68
Paving	14.07	14.65	0.75	0.69
Architectural Coating	1.68	1.83	0.11	0.11
<b>SCAQMD Thresholds<sup>2</sup></b>	<b>371</b>	<b>1,965</b>	<b>13</b>	<b>8</b>
Exceeds Threshold?	No	No	No	No

Source: Table 9 of AQ/GHG/HRA, **Appendix B**.

Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

The data provided in **Table 6-3** shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed Project. No mitigation is required.

## 2. Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk”. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk assessment methodology. Given the relatively limited number of heavy duty construction equipment and the short term construction schedule, the proposed Project would not result in a long term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short term toxic air contaminant impacts would occur during construction of the proposed Project.

### Operational Emissions

The on going operation of the proposed Project would result in a long term increase in air quality emissions. This increase would be due to emissions from the Project generated vehicle trips and through operational emissions from the on going use of the proposed Project. The following section provides an analysis of potential long term air quality impacts due to: regional air quality and local air quality impacts with the on going operations of the proposed Project.

### Operational Activities

Operational activities associated with the Project will result in emissions of VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The operations related criteria air quality impacts created by the proposed Project have been analyzed through use of the CalEEMod model. The Project was analyzed for the opening year of 2020 (the *TIA*, **Appendix I-1**, used 2017 as the Project’s buildout year; however, per the developer, the Project will not be operational until Spring 2020). The *TIA* also originally analyzed traffic impacts for 88 single family detached residential

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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dwelling units; the number of dwelling units has since been reduced to 83. The AQ/GHG/HRA also used 88 single family detached residential dwelling units for its analysis. The Project now proposes 83 single family detached residential dwelling units, which would result in reduced impacts compared to the analysis which was performed for 88 single-family detached residential dwelling units. The operations daily emissions printouts from the CalEEMod model are provided in Appendix B of the AQ/GHG/HRA.

Operational emissions would be expected from the following primary sources:

1. Mobile Source Emissions;
2. Area Source Emissions; and
3. Energy Source Emissions.

1. *Mobile Source Emissions*

Mobile sources include emissions from the additional vehicle miles generated from the proposed Project. The vehicle trips associated with the proposed Project were obtained from the TIA, **Appendix I-1**, for the Project. The TIA showed that the Project would generate 838 daily trips. The trip generation rate for the Project is 9.52 trips per dwelling unit (DU) per day. The restroom/recreation building will not generate any additional trips.

2. *Area Source Emissions*

Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less of volatile organic compounds.

3. *Energy Usage*

Energy usage includes emissions from the generation of electricity and natural gas used on site. No changes were made to the default energy usage parameters.

The worst case summer or winter VOC, NO<sub>x</sub>, CO, SO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions generated by the proposed Project's long term operations have been calculated and are summarized below in **Table 6-4, Operational Regional Pollutant Emission**, below. **Table 6-4** shows that none of the analyzed criteria pollutants would exceed the regional emissions thresholds. Therefore, a less than significant regional air quality impact would occur from operation of the proposed Project. No mitigation is required.

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Table 6-4  
Regional Operational Pollutant Emissions<sup>1</sup>**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources <sup>2</sup>	3.86	1.37	7.67	0.00	0.14	0.14
Energy Usage <sup>3</sup>	0.09	0.81	0.35	0.00	0.07	0.07
Mobile Sources <sup>4</sup>	1.87	13.43	22.55	0.09	6.29	1.74
<b>Total Emissions</b>	<b>5.82</b>	<b>15.61</b>	<b>30.56</b>	<b>0.09</b>	<b>6.50</b>	<b>1.94</b>
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Table 9 of AQ/GHG/HRA, Appendix B.

- <sup>1</sup> Source: CalEEMod Version 2016.3.1. Emissions presented are the worst from either summer or winter.
- <sup>2</sup> Area sources consist of emission from consumer products, architectural coatings, and landscaping equipment.
- <sup>3</sup> Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- <sup>4</sup> Mobile sources consist of emissions from vehicles and road dust.

### *Cumulative Regional Air Quality Impacts*

Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the Project's air quality must be generic by nature.

The SCAB area is out of attainment for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. With respect to long term emissions, this Project would create a less than significant cumulative impact.

### *Operations Related Local Air Quality Impacts*

Project related air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The proposed Project has been analyzed for the potential local CO emission impacts from the Project generated vehicular trips and from the potential local air quality impacts from on site operations. The following analysis analyzes the vehicular CO emissions, local impacts from on site operations.

### *Local CO Emission Impacts from Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards.

To determine if the proposed Project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO “hot spots” at a number of intersections in the general Project vicinity. Because of reduced speeds and vehicle queuing, “hot spots” potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The TIA (**Appendix I-1**) showed that the highest peak hour intersection volume is 942 for the existing plus ambient growth plus project plus cumulative AM scenario at Temescal Canyon Road and the I-15 Freeway northbound ramp. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the intersection with the highest traffic volume falls far short of 100,000 vehicles, no CO “hot spot” modeling was performed and no significant long term air quality impact is anticipated to local air quality with the on going use of the proposed Project. No mitigation is required.

*Local Air Quality Impacts from On-Site Operations*

Project related air emissions from on site sources such as architectural coatings, landscaping equipment, on site usage of natural gas appliances as well as the operation of vehicles on site may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptor that may be impacted by the proposed Project are the adjacent residential uses to the west and north of the Project site.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed Project is a residential project and does not include such uses. Therefore, due the lack of stationary source emissions, no long term localized significance threshold analysis is warranted.

*Operations-Related Toxic Air Contaminant Impacts*

The Project site is located immediately easterly of Interstate 15 (I-15). Toxic air contaminants (TACs) are a group of pollutants of concern. Which would be generated primarily from motor vehicle exhaust from vehicles on I-15.

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the proposed project would result in a Hazard Index increase of 1 or greater.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In order to determine if the proposed Project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

As determined in the *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal. 4<sup>th</sup> 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project's impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area *already subject to specific hazards* and the new development/people *exacerbate the existing hazards*, then CEQA requires an analysis of the hazards and the proposed project's effect in terms of *increasing the risks related to those hazards [Emphasis added]*. In regards to air quality hazards, TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project's effect on increasing those hazards is not required.

The proposed Project is a residential project and will not be a source of toxic air contaminants. The Project site is currently vacant land that does not contain any operational land uses that emit toxic air contaminants. However, as the Project is locating sensitive receptors in proximity to freeway-related Diesel Particulate Matter (DPM) sources, an HRA was conducted.

A health risk assessment requires the completion and interaction of four general steps:

1. Quantify project-generated TAC emissions.
2. Identify nearby ground-level receptor locations that may be affected by the emissions (including any special sensitive receptor locations such as residences, schools, hospitals, convalescent homes, and daycare centers).
3. Perform air dispersion modeling analyses to estimate ambient pollutant concentrations at each receptor location using project TAC emissions and representative meteorological data to define the transport and dispersion of those emissions in the atmosphere.
4. Characterize and compare the calculated health risks with the applicable health risk significance thresholds.

The ARB Air Quality and Land Use Handbook (ARB Handbook) provides an advisory recommendation to avoid the locating of new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. The Project's proposed residential uses are within approximately 130 feet of the I-15 Freeway.

The California Department of Transportation traffic counts show 2015 average daily trip (ADTs) numbers of 132,000, at the segment of Temescal Canyon Road, with a total of 12,285 of those vehicles being trucks.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Due to the technical nature of the information contained in an HRA, please refer to Section VIII (Diesel Emissions Health Risk Assessment pp. 61-73 of the AQ/GHG/HRA) for a detailed discussion of *Estimate of Emission Factors*, *Emission Source Characterization* (Receptor Network, and Dispersion Modeling). The estimation of health cancer and non-cancer risks are discussed below.

**Cancer Risks**

Model run results are shown on **Figure 6-1, Modeled Project Area Annual DPM Emissions.**

According to the AQ/GHG/HRA, receptors closest to the freeway (Receptors 1 and 2 of **Table 6-1**, above) would experience the highest levels of freeway-related diesel emissions, resulting in a cancer risk of 7.01 and 7.62 per million people respectively.

As the site is exposed to cancer health risks less than 10 in 1 million, it is concluded that, the Project site not significantly impacted by TAC. No mitigation is required

**Non-Cancer Risks**

The Office of Environmental Health Hazard Assessment, as protective for the respiratory system, has established a non-carcinogenic hazards to residential and concentration Hazard Index. The Project Index number is 0.026. The criterion for significance is a Hazard Index increase of 1.0 or greater. Therefore, the proposed Project would have a less than significant impact due to the non cancer risk from diesel emissions from the adjacent freeway traffic. No mitigation is required.

- c) *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

**Less Than Significant Impact**

“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). As shown in the analysis in response to Section 6.b, above, local and regional Project construction and operational impacts are less than significant. Therefore, implementation of the proposed Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). No mitigation is required.

- d) *Would the Project expose sensitive receptors which are located within 1 mile of the Project site to project substantial point source emissions?*

**Less Than Significant Impact**

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD, in its Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2), considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.).

The nearest sensitive receptors in the Project vicinity are the single family detached residential dwelling units located adjacent to the west and north of the Project site. Impacts were analyzed at a distance of 25 meters in order to demonstrate that the Project will comply with the most stringent localized thresholds.

As shown in the analysis in response to Section 6.b, above, local and regional Project construction and operational impacts are less than significant. Therefore, implementation of the proposed Project will not expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions. No mitigation is required.

- e) *Would the Project involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?*

**Less Than Significant Impact**

According to the CARB Air Quality and Land Use Handbook: A Community Health perspective (2005), sources of dust are also common sources of air pollution related complaints. Operations that can result in dust problems are rock crushing, gravel production, stone quarrying, and mining operations. A common source of complaints is the dust and noise associated with blasting that may be part of these operations. Besides the health impacts of dust as particulate matter, thick dust also impairs visibility, aesthetic values, and can soil homes and automobiles. Local air districts typically have rules for regulating dust sources in their jurisdictions, but dust sources can still be a concern. Therefore, separation of these facilities from residential and other new sensitive land uses should be considered. The following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118). The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. According to the SCAQMD Facility Information Detail (FIND) database, there are no emissions related permit violations on record for any of the aforementioned companies. There is no emissions data available for either CEMEX or C.L. Pharris Trucking; however, the emissions data for Mayhew show that they emitted: 7.915 tons per year of PM and 0.001 tons per year VOC in 2014, 0.946 tons per year of PM and 0.001 tons per year VOC in 2015, and 4.758 tons per year of PM and 0.001 tons per year VOC in 2016. Therefore, Mayhew’s daily PM emissions could range between 5.2 lbs. to 45 lbs. per day, both of which are well under the CEQA daily maximum operational thresholds of 150 lbs. per day for PM<sub>10</sub> and 55 lbs. per day for PM<sub>2.5</sub>. There are no records of any permit violations and excessive emissions of PM sources from quarry related activities are not anticipated.

These uses are separated by well over 500 feet from the closest Project related sensitive receptor; therefore, the quarry related PM emissions are considered to be both too low (meet their permit requirements) to cause any potential health impacts and occur too far from

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed residential uses for future Project related sensitive receptors to be impacted by existing quarry related activities.

Please reference the discussion in Section 6.b, above, as it related to DPM emissions from I-15.

Therefore, the potential for TAC related impacts from quarry activities and DPM emissions from I-15 are considered to be less than significant. No mitigation is required.

f) *Would the Project create objectionable odors affecting a substantial number of people?*

**Less Than Significant Impact**

Heavy-duty equipment in the Project area during construction will emit odors. Closest residence is located immediately to the west of the Project site (approximately 15 feet). The Project is required to comply with Rule 402 during construction. Rule 402 requires that a person not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the construction phase of the proposed Project. While the Project may create objectionable odors during construction, these are of short-duration, and will cease once the construction phase of development is completed.

Over the long-term a portion of the future residential activities that typically do not include activities that generate substantial odors. Residential odors from vehicles and activities such as outdoor barbecues are common components of the overall residential experience and do not pose a significant odor exposure for future residents. Based on this information, any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**BIOLOGICAL RESOURCES.** Would the Project:

**7. Wildlife & Vegetation.**

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or



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regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Wildlife Service?				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *Temescal Canyon Residential Development Biological Resources Assessment*, prepared by ESA PCR, November 2016 (**Appendix C1, 2016 BRA**); *BUOW Habitat Assessment*, prepared by PCR Services Corporation, August 31, 2015 (**Appendix C2**); Ordinance No. 810.2 (An Ordinance of the County of Riverside to Establish the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee); and Ordinance No. 559 (An Ordinance of the County of Riverside Regulating the Removal of Trees).

**Findings of Fact:**

- a) *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?*

***Less than Significant with Mitigation Incorporated***

The Project study area is within the MSHCP and requires payment of the Local Development Mitigation Fee and compliance with requirements of the MSHCP, including the Burrowing Owl Survey Area guidelines (Section 6.3.2 of the MSHCP) and the Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2 of the MSHCP). Although the Project study area is within the survey overlays for Criteria Area Species and Narrow Endemic Plant Species, the Project study area does not support these target plant species based on the lack of suitable habitat or negative focused surveys. The Project study area is not within the survey overlays for Amphibian Species or Mammal Species (Section 6.3.2 of the MSHCP).

Although the Project study area resides in the northwestern corner of Cell 3348 and southwestern corner of Cell 3245, the study area is not within the proposed Extension of Existing Core 2.

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The Project study area is within MSHCP Criteria Cell 3245 of Cell Group H (0.14 acres) and Cell 3348 of Cell Group I (14.39 acres) in the Temescal Wash West Sub Unit (SU3) of the Temescal Canyon Area Plan (Figure 5). These cells are associated with proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension) to the east of the I-15, which serves to preserve high quality habitat along the border of Existing Core 2. The remaining 0.26 acre is not within any MSHCP criteria cells. Although the Project study area resides in the northwestern corner of Cell 3348 and southwestern corner of Cell 3245, the Project study area is not within the proposed Extension of Existing Core 2.

The Project underwent the HANS Process in July 2010 based on the previously proposed Temescal Canyon Business Park project and it was determined by the County of Riverside EPD that the study area is not needed for inclusion into the MSHCP Conservation Area (see Appendix E of the *BRA*). However, due to the proximity of the Project study area to the proposed Extension of Existing Core 2, implementation of the Project may indirectly affect the proposed off-site MSHCP Conservation Area through implementation of the Project. Therefore, the Project will be required to comply with measures related to drainage, toxics, invasives, lighting, noise, and barriers outlined in Section 6.1.4 of the MSHCP. Since the Project study area does not directly abut the proposed off-site MSHCP Conservation Area, the grading/land development measure is not applicable.

Project compliance with the MSHCP pertaining to Burrowing Owl, Riparian/Riverine, and Urban/Wildlands Interface requirements for drainage, toxics and invasives are summarized below:

- The Project study area is within the Burrowing Owl Survey Area of the MSHCP. Habitat assessments and focused burrow surveys were conducted on the Project study area. No suitable burrows for burrowing owl were observed on the Project study area and therefore focused burrowing owl surveys were not conducted, in accordance with survey protocol. In accordance with the County of Riverside’s Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area, a pre-construction survey for burrowing owl is required within 30 days prior to ground disturbance to avoid potential direct take of burrowing owls in the future. These are mitigation and are not considered unique mitigation under CEQA. With conducting of the survey, any impacts will remain less than significant. No additional mitigation is required.
- Drainage Complex A and Drainage B on the Project study area meet the definition of Riparian/Riverine Areas pursuant to the MSHCP. The Project would result in permanent impacts to 0.108 acre of Riparian/Riverine Areas, including 0.086 acre within Drainage Complex A and 0.022 acre within Drainage B. Temporary impacts would occur to 0.046 acre of Riparian/Riverine Areas, including 0.009 acre within Drainage Complex A and 0.037 acre within Drainage B. The permanent impacts are equivalent to 9 percent of the existing 1.154 acres of Riparian/Riverine Areas. Reference **Table 7-1, Existing and Proposed Impacts to Plant Communities**, below. In order to mitigate these impacts **Mitigation Measure BIO-1**, below, shall be implemented, which requires that prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the Project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. Within incorporation of mitigation, impacts will be reduced to a less than significant level.
- The biological function and value of the Riparian/Riverine Areas within Drainage Complex A and Drainage B include the transport of water, which is limited based on the ephemeral flows of the drainage and lack of upstream connectivity, and the associated native riparian and

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non-native species that provide potential resources for Riparian/Riverine wildlife species. Drainage Complex A is considered of limited function and value due to the presence of developed and disturbed areas intermixed with native habitat patches and significant disturbance of the upstream watershed. Although Drainage B supports sparse patches of native riparian vegetation, its function and value is also limited due to its isolated nature, small acreage, and lack of upstream connectivity. Other types of aquatic features that could provide suitable habitat for Riparian/Riverine species, such as fairy shrimp, are not present within the study area (i.e. vernal pools, swales, vernal pool-like ephemeral ponds, seasonal ponds, stock ponds, or other human-modified depressions such as tire ruts, etc.). Impacts to Riparian/Riverine Areas would be potentially significant based on requirements of the MSHCP. According to Section 6.1.2 of the MSHCP, if an avoidance alternative is not feasible, a DBESP shall be made by the Applicant to ensure the replacement of any lost functions and values of habitat as it relates to MSHCP Covered Species. Compliance with Section 6.1.2 of the MSHCP already demonstrated in the DBESP report for the previously approved Temescal Canyon Business Park project will be considered adequate, provided that impacts and proposed compensatory mitigation for impacts to the Riparian/Riverine Areas required to construct the Temescal Canyon Residential Development remain equivalent with those analyzed in the approved DBESP.

- Since the Project study area is adjacent to, but not within, the proposed Extension of Existing Core 2, the Project has the potential to indirectly affect the proposed off-site MSHCP Conservation Area. As such, measures pertaining to drainage, toxics, invasives, lighting, noise, and barriers outlined in Section 6.1.4 of the MSHCP are recommended to ensure the Project does not indirectly impact the proposed off-site MSHCP Conservation Area. Compliance with measures outlined below will minimize the Project’s potential indirect effect on the adjacent proposed off-site MSHCP Conservation Area.
  - **Drainage/Toxics/Invasives:** The Project has the potential to affect the quantity and quality of water in downstream MSHCP Conservation Areas or Riparian/Riverine areas via Drainage Complex A and B through runoff generated by the development and transport of invasive, non-native plants species from project landscaping. Since the Project will be required to comply with flood and water quality standards, no indirect effects from the quantity and quality of run-off will occur to downstream areas. At minimum, no invasive, non-native plant species listed in Tables 6-2 of the MSHCP, Plants That Should Be Avoided Adjacent to the MSHCP Conservation Area, will be utilized in the landscape plans.
  - **Lighting:** The Project has been designed to minimize night lighting while remaining compliant with Section 22 of Riverside County Ordinance 461 related to street lighting. Any necessary lighting will be shielded or directed away from the proposed off-site MSHCP Conservation Areas to protect species from direct night lighting.
  - **Noise:** Short-term construction-related noise impacts will be reduced by the implementation of a number of measures including the following:
    - During all excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers’ standards to reduce construction equipment noise to the maximum extent possible. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the off-site nearest the study area.
    - The construction contractor shall stage equipment in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project study area during all project construction.

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- All construction work shall occur during the daylight hours. The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours to be determined by the City.
    - The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass through sensitive land uses or residential dwellings.
  - **Barriers:** Permanent fencing should be placed around the avoided Riparian/Riverine Areas on the Project study area to provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping within the proposed off-site MSHCP Conservation Area. The fence should have a minimum height of three feet at its shortest point and fence posts should be no more than five feet apart. The fence should be designed such that sphere with a diameter of three inches cannot pass through the plane of the fence at any point below the minimum height.

These are standard requirements of the MSHCP, and are not considered unique mitigation under CEQA.

With incorporation of standard requirements of the MSHCP, and **Mitigation Measure BIO-1**, the Project will not conflict with the provisions of the MSHCP. Impacts will remain less than significant.

b) *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?*

1. Sensitive Plant Communities

***Less Than Significant Impact***

The study area supports six plant communities dominated by native species totaling 3.64 acres, including mule fat scrub (0.11 acre), Riversidean sage scrub (1.62 acres), Riversidean sage scrub/ruderal (1.48 acres), scalebroom scrub (0.26 acre), scalebroom scrub/ruderal (0.11 acre), and southern willow scrub (0.06 acre), as summarized in **Table 7-1, Existing and Proposed Impacts to Plant Communities**, below and as shown on **Figure 7-1, Plant Communities**.



Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Table 7-1  
Existing and Proposed Impacts to Plant Communities <sup>a</sup>**

Plant Communities	Existing (acres)	Permanent Impacts (acres)	Temporary Impacts (acres)
Mule Fat Scrub	0.11	0.03	0.02
Riversidean Sage Scrub	1.62	0.47	0.02
Riversidean Sage Scrub/Ruderal	1.48	0.07	0.02
Scalebroom Scrub <sup>a</sup>	0.26	0.15	0.02
Scalebroom Scrub/Ruderal <sup>a</sup>	0.11	0.11	0.00
Southern Willow Scrub	0.06	0.02	0.02
River Wash/Riversidean Sage Scrub	0.68	1.45	0.06
River Wash/Ruderal	0.19	0.58	0.04
Ruderal	0.66	0.07	0.01
Ruderal/Riversidean Sage Scrub	0.13	0.00	0.00
Disturbed	9.64	9.02	0.52
Developed	0.28	0.05	0.02
<b>Total</b>	<b>15.22</b>	<b>12.02</b>	<b>0.75</b>

**Source:** Table 8 of *BRA* (**Appendix C1**).

A On-site and off-site plant community acreages are combined, where applicable.

B These communities are high priority [for conservation] vegetation communities denoted on the CDFW "List of California Terrestrial Natural Communities".

Permanent impacts are proposed to 12.02 acres, which includes 0.85 acre of native plant communities and 11.17 acres of non-native/disturbed vegetation, sparsely vegetated river wash, and developed areas, as shown in **Figure 7-2, Impacts to Plant Communities**. In addition to permanent impacts, the Project proposes 0.75 acre (0.10 acre of native vegetation and 0.65 acre of non-native/disturbed vegetation, sparsely vegetated river wash, and developed areas) of temporary impacts.

Two of the six native plant communities are considered sensitive habitats (high priority for inventory) by CDFW, namely scalebroom scrub and scalebroom scrub/ruderal. These two sensitive communities total 0.37 acre on the Project study area. The remaining four native communities are not considered sensitive habitats. A total of 0.26 acre of permanent impacts and 0.02 acre of temporary impacts are proposed to scalebroom scrub and scalebroom scrub/ruderal, as summarized in **Table 7-1**, above. A total of 0.09 acre of sensitive communities would be completely avoided.

The Project will be required to pay the applicable MSHCP Mitigation Fees pursuant to Ordinance No. 810. These are standard fees and are not considered unique mitigation under CEQA.

The Project will also be required to comply with required guidelines in the MSHCP (compliance with Section 6.1.2 of the MSHCP pertaining to Riparian/Riverine Areas), implementation of drainage, toxics and non-native species guidelines pertaining to the Urban/Wildlands Interface

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in Section 6.1.4 of the MSHCP, and compliance with Section 6.3.2 of the MSHCP pertaining to Burrowing Owl Survey Area requirements.

Compliance with Section 6.1.2 of the MSHCP already demonstrated through the approved Determination of Biologically Equivalent or Superior Preservation (DBESP) report for the previously approved Temescal Canyon Business Park Project (Appendix F of the *BRA*) will be considered adequate, provided that impacts and proposed compensatory mitigation for impacts to the Riparian/Riverine Areas required to construct the Temescal Canyon Residential Development remain equivalent with those analyzed in the approved DBESP.

2. CDFW Jurisdiction

***Less Than Significant Impact with Mitigation Incorporated***

The Project study areas support drainages that are considered CDFW jurisdictional streambeds pursuant to Section 1602 of the California Fish and Game Code and are proposed for impacts. Drainage Complex A and Drainage B (reference **Figure 7-3, Jurisdictional Features and MSHCP Riparian/Riverine Areas**), are all jurisdictional, of which permanent impacts are proposed to Drainage Complex A and Drainage B totaling 0.108 acre of permanent impacts. Existing and impact acreages are summarized in **Table 7-2, Impacts to CDFW Jurisdictional Features and MSHCP Riparian/Riverine Areas**. The permanent impacts total approximately 9 percent of the total 1.154 acres of CDFW jurisdiction identified within Project study area. In addition to permanent impacts, the Project proposes 0.046 acre of temporary impacts to CDFW jurisdiction, which will be restored to pre-Project conditions following completion of construction.

**Table 7-2  
Impacts to CDFW Jurisdictional Features and MSHCP Riparian/Riverine Areas<sup>a</sup>**

<b>Drainage (Study Area)</b>	<b>Permanent Impacts (acres)</b>	<b>Temporary Impacts (acres)</b>
A	0.063	0.006
A1	0.000	0.000
A2	0.005	0.000
A3	0.010	0.001
A4	0.008	0.002
Complex A Subtotal	0.086	0.009
B	0.022	0.037
<b>Total</b>	<b>0.108</b>	<b>0.046</b>

Source: Table 9 of *BRA* (Appendix C1).

A MSHCP Riparian/Riverine Areas are presumed equivalent to CDFW jurisdiction.

In order to mitigate these impacts **Mitigation Measure BIO-1**, below, shall be implemented, which requires that prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the Project applicant shall obtain regulatory permits

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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from the USACE, RWQCB, and CDFW. Within incorporation of mitigation, impacts will be reduced to a less than significant level.

c) *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?*

1. Special-Status Plant Species

**No Impact**

Development of the Project site would result in the direct removal of numerous common plant species. A list of plant species observed within the study area is included in Appendix A of the *BRA*. Common plant species present within the Project study area occur in large numbers throughout the region and their removal does not meet any significance thresholds. Therefore, impacts to common plant species would not be considered a significant impact. No mitigation is required.

A total of 42 plant species (of the 59 species identified as occurring in the vicinity of the Project study area in available databases) are not expected to occur within the Project study area due to the lack of suitable habitat or because the Project study area is outside the known distribution or elevation range for the species. These species are listed in Appendix B of the *BRA*.

The remaining 17 plant species were determined to have a potential to occur on the Project study area; however, 16 of these species are not expected to occur since focused surveys were negative. One CNPS-ranked plant species was observed on the study area, namely paniculate tarplant. Approximately 75 paniculate tarplant individuals were observed on the southeast-facing slope near the eastern study area boundary. However, this species is a Rank 4.2 species and is therefore not considered special-status. Rank 4 species are considered watch list species that have a limited distribution while species with a threat rank of .2 are considered fairly threatened in California with 20 to 80 percent occurrences threatened or are experiencing a moderate degree of threat. Based on this information, no impacts to special-status plant species would occur as a result of implementation of the Project. No mitigation is required.

2. Special-Status Wildlife Species

**Less Than Significant Impact**

Development of the Project would result in the disruption and removal of habitat and the loss and displacement of common wildlife species. A list of wildlife species observed within the study area is included in Appendix A of the *BRA*. Due to the limited amount of native habitat to be removed (0.85 acre) and the level of existing disturbance from human activity within the vicinity (e.g., nearby development), these impacts would not be expected to reduce the general wildlife populations below self-sustaining levels within the region and impacts to common wildlife species do not meet significance thresholds. Therefore, impacts to common wildlife species would not be considered a significant impact. No mitigation is required.

A total of 26 special-status wildlife species, of the 43 species identified as occurring in the Project vicinity in available databases, are not considered to have a potential to occur within the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project study area due to the lack of suitable habitat or because the site is outside the known distribution range for the species. These species are listed in Appendix C of the *BRA*. Since these species are not expected to be present on the Project study area, no impacts would occur as a result of Project development. No mitigation is required.

The remaining 17 special-status wildlife species were determined to have a potential to occur on the Project study area. Of these species, habitat assessments and focused burrow surveys were conducted for burrowing owl, which is conditionally covered by the MSHCP. Of the remaining 16 potential special-status wildlife species, 12 species are covered by the MSHCP with no survey or conservation requirements for the Project.

The Project will be required to pay the applicable MSHCP Mitigation Fees pursuant to Ordinance No. 810. These are standard fees and are not considered unique mitigation under CEQA. With payment of these fees, any impacts will remain less than significant. No mitigation is required.

The Project study area is just outside and to the west of the SKR HCP fee for the Stephens' kangaroo rat. Therefore, payment of SKR Mitigation Fees pursuant to Ordinance No. 633 are not applicable.

The remaining four species are not covered by the MSHCP, including coast patched-nosed snake, southern grasshopper mouse, pallid bat, and western mastiff bat. These species are listed as Species of Special Concern (SSC) by California Department of Fish and Wildlife, and do not carry a federal or state listing as threatened or endangered. These species are considered to have a low to moderate potential to occur on the study area based on the limited habitat and/or quality of the habitat, and no significant impacts are anticipated to these species. The above four species were not considered for coverage under the MSHCP, indicating that regionally significant populations of these species do not exist within the MSHCP boundaries. Based on the above discussion, the Project study area is not capable of supporting large populations of these species and a loss of a few individuals, if present, would not expect to reduce regional population numbers. Therefore, any impacts to these species would be less than significant. No mitigation is required.

f. Burrowing Owl

***Less Than Significant Impact***

The Project study area supports potentially suitable burrowing owl (SSC) habitat, but does not support suitable burrows. Although the Project study area does not currently support burrows suitable for burrowing owl, a pre-construction survey is required in compliance with the MSHCP since site conditions may change in the future prior to ground disturbance. In accordance with the County of Riverside's Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area, a pre-construction survey for burrowing owl is required within 30 days prior to ground disturbance to avoid potential direct take of burrowing owls in the future. These are standard requirements and are not considered unique mitigation under CEQA. With conducting of the survey, any impacts will remain less than significant. No mitigation is required.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

1. Wildlife Movement

***Less than Significant Impact***

The Project study area supports potential live-in and movement habitat for species on a local scale (i.e., some limited live-in and at least marginal movement habitat for reptile, bird, and mammal species), but it likely provides little to no function to facilitate wildlife movement for wildlife species on a regional scale, and is not identified as a regionally important dispersal or seasonal migration corridor. Movement on a local scale likely occurs with species adapted to urban environments due to the development and disturbances in the vicinity of the study area. Although implementation of the Project would result in disturbances to local wildlife movement within the Project study area, those species adapted to urban areas would be expected to persist on-site following construction, particularly within the open space areas. Based on this information, impacts would be less than significant. Since the Project study area does not function as a regional wildlife corridor and is not known to support wildlife nursery area(s), no impacts would occur and no mitigation measures would be required.

2. Migratory Species

***Less than Significant Impact with Mitigation Incorporated***

The Project site supports potential nesting and foraging habitat for migratory birds, in addition to potential foraging habitat for raptors. Based on the limited areas of native habitat that will be removed (0.85 acre) and disturbed nature of the site from ongoing weed abatement activities, the quality of foraging habitat is considered to be low. Higher quality foraging habitat is considered to occur in less developed areas with larger expanses of open space. The loss of a relatively small acreage of low quality foraging habitat as a result of the Project would not be expected to impact the foraging of these species. Therefore, impacts to foraging habitat would be considered less than significant. No mitigation is required.

The Project study area has the potential to support songbird and raptor nests due to the presence of shrubs, ground cover, and limited trees on-site. Nesting activity typically occurs from February 15 to August 31. Disturbing or destroying active nests is a violation of the MBTA (16 U.S.C. 703 et seq.). In addition, nests and eggs are protected under Fish and Wildlife Code Section 3503. As such direct impacts to breeding birds (e.g. through nest removal) or indirect impacts (e.g. by noise causing abandonment of the nest) is considered a potentially significant impact. Compliance with the standard condition to implement the Migratory Bird Treaty Act requirements, below, would reduce impacts to a less than significant level.

Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the Project applicant shall demonstrate to the satisfaction of the Environmental Programs Department that either of the following have been or will be accomplished:

- i. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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raptors) to avoid potential impacts to nesting birds.

- ii. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before commencement of clearing. If any active nests are detected a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to minimize impacts.

e) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service?*

**Less than Significant Impact with Mitigation Incorporated**

The Project study area does not support wetlands as defined by Section 404 of the Clean Water Act. However, the Project study area does support USACE/RWQCB ephemeral non-wetland jurisdictional streambeds regulated under Sections 404/401 of the Clean Water Act (CWA) that are proposed for impacts. Drainage Complex A and Drainage B are considered jurisdictional “waters of the U.S.” of which permanent impacts are proposed to 0.018 acre. Existing and permanent impact acreages are summarized in **Table 7-3, Impacts to USACE/RWQCB Jurisdictional Features.**

**Table 7-3  
Impacts to USACE/RWQCB Jurisdictional Features**

Drainage (Study Area)	Permanent Impacts		Temporary Impacts	
	Length (ft)	Area (acres)	Length (ft)	Area (acres)
A	105	0.010	10	0.001
A1	1	0.000	0	0.000
A2	67	0.005	0	0.000
A3	47	0.002	5	>0.001
A4	46	0.001	9	>0.001
Complex A Subtotal	266	0.018	24	0.003
B	0	0.000	22	0.001
<b>Total</b>	<b>266</b>	<b>0.018</b>	<b>46</b>	<b>0.004</b>

Source: Table 10 of BRA (Appendix C1).

The permanent impacts total 7 percent of the total 0.243 acre of USACE/RWQCB jurisdiction. In addition to permanent impacts, the Project proposes 0.004 acre of temporary impacts to USACE/RWQCB jurisdiction, which will be restored to pre-project conditions following completion of construction.

In order to mitigate these impacts **Mitigation Measure BIO-1**, below, shall be implemented, which requires that prior to the issuance of any grading permit for permanent impacts in the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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areas designated as jurisdictional features, the Project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. Within incorporation of mitigation, impacts will be reduced to a less than significant level.

- f) *Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**Less than Significant Impact with Mitigation Incorporated**

Reference the discussion in Section 7.e, above.

The permanent impacts total 7 percent of the total 0.243 acre of USACE/RWQCB jurisdiction. In addition to permanent impacts, the Project proposes 0.004 acre of temporary impacts to USACE/RWQCB jurisdiction, which will be restored to pre-project conditions following completion of construction.

In order to mitigate these impacts **Mitigation Measure BIO-1**, below, shall be implemented, which requires that prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the Project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. Within incorporation of mitigation, impacts will be reduced to a less than significant level.

- g) *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No Impact**

There are two areas of oak trees along the Temescal Canyon Road frontage, as shown on Figure 10, *Plant Communities*. These trees shall be removed to accommodate the expansion of Temescal Canyon Road to its ultimate General Plan roadway with of 118'. The County's Oak Tree Management Guidelines are intended to address the treatment of oak woodlands in areas where zoning and/or general plan density restrictions will allow the effective use of clustering. The oak trees occupy approximately 0.03 acres. The Project site is approximately 14.8 acres. The oaks represent approximately 0.2 acres of the Project site. The number of oak trees would not constitute an "oak woodlands." Therefore, the provisions of the County's Oak Tree Management Guidelines are not applicable. The provisions of Ordinance No. 559 would not apply since the Project site is not above 5,000 feet in elevation.

Therefore, implementation of the Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts are anticipated. No mitigation is required.

**Mitigation:**

- BIO-1** **Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the project applicant shall obtain regulatory permits from the USACE, RWQCB, and CDFW. The following shall be incorporated into the permitting, subject to approval by the regulatory agencies:**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- i. On-site or off-site enhancement, restoration, and/or creation of USACE/RWQCB jurisdictional “waters of the U.S.” within the Santa Ana watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e. pre-project contours). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation as approved by the resource agencies, or through the purchase of mitigation credits at a resource agency-approved off-site mitigation bank or in-lieu fee program. Compensatory mitigation credits previously purchased to satisfy equivalent impacts proposed by the prior approved Temescal Canyon Business Park project in 2012 should be considered adequate subject to concurrence by the resource agencies as part of subsequent regulatory permitting for the proposed Temescal Canyon Residential Development.
- ii. On-site or off-site enhancement, restoration, and/or creation of CDFW jurisdictional streambed within the Santa Ana watershed at a ratio no less than 1:1 or within an adjacent watershed at a ratio no less than 2:1 for permanent impacts, and for any temporary impacts to restore the impact area to pre-project conditions (i.e. pre-project contours). Off-site mitigation may occur on land acquired for the purpose of in-perpetuity preservation as approved by the resource agencies, or through the purchase of mitigation credits at a resource agency-approved off-site mitigation bank or in-lieu fee program. Compensatory mitigation credits previously purchased to satisfy equivalent impacts proposed by the prior approved Temescal Canyon Business Park project in 2012 should be considered adequate subject to concurrence by the resource agencies as part of subsequent regulatory permitting for the proposed Temescal Canyon Residential Development.

Should the resource agencies as part of regulatory permitting determine that additional mitigation credits beyond those purchased in 2012 for equivalent impacts proposed as part of the previously approved project and regulatory permits for the Temescal Canyon Business Park are required, purchase of any additional mitigation credits through an agency-approved mitigation bank or in-lieu fee program should occur prior to any impacts to jurisdictional drainages. Any mitigation proposed on land acquired for the purpose of in-perpetuity mitigation that is not part of an agency-approved mitigation bank or in-lieu fee program shall include the enhancement, restoration, and/or creation of similar streambed habitat pursuant to a resource agency-approved Habitat Mitigation and Monitoring Plan (HMMP). The HMMP shall be prepared prior to any impacts to jurisdictional features, and shall provide details as to the implementation of the mitigation, maintenance, and future monitoring of mitigation areas. The goal of the mitigation shall be to enhance, restore, and/or create similar habitat with equal or greater function and value than the impacted habitat.

**Monitoring:** The Environmental Programs Department shall ensure that regulatory permits from the USACE, RWQCB, and CDFW are obtained prior to the issuance of a grading permit.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>CULTURAL RESOURCES.</b> Would the Project:				
<b>8. Historic Resources.</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *Temescal Canyon Residential Project Phase I and II Cultural Resources Assessment*, prepared by ESA PCR, November 2016 (**Appendix D1**, 2016 CRA).

**Findings of Fact:**

a) *Would the Project alter or destroy an historic site?*

***Less Than Significant Impact with Mitigation Incorporated***

No known built environment resources were identified from a records search; however, three previously unrecorded built environment resources (Temescal-Road-1, Temescal-Culvert-1 and Temescal-Culvert-2) have been identified during site reconnaissance. Temescal-Road-1 is a segment of Temescal Canyon Road that follows the original alignment of the former Corona-Elsinore Road/Highway 71. The resource is recommended eligible for listing in the California Register and qualifies as a Riverside County Landmark for its significant contribution to the settlement and development of the City of Lake Elsinore and the larger Temescal Valley, for its association with the original County of Riverside Highway System developed between 1914 to the 1930s post-incorporation, for its association with prominent Riverside County road engineer and surveyor Alexander C. Fulmor, and for its function as the main thoroughfare through the Temescal Valley for over 50 years. The Design of the Temescal-Road-1 would be partially retained, but the width of Temescal Canyon Road would be expanded as part of the proposed Project. A new sidewalk, trail, and crossing would be added. These roadway/right-of-way improvements are requirements mandated under the General Plan Circulation Element for Temescal Canyon Road (Major Arterial).

The two culvert resources (Temescal-Culvert-1 and -2) are located in the road bed of Temescal-Road-1 and convey flows underneath Temescal Canyon Road from one side to the other. The culverts are in a current state of disrepair and have outlived their functionality and utility. To accommodate the Temescal Canyon Road widening, the culverts will be extended under the roadway, and new culverts would have an earthen bottom and would not detract or diminish the overall integrity of Temescal- Road-1. The Design of the existing culverts does not substantially contribute to the significance of the road and their alteration would not adversely affect integrity of Location, Setting, Feeling or Association. The materials and workmanship of the existing culverts marginally contribute to the eligibility of the road because they indicate the construction methods and period of significance of the road, but the materials and workmanship of the road itself are already changed by later re-paving, so the culvert replacement work would not adversely affect the eligibility of the Temescal-Road-1.

The Proposed Project would marginally impact the Design, Setting (the general rural, natural, and open character of the associated landscape along the road), and Feeling (the historic character as a two-lane winding highway through a natural and open valley floor landscape) of Temescal-Road-1 as the width of Temescal Canyon Road would be expanded and new uses

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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including a sidewalk, trail, retaining wall, and crossing would be added. As a result, the Proposed Project would cause a substantial adverse change to the significance of a historical resource. **Mitigation Measures CUL-1** and **CUL-2**, below, are provided to reduce these significant impacts to Temescal-Road-1 to a less than significant level.

b) *Would the Project cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?*

**Less Than Significant Impact with Mitigation Incorporated**

Please reference the discussion in Section 8.a, above. The Proposed Project would cause a substantial adverse change to the significance of a historical resource. **Mitigation Measures CUL-1** and **CUL-2**, below, are provided to reduce these significant impacts to Temescal-Road-1 to a less than significant level.

**Mitigation:**

**CUL-1:** Prior to any ground disturbance that may affect Temescal-Road-1, Temescal-Culvert-1 and -2, the Project applicant shall retain a qualified architectural historian or archaeologist to photograph representative sections of Temescal-Road-1, to measure the pavement width, and to photograph and prepare measured drawings of both culverts (Temescal-Culvert-1 and -2). The documentation shall be submitted to be archived at the Riverside County Planning Department and the Eastern Information Center, prior to the issuance of a grading permit.

**CUL-2:** Prior to the first occupancy, the Project applicant shall install an interpretive sign on the planned trail that depicts the old road with photos, drawings, and includes a brief narrative on the road's history and importance. The design plans for the sign shall be reviewed by the Planning Department prior to its installation.

**Monitoring:** The Planning Department shall ensure that photographs of Temescal-Road-1, Temescal-Culvert-1 and -2 are taken, submitted and archived. The Planning Department shall review signage design and ensure that installation occurs prior to the first occupancy.

<b>9. Archaeological Resources.</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Source(s):** *Temescal Canyon Residential Project Phase I and II Cultural Resources Assessment*, prepared by ESA PCR, November 2016 (**Appendix D1, 2016 CRA**); and Project Conditions of Approval.

**Findings of Fact:**

a) *Would the Project alter or destroy an archaeological site?*

***Less Than Significant Impact with Mitigation Incorporated***

One prehistoric archaeological site (CA-RIV-630) was previously recorded within the Project Site; however, the pedestrian survey failed to identify the existence of CA-RIV-630. It was concluded that it is likely that it has been displaced (possibly by the construction of I-15) or buried, was mapped incorrectly, or early researchers mistakenly identified natural rocks as cultural artifacts.

No known prehistoric or historic period archaeological resources were identified on the surface of the Project site. Given that there are 14 historic/prehistoric archaeological resources in the vicinity of the Project Site, including a known Native American village that is supported by historic documentation research, ethnohistoric accounts, Native American oral history, and archaeological investigations that are discussed in this report; the favorable natural conditions (e.g., Temescal Creek, native vegetation communities, hot sulfur springs, cold water springs and creeks) that would have attracted prehistoric and historic inhabitants to the Project Site; the identification of Leandro Serrano’s first residence nearby; and the presence of Old Temescal Road (CHL No. 638) nearby, there is a high potential to encounter previously unknown archaeological resources during implementation of the Proposed Project.

As a result, the overall sensitivity of the Project Site with respect to buried archaeological resources is high. **Mitigation Measures CUL-3 through CUL-6**, below, shall be implemented in order to reduce potentially significant impacts to previously unknown archaeological resources (that are unexpectedly discovered during Project implementation) to a less than significant level.

b) *Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?*

***Less Than Significant Impact with Mitigation Incorporated***

Please reference the discussion in Section 9.a, above. The Proposed Project would cause a substantial adverse change to the significance of a historical resource. **Mitigation Measures CUL-3 through CUL-6**, below, are provided to reduce these significant impacts to Temescal-Road-1 to a less than significant level.

c) *Would the Project disturb any human remains, including those interred outside of formal cemeteries?*

***Less Than Significant Impact***

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project implementation will require excavation on previously disturbed sites in an area that was occupied during the prehistoric and historic period. Due to historic human presence and activity in the area, the potential for buried human remains to be disturbed is considered minimal. However, if human remains are encountered during construction, all work shall cease and the Riverside County Coroner’s Office shall be contacted pursuant to procedures set forth in Section 7050.5 of the Health and Safety Code. The County shall follow the recommendations of the Riverside County Coroner’s Office and document the subsequent management of the remains in the Project file. Further, if the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted and shall identify the “most likely descendant”. Their treatment will comply with procedures consistent with Public Resources Code Sec. 5097.98 et al. This is addressed in Condition of Approval 10.PLANNING 002 for TR 37153. Because these are mandatory measures, it is not considered unique mitigation under CEQA. Any impacts are considered less than significant. No mitigation is required.

d) *Would the Project restrict existing religious or sacred uses within the potential impact area?*

***Less Than Significant Impact with Mitigation Incorporated***

No religious or sacred uses were identified within the Project site. However, the overall sensitivity of the Project Site with respect to buried archaeological resources (which could have included *existing religious or sacred uses*) is high. **Mitigation Measures CUL-3 through CUL-6**, below, shall be implemented in order to reduce potentially significant impacts to previously unknown archaeological resources (that are unexpectedly discovered during Project implementation) to a less than significant level.

**Mitigation Measures:**

**CUL-3:** Prior to the issuance of grading permits, developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. The Project Archaeologist (Cultural Resources Professional) shall develop a Cultural Resources Monitoring Plan which must be approved by the County Archaeologist prior to issuance of grading permits. The Project Archaeologist shall be included in the pre-grade meetings to provide Construction Worker Cultural Resources Sensitivity Training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and Native America monitors. A sign-in sheet for attendees of this training shall be include in the Phase IV Monitoring Report. The Project Archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Project Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow for identification, evaluation, and potential recovery of cultural resources in coordination with the special interest monitors. The developer/permit holder shall submit a fully executed copy of the contract and a wet-signed copy of the Monitoring Plan to the Riverside County Planning Department to ensure compliance with this conditional of approval.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**CUL-4** The Project applicant shall retain a Native American Monitor who shall be present during construction excavations (e.g., grading, trenching, or clearing/grubbing) associated with the proposed Project.

**CUL-5:** In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the County Archaeologist and the Native American monitor (if the resources are prehistoric in origin) to develop an appropriate treatment plan for the resources. If avoidance and/or preservation is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. The Project applicant, in consultation with the County Archaeologist, shall designate a final repository to curate any archaeological material that is recovered from the Project.

**CUL-6:** The archaeological monitor shall prepare a final Phase IV Monitoring Report at the conclusion of archaeological monitoring that shall meet the County guidelines for Phase IV reports. The report shall be submitted by the Applicant to the County, the Eastern Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historical Resources. The report shall also include the Cultural Sensitivity Training sign-in sheet, daily monitoring logs, and any comments or concerns expressed by the Native American Monitor throughout the duration of the monitoring program.

**Monitoring:** A copy of all agreements between the Project developer and the appropriate Band of Luiseño Indians shall be provided to the County for retention. Field inspections by County Staff shall verify that all aspects of the agreement are being implemented by the developer, professional monitor and Tribal monitors. Any cultural resources reports produced as a result of Project monitoring shall be provided to the County within 60 days of completion. All reports and field notes shall be retained in the Project file.

**10. Paleontological Resources**

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?

**Source(s):** *General Plan, Figure OS-8, Paleontological Sensitivity; Map My County, (Appendix A); and County Geologist.*

**Findings of Fact:**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) *Would the Project directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?*

***Less Than Significant Impact***

The proposed Project site is mapped in the *General Plan* as having a “High Potential” for paleontological resources (fossils). This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this Project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during the site grading phase, Condition of Approval 60. Planning 001 (required for TR 37153) shall be implemented, as follows:

This site is mapped in the *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.
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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report’s content (eg. Professional Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, the Plan Check staff, the Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

**Safeguard Artifacts Being Excavated in Riverside County (SABER).**

This is considered a standard Condition of Approval and pursuant to CEQA, is not considered mitigation. Therefore, implementation of the proposed Project will result in less than significant impacts that would directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GEOLOGY AND SOILS.</b> Would the Project:				
<b>11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *General Plan Figure S-2 Earthquake Fault Study Zones, (p. S-15); Map My County, (Appendix A); Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California, prepared by LGC Inland, December 11, 2007 (Appendix E1, 2007 Geo); and Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (Appendix E2, 2016 Geo Investigation); and Ordinance No. 457 (An Ordinance of the County of Riverside Relating to the Building Requirements and Adopting the 1997 Edition of The Uniform Administrative Code Adopted by The International Conference of Building Officials; The 2001 California Building Code Including the Appendix and Standards Adopted by The California Building Standards Commission; the 1997 Edition of The Uniform Housing Code Adopted by The International Conference Of Building Officials; the 1997 Edition of The Uniform Code For The Abatement Of Dangerous Buildings Adopted by The International Conference of Building Officials; the 2001 California Plumbing Code, including the Appendix and Standards Adopted by The California Building Standards Commission; the 2001 California Mechanical Code, including the appendix and Standards Adopted by The California Building Standards Commission; the 2000 Edition Of The Uniform Swimming Pool, Spa and Hot Tub Code Adopted by The International Association of Plumbing and Mechanical Officials; the 2001 California Electrical Code Adopted by The California Building Standards Commission; the 1997 Edition of The Uniform Sign Code Adopted by The International Conference of Building Officials; and The 1997 Edition of The Code for Building Conservation Adopted by The International Conference Of Building Officials as the Standards of Said Ordinance).*

**Findings of Fact:**

a) *Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?*

**Less Than Significant Impact**

The Project site is not located within a State of California Earthquake Special Study Zone. In addition, there are no faults geologically mapped within or projecting toward the Project site and the Project site is not within a State or County Fault Hazard Zone. Nonetheless, California



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Building Code (CBC) requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. The proposed Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

**No Impact**

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known fault lines are present on or adjacent to the Project site.

The nearest known faults to the Project site are:

- Elsinore-Glen Ivy Fault: approximately 2 miles away;
- Chino-Central Avenue Fault: approximately 7 miles away;
- Elsinore-Temecula Fault: approximately 18 miles away; and
- Whittier Fault: approximately 18 miles away.

Therefore, there is no potential for rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No impacts will occur. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**12. Liquefaction Potential Zone.**

a) Be subject to seismic-related ground failure, including liquefaction?

**Source(s):** *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California, prepared by LGC Inland, December 11, 2007 (Appendix E1, 2007 Geo); and Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (Appendix E2, 2016 Geo Investigation); Ordinance No. 457; and Project Conditions of Approval.*

**Findings of Fact:**

a) *Would the Project be subject to seismic-related ground failure, including liquefaction?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Less Than Significant Impact**

Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions may cause a loss of shear strength and, in many cases, the settlement of subsurface soils.

Groundwater was not encountered at a depth of 51.5'. Therefore, groundwater is not considered "high."

The Project site is underlain by the following, as shown on **Figure 12-1, Geotechnical Map**:

- Artificial Fill, undocumented (Afu);
  - Topsoil;
  - Young Axial Channel Deposits (Ova);
  - Colluvium (Qcol); and
  - Very Old Alluvial Fan Deposits (Qvof).
- *Undocumented fill (Afu)* was observed at the edges of the hilltop pad located at the northwestern portion of the Project site, and along the Temescal Canyon Road frontage. The approximate depth of these fills is estimated to range from 1 to 2 feet. These soils are generally comprised of sandy silt, and silty sand, with gravel; various shades of brown; very fine to fine grained; dry, soft to firm, loose to medium dense; with traces of construction debris.
  - *Topsoil* was present around most of the Project site, ranging from 1 to 4 feet below the existing ground surface. The *Topsoil* is generally comprised of clayey sand, silty and sandy silt; various shades of gray and brown; dry to damp; loose to medium dense; soft to stiff; very fine to medium grained; friable; porous; roots and rootlets; with some fine gravel, locally.
  - *Young Axial Channel Deposits (Qya)* were located along the wash at the southerly portion of the Project site, as well as the far northerly portion of the Project site. *Qya* soils are generally comprised of poorly-sorted san, which is light gray; dry; loose to medium dense; fine to very course grained; with 4" cobbles at 1.5' to 2.5' below the surface.
  - *Colluvium (Qcol)* is located adjacent to the area containing *Qya* in the southerly portion of the Project site. It was located at approximately 2 feet below the existing ground surface. *Qcol* is generally comprised of sandy silt which has various shades of brown and red; dry; soft to stiff; very fine to coarse grained with some porosity, roots and rootlets.
  - *Very Old Alluvial Fan Deposits (Qvof)* is the predominant soil type in the area where the residential development shall occur. *Qvof* was discovered at depths of 0.8' to 3.5' below the existing ground surface. *Qvof* are generally comprised of clayey sand and sandy silt which were various shades of red, grey and brown; dry to moist; medium dense to dense; soft to stiff; very fine to medium grained; friable; porous; oxidation staining; and some fine gravel, locally.

The alluvial soils underlying the site are considered remotely liquefiable, due to their dense,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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cohesive nature. Therefore, the potential for liquefaction at this Project site is very low.

Nonetheless, CBC requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. The proposed Project will not be subject to seismic-related ground failure, including liquefaction. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**13. Ground-shaking Zone.**

a) Be subject to strong seismic ground shaking?

**Source(s):** *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1, 2007 Geo**); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2, 2016 Geo Investigation**); Ordinance No. 457; and Project Conditions of Approval.

**Findings of Fact:**

a) *Would the Project be subject to strong seismic ground shaking?*

**Less Than Significant Impact**

The Project the site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are not any known faults (active, potentially active, or inactive) onsite; and the potential for liquefaction is not considered a design consideration.

The Project site is underlain by the following, as shown on **Figure 12-1, Geotechnical Map**:

- Artificial Fill, undocumented (Afu);
- Topsoil;
- Young Axial Channel Deposits (Qya);
- Colluvium (Qcol); and
- Very Old Alluvial Fan Deposits (Qvof).

Nonetheless, California Building Code (CBC) requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to all development; therefore, they are not considered mitigation for CEQA implementation purposes. The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as it pertains to strong seismic ground shaking. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Through compliance with the *2016 Geo Investigation* recommendations, Project conditions of approval, as well as the CBC, any potential impacts will remain less than significant level from a CEQA perspective. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**14. Landslide Risk.**

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?

**Source(s):** *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1, 2007 Geo**); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2, 2016 Geo Investigation**); Ordinance No. 457; and Project Conditions of Approval.

**Findings of Fact:**

a) *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?*

**Less Than Significant Impact**

Please reference the discussion in Sections 11 (Fault Hazard Zones), 12 (Liquefaction Potential Zones), and 13 (Ground-shaking Zone) as they pertain to the nature of the soils on the Project site.

The *Geo Investigation* did not identify any on- or off-site landslide, or rockfall hazards. The topography to the north and east is similar to that of the Project. Soil characteristics for off-site properties are also anticipated to be similar to the to that of the Project. I-15, to the east of the Project site, as well as properties to the south of the Project site are lower in elevation than the Project site. Off-site landslide, or rockfall hazards would not be present from those locations such that they would have an impact on the Project.

The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as it pertains to lateral spreading, and collapse. CBC requirements are



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Through compliance with the *Geo Investigation* recommendations, Project conditions of approval, as well as the CBC, any potential impacts will remain less than significant level from a CEQA perspective.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**15. Ground Subsidence.**

a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

**Source(s):** *General Plan Safety Element; General Plan Figure S-7 Documented Subsidence Areas Map, (p. S-29); Map My County, (Appendix A); Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California, prepared by LGC Inland, December 11, 2007 (Appendix E1, 2007 Geo); and Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (Appendix E2, 2016 Geo Investigation).*

**Findings of Fact:**

a) *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in ground subsidence?*

**Less Than Significant Impact**

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes.

Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible.

*Very Old Alluvial Fan Deposits (Qvof)* is the predominant soil type in the area where the residential development shall occur. *Qvof* was discovered at depths of 0.8' to 3.5' below the existing ground surface.

Please reference the discussion in Sections 11 (Fault Hazard Zones), 12 (Liquefaction Potential Zones), and 13 (Ground-shaking Zone). The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as it pertains to lateral

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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spreading, and collapse. These geologic conditions are consistent in areas where subsidence may be present.

The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as well as CBC requirements which address subsidence. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Through compliance with the *2016 Geo Investigation* recommendations, Project conditions of approval, as well as the CBC, any potential impacts will remain less than significant level from a CEQA perspective.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**16. Other Geologic Hazards.**

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Source(s):** Google Maps; and **Figure 1, TR 37153.**

**Findings of Fact:**

a) *Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?*

**No Impact**

The Project site is located approximately 25 miles from the nearest coastline; therefore, the negligible risk associated with tsunamis is not a design consideration. In addition, the site not located adjacent to a body of water; therefore, seiches are not a design consideration for the site. Based on this information, implementation of the proposed Project would not be subject to geologic hazards, such as tsunami, or seiche. There are no volcanic hazards in proximity of the Project site. Any mudflows associated with a tsunami, seiche, or volcanic hazards are not applicable to the Project. There is an existing channel on the southern portion of the Project site. This channel conveys flows from westerly of the Project and southerly of the Project. Any mudflows through the site would be conveyed in this channel, and most likely with the confines of the 100-year flood plan boundary. Due to sufficient elevation from the channel to the residences, none of the habitable structures would be susceptible from any type of mudflow across the site. Reference **Figure 1, TR 37153**. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**17. Slopes.**

a) Change topography or ground surface relief features?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *Map My County, (Appendix A); Project Application Materials (Appendix H); Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California, prepared by LGC Inland, December 11, 2007 (Appendix E1, 2007 Geo); and Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (Appendix E2, 2016 Geo Investigation); Ordinance No. 457; and Project Conditions of Approval. Figure 4, TR 37153 Conceptual Grading Plan.*

**Findings of Fact:**

a) *Would the Project change topography or ground surface relief features?*

**Less Than Significant Impact**

Topographically, the Project site is primarily comprised of a relatively flat mesa with eastern and southern slopes transitioning to a substantial watercourse that parallels Temescal Canyon Road. Elevations range from a low of 1045 feet AMSL in the watercourse near the southeastern property corner to a high of 1148 feet AMSL near the northwestern corner. Most of what was originally a natural watercourse along the southern boundary of the Project site has been expanded by the construction of a large channel that serves to convey intermittent drainage from the surrounding area.

The Project will require approximately 118,325 cubic yards (cy) of cut and 109,807 cy of fill, which will result in a balanced site, due to shrinkage from grading and compaction. When graded, the Project will range in elevation from 1,076.5 AMSL at the bottom of detention-infiltration basin in the northeast corner of the Project site, to 1,108 feet AMSL at the southwestern corner of the Project site. This demonstrates that the range of site elevation variations on the site will narrow from 75' to 31.5' to facilitate the development of the Project. In order to accomplish this, manufactured slopes and retaining walls will be installed on the western portion of the site where the Project abuts existing residential development, to the southeast (northerly of the existing channel), to the west (adjacent to the Caltrans property and the I-15 right-of-way, and northerly (adjacent to the existing residential development) of the Project site.

The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northwest corner of the Project. The proposed drainage system is identified as Area A and Area B (reference **Figure 26-2, Proposed Hydrology Map**). Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition. The proposed entry street flows and Temescal Canyon Road flows will be picked up in a catch basin that has a MWS (Modular Wetland System) Unit that treats the water prior to exiting the back of the catch basin into the existing Temescal Canyon Wash.

The Project will therefore change the topography and surface relief features. These changes will be required in order to re-contour the Project topography in a manner to accommodate 83 single-family homes, roadways, private open space, landscaping and drainage/water quality facilities. As designed, the changes to the topography and ground surface relief features will be in keeping with the existing and proposed physical developments adjacent to the Project site. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?*

**Less Than Significant Impact**

The Project will install retaining walls on the Project site in the following manner:

- Westerly portion of the Project site: no greater than 4' in height;
- Northerly portion of the Project site: no greater than 22' in height;
- Easterly portion of the Project site: no greater than 22' in height; and
- Southerly portion of the Project site: no greater than 35' in height.

No slopes greater than 2:1 are proposed. Some Project slopes greater than 10 feet in height are proposed.

The Project will be required to comply with the recommendations contained within the 2016 *Geo Investigation*, Project conditions of approval, as well as the CBC requirements (as implemented through Ordinance No. 457) as they pertain to slope stability. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Compliance with the 2016 *Geo Investigation* recommendations as well as the CBC will ensure that any the potential impacts related to cut and fill slopes, are considered less than significant. No mitigation is required.

c) *Would the Project result in grading that affects or negates subsurface sewage disposal systems?*

**No Impact**

No subsurface sewage disposal systems are located on the Project site, or in proximity to the Project site. The area in immediate proximity to the Project site is served by sewer. No portion of the proposed Project will result in grading that affects or negates subsurface sewage disposal systems. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>18. Soils.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Project Site Visit – June 8, 2017 by Matthew Fagan; *Map My County, (Appendix A)*; Project Application Materials (**Appendix H**), *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1, 2007 Geo**); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2, 2016 Geo Investigation**).

**Findings of Fact:**

a) *Would the Project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant Impact**

Site grading will create the potential for the proposed Project to result in soil erosion or the loss of topsoil. The County of Riverside Building and Safety Department has standard conditions, as they apply to manufactured slopes, which require that the Project applicant 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.

This standard condition is not considered mitigation for CEQA implementation purposes. With the inclusion of this standard condition, any impacts from implementation of the proposed Project that could result in substantial soil erosion or the loss of topsoil, will remain less than significant. No mitigation is required.

b) *Would the Project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?*

**Less Than Significant Impact**

According to p. 7 of the *2016 Geo Investigation*, the proposed Project site is located on soils that exhibit very low to low expansive potential. The Project will be required to comply with the recommendations contained within the *2016 Geo Investigation*, as well as the CBC requirements. CBC requirements are applicable to all development; therefore, they are not

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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considered mitigation for CEQA implementation purposes. Compliance with the *2016 Geo Investigation* recommendations as well as the CBC will ensure that any potential impacts related the Project being located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property, are considered less than significant. No mitigation is required.

- c) *Would the Project have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

**No Impact**

No portion of the proposed Project proposes the use of septic tanks or alternative waste water disposal systems. The Project will tie into existing sanitary sewer facilities located in Temescal Canyon Road. Therefore, whether or not the Project has soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, is not relevant. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

<b>19. Erosion.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Site Visit – June 8, 2017 by Matthew Fagan; *Map My County, (Appendix A)*; Project Application Materials (**Appendix H**); *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1, 2007 Geo**); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2, 2016 Geo Investigation**).

**Findings of Fact:**

- a) *Would the Project change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?*

**No Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project has been reviewed and conditioned by the Riverside County Flood Control and Water Conservation District (RCFC&WCD), County Building Department, and County Transportation Department, to eliminate any potential impacts from changes to deposition, siltation, or erosion through site design, adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES), and the preparation of a Water Quality Management Plan (WQMP).

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would result in any deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake are considered less than significant. No mitigation is required.

b) *Would the Project result in any increase in water erosion either on or off site?*

**Less Than Significant Impact**

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to eliminate any potential impacts that could result in an increase in water erosion through site design, adherence to the requirements of the NPDES, and the preparation of a WQMP.

These Requirements for the NPDES, and the preparation of a WQMP are standards conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project from water erosion either on-, or off-site are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**20. Wind Erosion and Blowsand from Project either on- or off-site.**

a) *Be impacted by or result in an increase in wind erosion and blowsand, either on- or off-site?*

**Source(s):** *Map My County, (Appendix A); Ordinance No. 484 (An Ordinance of the County of Riverside for the Control of Blowing Sand); Ordinance No. 457; and Project conditions of approval.*

**Findings of Fact:**

a) *Would the Project be impacted by or result in an increase in wind erosion and blowsand, either on- or off-site?*

**Less Than Significant Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project site is located in an area of “Moderate Wind Eroding” rating. Implementation of the proposed Project may be impacted by or result in an increase in wind erosion and blowsand, either on or off site. The County of Riverside Building and Safety Department has placed conditions of approval on the Project, as they pertain to Geology and Soils. 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.

This is a standard condition for the County of Riverside and is not considered not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project related to an increase in wind erosion and blowsand, either on- or off-site, will remain less than significant. No mitigation is required.

Related to the project potentially being impacted by wind erosion, the following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118), southerly of the Project site. The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). No impacts are anticipated for the project to be impacted by wind erosion.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**GREENHOUSE GAS EMISSIONS.** Would the Project:

**21. Greenhouse Gas Emissions.**

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**Source(s):** *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis*, prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (**Appendix B, AQ/GHG/HRA**).

**Findings of Fact:**

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

**Less Than Significant Impact**

The proposed Project would result in the development and on going use of 83 residential

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

dwelling units. The proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment.

The GHG emissions have been calculated for opening year 2018. A summary of the results are shown below in **Table 21-1, Project Related Greenhouse Gas Emissions**, and the CalEEMod Model runs for all modeled years are provided in Appendix C of the *AQ/GHG/HRA*.

**Table 21-1  
Project Related Greenhouse Gas Emissions<sup>1</sup>**

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO <sub>2</sub>	NonBio-CO <sub>2</sub>	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Area Sources <sup>2</sup>	0.00	20.04	20.04	0.00	0.00	20.18
Energy Usage <sup>3</sup>	0.00	429.07	429.07	0.01	0.00	431.01
Mobile Sources <sup>4</sup>	0.00	1,326.82	1,326.82	0.07	0.00	1,328.55
Solid Waste <sup>5</sup>	20.94	0.00	20.94	1.24	0.00	51.87
Water <sup>6</sup>	1.79	35.90	37.69	0.18	0.00	43.69
Construction <sup>7</sup>	0.00	25.62	25.62	0.00	0.00	25.71
Sequestration <sup>8</sup>						-5.31
<b>Total Emissions</b>	22.72	1,837.44	1,860.16	1.51	0.01	<b>1,895.70</b>
<b>SCAQMD Screening Threshold</b>						<b>3,000</b>
<b>Exceeds Threshold?</b>						<b>No</b>

Source: Table 20 of *AQ/GHG/HRA*, **Appendix B**.

<sup>1</sup> Source: CalEEMod Version 2016.3.1.

<sup>2</sup> Area sources consist of emission from consumer products, architectural coatings, hearths and landscaping equipment.

<sup>3</sup> Energy usage consists of GHG emissions from electricity and natural gas usage.

<sup>4</sup> Mobile sources consist of GHG emissions from vehicles.

<sup>5</sup> Solid waste includes CO<sub>2</sub> and CH<sub>4</sub> emissions created from the solid waste placed in landfills.

<sup>6</sup> Water includes GHG emissions from electricity used for transport of water and processing wastewater.

<sup>7</sup> Construction GHG emissions CO<sub>2</sub>e based on a 30-year amortization rate.

<sup>8</sup> Sequestration of 150 trees divided by 20 years, per SCAQMD methodology.

**Table 21-1** shows that the proposed Project would generate unmitigated GHG emissions of 1,895.70 MTCO<sub>2</sub>e per year. As the project's GHG emissions meet both the County of Riverside CAP and the tier 3 SCAQMD screening threshold of 3,000 metric tons per year of CO<sub>2</sub>e, the impacts from GHGs are considered to be less than significant. No mitigation is required.

The Project is also subject to the requirements of the California Green Building Standards Code. On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. The latest version of CalEEMod (Version 2016.3.1) is based on the energy requirements as dictated by 2013 Title 24 Standards and the defaults do not include any reductions for compliance with CalGreen Standards.

As the Project's emissions for GHG emissions, were less than draft GHG thresholds, no mitigation was applied or accounted for (which will often include reductions in water usage, etc. [20% reduction indoor water use]) for compliance with CalGreen Standards, for example. Therefore, the Project's compliance with CalGreen standards will reduce the already less than significant emissions further.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50 percent diversion requirement. The Code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Water Efficiency and Conservation [Indoor Water Use (4.303.1)]. Fixtures and fixture fittings reducing the overall use of potable water within the building by at least 20 percent shall be provided. The 20 percent reduction shall be demonstrated by one of the following methods:
  - Prescriptive Method: Showerheads ( $\leq 2.0$  gpm @ 80 psi); Residential Lavatory Faucets ( $\leq 1.5$  gpm @ 60 psi); Nonresidential Lavatory Faucets ( $\leq .4$  gpm @ 60 psi); Kitchen Faucets ( $\leq 1.8$  gpm @ 60 psi); Toilets ( $\leq 1.28$  gal/flush); and urinals ( $\leq 0.5$  gal/flush).
  - Performance Method: Provide a calculation demonstrating a 20% reduction of indoor potable water using the baseline values set forth in Table 4.303.1. The calculation will be limited to the total water usage of showerheads, lavatory faucets, water closets and urinals within the dwelling.
- Water Efficiency and Conservation [Outdoor Water Use (4.304.1)]. Irrigation Controllers. Automatic irrigation system controllers for landscaping provided by the builder and installed at the time of final inspection shall comply with the following:
  - Controllers shall be weather or soil moisture based controllers that automatically adjust irrigation in response to changes in plants' watering needs as weather or soil conditions change.
  - Weather based controllers without integral rain sensors or communication systems that account for rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s).
- Construction Waste Reduction of at least 50 percent (4.408.1). Recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4; OR meet a more stringent local construction and demolition waste management ordinance. Documentation is required per Section 4.408.5. Exceptions:
  - Excavated soil and land clearing debris.
  - Alternate waste reduction methods developed by working with local enforcing agencies if diversion or recycle facilities capable of compliance with this item do not exist or are not located reasonably close to the jobsite.
  - The enforcing agency may make exceptions to the requirements of this section when jobsites are located in areas beyond the haul boundaries of the diversion facility.
- Materials pollution control (4.504.1 – 4.504.6). Low pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard.
- Installer and Special Inspector Qualifications (702.1 702.2). Mandatory special installer inspector qualifications for installation and inspection of energy systems (e.g., heat furnace, air conditioner, mechanical equipment).

b) *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**No Impact**

The proposed project would not have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The County of Riverside has an adopted Climate Action Plan (CAP); therefore, the Project and its GHG emissions have been compared to the goals of the County of Riverside CAP.

According to the County's CAP, projects that do not exceed emissions of 3,000 MTCO2e per year are also required to include the following efficiency measures:

Energy efficiency of at least five percent greater than 2010 Title 24 requirements, and water conservation measures that matches the California Green Building Code in effect as of January 2011.

As stated above, the GHG emissions generated by the proposed project would not exceed the County of Riverside CAP screening threshold of 3,000 metric tons per year of CO2e. The project is required to comply with 2013 Title 24 Residential Standards, which are approximately 25 percent more efficient than 2008 Title 24 Residential Standards; therefore, the five percent efficiency over 2010 Title 24 standards is achieved.

Therefore, as the Project complies with the goals of the County of Riverside CAP, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the Project will comply with applicable Green Building Standards and County of Riverside policies regarding sustainability (as dictated by the County's General Plan), further analysis is not warranted. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**HAZARDS AND HAZARDOUS MATERIALS.** Would the Project:

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>22. Hazards and Hazardous Materials.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Govern-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ment Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**Source(s):** *Phase I Environmental Site Assessment, 13.76-Acre Proposed Commercial Development Located at the Northwest Corner of Temescal Canyon Road and Interstate 15 in the Corona Area of Riverside County, California*, prepared by LGC Inland, November 6, 2006 (**Appendix F1, 2006 ESA**); *Phase I Environmental Site Assessment Update, Tentative Tract Map 35309, (APN Nos. 290- 060-024 and-025), Temescal Valley Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., September 9, 2016 (**Appendix F2, 2016 ESA**); Corona-Norco Unified School District web site: <http://www.cnusd.k12.ca.us/cms/lib/CA01001152/Centricity/domain/15/documents/District%20Map1.pdf>, <http://www.cnusd.k12.ca.us/Page/319>, GEOTRACKER website: <http://geotracker.waterboards.ca.gov>, and *The Department of Toxic Substances Control’s Hazardous Waste and Substances Site List (Cortese List)* web site: <http://www.envirostor.dtsc.ca.gov>

**Findings of Fact:**

- a) *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

**Less Than Significant Impact**

During construction, there is a potential for accidental release of petroleum products from vehicles and equipment to pose a significant hazard to people and the environment. It is anticipated that the Storm Water Pollution Prevention Plan (SWPPP) prepared for the proposed Project can reduce such hazards to a less than significant level through best management practices (BMPs) incorporated into the SWPPP design. The County of Riverside Building and Safety Department has placed conditions of approval on the Project, as they pertain to Hazards and Hazardous Materials.

The requirement for a SWPPP is a standard condition for the County of Riverside and is not considered mitigation for CEQA implementation purposes. With the inclusion of this standard condition, any impacts from implementation of the proposed Project construction related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, are considered less than significant. No mitigation is required.

The proposed Project operation will consist of residential uses that do not involve significant potential for routine transport or use of substantial volumes of hazardous materials or routine generation of hazardous wastes beyond those normally encountered with these uses. The generation of such wastes from uses is not considered to rise to a level of a significant potential for significant risk of accidental release of hazardous materials or accidental explosion. Any operational impacts are considered less than significant. No mitigation is required.

- b) *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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***Less Than Significant Impact***

During construction, there is a potential for accidental release of petroleum products from vehicles and equipment to pose a significant hazard to people and the environment. Impacts may occur during construction; however, with the incorporation of standard conditions, such as the SWPPP and WQMP, any impacts will remain less than significant.

Hazardous materials anticipated during operations are anticipated to be those most commonly associated with residences and landscaping, which include cleaning products, petroleum products, etc. These types of hazardous materials are not potentially hazardous to large numbers of people, especially at the scale they would be stored and used with a residential use. Therefore, the Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Based on this information, any impacts are considered less than significant. No mitigation is required.

- c) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?*

***Less Than Significant Impact***

The Project will be located northerly of Temescal Canyon Road, which is not developed to its ultimate right-of-way (ROW). A limited potential exists to interfere with an emergency response or evacuation plan during construction. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. Therefore, implementation of the Project will not impair implementation of, or physically interfere, with an adopted emergency response plan or an emergency evacuation plan. Any impacts are considered less than significant. No mitigation is required.

- d) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

***No Impact***

No phases of implementation of the proposed Project will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project site is located in the Corona-Norco Unified School District (CNUSD). According to the CNUSD web-site, no existing or proposed schools are located within one-quarter mile of the proposed Project site. The closest school to the proposed Project site is Todd Elementary School, which is located approximately 2,500 feet southeasterly of the southerly portion of the proposed Project site. No impacts are anticipated. No mitigation is required.

- e) *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**No Impact**

The California State Waterboards GEOTRACKER site provides information regarding Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, Waste Discharge Requirement (WDR) Sites, Permitted Underground Storage Tank (UST) Facilities, Monitoring Wells, Department of Toxic Substances Control (DTSC) Cleanup Sites and DTSC Hazardous Waste Permit Sites.

According to the GEOTRACKER site, there are no Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, WDR Sites, Permitted UST Facilities, Monitoring Wells, DTSC Cleanup Sites and DTSC Hazardous Waste Permit Sites on the proposed Project site, or within 1 mile of the proposed Project site. Detailed information is shown on **Figure 22-1, Geotracker Site**.

The DTSC's Hazardous Waste and Substances Site List (Cortese List) does not show any Hazardous Waste and Substances Sites currently located within a 1-mile radius of the proposed Project site. This information was verified at the web-link cited in the sources, and shown on **Figure 22-2, Envirostor Site**.

These conclusions are supported by the information contained in the 2016 ESA. The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

Based upon the available data, there is no evidence to support that hazardous wastes or contamination would be present on the site. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>23. Airports.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** *General Plan Figure S-20, Airport Locations, (p. S-73); Map My County, (Appendix A); TCAP Figure 5, Temescal Canyon Area Plan Airport Influence Area, Corona Municipal Airport web-site: <http://discovercoronadwp.com/Maintenance/airport.shtml>; and Figure 6, Aerial Photo.*



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Findings of Fact:**

a) *Would the Project result in an inconsistency with an Airport Master Plan?*

**No Impact**

According to the TCAP Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, the Project site is not located in an area which is governed by an airport master plan. The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Therefore, this criterion is not applicable to the Project. No impacts are anticipated. No mitigation is required.

b) *Would the Project require review by the Airport Land Use Commission?*

**No Impact**

Please reference the discussion in Section 23.a, above. The Project site is not located in an area which is governed by an airport master plan; therefore, review by an airport land use commission is not required. This criterion is not applicable to the Project. No impacts are anticipated. No mitigation is required.

c) *Would the Project result in a safety hazard for people residing or working in the Project area for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport?*

**No Impact**

The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Therefore, this criterion is not applicable to the Project. No impacts are anticipated. No mitigation is required.

d) *For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?*

**No Impact**

The proposed Project site and its immediate environs, the proposed Project is not located within the vicinity of a private airstrip, or heliport. Therefore, implementation of the proposed Project would not result in a safety hazard for people residing or working in the proposed Project area. No impacts are anticipated and no mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>24. Hazardous Fire Area.</b> a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** *Map My County, (Appendix A); General Plan; and Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).*

**Findings of Fact:**

a) *Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

***Less Than Significant Impact***

The proposed Project site is identified to be within a State Fire Responsibility Area. The proposed Project has been reviewed and conditions of approval have been placed on the proposed Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth on the Ordinance. Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development, including impacts to Fire Services. The Project will be assessed the rate for projects within the Temescal Canyon Area Plan.

With the inclusion of these standard conditions, and payment of Development Impact Fees (DIF), any impacts from implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Less than significant impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HYDROLOGY AND WATER QUALITY. Would the Project:</b>				
<b>25. Water Quality Impacts.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program), *Project Specific Water Quality Management Plan Tract No. 37153*, prepared by Proactive Engineering, Update January 2017 (Original Draft – June 21, 2016) (**Appendix G1, WQMP**); *Tract No. 37153 Preliminary Drainage Study*, prepared by Proactive Engineering, December 28, 2016 (**Appendix G2, Drainage Study**); and *Map My County*, (**Appendix A**); Western Municipal Water District Urban Water Management Plan Update 2015 <http://www.wmwd.com/DocumentCenter/View/3162> (2015 UWMP); and *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016 (**Appendix J, TVWD Letter**).

**Findings of Fact:**

- a) *Would the Project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Less Than Significant Impact**

The existing drainage flows for the Project are carried in two natural drainage courses that combine into one at the northwest corner of the Project. **Figure 25-1, Existing Hydrology Map**, identifies the drainage courses as Area A and Area B. Area A consists of 2.55 acres and Area B consists of 6.54 acres. The balance of the site flows directly into the existing Temescal Canyon Wash along the southerly portion of the Project. This remainder area includes Temescal Canyon Road.

**Figure 25-2, Proposed Hydrology Map**, identifies the proposed drainage system as Area A and Area B. Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northeast corner of the Project. Two of the DMAs are conveyed to the detention basin via streets and underground storm drain pipes. These underground storm drain pipes will vary from 18” Reinforced Concrete Pipe (RCP) to possibly 36” RCP. The Detention Basin reduces the 2-year, 5-year and 10-year post-construction flows to at or below the pre-construction flows. This basin has an outlet pipe that restricts the outfall water from the basin into the natural drainage course. The outlet pipe has holes with specific size and location to restrict the flows from the basin to the natural water course. There is a spillway that allows the 100-year flow to safely outlet the detention basin. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a Water Quality Management Plan (WQMP) and adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES). These are standards conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. At Project completion, the Project site will be covered with structures, roadways and landscaping. This will also ensure that there will be no erosion or siltation on- or off-site.

With the inclusion of these standard conditions, any impacts from implementation of the proposed Project related to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site, are considered less than significant. No mitigation is required.

- b) *Would the Project violate any water quality standards or waste discharge requirements?*

**Less Than Significant Impact**

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to eliminate any potential impacts as listed

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would violate any water quality standards or waste discharge requirements are considered less than significant. No mitigation is required.

- c) *Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

**Less Than Significant Impact**

Temescal Valley Water District (TVWD) provides water to the Project site. TVWD gets its water from Western Municipal Water District (WMWD). According p. 6-4 of the Western Municipal Water District Urban Water Management Plan Update 2015 (*2015 UWMP*), groundwater is a major source of water supply for Western and its retail agencies, comprising 13 percent of purchased water and 85 percent of locally-produced water, and representing 21 percent of Western’s total supply in 2015. Most groundwater sources available to Western are adjudicated or subject to groundwater management plans.

There are four primary groundwater basins relevant to Western’s supplies. These are the Riverside-Arlington Basin (and Arlington subbasin), the Temecula-Murrieta Basin, the San Bernardino Basin Area, and the Chino Basin. The Arlington Basin is one of Western’s local supply sources, providing seven percent of Western’s total supply (retail and wholesale), and 69 percent of Western’s local supplies in 2015. To utilize Arlington Basin groundwater, Western has operated the Arlington Desalter, a reverse-osmosis groundwater treatment facility that is located at the western (down-gradient) end of the Arlington Basin since 1990, along with five nearby production wells. The Arlington Desalter serves two purposes, providing a local source of potable water and decreasing subsurface outflow of low quality groundwater to the Temescal Basin.

According to the *2015 UWMP*, none of the groundwater basins used by Western are considered critically overdrafted, and adjudicated basins are closely monitored with groundwater pumping and recharge assessed annually.

No component of the proposed Project will deplete groundwater supplies. The Project design, as depicted on the Project plans and Project-specific WQMP, will allow for water to percolate back into the ground and allow for groundwater recharge. This will offset any impacts from the other non-pervious elements contained in the proposed Project.

Therefore, implementation of the proposed Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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uses or planned uses for which permits have been granted). Any impacts are considered less than significant. No mitigation is required.

- d) *Would the Project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

**Less Than Significant Impact**

**Figure 25-2, Proposed Hydrology Map**, identifies the proposed drainage system as Area A and Area B. Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northwest corner of the Project. Two of the DMAs are conveyed to the detention basin via streets and underground storm drain pipes. These underground storm drain pipes will vary from 18" RCP to possibly 36" RCP. The Detention Basin reduces the 2-year, 5-year and 10-year post-construction flows to at or below the pre-construction flows. This basin has an outlet pipe that restricts the outfall water from the basin into the natural drainage course. The outlet pipe has holes with specific size and location to restrict the flows from the basin to the natural water course. There is a spillway that allows the 100-year flow to safely outlet the detention basin. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition.

The proposed Project is divided into 3 drainage management areas (DMAs) as depicted on **Figure 5, TR 37153 WQMP Site Map**.

The DMAs follow the Drainage Boundaries. Runoff within the DMAs is generated by roofs, concrete, asphalt, turf block, etc.

The rainfall runoff is conveyed through the proposed streets with catch basin pick-up points throughout the project. The catch basins for Areas A and B connect into an underground storm drain system that directs the flows into a proposed detention/bioretention basin which outlets into the natural drainage courses after increased flow mitigation and water treatment. Area C rainfall runoff is conveyed through the proposed entry street into Temescal Canyon Road then picked up in a catch basin with a Modular Wetland System (MWS) unit for water treatment before entering into the existing Temescal Canyon Wash.

The detention/bioretention and MWS Unit serve as the Best Management Practices (BMPs) for the Project. The bioretention is a proposed structure that includes engineering soil media and gravel with a perforated pipe that is below the detention basin that treats the water. A 15' wide service drive has been provided for on-going maintenance of the water quality basin.

The water will migrate through the soils media and gravel which treats the water then into the perforated pipe that outlets to the natural water courses at the northeast corner of the Project. The MWS is part of the catch basin on Temescal Canyon Road. This treatment is filtered

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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through multiple stages that includes debris removal and pre-filter cartridges with sediment and hydrocarbon removals in a biofiltration chamber.

All These facilities shall meet County requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, are considered less than significant. No mitigation is required.

- e) *Would the Project place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

**No Impact**

The proposed Project site is not located within a FEMA designated flood hazard area but is located within a “Special Flood Hazard Area”. Please reference **Figure 25-3, FEMA Flood Map**.

Therefore, implementation of the Project will not place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impacts are anticipated. No mitigation is required.

- f) *Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

**No Impact**

The southerly portion of the proposed Project site is located within a “Special Flood Hazard Area.” A Special Flood Hazard Area is subject to Floodplain Management Review, in accordance with Ordinance No. 458. Only the Project entry roadway will span this area, and it has been designed in a manner as to not impact flood flows, as reviewed and approved by RCFC&WCD, in accordance with Ordinance No. 458. Therefore, implementation of the proposed Project will not place within a 100-year flood hazard area, structures which would impede or redirect flood flows. No impacts are anticipated. No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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g) *Would the Project otherwise substantially degrade water quality?*

**Less Than Significant Impact**

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP, and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would substantially degrade water quality are considered less than significant. No mitigation is required.

h) *Would the Project include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?*

**Less Than Significant Impact**

There are no Project-related stormwater treatment facilities within the Project site under existing conditions. The proposed Project will install new stormwater treatment facilities, including new storm drains, a biotreatment modular wetland system, two (2) detention/bioretenion basins, and structural and occupancy measures required to meet County requirements. To ensure that onsite surface water features are managed in a manner that prevents vector breeding and vector nuisances, BMPs as defined in the WQMP shall be installed. Conditions of approval shall also be provided to ensure these stormwater treatment facilities will be installed either during grading of the Project site or concurrent with these grading activities. A potential for odors does exist if basins are not maintained and organic matter not removed periodically. No other significant environmental effects have been identified from constructing and operating the proposed stormwater treatment facilities that must be installed to support the proposed Project. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**26. Floodplains.**

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA – Not Applicable  U – Generally Unsuitable  R – Restricted

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *General Plan Figure S-9, Special Flood Hazard Areas, (p. S-37), General Plan Figure S-10, Dam Failure Inundation Zone, (p. S-39); TCAP Figure 10, TCAP Special Flood Hazard Areas; Map My County, (Appendix A); Project Specific Water Quality Management Plan Tract No. 37153, prepared by Proactive Engineering, Update January 2017 (Original Draft – June 21, 2016) (Appendix G1, WQMP); and Tract No. 37153 Preliminary Drainage Study, prepared by Proactive Engineering, December 28, 2016 (Appendix G2, Drainage Study).*

**Findings of Fact:**

- a) *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

***Less Than Significant Impact***

The proposed Project site’s existing drainage pattern will be altered, due to the cut and fill activities associated with site grading. As detailed previously, the proposed detention basins mitigate the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition. The proposed entry street flows and Temescal Canyon Road flows will be picked up in a catch basin that has an MWS unit that treats the water prior to exiting the back of the catch basin into the existing Temescal Canyon Wash.

The proposed Project engineering plans have taken considerable care to ensure that future runoff patterns (local watersheds) are maintained and that the volume of water discharged will not exceed the current volumes as required by the County and Regional Boards. The detailed information supporting these findings is provided in the *WQMP*. Thus, the proposed Project will alter the drainage pattern but it will not alter the course of a stream or river and it will not substantially increase the rate or amount of surface runoff in a manner that will cause any significant flooding on- or off-site. Any impacts are considered less than significant. No mitigation is required.

- b) *Would the Project result in changes in absorption rates or the rate and amount of surface runoff?*

***Less Than Significant Impact***

This future impermeable surface can be compared to the existing site, which does not have any impervious surface within its boundaries. The proposed Project will install new stormwater treatment facilities, including new storm drains, a biotreatment modular wetland system, two (2)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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detention/bioretention basins, and structural and occupancy measures required to meet County requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount. These facilities will also serve to allow water infiltration into the ground and minimize the amount of surface runoff leaving the site to not increase above existing runoff rates. Based on these findings, the Project will not cause a significant impact to onsite and offsite surface runoff as a result of the proposed change in absorption rates. No mitigation is required.

- c) *Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?*

**No Impact**

Implementation of the Project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area). According to TCAP Figure 10, *TCAP Special Flood Hazard Areas*, the Project site is not located in a dam inundation area. Portions of the TCAP are located within the inundation area of Prado Dam. Therefore, no flood hazards exist that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area). No impacts are anticipated. No mitigation is required.

- d) *Would the Project result in changes in the amount of surface water in any water body?*

**Less Than Significant Impact**

Aside from the accumulations of water in two (2) detention/bioretention basins, the proposed Project is not forecast to substantially change the amount of surface water in any water body, including during future storms up to the 100-year runoff volume. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**LAND USE/PLANNING.** Would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>27. Land Use.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Riverside County General Plan website: <http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>, and City of Corona General Plan website: <http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/FINAL-GP.aspx>.

**Findings of Fact:**



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) *Would the Project result in a substantial alteration of the present or planned land use of an area?*

***Less Than Significant Impact***

The proposed Project includes GPA 01203, which proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Community Development: Business Park (CD:BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units per acre. The current zoning classification for the Project site is Commercial Office (CO). CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential) to allow for the proposed TR 37153.

Although the Project proposes to change the General Plan land use designation and zoning classification of the site, this change is not substantial since the proposed residential land use designation and zoning is compatible with surrounding existing and planned land uses. Additionally, the existing land use designation and zoning classification for non-residential use is less feasible and desirable at a location that is currently far from existing freeway access and that is amongst existing residential uses primarily. There still remains other undeveloped areas designated Community Development: Business Park (CD:BP), Community Development: Commercial Retail (CD:CR), and Community Development: Light Industrial (CD:LI) that can accommodate non-residential development to provide the services to serve residents in the area. These are primarily located close to freeway access.

The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate distances between the existing uses to the east and south such that there will not be any compatibility issues. Therefore, implementation of the proposed Project will not result in a substantial alteration of the present or planned land use of an area. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project affect land use within a city sphere of influence and/or within adjacent city or county boundaries?*

***Less Than Significant Impact***

According to the City of Corona (City) General Plan Figure 12, *Sphere of Influence Land Use Plan*, the Project site is located within the City’s adopted Sphere of Influence (South). The City’s General Plan land use designation is Medium Residential (6-15 dwelling units per acre). This would be generally consistent with the proposed General Plan land use designation of Medium High Density Residential (MHDR), 5-8 dwelling units per acre. The Project is 5.6 dwelling units per acre and is generally limited from achieving greater density due to the drainage area along the southern portion of the site.

Based on this information, implementation of the Project would not affect land use within a city sphere of influence and/or within adjacent city or county boundaries. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Monitoring:** No mitigation monitoring is required.

<b>28. Planning.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Map My County, (Appendix A).

**Findings of Fact:**

a) *Would the Project be consistent with the site's existing or proposed zoning?*

**Less Than Significant Impact**

The current zoning classification for the Project site is Commercial Office (CO). The Project is not consistent with this zoning classification. CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential) to allow for the proposed TR 37153.

The Project, as designed, meets the proposed zoning development standards in terms of heights, setbacks, lot coverage, parking and landscaping.

Therefore, implementation of the proposed Project will be consistent with the site's proposed zoning. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project be compatible with existing surrounding zoning?*

**No Impact**

The following is the adjacent and surrounding zoning:

- North: One-Family Dwellings (R-1).
- South: Manufacturing – Service Commercial (M-SC).
- East: Vacant/I-15 right-of way and freeway.
- West: Mobilehome Subdivisions and Parks (R-T).

The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate distances between the existing uses to the east and south such that there will not be any compatibility issues. Therefore, the Project will be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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compatible with the existing surrounding zoning. No impacts are anticipated. No mitigation is required.

c) *Would the Project be compatible with existing and planned surrounding land uses?*

**No Impact**

The following is the adjacent and surrounding Land Use Designation(s):

- North: Medium Density Residential (MDR)
- South: Light Industrial (LI)
- East: I-15 Freeway and Light Industrial (LI)
- West: Medium High Density Residential (MHDR)

The current General Plan Land Use Designation for the Project site is Business Park (BP). The Project is not consistent with this designation. GPA 01203 proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Community Development: Business Park (CD:BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units per acre to allow for the proposed TR 37153.

Although the Project proposes a change in the land use designation of the site, the proposed designation of Community Development: Medium High Density Residential (CD:MHDR) will be consistent with existing surrounding land use designations of Medium Density Residential (CD:MDR) to the north, and Medium High Density Residential (CD:MHDR) to the west.

The following is the adjacent and surrounding zoning:

- North: One-Family Dwellings (R-1).
- South: Manufacturing – Service Commercial (M-SC).
- East: Vacant/I-15 right-of way and freeway.
- West: Mobilehome Subdivisions and Parks (R-T).

The current zoning classification for the Project site is Commercial Office (CO). The Project is not consistent with this zoning classification. CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential) to allow for the proposed TR 37153.

The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate distances between the existing uses to the east and south such that there will not be any compatibility issues. Based on this information, the Project will be compatible with existing and planned surrounding land uses. No impacts are anticipated. No mitigation is required.

d) *Would the Project be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?*

**Less Than Significant Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project includes GPA 01203, which proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Community Development: Business Park (CD:BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units per acre. With the approval of the GPA, the Project will be consistent with the land use designations and policies of the *General Plan* and the *TCAP*.

The Project site is not located within a specific plan area; therefore, this is not applicable.

Any impacts are considered less than significant. No mitigation is required.

e) *Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?*

**No Impact**

Residential uses exist in the surrounding area. There are no components of the proposed Project that would obstruct access to the community or divide the physical arrangement of the community. Additionally, there is no low-income or minority community on the Project site; therefore, this is not applicable. The Based on this information, Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**MINERAL RESOURCES.** Would the Project:

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>29. Mineral Resources.</b>				
a) Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *General Plan, Multipurpose Open Space Element, Figure OS-6, Mineral Resources Area (p. OS-41); Map My County, (Appendix A); Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis, prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (Appendix B, AQ/GHG/HRA); and Project Site Visit – June 8, 2017 by Matthew Fagan.*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Findings of Fact:**

a) *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?*

**No Impact**

The State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZ) using the following classifications:

- MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

As shown on *General Plan Multipurpose Open Space Element*, Figure OS-6, “Mineral Resources Area,” the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The Project site has not been used for mining. The Project will include residential uses in an area where these uses currently exist, and will be the predominant future uses in the area. Therefore, the Project is not expected to result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. No impacts are anticipated. No mitigation is required.

b) *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

**No Impact**

As stated in Section 29.a, above, the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The Project site has not been used for mining. The Project will include residential uses in an area where these uses currently exist, and will be the predominant future uses in the area. Therefore, implementation of the proposed Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impacts are anticipated. No mitigation is required.

c) *Would the Project be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?*

**Less Than Significant Impact**



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118), southerly of the Project site. The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). Therefore, implementation of the proposed Project will not result in an incompatible land use located adjacent to a State classified or designated area or existing surface mines. Impacts are considered less than significant. No mitigation is required.

d) *Would the Project expose people or property to hazards from proposed, existing or abandoned quarries or mines?*

**Less Than Significant Impact**

The following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118), southerly of the Project site. The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). Based on a site visit, it was observed that the Project is not located adjacent to an abandoned surface mine or a quarry. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). The surface mining companies are secured sites. There are no abandoned quarries or mines in proximity to the Project site. Therefore, implementation of the proposed Project will not expose people or property to hazards from proposed, existing or abandoned quarries or mines. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**NOISE.** Would the Project result in:

**Definitions for Noise Acceptability Ratings**

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA – Not Applicable                      A – Generally Acceptable                      B – Conditionally Acceptable  
 C – Generally Unacceptable              D – Land Use Discouraged

**30. Airport Noise.**

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?

NA     A     B     C     D

f) For a project within the vicinity of a private airstrip, would the Project expose people residing or

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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working in the Project area to excessive noise levels?

NA  A  B  C  D

**Source(s):** TCAP Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, and **Figure 6, Aerial Photo.**

**Findings of Fact:**

a) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?*

**No Impact**

According to the TCAP Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, the Project site is not located in an area which is governed by an airport master plan. The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Based on this distance, the Project will not be subjected to noise from airplanes. No impacts are anticipated. No mitigation is required.

b) *For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

**No Impact**

The proposed Project site and its immediate environs, the proposed Project is not located within the vicinity of a private airstrip, or heliport. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airplanes in association with a private airstrip. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**31. Railroad Noise.**

NA  A  B  C  D

**Source(s):** TCAP, TCAP, Figure 7, *Temescal Canyon Area Plan Circulation*, (p. 52); and **Figure 6, Aerial Photo.**

**Findings of Fact:**

**No Impact**

According to the TCAP (p. 36): "The Burlington Northern and Santa Fe Railway Company main track railroad runs northeast to northwest through the Area Plan. This line accommodates freight

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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transport and passenger service between the Riverside County area and points northwest. This line also provides a viable regional transportation option for residents, employees, and visitors to the area.”

TCAP Figure 7 shows a railroad line approximately easterly of the Project site, across I-15. The Project site is located approximately 800 feet to the west of this line. Based on a review of aerial photos, the right of way exists, but there are no tracks. This line is not operable.

Based on the distance from the operational line, no adverse railroad noise impacts are anticipated at the Project site. No mitigation is required.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

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**32. Highway Noise.**      
 NA  A  B  C  D

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**Source(s):** *Temescal Canyon Road Project Noise Impact Analysis*, prepared by Kunzman Associated, Inc., March 4, 2015 (**Appendix H1, NIA**); and *Temescal Canyon Road Project Noise Impact Analysis Update Letter*, prepared by Kunzman Associated, Inc., June 2017 (**Appendix H2, NIA Update**).

**Findings of Fact:**

***Less Than Significant Impact with Mitigation Incorporated***

The proposed Project site is located westerly of I-15 and northerly of Temescal Canyon Road, which, according to the Riverside County General Plan, is classified as an Major Arterial with a 123'-133' right-of-way.

The County of Riverside Department of Public Health has published requirements for determining and mitigating traffic noise impacts to residential structures (November 23, 2009). Required noise standards are presented below

1. The Noise Element of the General Plan indicates that to avoid future noise hazard, the maximum capacity design standard for highways and major roads will be used for determining the maximum future noise level or, in the case of freeways and airports, the estimated conditions 20 years in the future.
2. The exterior noise level shall not exceed 65 Ldn/CNEL.
3. The interior noise levels in residential dwellings shall not exceed 45 Ldn/CNEL.

*Exterior Noise*

**Figure 32-1, *Unmitigated Traffic Noise Levels (CNEL)***, shows the current noise impacts from I-15 and Temescal Canyon Road on the Project sight with the Project superimposed on the Project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown on **Figure 32-1**, ten specific residence sites will exceed outside noise levels without mitigation.

**Figure 32-2, Mitigated Traffic Noise Levels (CNEL)**, shows the noise impacts from I-15 and Temescal Canyon Road on the Project sight with 6' and 8' walls incorporated as mitigation. With the incorporation of these walls, noise impacts will be reduced to a less than significant level (below the outside noise threshold of 65 dBA). **Mitigation Measure NOI-1** shall be incorporated that will require walls be installed, consistent with **Figure 32-2**, in order to mitigate noise impact to the Project.

*Interior Noise*

Taking into consideration required building setbacks and required construction of the proposed barriers, exterior noise levels at first and second story levels at future residential units are expected to be 65 dBA CNEL or lower with the incorporation of **Mitigation Measure NOI-1**. Standard residential building design (with windows closed) typically provides at least 20 dBA of attenuation; therefore, noise levels within the proposed residential units are not expected to exceed the County's interior noise standard of 45 dBA CNEL. Impacts are considered less than significant. No additional mitigation is required.

**Mitigation:**

**Mitigation Measure NOI-1** Prior to the issuance of a building permit, the Project applicant shall prepare a subsequent noise analysis for review and approval by the Building and Safety department demonstrating that noise from I-15 and Temescal Canyon Road will be reduced to less than 65 dBA for exterior.

**Monitoring:** The Building and Safety Department shall review and approve subsequent plans.

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33. **Other Noise.**

NA  A  B  C  D

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**Source(s):** Project Site Visit – June 8, 2017 by Matthew Fagan; and **Figure 6, Aerial Photo.**

**Findings of Fact:**

***No Impact***

The proposed Project is not anticipated to be affected by other types of noise as listed above and below (Sections 30, 31, 32, and 34). No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>34. Noise Effects on or by the Project</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *Temescal Canyon Road Project Noise Impact Analysis*, prepared by Kunzman Associates, Inc., March 4, 2015 (**Appendix H1, 2015 NIA**); Noise Letter Report for Temescal Canyon Residential Project, prepared by Kunzman Associates, Inc., June 17, 2017 (**Appendix H2, 2017 NIA Letter**); Section 9.52.020 of the County's Noise Regulation ordinance <http://www.rivcocob.org/ords/800/847.pdf>; and FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, May, 2006 [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf)

**Findings of Fact:**

**Fundamentals of Sound and Environmental Noise**

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

**LEQ (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**CNEL (Community Noise Equivalent Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

**L<sub>DN</sub> (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and LDN are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. LEQ is better utilized for describing specific and consistent sources because of the shorter reference period.

a) *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

***Less Than Significant Impact***

No permanent increases in ambient noise levels are anticipated during the construction phase of the Project. Construction by its nature is temporary. Construction related impacts to ambient noise levels are addressed below in Section 35.b).

Currently, noise from I-15 on adjacent residences (to the west of the Project site) may be in excess of 65dBA. The Project, once constructed will provide noise attenuation from I-15 to the existing residences to the west of the Project (as shown on **Figure 34-2**). This is seen as a beneficial aspect of the Project, as the 3 dBA and 5 dBA thresholds for ambient noise increase perception will not be increased, and may actually be decreased due to the Project.

Operational noise sources would be those typically associated with single-family residences (automobiles, landscaping equipment, occasional parties). The Project site is located in an area with existing and proposed single-family residences. Hence, there will be compatibility with the surrounding uses in terms of noise levels. Residential land uses are typically quiet in nature. Any impacts are considered less than significant.

Based on this information, the Project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. No mitigation is required.

b) *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

***Less Than Significant Impact with Mitigation Incorporated***

Due to the proximity of adjacent residences, immediately west of the Project site, the potential exists for significant temporary noise impacts from the proposed Project. Temporary increases in ambient noise levels will occur during the construction phase only. These impacts will be of short duration and will cease once the construction phase of the Project is completed. Precautions are taken to ensure the safety construction workers.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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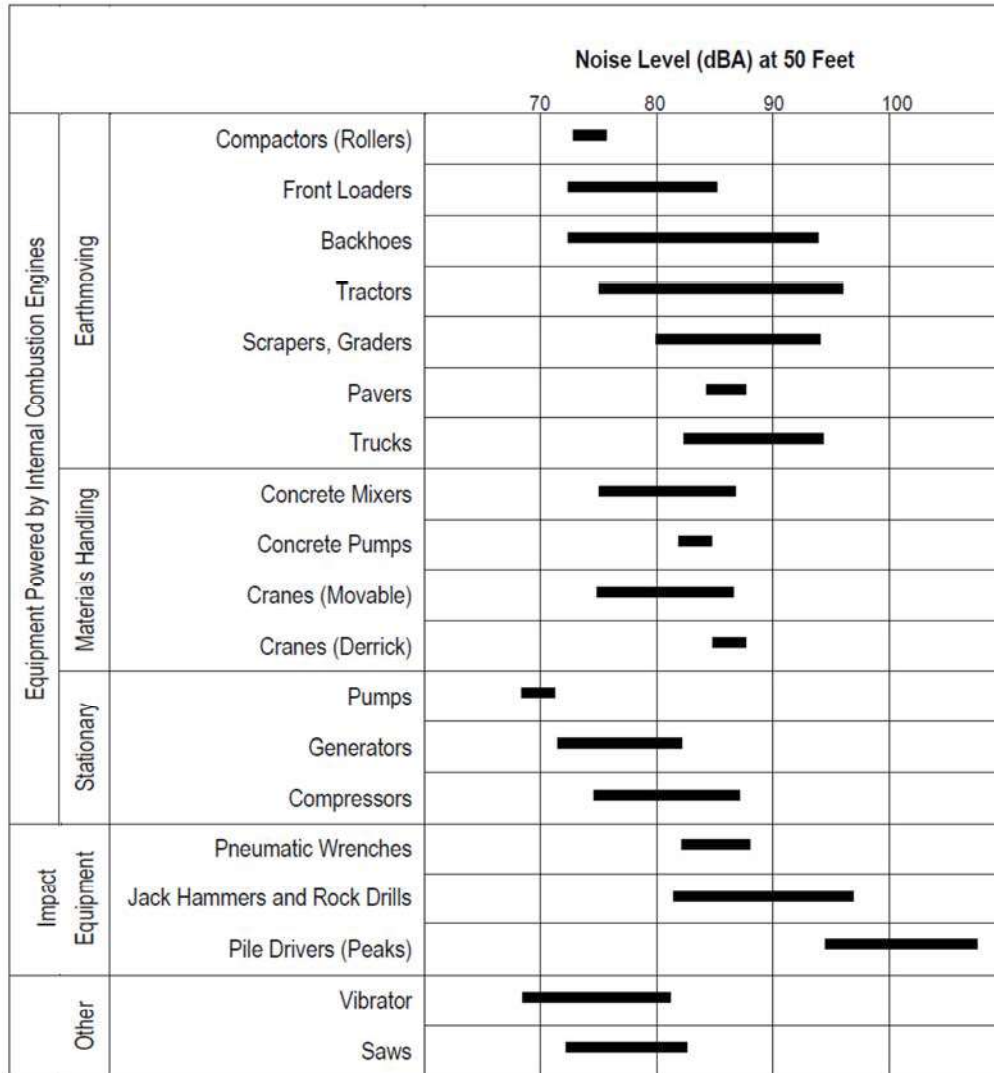
Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation;
- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

**Table 34-1, *Typical Construction Equipment Noise Generation Levels***, below, shows the typical range of construction activity noise generation as a function of equipment used in various building phases. The earth-moving sources are seen to be the noisiest with equipment noise ranging up to about 90 dB (A) at 50 feet from the source.

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Table 34-1  
Typical Construction Equipment Noise Generation Levels**



Source: EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment and Operations."

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 20 dB in 500 feet of propagation. The loudest earth-moving noise sources will, therefore, sometimes be detectable above the local background beyond 1,000 feet from the construction area. An impact radius of 1,000 feet or more pre-supposes a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. With buildings and other topographical barriers to interrupt line-of-sight conditions, the potential “noise envelope” around individual construction sites is reduced. Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions.

There are existing noise sensitive residential receivers directly west of the site. Construction noise is unavoidable and sensitive land uses adjacent to the Project site could potentially be impacted during construction activity. These noise impacts would be temporary and limited to the duration of the construction in any one location. However, these temporary impacts will cease once each Project component is completed. The Project is planned to be constructed in a single phase. **Mitigation Measures NOI-2**, below, which generally requires measures to reduce construction noise and vibrations emanating from the proposed Project via siting, types, maintenance and siting of construction equipment will be incorporated into the Project contract specifications to minimize noise nuisance impacts. With the implementation of **Mitigation Measure NOI-2**, impacts will be reduced to a less than significant level.

Operationally, the Project will result in noise sources typical of residential developments including personal vehicles, landscape equipment and delivery and service vehicles. Periodic noises that may be generated by the proposed parking lots include landscaping maintenance, solid waste disposal, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. These activities do not represent a substantial increase in periodic noise in the Project vicinity and are common in an urban environment. Periodic operational ambient noise increase will be less than significant.

- c) *Would the Project result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

**Less Than Significant Impact**

Existing noise levels are shown on **Figure 34-1, Existing, Unmitigated Noise Levels**. As shown on this Figure, the northeast corner of the Project experiences noise levels above 75 dBA. The easterly, southerly northerly portions of the Project site, closes to I-15 and Temescal Canyon Road experience noise levels of 70-75 dBA. As you move internal to the Project site, further from these roadways, the westerly and southerly portions of the Project site experience noise levels of primarily in the 65-70 dBA range, with some limited portions of the Project site experiencing 60-65 dBA and less than 60 dBA.

As shown on **Figure 34-2, Mitigated Noise Levels**, noise levels internal to the Project with the incorporation of a 6’ high noise attenuation wall. This wall is included in the Project design. With incorporation of the walls, the majority of noise levels within the Project decrease to less than 60 dBA, with some area in the 60-65 dBA range. The County outside noise standard for this type of Project is 65dBA. This standard is met. The County inside noise standards for this

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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type of Project is 45dBA. This standard is met through standard home construction, which will attenuate noise 20 dBA.

Currently, noise from I-15 on adjacent residences (to the west of the Project site) may be in excess of 65dBA. As shown on **Figure 34-2**, the Project, once constructed will provide noise attenuation from I-15 to the existing residences to the west of the Project. This is seen as a beneficial aspect of the Project and existing noise levels at adjacent residences may actually be decreased due to the Project.

The Project will not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any impacts are considered less than significant. No mitigation is required.

- d) *Would the Project result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

***Less Than Significant Impact***

Temporary increases in ground-borne vibration or ground-borne noise levels will occur during the construction phase only. These impacts will be of short duration and will cease once the construction phase of the Project is completed.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project’s construction activities most likely to cause vibration impacts are:

- **Heavy Construction Equipment:** Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact; and
- **Trucks:** Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the “soft” sedimentary surfaces of much of southern California, ground vibration is quickly damped out. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object when considering vibration annoyance potential. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

- 65 VdB - threshold of human perception
- 72 VdB - annoyance due to frequent events
- 80 VdB - annoyance due to infrequent events
- 100 VdB - minor cosmetic damage

To determine potential impacts of the Project's construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in **Table 34-2, Approximate Vibration Levels (VdB)**.

**Table 34-2  
Approximate Vibration Levels (VdB)\***

Equipment	25 feet	50 feet	100 feet	350 feet	1000 feet
Large Bulldozer	87	81	75	64	55
Loaded Truck	86	80	74	63	54
Jackhammer	79	73	67	56	47
Small Bulldozer	58	52	46	35	26
Pile Driver	93	87	81	70	61

\* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, May 2006)

The on-site construction equipment that will create the maximum potential vibration is a large bulldozer or loaded truck. The stated vibration source level in the FTA Handbook for such equipment is 81 VdB at 50 feet from the source. The nearest residential structures to the Project site, are approximately 10 feet from the nearest site perimeter and heavy equipment activity. Vibration levels from heavy equipment could be as high as 87 VdB at the closest existing residences which could cause annoyance due to infrequent events.

Neither the County's General Plan nor Zoning Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase.

Further, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. To control noise impacts associated with the construction of the proposed Project, the County has established limits to the hours of operation. Section 9.52.020 of the County's Noise Regulation ordinance, indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. While this does not remove the impact, it does limit its timeframe it could occur to limit the impacts significance. Construction at the Project site will be restricted to daytime hours consistent with County requirements thereby eliminating potential vibration impact during the sensitive nighttime hours. Therefore, based on this information,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project will result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels; however, these impacts considered less than significant. No mitigation is required.

**Mitigation:**

**Mitigation Measure NOI-2:** Prior to the issuance of grading and building permits, respectively, the following notes shall be added to grading and building plans to include the following:

“During grading and construction, the Building and Safety Department shall verify that the following measures are implemented to reduce construction noise and vibrations, emanating from the proposed Project:

- During all Project site demolition, excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
- The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.
- Equipment shall be shut off and not left to idle when not in use.
- The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project site during all Project construction.
- The contractor shall limit the use of heavy equipment or vibratory rollers and soil compressors along the Project boundaries to the greatest degree possible.”

**Monitoring:** The Building and Safety Department shall monitor during grading and construction activities.

**POPULATION AND HOUSING.** Would the Project:

**35. Housing.**

a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

d) Affect a County Redevelopment Project Area?

e) Cumulatively exceed official regional or local population projections?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** Project Site Visit – June 8, 2017 by Matthew Fagan; *Map My County, (Appendix A)*; and *TCAP Table 2, Statistical Summary of Temescal Canyon Area Plan*.

**Findings of Fact:**

a) *Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

**No Impact**

The proposed Project site is currently vacant. There are no structures or housing on the site. Therefore, implementation of the proposed Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts are anticipated. No mitigation is required.

b) *Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?*

**No Impact**

The proposed Project is a residential subdivision and, as such, supplies housing and does not create any additional demand for housing. Based on the setting for the Project, type of development, and size of units proposed, it is anticipated that the proposed Project would contribute to the supply of homes for those with above moderate income. It would not provide housing affordable to those with lower income. Therefore, implementation of the proposed Project will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income. No impacts are anticipated. No mitigation is required.

c) *Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

**No Impact**

The proposed Project site is currently vacant. Therefore, implementation of the proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impacts are anticipated. No mitigation is required.

d) *Would the Project affect a County Redevelopment Project Area?*

**No Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Since the dissolution of redevelopment areas statewide, there are no longer any County Redevelopment Project Areas. Therefore, implementation of the proposed Project cannot affect a County Redevelopment Project Area. No impacts are anticipated. No mitigation is required.

e) *Would the Project cumulatively exceed official regional or local population projections?*

**Less Than Significant Impact**

The Project proposes 83 single-family residences, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The addition of 254 new residents into the TCAP would be approximately 0.43 percent of the TCAPs anticipated population of 58,164 persons at buildout. Although the project proposes to change the General Plan land use designation from a non-residential to residential designation, the proposed change and implementing development from it would be accommodating existing growth and would not be substantial enough of a change to reasonably exceed population projections. While this represents an incremental increase, any impacts would be considered less than significant. No mitigation is required.

f) *Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

**Less Than Significant Impact**

The Project proposes 83 single-family residences, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). Direct impacts from people moving to the area were determined to be incremental, yet less than significant. All roadways in the area will developed per County standards to provide adequate facilities to meet the already planned growth for the area. Utilities and other infrastructure are available to the Project site. The current General Plan Land Use Designation on the site is Business Park (BP). Therefore, development was anticipated on the site under the General Plan. The General Plan amendment to Medium High Density Residential would not result in a substantial change in terms of directly inducing substantial population growth in an area. The Project proposes 83 single-family residences and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The addition of 254 new residents into the TCAP would be approximately 0.43 percent of the TCAPs anticipated population of 58,164 persons at buildout. While this represents a potential increase in the buildout potential of the area, it would not be substantial enough relative to the total buildout currently anticipated to be determined as an inducement of substantial population growth. This change in land use designation alone would not necessarily induce substantial population growth elsewhere since other locations would have to comply with the General Plan and there are no facilities proposed that would accommodate additional growth that isn't already anticipated by the General Plan.

Temescal Canyon Road will be developed in accordance with the General Plan Circulation Element. Since this roadway was anticipated under the General Plan, the Project will not indirectly induce substantial population growth in an area.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on this, implementation of the Project will not induce substantial population growth in an area, either directly (for example, by proposing new homes, and businesses, road extensions, etc.) or indirectly (for example, through extension of roads or other infrastructure). Any impacts would be considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**PUBLIC SERVICES.** Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

**36. Fire Services.**

**Source(s):** Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program); and Google Maps.

**Findings of Fact:**

*Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services?*

**Less Than Significant Impact**

The Project site is served by the Riverside County Fire Department/CAL Fire. The closest station to the Project site is Fire Station #64, located at 25310 Campbell Ranch Rd, Corona, CA 92883. This station is located approximately 2 miles southeast of the Project site.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. DIF for single family residential for fire protection will be required prior to the issuance of a certificate of occupancy. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance.

Payment of the DIF is required and is not considered unique mitigation under CEQA. Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire services, are considered incremental, and less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Monitoring:** No mitigation monitoring is required.

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**37. Sheriff Services.**

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**Source(s):** Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).

**Findings of Fact:**

*Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?*

**Less Than Significant Impact**

The proposed Project would have law enforcement services available from the County Sheriff's Department and the California Highway Patrol. The California Highway Patrol has jurisdiction along the Interstate 15 and Interstate 215 freeways.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to sheriff services. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate Development Impact Fee (DIF) set forth in the Ordinance.

Payment of the DIF is required and is not considered unique mitigation under CEQA. Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services, are considered incremental, and less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

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**38. Schools.**

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**Source(s):** Corona-Norco Unified School District web site:  
<http://www.cnusd.k12.ca.us/cms/lib/CA01001152/Centricity/domain/15/documents/District%20Map1.pdf>,  
<http://www.cnusd.k12.ca.us/Page/319>; and  
<http://www.cnusd.k12.ca.us/Page/333>.

**Findings of Fact:**

**Less Than Significant Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Implementation of the proposed Project will result in an incremental impact on the demand for school services. The proposed Project is located with the Corona-Norco Unified School District (CNUSD). According to the CNUSD web-site, the Corona-Norco Unified School District is a K-12 unified school district. The District was established in 1948 and has grown to approximately 54,000 students.

The following student generation factors are utilized by CNUSD for single-family detached units:

- Elementary school: 0.3666/dwelling unit
- Middle school: 0.1138/dwelling unit
- High school: 0.2366/dwelling unit

Based on 83 residential units, the Project will generate the following number of students, below. In practical terms, these numbers would be added to other projects; since you cannot have a “fraction” of a student.

- Elementary school: 30.4
- Middle school: 9.5
- High school: 19.6

Impacts to CNUSD facilities will be offset through the payment of impact fees to the CNUSD, prior to the issuance of a building permit. According to the “Developer Fees” page of the CNUSD web-site, residential rates are currently \$3.48 per square foot. This fee is subject to change, and the applicable fees, at time of building permit issuance, shall apply. This is a standard condition and not considered unique mitigation under CEQA. After payment of the impact fee, any impacts will be considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**39. Libraries.**

**Source(s):** Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).

**Findings of Fact:**

*Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries?*

***Less Than Significant Impact***

Library impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance.

With payment of the DIF, any impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services, are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**40. Health Services.**

**Source(s):** *General Plan.*

**Findings of Fact:**

***Less Than Significant Impact***

The Project proposes 83 single-family residences on 14.8 acres, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The proposed General Plan Land Use Plan designation of Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units/acre could allow a population ranging from approximately 226 people (at the bottom of the density range), up to 363 people (at the top of the density range). This increase in population to the Project area will create a need for additional health and medical services.

The Riverside County General Plan EIR states that impacts to medical facilities will be significant as a result of population increase. The following General Plan EIR Mitigation Measure (4.15.7A) was adopted with the County's General Plan in 2003 to aid in the reduction of significant impacts: Mitigation Measure (4.15.7A):

*Riverside County shall perform a periodic medical needs assessment to evaluate the current medical demand and level of medical service provided within each Area Plan. A periodic medical needs assessment shall be conducted every three years.*

As the County's population grows, new medical facilities will be required to provide health and medical services for an expanded population. Since the Project to change the existing County's General Plan Land Use Plan designation of Community Development: Commercial Office (CD:CO) to Community Development: Medium High Density Residential (CD:MHDR), the proposed Project would impact the County-wide health and medical facilities to a greater degree than was anticipated in the Riverside County General Plan.

Medical offices, urgent care clinics, local medical services, hospital beds and major facilities, such as trauma units and emergency rooms are available within proximity of the Project site. This fact, coupled with the Periodic Medical Needs Assessment, which is required by Mitigation Measure

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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4.15.7A of the County General Plan EIR, can ensure that adequate health and medical services are available to the Project residents. Based on this analysis, the potential impacts related to health services are considered less than significant. No mitigation will be required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**RECREATION.**

**41. Parks and Recreation.**

a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

b) Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

c) Is the Project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

**Source(s):** Ordinance No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program); and Parks and Open Space Department Review.

**Findings of Fact:**

a) *Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**Less Than Significant Impact**

The Project proposes 83 single-family residences on 14.8 acres, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). This increase in population to the Project area will have a direct impact upon recreational facilities. Private recreational facilities are provided on-site and are included in the analysis for the Project. Section 10.35 A, B, and C of Ordinance No. 460 state the following as it pertains to parkland dedication:

“A. This section is adopted pursuant to Section 66477 of the Government Code which provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval of a tentative map or parcel map;

B. Whenever land that is proposed to be divided for residential use lies within the boundaries of a public agency designated to receive dedications and fees

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pursuant to this section, a fee and/or the dedication of land shall be required as a condition of approval of the division of land;

- C. It is hereby found and determined by the Board of Supervisors that the public interest, convenience, health, welfare, and safety requires that three acres of land for each 1,000 persons residing within the County of Riverside shall be devoted to neighborhood and community park and recreational facilities unless a Community Parks and Recreation Plan, as approved by the Board of Supervisors, determines that the amount of existing neighborhood and community park area exceeds that limit, in which case the Board determines that the public interest, convenience, health, welfare and safety requires that a higher standard, not to exceed five acres of land per 1,000 persons residing within the County, shall be devoted to neighborhood and community park and residential purposes.”

The Project would generate the need for 1.27 acres (at 5 acres per 1,000 persons). Since only private facilities are provided on-site, the payment of in-lieu fees will be required. These in-lieu fees can be used for acquisition of land and construction of park facilities to help offset the incremental impact this project has. Such future parks would be required to be analyzed based on the specifics of that project on location and design when it is proposed.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to parks. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Payment of the DIF are required, and is not considered unique mitigation under CEQA.

Impacts from implementation of the proposed Project that would require construction or expansion of recreational facilities which might have an adverse physical effect on the environment, are considered incremental, and less than significant after payment of in-lieu parkland fees and the DIF. No mitigation is required.

- b) *Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**Less Than Significant Impact**

The Project would generate the need for 1.27 acres (at 5 acres per 1000 residents). Since only private facilities are provided on-site, the payment of in-lieu fees will be required. The Project is located in County Service Area 152 (CSA 152) and is subject to Quimby Fees. Project impacts would be incremental to existing and proposed facilities. Quimby fee payment will offset incremental impacts of project on existing facilities by partially funding construction of new parks.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659 (As Amended through 659.12, an Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program),



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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which requires payment of the appropriate fees set forth on the Ordinance. Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development.

With payment of the DIF, and Quimby Fees, any impacts from implementation of the proposed Project, that would include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, are considered less than significant. No mitigation is required.

c) *Is the Project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?*

**Less Than Significant Impact**

The Project is located in County Service Area 152 (CSA 152). County Service Areas (CSAs) are an alternative method of providing governmental services by the County within unincorporated areas to provide extended services such as sheriff protection, fire protection, local park maintenance services, water and sewer services, ambulance services, streetlight energy services, landscape services and street sweeping. The governing body, which is established by law to administer the operation of CSAs, is the Riverside County Board of Supervisors.

The Project would generate the need for 1.27 acres (at 5 acres per 1000 residents). Since only private facilities are provided on-site, the payment of in-lieu fees will be required.

Since the Project is located in a CSA and is subject to Quimby Fees, any impacts would be incremental. Impacts would be considered less than significant after payment of in-lieu parkland fees. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**42. Recreational Trails.**

**Source(s):** TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*; **Figure 1, TR 37153**; and National Park Service website: <https://www.nps.gov/juba/index.htm>

**Findings of Fact:**

**Less Than Significant Impact**

According to TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*, a “historic trail” (Southern Immigrant Trail, Juan Batista De Anza National Historic Trail) is generally located along Temescal Canyon Road. The Juan Bautista de Anza National Historic Trail is a 1,210-mile (1,950 km) National Park Service unit in the United States National Historic Trail and National Millennium Trail programs. The trail route extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert and coastal areas in Southern California and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the Central Coast region to San Francisco. As shown in Sections 'A-A' through 'C-C' of TR 37153, a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (DG) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. This will serve as an addition to the Juan Bautista de Anza National Historic Trail. Therefore, implementation of the proposed Project will not impact recreational trails. With the inclusion of the trail, less than significant impacts are anticipated to recreational trails. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**TRANSPORTATION/TRAFFIC.** Would the Project:

**43. Circulation.**

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness 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?

b) Conflict with an applicable congestion management 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?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Alter waterborne, rail or air traffic?

e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

f) Cause an effect upon, or a need for new or altered maintenance of roads?

g) Cause an effect upon circulation during the project's construction?

h) Result in inadequate emergency access or access to nearby uses?

i) 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?

**Source(s):** *General Plan; TCAP Figure 8, Temescal Canyon Area Plan Trails and Bikeway System; Ordinance No. 348 (Providing for Land Use Planning and Zoning Regulations and Related Functions of the County Of Riverside, As Amended Through Ordinance No. 348.4818); Temescal Canyon Road Project Traffic Impact Analysis, prepared by Kunzman Associated, Inc., December 7, 2016 (Appendix I1,*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*TIA*); Update Letter, prepared by Kunzman Associated, Inc., June 19, 2017 (**Appendix I2, Update Letter**); **Figure 1, TR 37153**; *General Plan* Figure S-20, *Airport Locations*, (p. S-73); *Map My County*, (**Appendix A**); *TCAP* Figure 5, *Temescal Canyon Area Plan Airport Influence Area*; **Figure 6, Aerial Photo**; Riverside Transit Agency (RTA) website; Riverside County Transportation Commission website; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Ordinance No. 824 (An Ordinance of the County of Riverside Authorizing Participation in the Western Riverside County Transportation Uniform Mitigation Fee Program); Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); and Project conditions of approval.

**Findings of Fact:**

It should be noted that the previous original Project submitted to the County consisted of 88 single family detached residential dwelling units. Subsequent to the preparation of the *TIA*, the scope of the Project has been reduced from 88 to 83 dwelling units. According to the *Update Letter*, this reduction should have diminishing effects on the impacts such that the change is negligible to the *TIA*. The Levels of Service for the “with project” traffic conditions in the tables and the analysis worksheets within the appendix are for the original “worst case.” The analysis below was based on 88 dwelling units; however, the current Project has 83 dwelling units.

- a) *Would the Project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness 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?*

***Less Than Significant Impact***

*Existing Conditions*

Area Roadway System

Roadways that will be utilized by the development or included in the study area include: Temescal Canyon Road, Campbell Ranch Road, Indian Truck Trail, Lawson Road, and Trilogy Parkway.

**1. Temescal Canyon Road.**

This north-south two lane undivided to four lane divided roadway is classified as a Collector (74 foot right of way) from I-15 SB Ramps to Trilogy Parkway and a Major Highway (118 foot right-of-way) north and south of that segment on the County of Riverside General Plan Circulation Element in the Project study area. This roadway is classified as a Major Arterial (4 Lane) from the I-15 Freeway NB Ramps to Lawson Road and a Secondary (4 Lane) north and south of that segment on the City of Corona Circulation Element. It currently carries approximately 1,200 to 14,300 vehicles per day in the Project study area.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**2. Campbell Ranch Road.**

This north-south four lane divided roadway is classified as a Major Highway (118 foot right-of-way) on the County of Riverside General Plan Circulation Element. It currently carries approximately 5,400 to 12,500 vehicles per day in the Project study area.

**3. Indian Truck Trail.**

This east-west four lane divided roadway is classified as an Urban Arterial (152 foot right-of-way) on the County of Riverside General Plan Circulation Element. It currently carries approximately 2,400 to 12,000 vehicles per day in the Project study area.

**4. Trilogy Parkway.**

This east-west four lane divided roadway is classified as a Major Highway (118 foot right-of-way) on the County of Riverside General Plan Circulation Element. This roadway is classified as a Secondary (4 Lane) on the City of Corona Circulation Element. It currently carries approximately 2,500 vehicles per day in the Project study area.

**5. Lawson Road.**

This east-west two lane undivided roadway is not classified on the County of Riverside General Plan Circulation Element. This roadway is classified as a Secondary (4 Lane) on the City of Corona Circulation Element. It currently carries approximately 1,600 vehicles per day in the Project study area.

**Figure 43-1, Existing Through Travel Lanes and Intersection Controls**, identifies the existing roadway conditions for Project study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Existing Average Daily Traffic Volumes

**Figure 43-2, Existing Average Daily Traffic Volumes**, depicts the Existing average daily traffic volumes. Existing average daily traffic volumes were obtained from the 2014 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour counts obtained by Kunzman Associates, Inc. in March and April 2015 (see Appendix C of the TIA), using the following formula for each intersection leg:

$$\text{PM Peak Hour (Approach + Exit Volume)} \times 12 = \text{Leg Volume.}$$

This is a conservative estimate and may over-estimate the average daily traffic volumes. The larger of the traffic census data or the factored average daily traffic volume are shown on **Figure 43-2**.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from March and April 2015 (see Appendix C of the TIA) and shown on **Figure 43-3, Existing Morning Peak Hour Intersection Turning Movement Volumes**, and **Figure 43-4, Existing Evening Peak Hour Intersection Turning Movement Volumes**, respectively. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. Explicit peak hour factors have been calculated using the data collected for this effort as well.

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Existing Intersection Delay**

The existing delay and Level of Service for intersections in the vicinity of the project are shown in **Table 43-1, Existing Intersection Delay and Level of Service**, below. The Project study area intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions. The definition of an intersection deficiency has been obtained from the *General Plan*. The *General Plan* states that peak hour intersection operations of Level of Service C or better are generally acceptable along all County maintained roads and conventional state highways. As an exception, Level of Service D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways, conventional state highways or freeway ramp intersections.

Existing delay worksheets are provided in Appendix D of the TIA.

**Table 43-1  
Existing Intersection Delay and Level of Service**

Intersection	Jurisdiction	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Temescal Canyon Road (NS) at: Lawson Road (EW) -#1	County	CSS	0.5	0.5	0	0	0.5	0.5	1	0	d	0	0	0	21.2-C	17.7-C
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	9.1-A	10.1-B
Campbell Ranch Road (NS) at: Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	22.2-C	14.1-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	15.0-B	15.9-B
I-15 Freeway SB Ramps (NS) at: Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	21.7-C	21.0-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	13.2-B	14.2-B
I-15 Freeway NB Ramps (NS) at: Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	43.8-D	15.7-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	16.5-B	15.3-B

Source: Table 1 of TIA, Appendix I1

<sup>1</sup> When a right turn lane 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; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn.

<sup>2</sup> Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS = Cross Street Stop; TS = Traffic Signal.

**Project Trip Generation**

**Table 43-2, Project Trip Generation**, below, shows the Project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land use. The Project trip forecast was determined by multiplying the trip generation rates by the land use quantity.

As shown in **Table 43-2**, the proposed Project is projected to generate approximately 838 daily



Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

vehicle trips of which 67 will occur during the morning peak hour and 88 will occur during the evening peak hour.

**Table 43-2  
Project Trip Generation<sup>1</sup>**

Land Use	Quantity	Units <sup>2</sup>	Morning			Evening			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
<i>Trip Generation Rates</i>									
Single-Family Detached Residential		DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
<i>Trips Generated</i>									
Single-Family Detached Residential	88	DU	17	50	67	55	33	88	838

Source: Table 2 of TIA, Appendix I1.

<sup>1</sup> ITE = Institute of Transportation Engineers, Trip Generation Manual, 9<sup>th</sup> Edition, 2012; Land Use Code 210.

<sup>2</sup> DU = Dwelling Units.

Trip Distribution

**Figure 43-5, Project Trip Distribution - Inbound**, and **Figure 43-6, Project Trip Distribution - Outbound**, contain the directional distributions of the Project trips for the proposed land use. To determine the trip distributions for the proposed Project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the Project site, and other additional information on future development and traffic impacts in the area were reviewed.

Trip Assignment

Based on the identified trip generation and distributions, Project average daily traffic volumes have been calculated and shown on **Figure 43-7, Project Average Daily Traffic Volumes**. Morning and evening peak hour intersection turning movement volumes expected from the Project are shown on **Figure 43-8, Project Morning Peak Hour Intersection Turning Movement Volumes**, and **Figure 43-9, Project Evening Peak Hour Intersection Turning Movement Volumes**, respectively.

*Impact Analysis*

To assess future traffic conditions, existing traffic is combined with ambient growth, other development, and Project traffic. The opening year for analysis purposes in the TIA is 2017.

Method of Projection

1. Background Traffic

To assess background traffic conditions, existing traffic is combined with ambient growth, and other development traffic. The opening year for analysis purposes in the TIA is 2017.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. Ambient Growth

To account for ambient growth on roadways, Opening Year (2017) traffic volumes have been calculated based on a “conservative” 2.0 percent annual growth rate of existing traffic volumes over a two (2) year period.

3. Other Development

Potential developments within the Project study area are included in the analysis if they are not currently built, they are approved, their approval has not expired, and they would contribute trips to the study area intersections.

**Table 43-3, Other Development Trip Generation**, lists the proposed land uses for the other developments (see **Figure 43-10, Other Development Location Map**), and shows the daily and peak hour vehicle trips generated by the other development in the Project study area.

**Table 43-3  
Other Development Trip Generation**

Project Name <sup>2</sup>	Land Use	Quantity	Units <sup>3</sup>	Peak Hour						Daily
				Morning			Evening			
				Inbound	Outbound	Total	Inbound	Outbound	Total	
1	Commercial Retail	10,000	TSF	6	4	10	18	19	37	427
	Amusement Park	0.5	AC	0	0	0	1	1	2	38
	Subtotal			6	4	10	19	20	39	465
2	TR 36316 Single-Family Detached Residential	87	DU	16	49	65	55	32	87	828
3	TR 36317 Single-Family Detached Residential	94	DU	18	53	71	59	35	94	895
	Total			46	110	156	152	107	263	2,653

Source: Table 4 of TIA, Appendix I1.

<sup>1</sup> ITE = Institute of Transportation Engineers, Trip Generation Manual, 9<sup>th</sup> Edition, 2012; Land Use Codes 820, 210 and 480.

<sup>2</sup> Source: County of Riverside.

<sup>3</sup> TSF = Thousand Square Feet; AC = Acres; DU = Dwelling Units.

*Intersection Delay and Level of Service*

Delay calculation worksheets are provided in Appendix D of the TIA for following traffic condition scenarios:

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in **Table 43-4, Existing Plus Project Intersection Delay and Level of Service**, below. **Table 43-4** shows delay values based on the geometrics at the study area intersections without and with improvements. For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

**Table 43-4  
Existing Plus Project Intersection Delay and Level of Service**

Intersection	Jurisdiction	Traffic Control <sup>2</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Temescal Canyon Road (NS) at:																
Lawson Road (EW) -#1	County	CSS	0.5	0.5	0	0	0.5	0.5	1	0	d	0	0	0	22.1-C	18.2-C
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	9.2-A	10.1-B
Project Access (NS) at:																
Temescal Canyon Road (EW) -#3	County	CSS	0	0	0	1	0	1	1	1	0	0	1	0	15.8-C	11.5-B
Campbell Ranch Road (NS) at:																
Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	23.8-C	15.1-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	15.2-B	16.0-B
I-15 Freeway SB Ramps (NS) at:																
Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	22.6-C	21.9-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	13.9-B	14.3-B
I-15 Freeway NB Ramps (NS) at:																
Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	43.8-D	16.7-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	16.5-B	15.6-B

Source: Table 5 of TIA, Appendix I1.

<sup>1</sup> When a right turn lane 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; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement.

<sup>2</sup> Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS= Cross Street Stop; TS= Traffic Signal.

For on-site roadway improvements, the Project will be required to construct Temescal Canyon Road from the west project boundary to east project boundary at its ultimate half-section width including an eastbound 150 foot left turn lane on Temescal Canyon Road at the Project. More specifically, the Temescal Canyon Road ROW varies from 123' to 133' (adjacent to the Campbell Ranch Road intersection. Temescal Canyon Road is described as follows, based on 3 sections provided on TR 37153 (A'-A', B'-B', and C'-C').

A'-A' and B'-B'

- 80' ROW (existing);
- 123' ROW (ultimate);
- 30' of existing pavement (to remain);
- 32' of pavement to be added (adjacent to Project site);
- 26'-wide parkway:
  - 4'-wide parkway (street adjacent);
  - 5'-wide sidewalk;
  - 4'-wide parkway (behind sidewalk);
  - 10'-wide multi-purpose decomposed granite trail; and
  - 3'-wide additional parkway.

C'-C'

- 80' ROW (existing);
- 133' ROW (ultimate);

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 52' of existing pavement (to remain);
- 34' of pavement to be added (adjacent to Project site);
- 26'-wide parkway:
  - 4'-wide parkway (street adjacent);
  - 5'-wide sidewalk;
  - 4'-wide parkway (behind sidewalk);
  - 10'-wide multi-purpose decomposed granite trail; and
  - 3'-wide additional parkway.

In addition, the developer will be required to pay the County of Riverside's Development Impact Fee (DIF) and the regional Transportation Uniform Mitigation Fee (TUMF) to address the direct and cumulative environmental effects generated by new development projects.

## 2. Existing Plus Ambient Growth Plus Project

The Existing Plus Ambient Growth Plus Project delay and Level of Service for the study area roadway network are shown in **Table 43-5, Existing Plus Ambient Growth Plus Project Intersection Delay and Level of Service**. **Table 43-5** shows delay values based on the geometrics at the Project study area intersections without and with improvements.

For Existing Plus Ambient Growth Plus Project traffic conditions, the Project study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

**Table 43-5  
Existing Plus Ambient Growth Plus Project Intersection Delay and Level of Service**

Intersection	Jurisdiction	Traffic Control <sup>2</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>	
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening
			L	T	R	L	T	R	L	T	R	L	T	R		
Temescal Canyon Road (NS) at:													23.9-C	19.1-C		
Lawson Road (EW) -#1	County	CSS	0	1	0	0	1	0	0	1	0	0			0	0
Trilogy Parkway (EW) -#2													9.3-A	10.2-B		
	County	TS	1	1	0	0	1	1	1	0	1	0			0	0
Project Access (NS) at:													16.3-C	11.6-B		
Temescal Canyon Road (EW) -#3	County	<b>CSS</b>	0	0	0	<b>1</b>	0	<b>1</b>	<b>1</b>	1	0	0			1	0
Campbell Ranch Road (NS) at:													25.2-C	15.4-B		
Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1			1	0
Indian Truck Trail (EW) -#5													15.3-B	16.2-B		
	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3			0.3	1.3
I-15 Freeway SB Ramps (NS) at:													23.9-C	23.0-C		
Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1			1	0
Indian Truck Trail (EW) -#7													14.0-B	14.4-B		
	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1			2	0
I-15 Freeway NB Ramps (NS) at:													50.8-D	16.9-B		
Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0			2	1>>
Indian Truck Trail (EW) -#9													16.6-B	15.6-B		
	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0			2	1

Source: Table 6 of TIA, Appendix 11.

<sup>1</sup> When a right turn lane 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; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement.

<sup>2</sup> Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS= Cross Street Stop; TS= Traffic Signal.

Potentially Significant Impact      Less than Significant with Mitigation Incorporated      Less Than Significant Impact      No Impact

3. Existing Plus Ambient Growth Plus Project Plus Cumulative

The Existing Plus Ambient Growth Plus Project Plus Cumulative delay and Level of Service for the study area roadway network are shown in **Table 43-6, Existing Plus Ambient Growth Plus Project Plus Cumulative Intersection Delay and Level of Service**. Table 43-6 shows delay values based on the geometrics at the study area intersections without and with improvements.

For Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions, the Project study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

**Table 43-6  
Existing Plus Ambient Growth Plus Project Plus Cumulative Intersection Delay and Level of Service**

Intersection	Jurisdiction	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay-LOS <sup>2</sup>			
			Northbound			Southbound			Eastbound			Westbound			Morning	Evening		
			L	T	R	L	T	R	L	T	R	L	T	R				
Temescal Canyon Road (NS) at: Lawson Road (EW) -#1 -Without Improvements	County	CSS	0	1	0	0	1	0	0	1	0	0	0	0	0	0	24.8-C	20.1-C
-With Improvements		<b>TS</b>	0	1	0	0	1	0	0	1	0	0	0	0	0	0	20.6-C	17.8-B
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	0	0	9.3-A	10.2-B
Project Access (NS) at: Temescal Canyon Road (EW) -#3	County	CSS	0	0	0	<b>1</b>	0	<b>1</b>	<b>1</b>	1	0	0	1	0	0	0	16.6-C	11.9-B
Campbell Ranch Road (NS) at: Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	0	0	26.3-C	15.9-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	0	0	15.7-B	16.7-B
I-15 Freeway SB Ramps (NS) at: Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	0	0	24.1-C	23.4-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	0	0	14.6-B	14.6-B
I-15 Freeway NB Ramps (NS) at: Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	0	0	51.4-D	17.0-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	0	0	17.6-B	15.8-B

Source: Table 7 of TIA, Appendix I1.

<sup>1</sup> When a right turn lane 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; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement.

<sup>2</sup> Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS= Cross Street Stop; TS= Traffic Signal.

The unsignalized intersection of Temescal Canyon Road (NS) at Lawson Street (EW) has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (2014 Edition). A traffic signal is projected to be warranted at that intersection for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions (see Appendix E of the TIA).

The Project shall participate in the phased construction of future off-site traffic signals through payment of fair share traffic signal mitigation fees. The traffic signals within the study area at build out should specifically include an interconnect of the traffic signals to function in a



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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coordinated system. The Project fair share percentage has been based on the proportion of Project peak hour trips contributed to the improvement location relative to the total new peak hour Existing Plus Ambient Growth Plus Project Plus Cumulative traffic volumes.

This is consistent with, and implements the General Plan Circulation Element requirements. Therefore, the Project does not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system.

In addition, the developer will be required to pay the County of Riverside’s Development Impact Fee (DIF) and the regional Transportation Uniform Mitigation Fee (TUMF) to address the direct and cumulative environmental effects generated by new development projects. These are standard conditions, and are not considered mitigation for CEQA implementation purposes.

Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness 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. With the payment of TUMF and DIF, any impacts are anticipated to remain at a less than significant level. No mitigation is required.

- b) *Would the Project conflict with an applicable congestion management 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?*

**Less Than Significant Impact**

Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County’s Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county’s CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs in the region are consistent with the Regional Transportation Plan. The RCTC’s current Congestion Management Program was adopted in March 2011. Interstate 15 is included in the CMP.

The Riverside County Transportation Commission (RCTC) CMP does not require traffic impact assessments for development proposals. However, local agencies are required to maintain the minimum level of service thresholds included in their respective general plans. If a street or highway segment included as part of the CMP falls below the adopted minimum level of service of E, a deficiency plan is required.

Some of the vehicle trips generated by the development on the Project site will connect to the CMP network at Interstate 15, and development associated with the proposed Project may add an additional increment of traffic to the designated CMP network. The proposed Project is estimated to result in 838 daily vehicle trips. Figure 4 (Existing Average Daily Traffic Volumes) of the TIS shows 14,300 existing trips on Temescal Canyon Road at the I-15 Freeway, and 12,000 existing ADT at the I-15 Freeway Indian Truck Trail. Figure 16 (Project Average Daily Traffic

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Volumes) of the *TIS* shows that the Project will add 300 ADT to the I-15 at Temescal Canyon Road and 300 ADT to the I-15 at Indian Truck Trail. This represents a 2.1% increase at each respective intersection from the Project. According to Figure 4 of the *TIS*, there are 128,000 ADT on I-15 in proximity of the Project. The Project would result in an addition of 600 ADT to the I-15 at both interchanges, combined. This would equate to a 0.47% increase to I-15 ADT. While this does represent an increase in trips, the County has determined that this increase is not considered cumulatively considerable due to the small percentage increase.

Any impacts would be less than significant. No mitigation is required.

- c) *Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

**No Impact**

The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Due to this distance of from the Project site, implementation of the Project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No impacts are anticipated. No mitigation is required.

- d) *Would the Project alter waterborne, rail or air traffic?*

**No Impact**

There are no waterbodies that would support waterborne traffic in proximity of the Project site. The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. There is a railroad line approximately easterly of the Project site, across I-15. The Project site is located approximately 800 feet to the west of this line. The right of way exists, but there are no tracks. This line is not operable. Therefore, implementation of the proposed Project will not alter waterborne, rail, or air traffic. No impacts are anticipated. No mitigation is required.

- e) *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

**No Impact**

Roadway improvements are proposed along the Temescal Canyon Road frontage, and internal to the Project. Roadways will be installed in conformance with Ordinance No. 461, and will be installed concurrently with other Project utilities or infrastructure facilities. Conditions of approval have been added to the Project to implement Ordinance No. 461. Therefore, implementation of the proposed Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). No impacts are anticipated. No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) *Would the Project cause an effect upon, or a need for new or altered maintenance of roads?*

**Less Than Significant Impact**

The Project will result in an incremental impact for additional roadway maintenance; and it will result in impacts to new, roadway maintenance. The Project is located off of Temescal Canyon Road. Temescal Canyon Road is an existing roadway assigned by the County of Riverside’s roadway maintenance list, which requires maintenance to be continuing and on-going on an annual basis. According to the TIA, 838 average daily trips (ADTs) will be added. This represents a 1.5% increase to existing volumes. This percentage will decrease as a percentage of the overall traffic, as additional development occurs over time.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to traffic improvement facilities. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. DIF for single family residential for traffic improvement facilities will be required prior to the issuance of a certificate of occupancy. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance.

Therefore, any impacts from the Project are considered less than significant. No mitigation is required.

g) *Would the Project cause an effect upon circulation during the Project’s construction?*

**Less Than Significant Impact**

Construction of the proposed Project may temporarily affect the operation of the immediate circulation network during the construction phase of the Project. The Project will be required to obtain an encroachment permit prior to commencing any construction within the public right-of-way. This will also include the submittal and approval of a traffic control plan (TCP) which is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Lastly, any impacts will be short-term and will cease once the construction phase is completed. Therefore, any impacts upon circulation during the Project’s construction will be considered less than significant. No mitigation is required.

h) *Would the Project result in inadequate emergency access or access to nearby uses?*

**No Impact**

The Project will take access from an existing, improved roadway (Temescal Canyon Road) that will connect into part of an adopted emergency response plan/emergency evacuation plan, as implemented by the County of Riverside. None of the Project components will create impacts that would result in inadequate emergency access or access to nearby uses. No impacts are anticipated and no mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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i) *Would the Project 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?*

**Less Than Significant Impact**

There is no local serving transit in the vicinity of the Project. Riverside Transit Agency Route 206 provides commuter bus service between the Corona Transit Center and the Promenade Mall in Temecula; Route 206, which only operates on weekdays, it is not located in the immediate vicinity of the Project site. At its closest point, Route 206 stops at Tom’s Farms approximately 0.9 miles northwest of the Project site. The Project proposes no changes to this routing. A bus turnout is proposed on the southwestern portion of the Project site on Temescal Canyon Road to accommodate a potential future bus route in this area that may utilize Temescal Canyon Road.

According to TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*, a “historic trail” (Southern Immigrant Trail, Juan Batista De Anza National Historic Trail) is generally located along Temescal Canyon Road. The Juan Bautista de Anza National Historic Trail is a 1,210-mile (1,950 km) National Park Service unit in the United States National Historic Trail and National Millennium Trail programs. The trail route extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert and coastal areas in Southern California and the Central Coast region to San Francisco. As shown in Sections ‘A-A’ thorough ‘C-C’ of TR 37153, a 10’ wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (d.g.) will be installed on the north side of Temescal Canyon Road, adjacent to the Project’s southerly property line. This will serve as an addition to the Juan Bautista de Anza National Historic Trail. Therefore, implementation of the Project will not result in any conflicts with any adopted policies supporting alternative transportation (e.g. bus turnouts). Less than significant impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**44. Bike Trails.**

**Sources:** TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*; **Figure 1, TR 37153**; and National Park Service website: <https://www.nps.gov/juba/index.htm>

**Findings of Fact:**

**No Impact**

According to TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*, a “historic trail” (Southern Immigrant Trail, Juan Batista De Anza National Historic Trail) is generally located along Temescal Canyon Road. The Juan Bautista de Anza National Historic Trail is a 1,210-mile (1,950 km) National Park Service unit in the United States National Historic Trail and National Millennium Trail programs. The trail route extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert and coastal areas in Southern California and the Central Coast region to San Francisco. As shown in Sections ‘A-A’ thorough ‘C-C’ of TR 37153,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (d.g.) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. This will serve as an addition to the Juan Bautista de Anza National Historic Trail. As shown in Sections 'A-A' thorough 'C-C' of TR 37153, a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (DG.) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. Therefore, implementation of the proposed Project will not impact bike trails. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**TRIBAL CULTURAL RESOURCES** Would the project

**45. Tribal Cultural Resources**

a) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k); or,

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.

**Source(s):** *Temescal Canyon Residential Project Phase I and II Cultural Resources Assessment*, prepared by ESA PCR, November 2016 (**Appendix D1**, 2016 CRA); *Assembly Bill 52 (AB 52)/Senate Bill 18 (SB 18) Formal Notification (GPA 1203, TR 37153)*, prepared by County of Riverside, August 16, 2016 (**Appendix D2 County AB52/SB18 Letter**); *Pechanga Tribe Request for Consultation Pursuant to AB52/SB18 for GPA 1203, TR 37153*, received from Pechanga Band of Luiseño Indians, August 26, 2016 (**Appendix D3, Pechanga Letter**); and *General Plan Amendment No. 1203 Response Letter*, received from the Pala Tribal Historic Preservation Office, September 28, 2016 (**Appendix D4, Pala Letter**).

**Findings of Fact:**

a,b) *Is the Project listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section*



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*5020.1 (k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1?*

**Less Than Significant Impact**

SB18 notices were sent out to 16 Tribes on September 6, 2016. Pechanga requested consultation, Pala did not wish to consult unless there was ground disturbance associated with the Project. There was no response from the other 14 tribes. AB52 notifications were sent out on August 16, 2016 to the following seven (7) tribes: Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Gabrieleno Band of Mission Indians-Kizh Nation, Ramona Band of Cahuilla, Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians and the Pechanga Cultural Resources Department. The Pechanga Tribe requested to consult on the Project. The Pala Tribe did not request consultation. There was no response from the remaining Tribes.

A meeting was held in which this Project was discussed with the Pechanga Tribe on March 22, 2017. During consultation, the Pechanga Tribe stated that the Project was within a cultural landscape and within a village. A tribal representative also stated that on a site visit associated with another project, “pestles, manos, flakes, etc.” had been observed. County Staff conducted a site visit on April 10, 2017 along with two Tribal members and did not find any “pestles, manos, etc.” Two possible flakes were observed and are thought to be associated with the prehistoric site that was previously recorded on the property but that was not relocated during the cultural survey. On April 17, 2017, the agreed upon conditions of approval were sent to Pechanga, closing consultation on the Project.

CEQA defines the term “tribal cultural resource” and delineates restrictions on the meaning of the term “cultural landscape.” Pursuant to Public Resources Code section 21074(a), “tribal cultural resources” consist of either of the following:

“(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources. (B) Included in a local register of historical resources as defined in subdivision (k) of [Public Resources Code] Section 5020.1; or

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of [Public Resources Code] Section 5024.1.”

Regarding the application of the term “cultural landscape,” Public Resources Code section 21074(b) limits its definition such that “[a] cultural landscape that meets the definition of [Public Resources Code section 21074] subsection (a) is a tribal cultural resource *to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.*” (Emphasis added.) Accordingly, if an area that may potentially be considered a “cultural landscape” is *not* geographically defined in terms of the size and scope of the landscape, it cannot be found to be a “tribal cultural resource” even if it otherwise meets the qualifications for such in Public Resources code section 21074(a).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The County did not receive any evidence, from Pechanga or from any other source, geographically defining the size and scope of any cultural landscape in the Project area. Because the County has no substantial evidence to support a finding that the potential cultural landscape meets the requirements of Public Resources Code section 21074(b), the County is precluded from determining that the potential cultural landscape is a "tribal cultural resource." Because any potential cultural landscape at the Project site does not meet the definition of a tribal cultural resource as defined in Public Resources Code section 21074, the Project will have a less than significant on tribal cultural resources in this regard. No mitigation is required. However, tribal monitoring will be included as a condition of approval. Impacts in this regard will be less than significant.

The Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1. **Mitigation Measures CUL-3 through CUL-6**, above, shall be implemented in order to reduce potentially significant impacts to previously unknown archaeological resources (that are unexpectedly discovered during Project implementation) to a less than significant level.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**UTILITY AND SERVICE SYSTEMS.** Would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>46. Water.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016. (**Appendix J, TVWD Letter**); and Western Municipal Water District Urban Water Management Plan Update 2015 <http://www.wmwd.com/DocumentCenter/View/3162> (2015 UWMP)

**Findings of Fact:**

a) *Would the Project require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?*

**Less Than Significant Impact**

The proposed Project will tie into an existing 30" Temescal Valley Water District (TVWD) water line, which is located in Temescal Canyon Road.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TVWD gets water from Western Municipal Water District (WMWD). WMWD’s retail service area includes the unincorporated areas around Lake Mathews, the City of Murrieta, and unincorporated Riverside County south of the City of Temecula.

WMWD has prepared the Western Municipal Water District Urban Water Management Plan Update 2015 (2015 UWMP).

According to Table 4-7, Projected Wholesale Demands on Western from Western’s Imported Water Agencies (2015 UWMP, p. 4-7), the following demands (in acre feet per year – AFY) are projected for the TVWD through the year 2040, at 5 year increments:

- 2020: 3,000 AFY
- 2025: 3,250 AFY
- 2030: 3,500 AFY
- 2035: 4,000 AFY
- 2040: 4,100 AFY

According to Table 6-1, Current and Planner Water Supplies (2015 UWMP, p. 4-7), the existing and planned supplies (in acre feet per year – AFY) are projected for the WMWD through the year 2040, at 5 year increments:

- 2020: 152,491 AFY
- 2025: 159,389 AFY
- 2030: 169,372 AFY
- 2035: 178,155 AFY
- 2040: 184,095 AFY

As demonstrated, as the demand for water increases, the planned supply for the entire WMWD increases.

As stated on p. ES-4 of the 2015 UWMP, WMWD’s water supply reliability analysis shows that with implementation of local projects and conservation measures and Metropolitan’s storage capacity and implementation of conservation programs, available supplies can exceed demands under normal, single-dry year, and multiple-dry year hydrologic conditions.

In addition, as it pertains to the Project, TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide potable water service to the Project. Implementation of the proposed Project will not require, or result in, the construction of new treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Less Than Significant Impact**

The proposed Project will tie into an existing 30” Temescal Valley Water District (TVWD) water line, which is located in Temescal Canyon Road.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the 2015 UWMP:

*“One of the key requirements of UWMPs is the inclusion of a long-term supply reliability analysis that demonstrates the supply-demand balance in normal, single-dry year, and multiple-dry year hydrologic conditions. Western’s water supply reliability analysis shows that with implementation of local projects and conservation measures and Metropolitan’s storage capacity and implementation of conservation programs, available supplies can exceed demands under all hydrologic scenarios.”*

WMWD’s water supply reliability analysis shows that with implementation of local projects and conservation measures and Metropolitan’s storage capacity and implementation of conservation programs, available supplies can exceed demands under normal, single-dry year, and multiple-dry year hydrologic conditions.

The TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide potable water service to the Project. Sufficient water supplies are available to serve the Project from existing entitlements and resources. No new or expanded entitlements needed. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>47. Sewer.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016. (**Appendix J, TVWD Letter**); Temescal Valley Water District web site: <https://www.temescalvwd.com/FAQ.cfm>; and Temescal Valley Water District Comprehensive Water, Recycled Water, and Wastewater Cost of Service Study (Draft Report, December 7, 2016) [https://www.temescalvwd.com/pdf/TVWD\\_Rate\\_Report.pdf](https://www.temescalvwd.com/pdf/TVWD_Rate_Report.pdf)

**Findings of Fact:**

a) *Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Less Than Significant Impact**

The Project is located within the boundaries of the Temescal Valley Water District (TVWD). TVWD owns and operates a regional wastewater treatment facility adjacent to its Administration and Operation complex within the Wild Rose Business Park. The Reclamation Facility is capable of treating 1.57 million gallons per day (gpd) of raw sewage and producing tertiary reclaimed water usable for landscape irrigation and other non-consumptive purposes. The Reclamation Facility is currently running at about 1,000,000 gpd, or at approximately 63.7% of capacity.

The Project will tie into an existing 24" TVWD sewer line, which is located in Temescal Canyon Road. At Campbell Ranch Road, this sewer line ties into an existing sewer lift station located at the southeastern corner of Temescal Canyon Road and Campbell Ranch Road.

The TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide sewer service to the Project.

Implementation of the proposed Project will not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. No septic facilities are proposed. Any impacts are considered less than significant. No mitigation is required.

- b) *Would the Project result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

**Less Than Significant Impact**

The Project will tie into an existing 24" Temescal Valley Water District (TVWD) sewer line, which is located in Temescal Canyon Road. At Campbell Ranch Road, this sewer line ties into an existing sewer lift station located at the southeastern corner of Temescal Canyon Road and Campbell Ranch Road.

The Project is located within the boundaries of the Temescal Valley Water District (TVWD). TVWD owns and operates a regional wastewater treatment facility adjacent to its Administration and Operation complex within the Wild Rose Business Park. The Reclamation Facility is capable of treating 1.57 million gallons per day of raw sewage and producing tertiary reclaimed water usable for landscape irrigation and other non-consumptive purposes. Currently, the facility is at approximately 63.7% of capacity. Therefore, sufficient wastewater capacity is available to serve the Project from existing resources.

In addition, the TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide potable sewer service to the Project.

Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>48. Solid Waste.</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP (County Integrated Waste Management Plan))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Source(s):** *General Plan.*

**Findings of Fact:**

- a) *Is the Project served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

***Less Than Significant Impact***

The Project site is located about 3.5 miles south of the El Sobrante Landfill and 42 miles southwest of the Lamb Canyon Landfill. The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79). The landfill property encompasses approximately 1,189 acres, of which 580.5 acres encompass the current landfill permit area. Of the 580.5-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive about 5,000 tons of refuse per day and had an estimated total disposal capacity of approximately 15.646 million tons as of June 30, 2009. As of January 2011, the landfill had a total remaining capacity of approximately 8.647 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2021. During 2010 the Lamb Canyon Landfill accepted daily average volume of 1,703 tons and a period total of approximately 529,744 tons. Landfill expansion potential exists at this landfill site.

The El Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 1910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. It encompasses 1,322 acres, of which 645 acres are permitted for landfill operations. According to the El Sobrante operating permit, the Landfill has a total disposal capacity of approximately 209.91 million cubic yards and can receive up to 70,000 tons per week of refuse. The operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day. As of January 2011, the landfill had a remaining in-County disposal capacity of approximately 38.506 million tons. In 2010, the El Sobrante Landfill accepted a total of 694,963 tons, or approximately 0.695 million tons of waste generated within Riverside County. The daily average for in-County waste was 2,235 tons during 2010. The landfill is expected to reach capacity in approximately 2036. Development of all phases of the Project would be served by a landfill with sufficient permitted capacity to accommodate the proposed Project's solid waste disposal needs. Impacts are considered incremental, yet less than significant. No mitigation is required.

- b) *Does the Project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Less Than Significant Impact**

The County evaluates solid waste generation based on a per capita generation rate. A residential solid waste generation rate of 13 lbs./residential unit per day was selected to forecast the daily and annual capacity of solid waste generation at full development, 83 single family residences. Average daily solid waste generation would be about 1,079 lbs. per day (0.54 tons). Annual average solid waste generation would be about 393,835 lbs. or about 197 tons per year. Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be about 0.27 tons per day for disposal at either the El Sobrante Landfill or the Lambs Canyon Landfill. This is approximately one quarter per day or an increase in solid waste disposal of about 0.024% at either landfill. Thus, the proposed Project will consume some capacity of the existing landfills, but the level of adverse impact is considered less than significant. There is adequate capacity at the area landfills to accommodate the solid waste generated by the proposed Project, and the Project will comply with all laws and regulations in managing solid waste.

The Project will be required to comply with the following conditions of approval:

- Condition of Approval 80.WASTE 001 (USE - WASTE RECYCLE PLAN – WRP);
- Condition of Approval 80.WASTE 002 (USE RECYCLING COLLECTION PLAN);
- Condition of Approval 90.WASTE 001 (USE - WASTE REPORTING PLAN – WRP); and
- Condition of Approval 90.WASTE 002 (USE – RECYCLING COLLECTION AREA).

These are standard conditions, and are not considered unique mitigation pursuant to CEQA. The proposed Project would be consistent with the County Integrated Waste Management Plan. Any impacts would be less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**49. Utilities.**

Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Source(s):** Project Application Materials; *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis*, prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (**Appendix B, AQ/GHG/HRA**); Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); and Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Network of Care website.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Findings of Fact:**

- a) *Would the Project impact electricity facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

***Less Than Significant Impact***

The proposed future residences will consume electricity. Southern California Edison supplies electricity to the Project. Electrical power exists directly adjacent to the Project site along Temescal Canyon Road. Annual estimated electricity consumption based on SCAQMD values for single-family residential units is 5,626 Kw per year. For the proposed 83 single family residential units, annual energy consumption is estimated to be about 466,958 Kw per year or approximately 467 Mw per year.

Electrical facilities planning was based on a General Plan Land Use Designation of Business Park (BP). Using a Floor Area Ratio of 0.45 (this is a mid-range number based on information from Table LU-4 of the County’s General Plan), the 14.8-acre site would anticipate approximately 290,110 square feet of BP uses. Annual estimated electricity consumption based on SCAQMD (CalEEMOD) values in Riverside County (climate zone 10) for business park (office park) is 10.17 Kilowatt hours per square foot per year (KWhr/sf/yr). CalEEMod breaks down electricity usage into 3 categories: Title 24 Electricity (3.22 KWhr/sf/yr), Nontitle 24 Electricity (2.6 KWhr/sf/yr), and Lighting Electricity (4.35 KWhr/sf/yr). For the 290,110 square feet of BP uses, annual energy consumption is estimated to be about 2,950,419 Kw per year or about 2,950 Mw per year.

The Project will result in lesser electricity usage than anticipated under the current General Plan Land Use Designation and zoning classification. Adequate commercial electricity supplies are presently available in southern California to meet this forecast demand. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

- b) *Would the Project impact natural gas facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

***Less Than Significant Impact***

The proposed Project will be connected to The Gas Company’s natural gas distribution system. Connections are available in Temescal Canyon Road to the south of the Project site. According to SCAQMD consumption data, new single-family units consume 6,665 cubic feet per month. Annual consumption of natural gas by the proposed 83 residential units is forecast to be approximately 553 MCF (the term MCF equals 1,000 cubic feet) per year.

Natural gas facilities planning was based on a General Plan Land Use Designation of Business Park (BP). Using a Floor Area Ratio of 0.45 (this is a mid-range number based on information

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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from Table LU-4 of the County's General Plan), the 14.8-acre site would anticipate approximately 290,110 square feet of BP uses. Annual estimated natural gas consumption based on SCAQMD CalEEMOD) values in Riverside County (climate zone 10) for business park (office park) is 2.93 thousand British thermal units per square foot per year (kBTU/sf/year). This equates to 0.00287 thousand cubic feet of natural gas (MCF) or 2.87 cubic feet. For the 290,110 square feet of BP uses, annual natural gas consumption is estimated to be about 833 MCF per year.

The Project will result in lesser natural gas usage than anticipated under the current General Plan Land Use Designation and zoning classification. Adequate commercial natural gas supplies are available to meet this forecast demand. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

- c) *Would the Project impact communications systems facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

**Less Than Significant Impact**

The communication system is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. Any impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

- d) *Would the Project impact storm water drainage facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects for storm water drainage?*

**Less Than Significant Impact**

The proposed Project is divided into 3 drainage management areas (DMAs). The Project applicant will install new storm water treatment facilities, including: new storm drains, catch basins, two (2) detention/retention basins located at the eastern/northeastern portions of the Project site. Drainage from the Project entry driveway will flow southerly into Temescal Canyon Road, and the easterly into a biotreatment MSW unit (with a curb opening).

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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These are standard conditions for the County of Riverside and are not considered not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

- e) *Would the Project impact street lighting facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

**Less Than Significant Impact**

New streetlights will be installed by the proposed Project in accordance with standard requirements and County Ordinance No. 655. The installation of these lighting improvements are part of the proposed Project and with compliance with Ordinance No. 655, the installation and future operation of these street lights can be accomplished without causing significant adverse environmental impact. Any impacts from light and glare are discussed in Section 2 (Mt. Palomar Observatory) and Section 3 (Other Lighting Issues), above. Impacts are considered less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

- f) *Would the Project impact maintenance of public facilities, including roads requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

**Less Than Significant Impact**

The proposed Project will have a less than significant impact on public facilities. Riverside County Ordinance No. 659 establishes a developer impact fee to mitigate the cost of public facilities, including roads. The Project does include roads requiring or resulting in the construction of new facilities or the expansion of existing facilities. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

- g) *Would the Project impact other governmental services, requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

**No Impact**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional Multi-Service Centers impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. Regional Multi-Service Centers are located throughout the County and provide a variety of services on a regional basis with events ranging from: athletic programs, wellness programs, senior citizen activities, arts and crafts, etc.

The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate DIF set forth in the Ordinance.

Payment of the DIF is required, and is not considered unique mitigation under CEQA. Impacts from implementation of the proposed Project that would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for regional multi-service centers, are considered incremental, and less than significant. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.

**50. Energy Conservation.**

a) Would the Project conflict with any adopted energy conservation plans?

**Source(s):** Project Application Materials.

**Findings of Fact:**

a) *Would the Project conflict with any adopted energy conservation plans?*

**No Impact**

Refer to the discussion under Section 49 above. The Project would increase the site’s demand for energy compared to it existing undeveloped state. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances. The Project will comply with all Title 24 energy conservation requirements. The Title 24 Building Energy Efficiency Standards were developed by the CEC and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a “maximum feasible” reduction in unnecessary energy consumption. No conflict with any adopted energy conservation plans would occur if the proposed Project is implemented. No impacts are anticipated. No mitigation is required.

**Mitigation:** No mitigation measures are required.

**Monitoring:** No mitigation monitoring is required.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**MANDATORY FINDINGS OF SIGNIFICANCE.**

**51.** Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

**Source(s):** Staff review, and Project Application Materials.

**Findings of Fact:**

***Less Than Significant Impact with Mitigation Incorporated***

Implementation of the proposed Project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Please reference the discussion in Section 7 (Biological Resources – Wildlife & Vegetation), Section 9 (Cultural Resources – Archaeological Resources), Section 10 (Cultural Resources – Paleontological Resources), and Section 45 (Tribal Cultural Resources). In addition to mitigation measures, standard conditions will apply to the proposed Project. Any impacts are considered less than significant.

**52.** Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of other current projects)?

**Source(s):** Staff review and Project Application Materials.

**Findings of Fact:**

***Less Than Significant Impact with Mitigation Incorporated***

As demonstrated in Sections 1 - 50 of this Environmental Assessment, the proposed Project does not have impacts which are individually limited, but cumulatively considerable. Mitigation Measures and Standard conditions, where applicable, shall be implemented on the proposed Project.

**Aesthetics**

Cumulative visual impacts would occur if the visual character of the Project site, or the immediately adjacent areas, would be degraded by the proposed Project in combination with other past, present, or reasonably foreseeable projects, thereby having a substantially negative effect on the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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surrounding aesthetics, including visual character, views, and light/glare and shade/shadow conditions. The cumulative impact study area for visual resources for the proposed Project is the Project site's viewshed.

Implementation of the proposed Project would not contribute to cumulative visual resource or aesthetic impacts. The Project proposes several design measures to minimize light pollution. This Project and other projects in the County are required to comply with the County's light pollution ordinance, which is designed to eliminate cumulative light pollution impacts. The Project is in compliance with the County's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed Project would have a less than cumulatively considerable impact to aesthetics.

**Agricultural Resources**

The cumulative area for agricultural resource impacts is Riverside County. Implementation of the proposed Project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to cumulative impacts to these resources.

**Air Quality**

The South Coast Air Quality Management District's (SCAQMD) approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Issue a) in Section 6, Air Quality, describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed Project would be consistent with the Plan.

In addition, the Riverside County Guidelines require an analysis of cumulative conditions that describes project conditions at build out with impacts from cumulative projects added to impacts from the proposed Project. Any impacts have been shown to be less than significant.

Therefore, the Project would have a less than cumulatively considerable impact on air quality.

**Biological Resources**

Because the proposed Project and the cumulative projects in this region of Riverside County would comply with the MSHCP, cumulative impacts to biological resources associated with the proposed Project have been previously considered and analyzed under the MSHCP. It was determined that cumulative impacts to biological resources would be less than significant through the implementation of the MSHCP. The potential for the proposed Project to result in direct biological impacts is addressed through the payment of MSHCP Mitigation Fees pursuant to Ordinance No. 810.2, **Mitigation Measure BIO-1** and adherence to any standard conditions, as well as conducting a 30-day preconstruction survey for burrowing owls. Therefore, the proposed Project would have a less than cumulatively considerable impact on biological resources.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Cultural Resources**

The cumulative study area for cultural and paleontological resources is the geographical area of the County of Riverside, which is the geographical area covered by the County’s General Plan, including all goals and policies included therein. Future development in the County could include excavation and grading that could potentially impact archaeological and paleontological resources, as well as human remains. The cumulative effect of the proposed Project is the continued loss of these resources. Therefore, the proposed Project, in conjunction with other development in the County, has the potential to cumulatively impact archaeological and paleontological resources. **Mitigation Measures CUL-1** through **CUL-6** would reduce the potential impacts associated with development on the Project site. Thus, the Project would have a less than cumulatively considerable impact.

**Geology and Soils**

The study area considered for the cumulative impacts related to geology and soils includes the Project site and the immediately adjacent areas. In general, only projects occurring adjacent to or very close to the project site have the potential to generate cumulative geologic and soil impacts. Current land use is vacant; adjacent land use is residential to the north, 1-15 to the east, vacant to the south, residential to the west. Therefore, the area for cumulative geology and soils area is the Project site.

Project-related impacts on geology and soils associated with development on the Project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Compliance with the California Building Code (CBC) requirements (as implemented through Ordinance No. 457 would result in decreased exposure to the risks associated with seismic activity. Therefore, the proposed Project is anticipated to have no impact on cumulative geophysical conditions in the region.

**Greenhouse Gas Emissions**

Riverside County Guidelines require an analysis of cumulative conditions that describes project conditions at build out with impacts from cumulative projects added to impacts from the proposed Project. Any impacts have been shown to be less than significant.

The greenhouse gas analysis provided in Section 21, Greenhouse Gas Emissions, analyzed the proposed Project’s cumulative contribution to global climate change and determined that the Project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions. Thus, the Project would reduce overall greenhouse gas emissions on a cumulative basis.

**Hazards and Hazardous Materials**

The hazardous materials study area considered for cumulative impacts consists of (1) the area that could be affected by proposed activities, such as the release of hazardous materials, and (2) the areas affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on site. In general, only the Project site and areas adjacent to the Project site are considered for cumulative impacts due to the limited potential impact area associated with release of hazardous materials into the environment.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. Furthermore, compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

**Hydrology and Water Quality**

The cumulative study area for hydrology and water quality is the Santa Ana Watershed. Each of the cumulative projects, individually and cumulatively, could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching both the County’s storm drain system and the Santa Ana River, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed Project, each of the cumulative projects would also be subject to NPDES and MS4 Permit requirements for both construction and operation. Each project would be required to develop a SWPPP and WQMPs and would be evaluated individually to determine appropriate BMPs to minimize impacts to surface water quality. In addition, the County reviews all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Water quality measures included in the proposed Project and the WQMP and SWPPP prepared for the Project would protect the quality of water discharged from the site during both construction and operational activities. Therefore, the Project would have a less than cumulatively considerable impact on water quality.

**Land Use and Planning**

Implementation of the proposed Project, when considered in conjunction with other existing and planned developments in the Project area, would result in the development of a currently vacant and undeveloped site. The cumulative study area analyzed for potential land use impacts is the County of Riverside.

The proposed Project includes GPA 01203, which proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Business Park (BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Medium High Density Residential (MHDR), 5-8 dwelling units per acre. The current zoning classification for the Project site is Commercial Office (CO). The Project is not consistent with this zoning classification. CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential). The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate special distances between the existing uses to the east and south such that there will not be any compatibility issues. Therefore, the proposed Project would have a less than cumulatively considerable impact that would result in a substantial alteration of the present or planned land use of an area.

**Mineral Resources**

The cumulative study area for mineral resources encompasses the entire Riverside County region due to the demand for aggregate construction materials in the region. The Project site is located within MRZ-3, which indicates that the Project site contains aggregate mineral resources. Although implementation of the proposed Project would result in minor impacts associated with the loss of availability of sand and gravel resources on the Project site, sand and gravel resources are available elsewhere in Riverside County and Southern California. In addition, the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed Project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

**Noise**

The cumulative study area for traffic noise is the proposed Project’s traffic study area.

As discussed in Sections 30-34, Noise, operation of the proposed Project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to conform to the County Noise General Plan and Ordinance standards. In addition, best management practices shall be implemented to reduce construction related noise. When the Project noise sources are added to the ambient noise sources in the Project area, any cumulative impacts will remain below established noise thresholds for construction and operation.

**Population and Housing**

The cumulative study area used to assess potential cumulative population and housing impacts includes the County of Riverside and adjacent municipalities.

Since the Project site is currently vacant, no housing units or people would be displaced and the construction of replacement housing is not required. The Project would not displace any houses or people requiring the construction of new housing elsewhere. The Project proposes 83 single-family residences, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The addition of 253 new residents into the *TCAP* would be approximately 0.43 percent of the *TCAPs* anticipated population of 58,164 persons at buildout. Therefore, the Project would have a less than cumulatively considerable impact related to population and housing.

**Public Services**

Implementation of the proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, the Project applicant would be required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed Project would have a less than cumulatively considerable impact on public services.

**Recreation**

The increase in population to the Project area (254 residents) will have a direct impact upon recreational facilities. The Project would generate the need for 1.27 acres (at 5 acres per 1,000 persons). Since only private facilities are provided on-site, the payment of in-lieu fees will be required. With payment of the DIF and Quimby Fees, any impacts from implementation of the proposed Project that would include the use of existing neighborhood or regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated, would have a less than cumulatively considerable impact on recreation services.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Transportation/Traffic**

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed Project includes the nearby development for opening year traffic conditions provided by City of Wildomar Public Works and Engineering staff. Cumulative traffic impacts are created as a result of a combination of the proposed Project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the Project. A project’s contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, the Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of Municipal Code Chapter 3.44), the Project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be accomplished through the payment of Western Riverside County TUMF, City of Wildomar development impact fees, and a fair-share contribution as directed by the City. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. The Project’s impacts to cumulative traffic conditions would be less than significant.

**Tribal Cultural Resources**

The cumulative study area for tribal cultural resources is the geographical area of the County of Riverside, which is the geographical area covered by the County’s General Plan, including all goals and policies included therein. Future development in the County could include excavation and grading that could potentially impact tribal cultural resources. The cumulative effect of the proposed Project is the continued loss of these resources. Therefore, the proposed Project, in conjunction with other development in the County, has the potential to cumulatively impact tribal cultural resources.

The Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision I of Public Resources Code Section 5024.1. **Mitigation Measures CUL-3 through CUL-6**, shall be implemented in order to reduce potentially significant impacts to previously unknown archaeological resources (that are unexpectedly discovered during Project implementation) to a less than significant level. Any impacts would be less than cumulatively considerable.

**Utilities and Service Systems**

Implementation of the proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, would increase demand for public utilities. Construction activities related to development of the Project site may result in impacts to utilities and service systems, including solid waste. Operational impacts are incremental.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Adequate capacity exists to serve the Project. Any impacts would be less than cumulatively considerable.

<b>53.</b> Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Source(s):** Staff review and Project Application Materials.

**Findings of Fact:**

***Less Than Significant Impact with Mitigation Incorporated***

Certain environmental issues address the potential for direct or indirect adverse impacts to human beings. The following issues were determined to have the potential for direct or indirect impacts on humans in the vicinity of the Project site or in the region: air quality, geology/soils, greenhouse gas/climate change, hazards and hazardous materials, hydrology and water quality, noise and transportation/traffic. Based on the evaluation of the following issues in this Environmental Assessment (geology/soils and hazards and hazardous materials), no potential for significant adverse impact is forecast if the project is implemented and no mitigation is required to be implemented to reach this finding for these issues. For the following issues, hydrology/water quality and noise the proposed project has a potential to cause significant adverse cumulative impacts, but mitigation is identified that can reduce the potential for impacts to human beings to a less than significant impact level.

## VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, [Section 15063 \(c\) \(3\) \(D\)](#). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

Earlier Project-Specific Analyses Used, if any: N/A

Location Where Earlier and Project-Specific Analysis, if used, are available for review:

Location: County of Riverside Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
Riverside, CA 92501

## VII. AUTHORITIES CITED

- Authorities cited: Public Resources Code Sections 21083 and 21083.05.
- References: California Government Code Section 65088.4.
- Public Resources Code Sections: 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151.
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Riverside County General Plan Figure S-7 Documented Subsidence Areas Map, (p. S-29)

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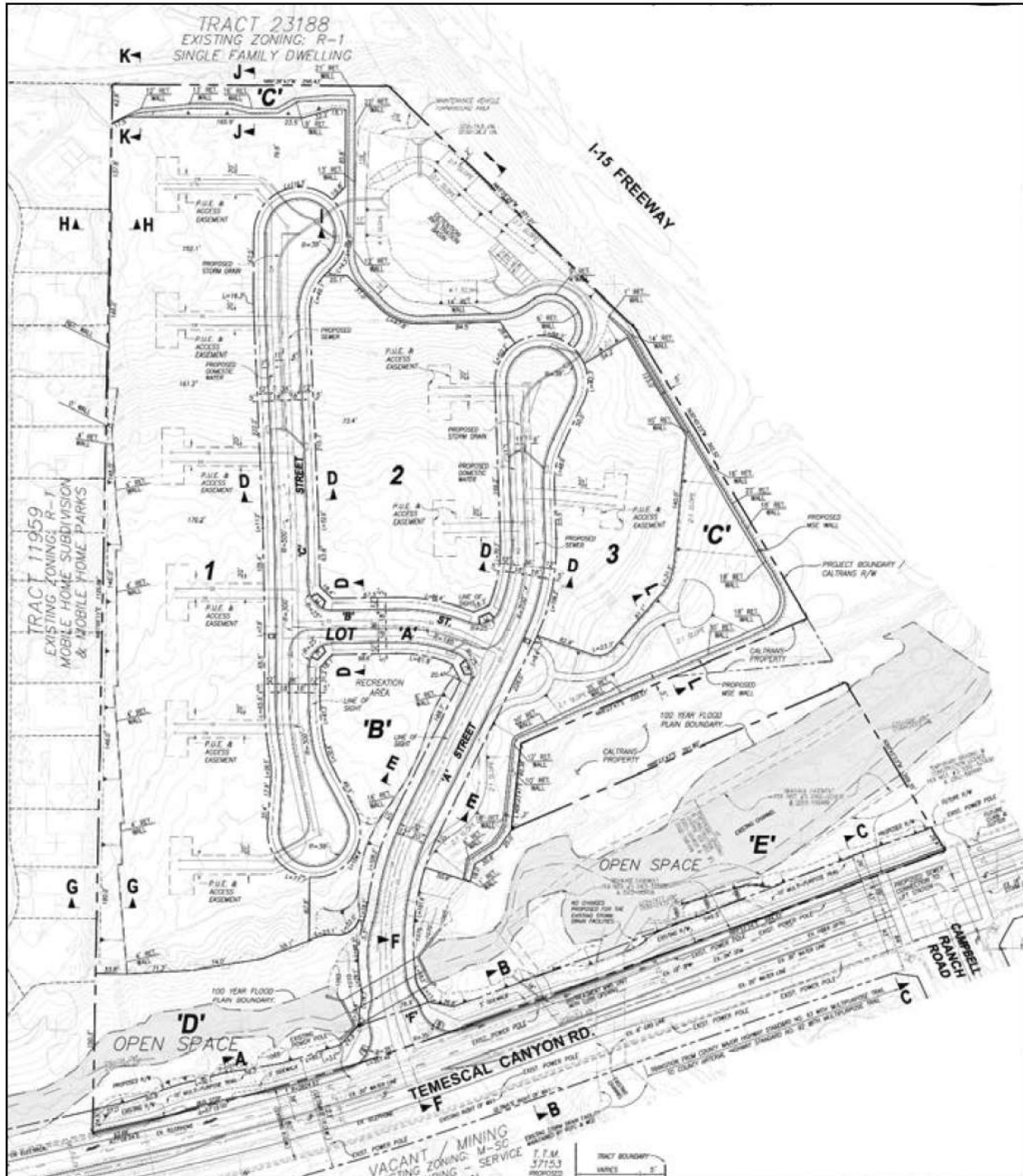
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IX. FIGURES

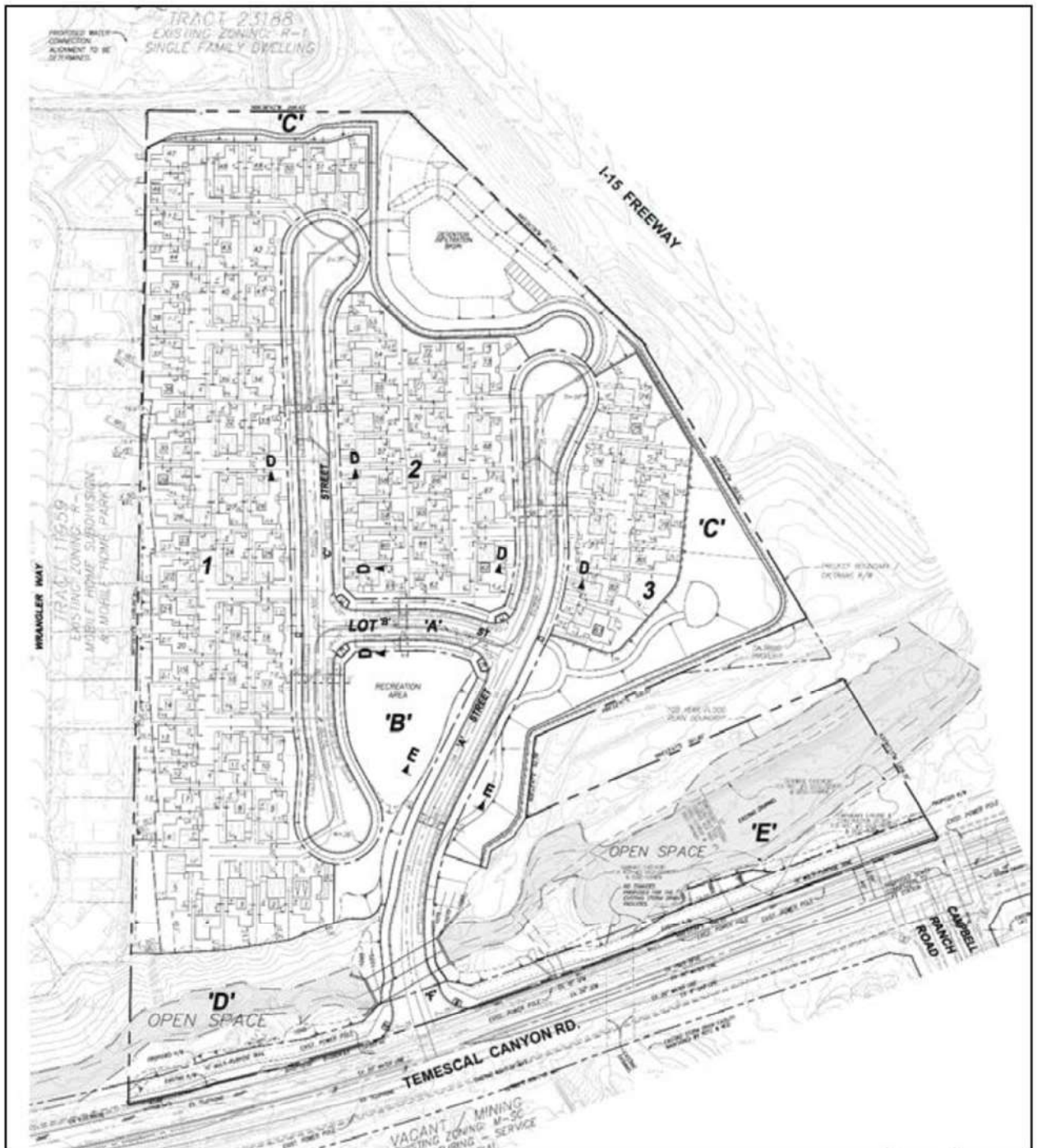
Figure 1  
TR 37153



Source: TR 37153 Exhibit, May 2017.



Figure 2  
Plot Plan 26209



Source: PP 26209 Exhibit, May 2017.

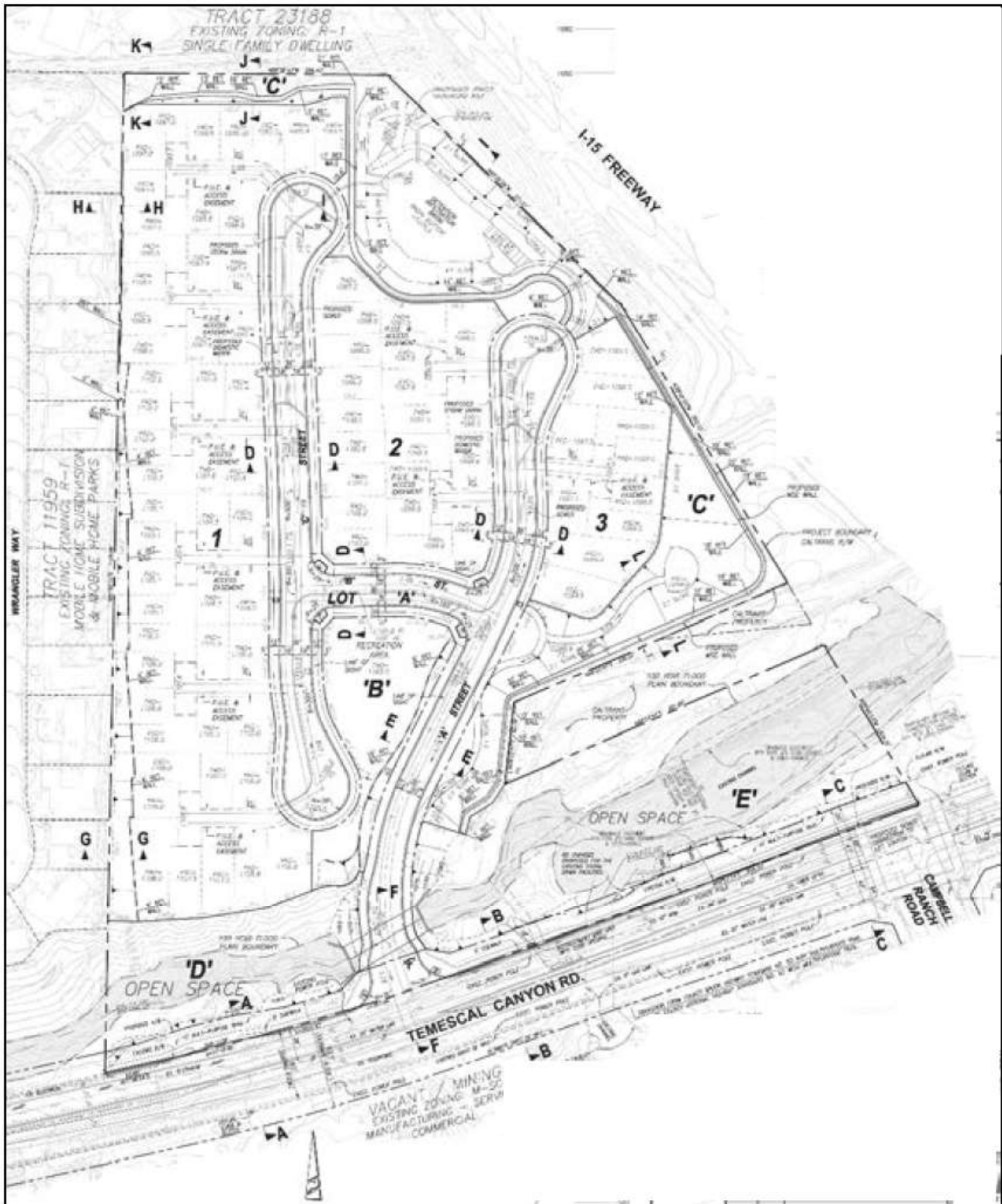
**Figure 3**  
**Plot Plan 26209 Parking Exhibit**



Source: PP 26209 Parking Exhibit, May 2017.



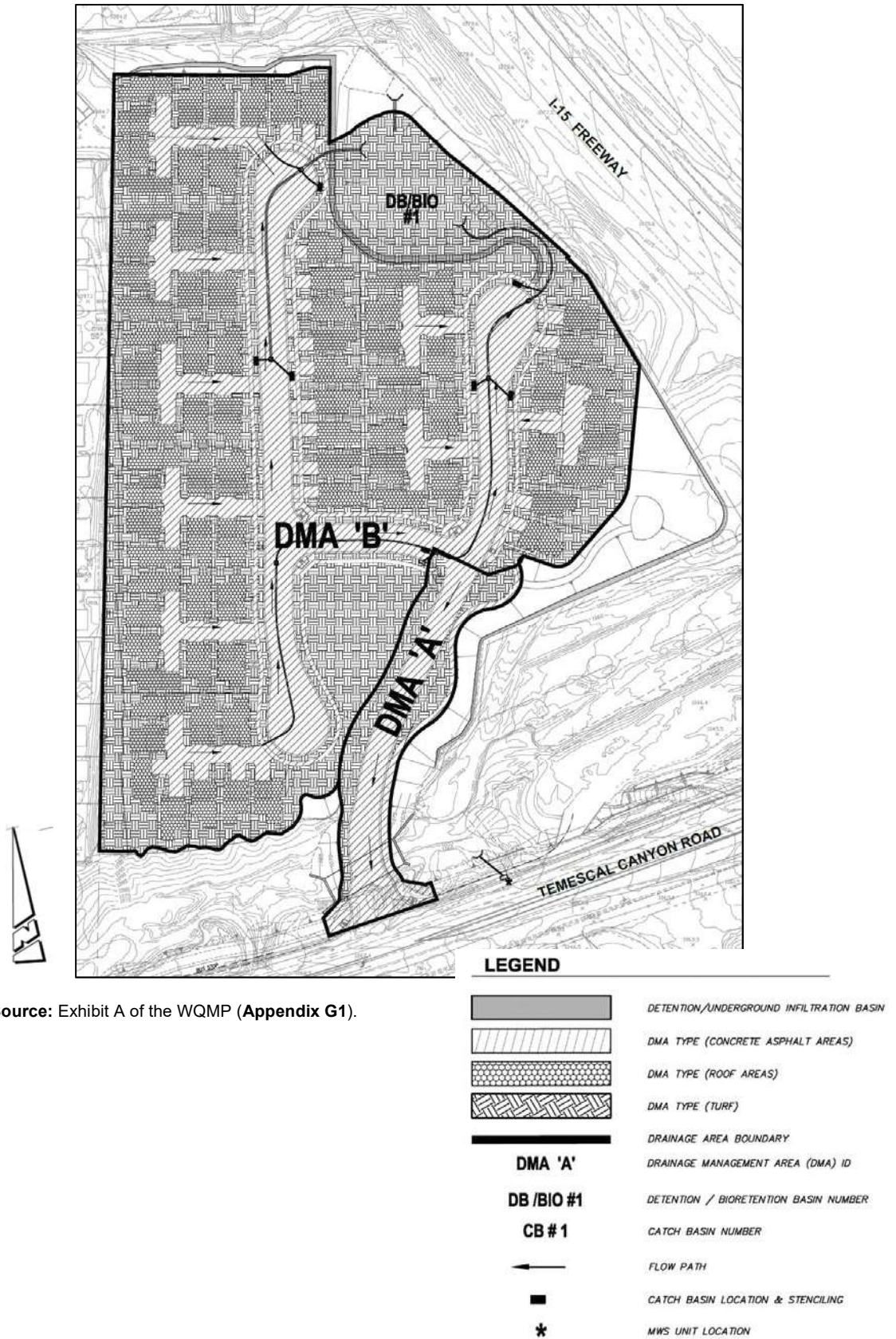
Figure 4  
TR 37153 Conceptual Grading Plan



Source: TR 37153 Grading Plan, May 2017.



Figure 5  
TR 37153 WQMP Site Map



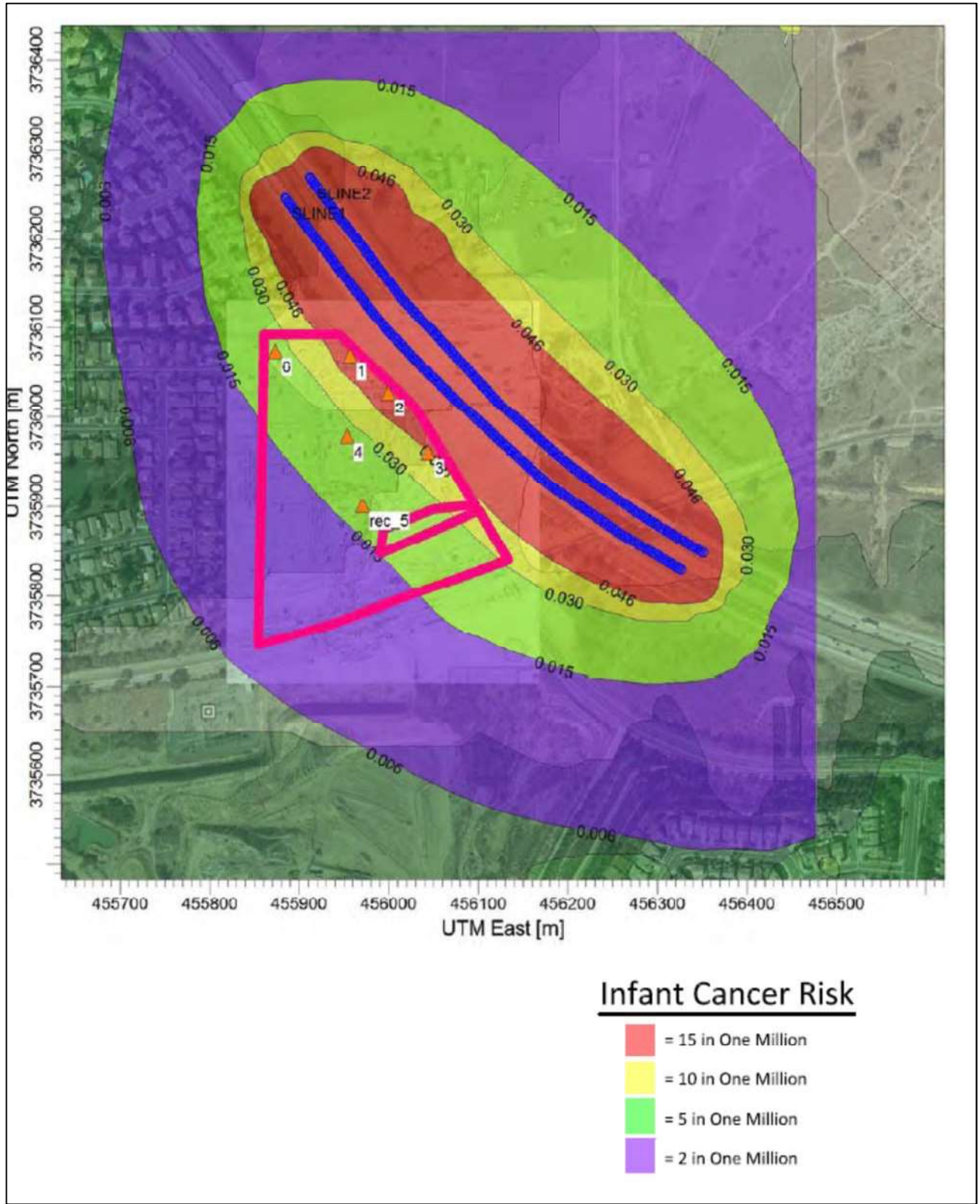
Source: Exhibit A of the WQMP (Appendix G1).

**Figure 6**  
**Aerial Photo**



**Source:** Map My Country, [http://mmc.rivcoit.org/MMC\\_Public/Viewer.html?Viewer=MMC\\_Public](http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public), accessed May 2017.

**Figure 6-1  
Modeled Project Area Annual DPM Emissions**



Source: Figure 5 of AQ/GHG/HRA, (Appendix B).



**Figure 7-1  
Plant Communities**



Source: Figure 11 of BRA (Appendix C1).



**Figure 7-2  
Impact to Plant Communities**



Source: Figure 6 of the BRA (Appendix C1).



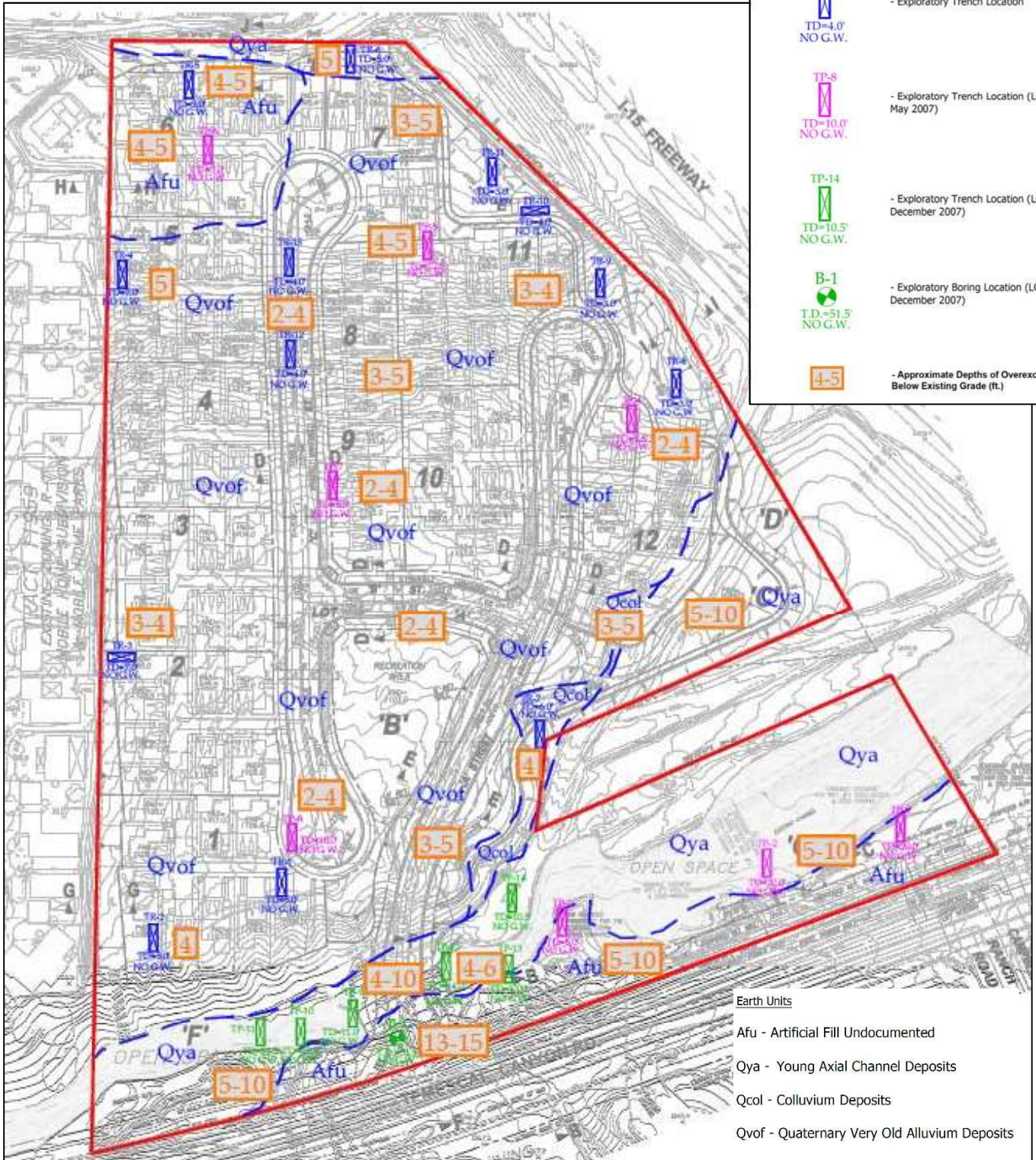
**Figure 7-3**  
**Jurisdictional Features and MSHCP Riparian/Riverine Areas**



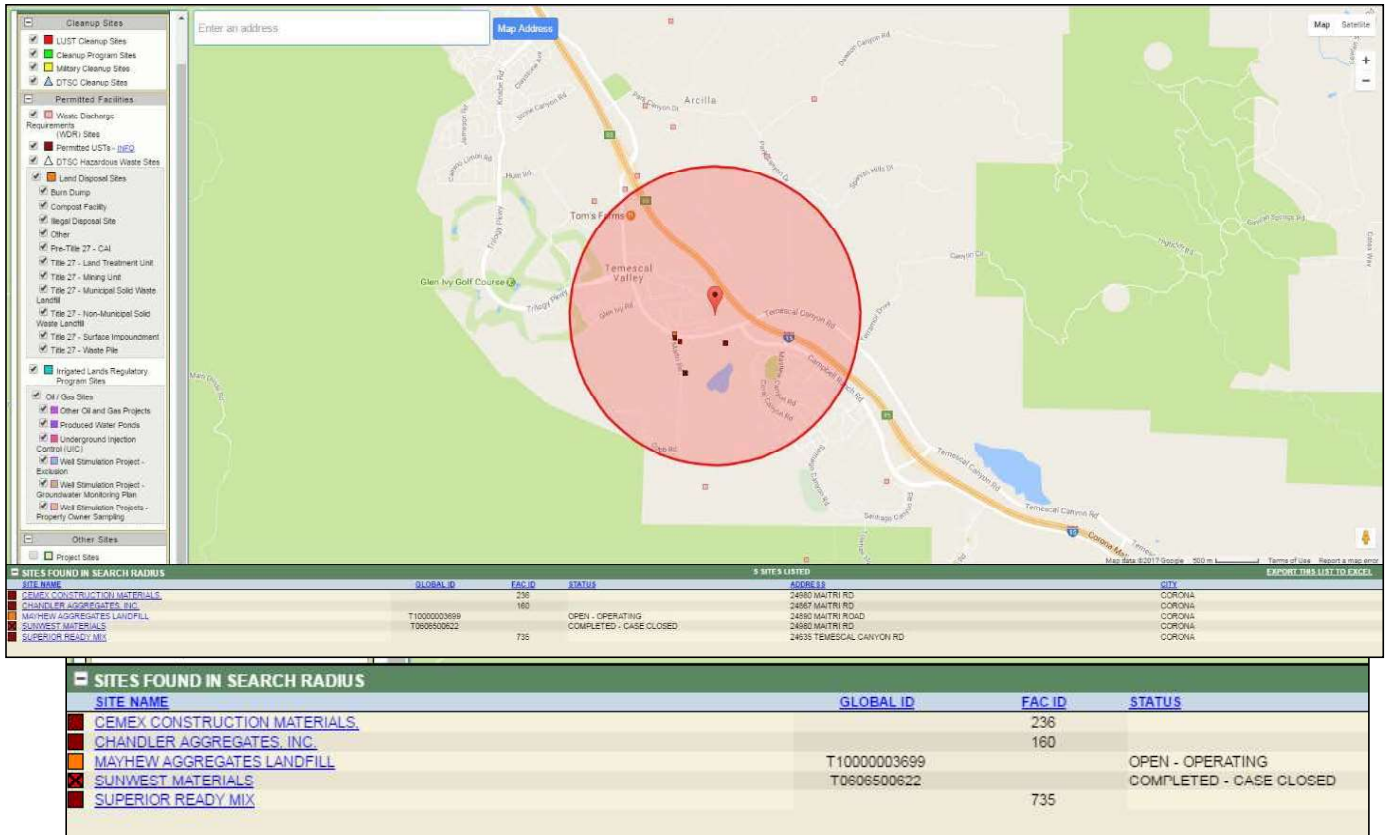
Source: Figure 9 of the BRA (Appendix C1).



**Figure 12-1  
Geotechnical Map**

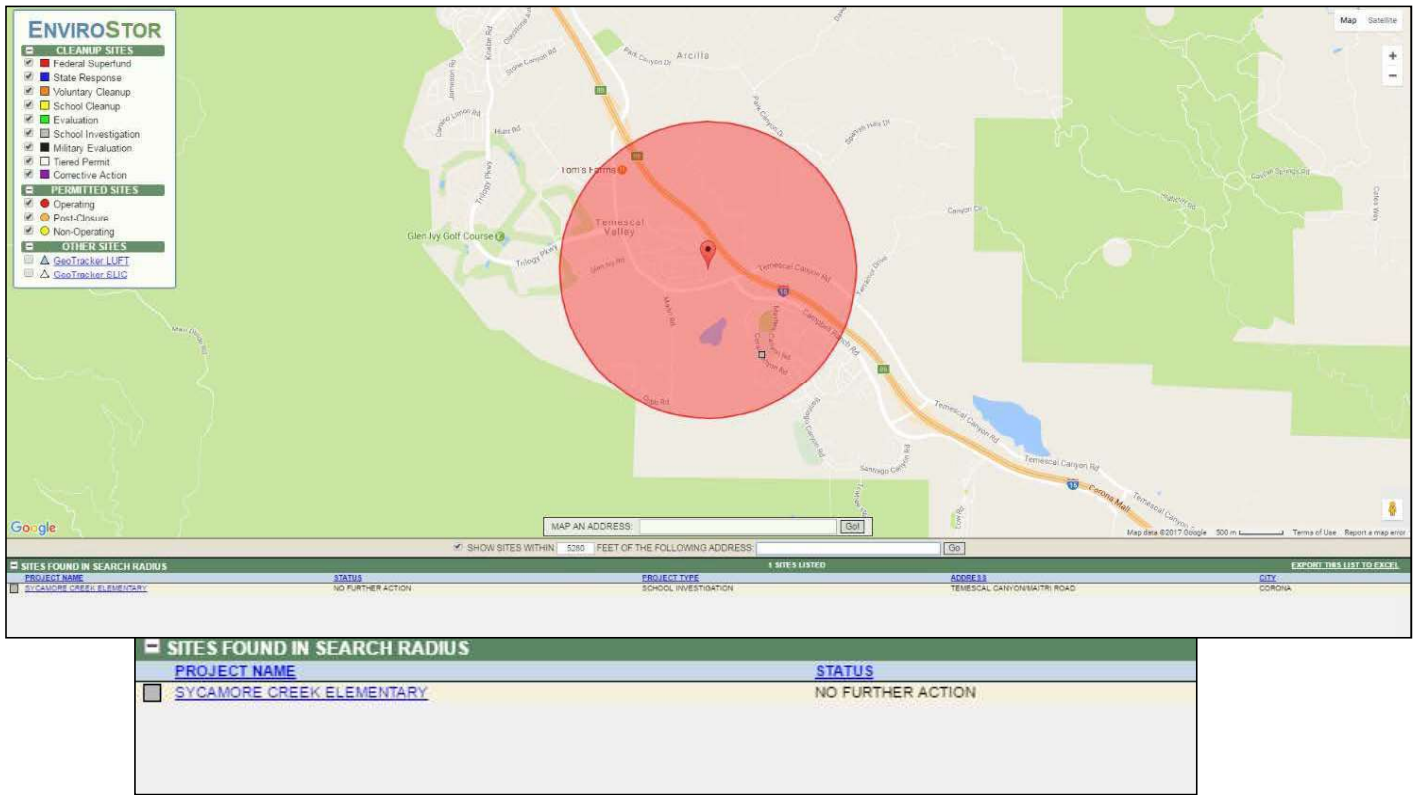


**Figure 22-1  
Geotracker Site**



Source: Geotracker Site, <http://geotracker.waterboards.ca.gov/map/>, accessed May 2017.

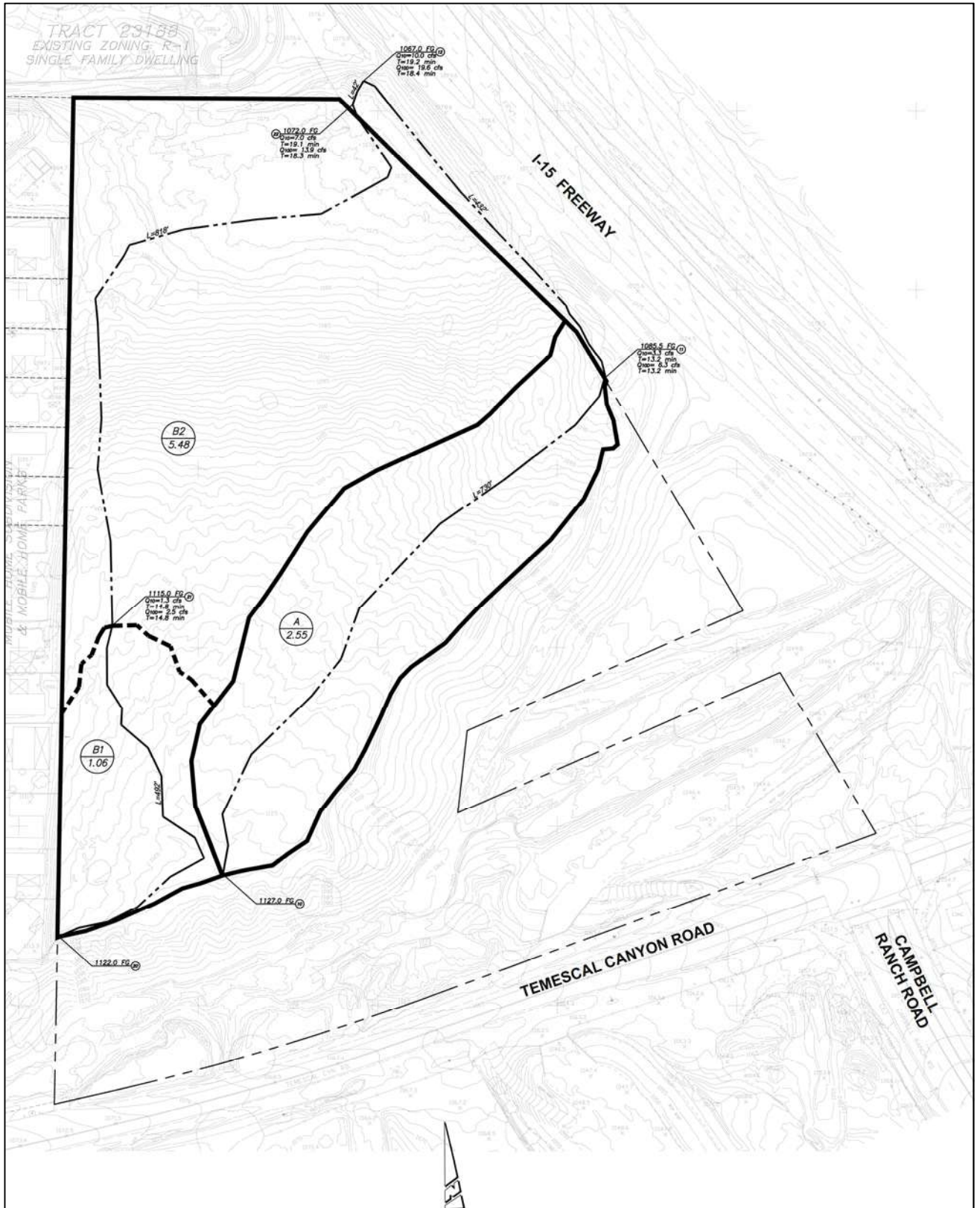
**Figure 22-2  
Envirostor Site**



Source: Envirostor Site, <http://www.envirostor.dtsc.ca.gov/>, accessed May 2017.

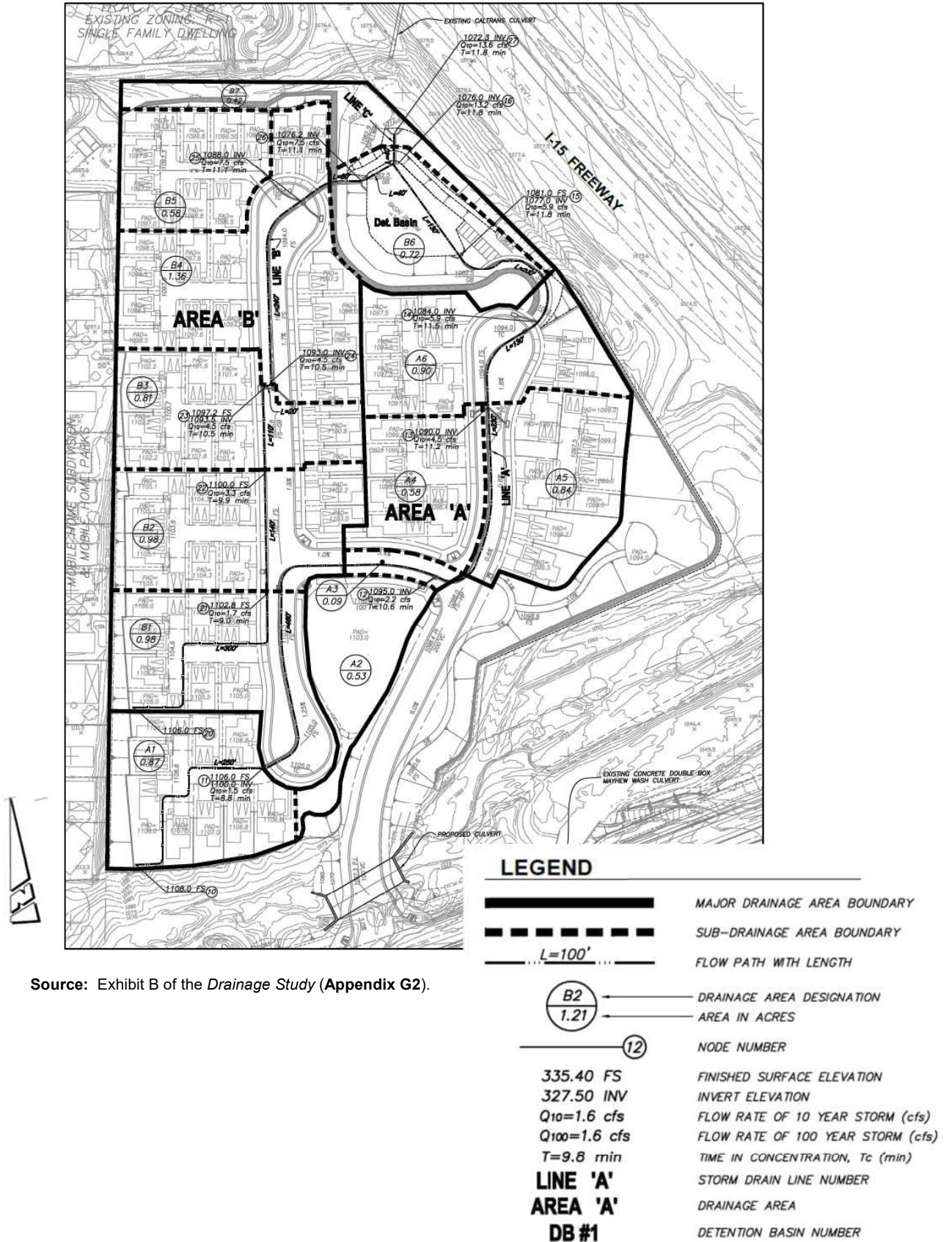


**Figure 25-1  
Existing Hydrology Map**



Source: Exhibit A of the *Drainage Study* (Appendix G2).

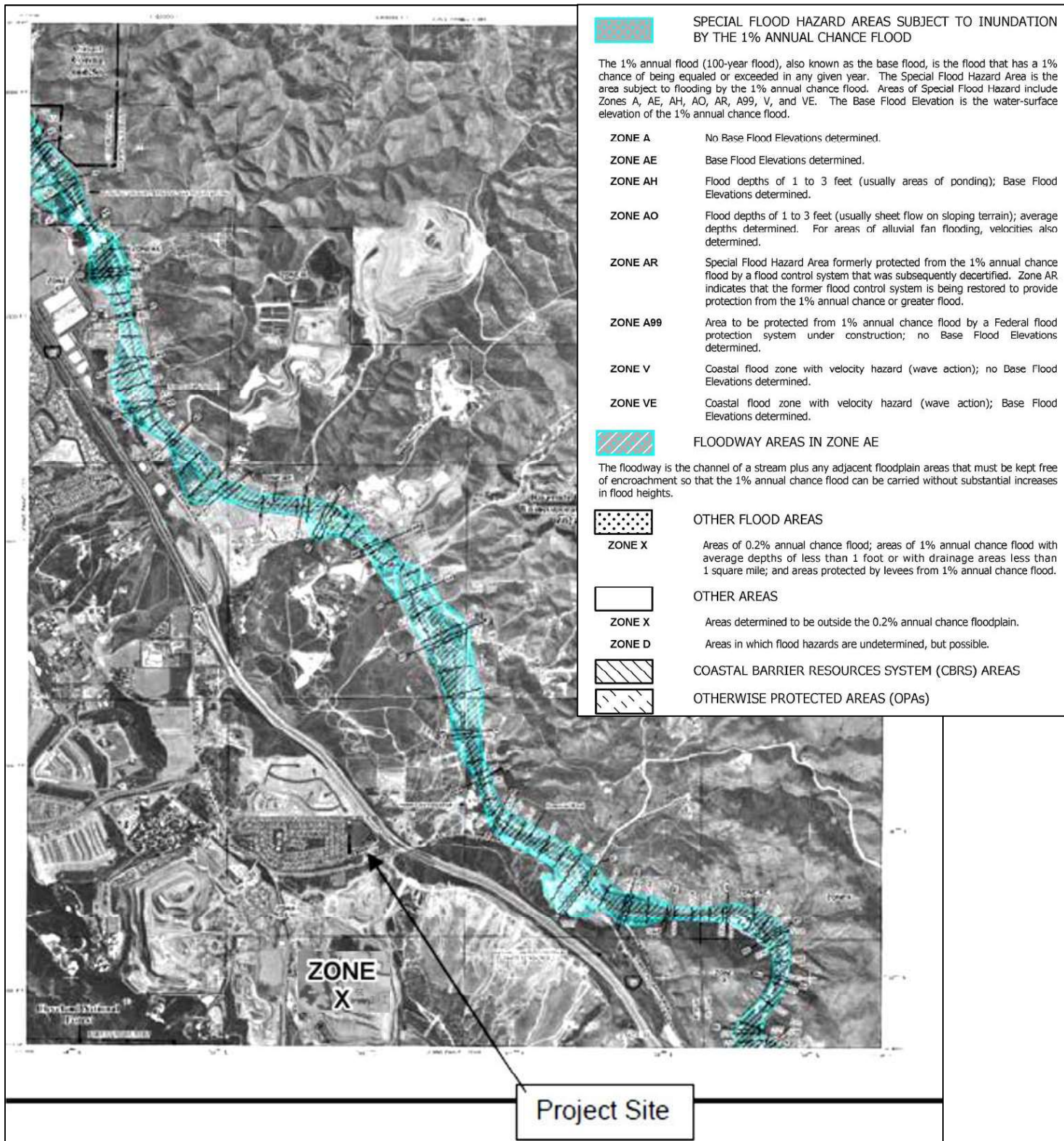
**Figure 25-2  
Proposed Hydrology Map**



Source: Exhibit B of the Drainage Study (Appendix G2).



**Figure 25-3  
FEMA Flood Map**



Source: FEMA Flood Map Service Center,  
<https://msc.fema.gov/portal/search?AddressQuery=23900%20Temescal20Canyon%20Rd%2C%20Corona%2C%20CA%2092883#searchresultsanchor>, accessed May 2017.



**Figure 32-1  
Unmitigated Traffic Noise Levels (CNEL)**



Source: Figure 3, NIA Update (Appendix H2).

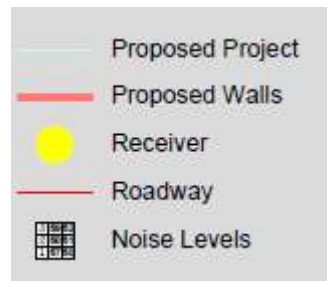




**Figure 32-2  
Mitigated Traffic Noise Levels (CNEL)**

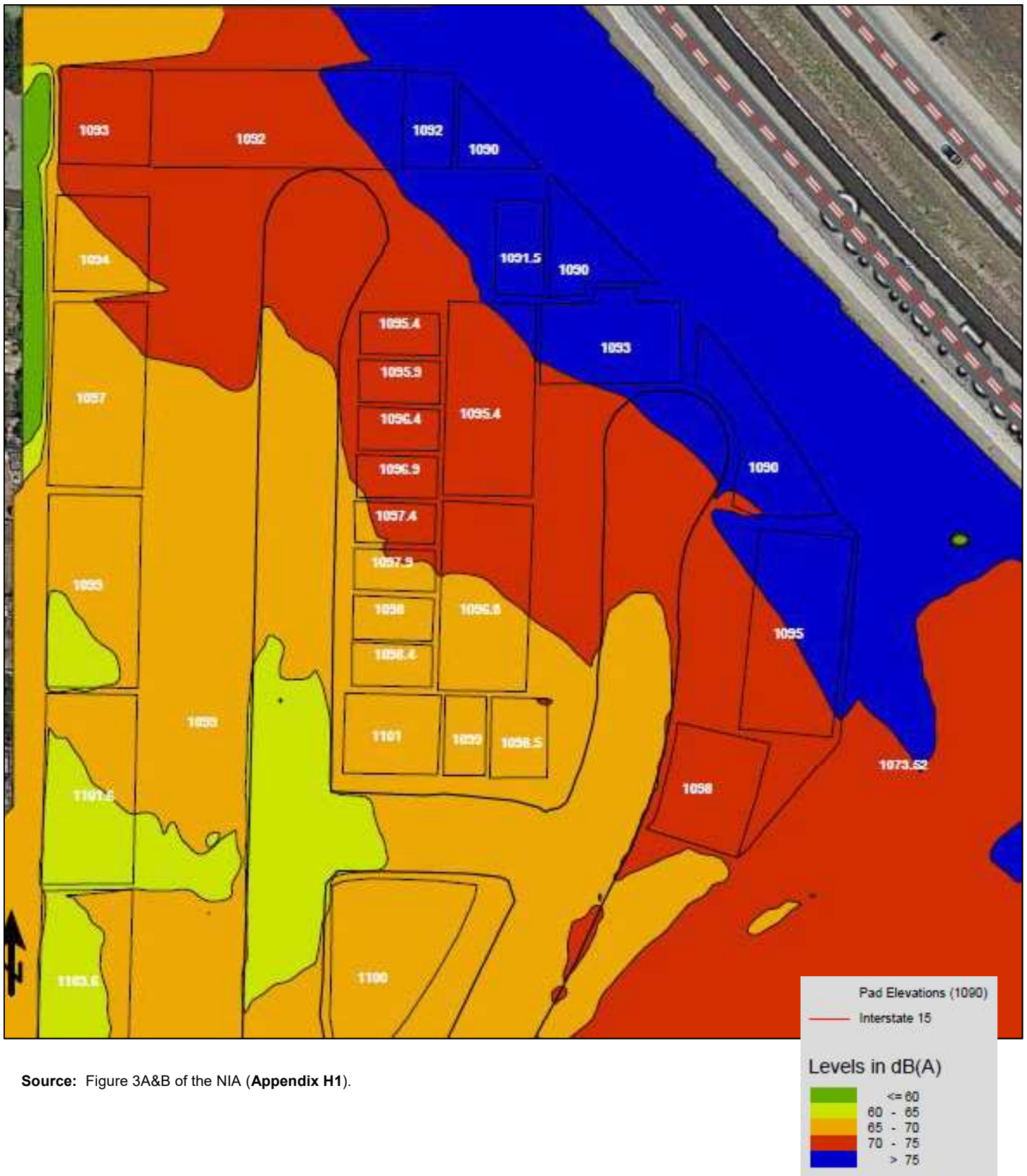


Source: Figure 4, NIA Update (Appendix H2).



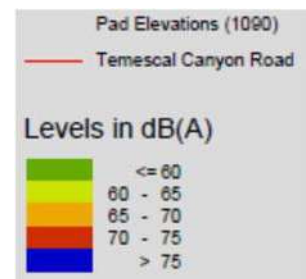


**Figure 34-1**  
**Existing, Unmitigated Noise Levels**



Source: Figure 3A&B of the NIA (Appendix H1).

Figure 34-1  
Existing, Unmitigated Noise Levels, continued



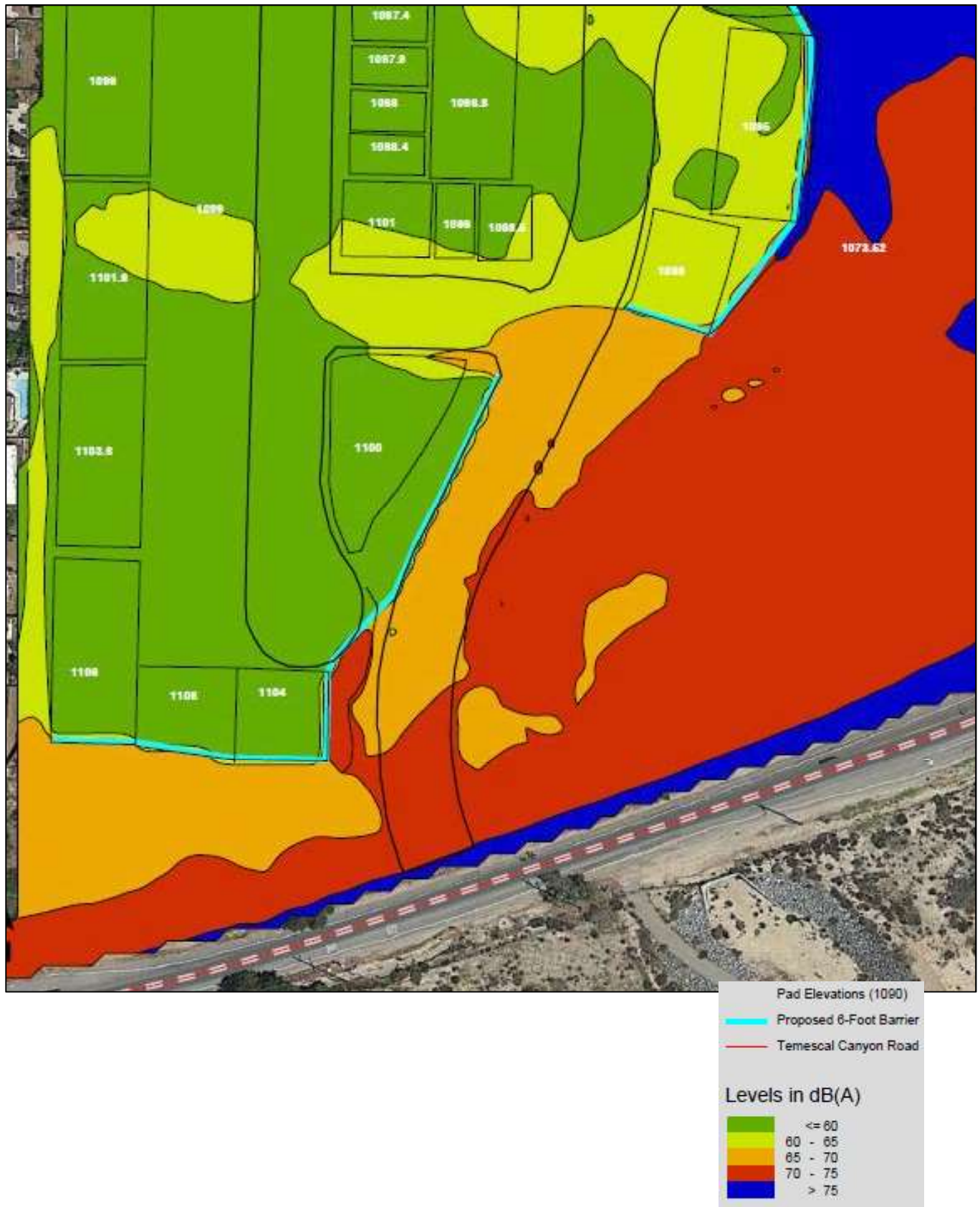


**Figure 34-2  
Mitigated Noise Levels**



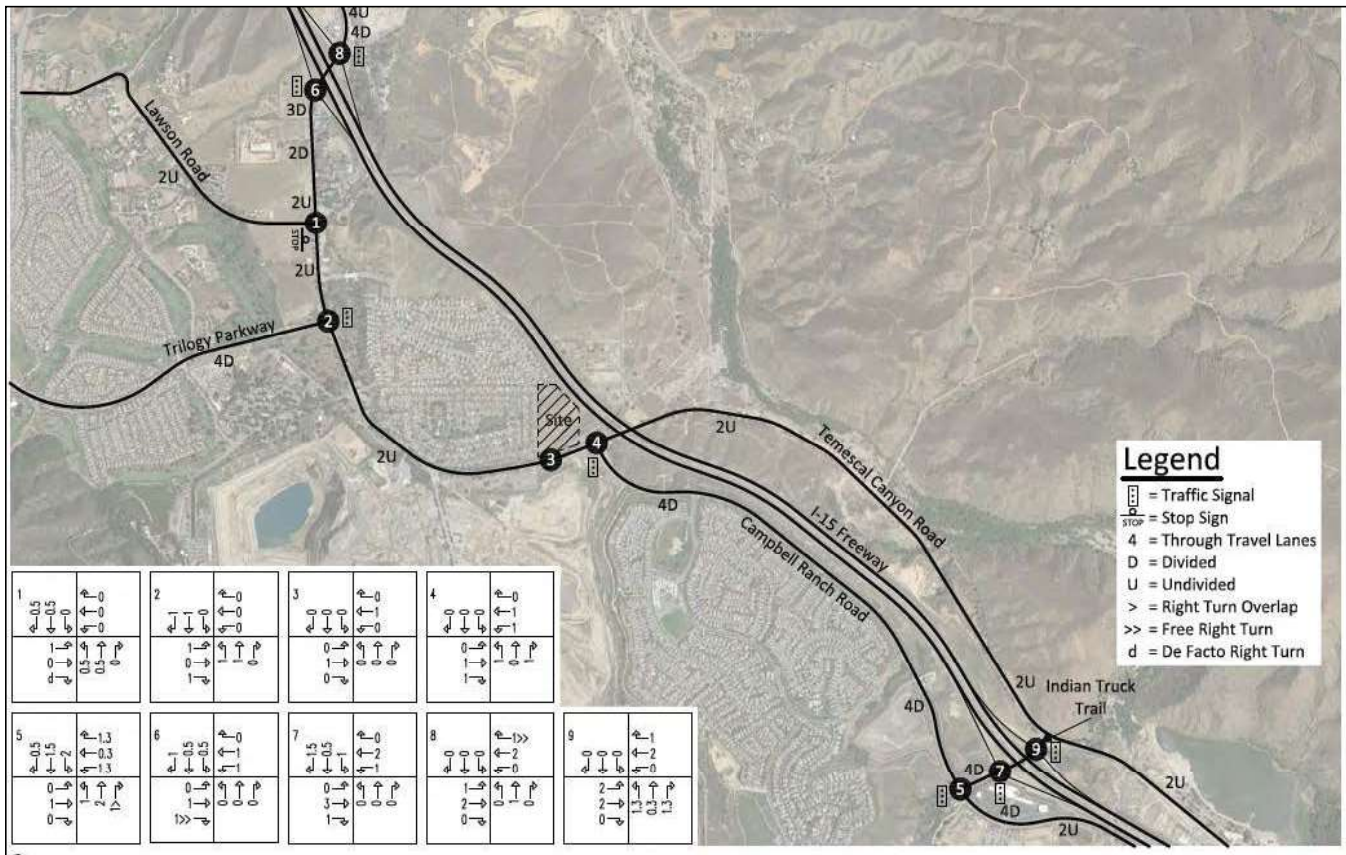
Source: Figure 3C&D of the NIA (Appendix H1).

**Figure 34-2**  
**Mitigated Noise Levels, continued**





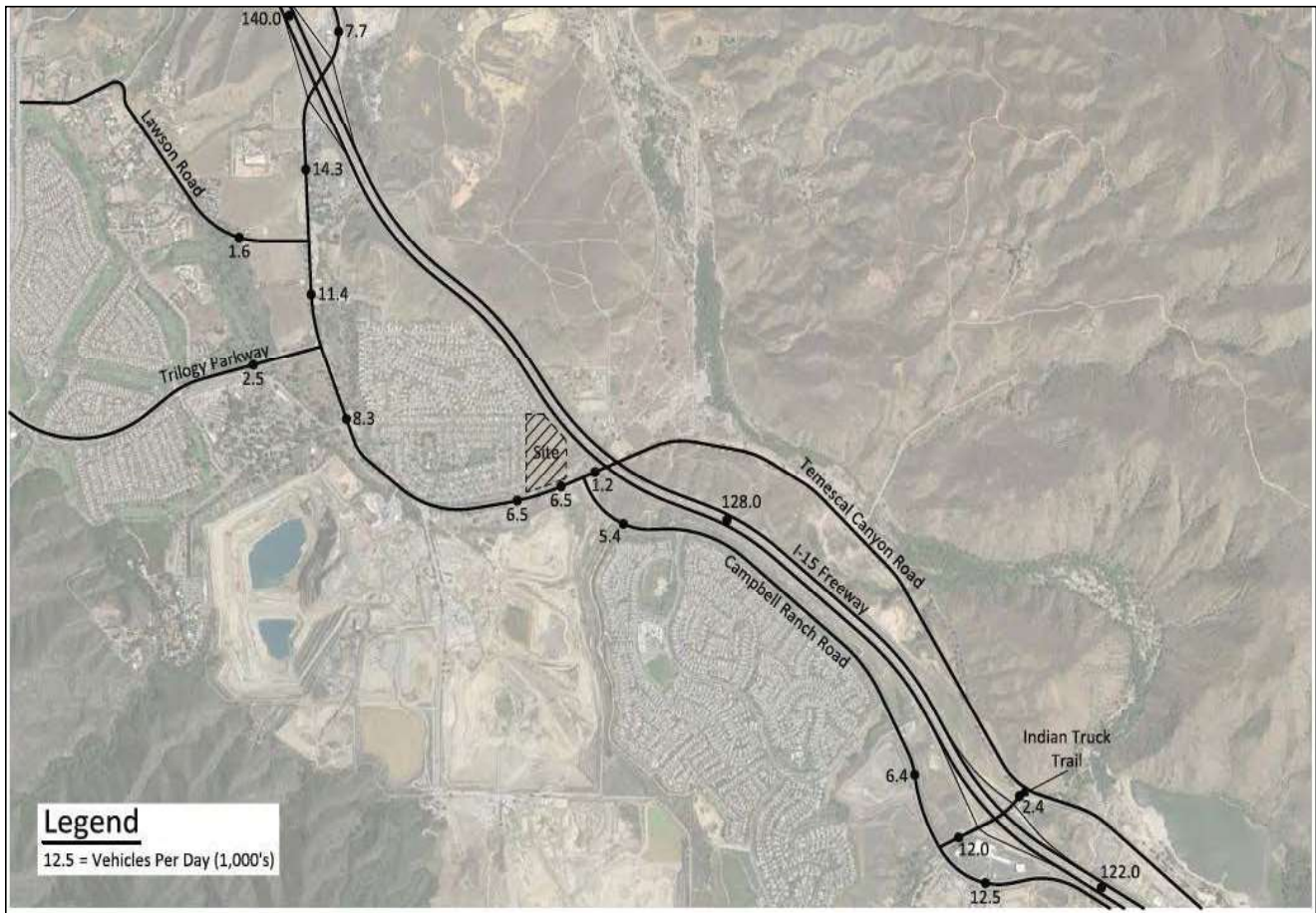
**Figure 43-1  
Existing Through Travel Lanes and Intersection Controls**



Source: Figure 3 of TIA, (Appendix I1).

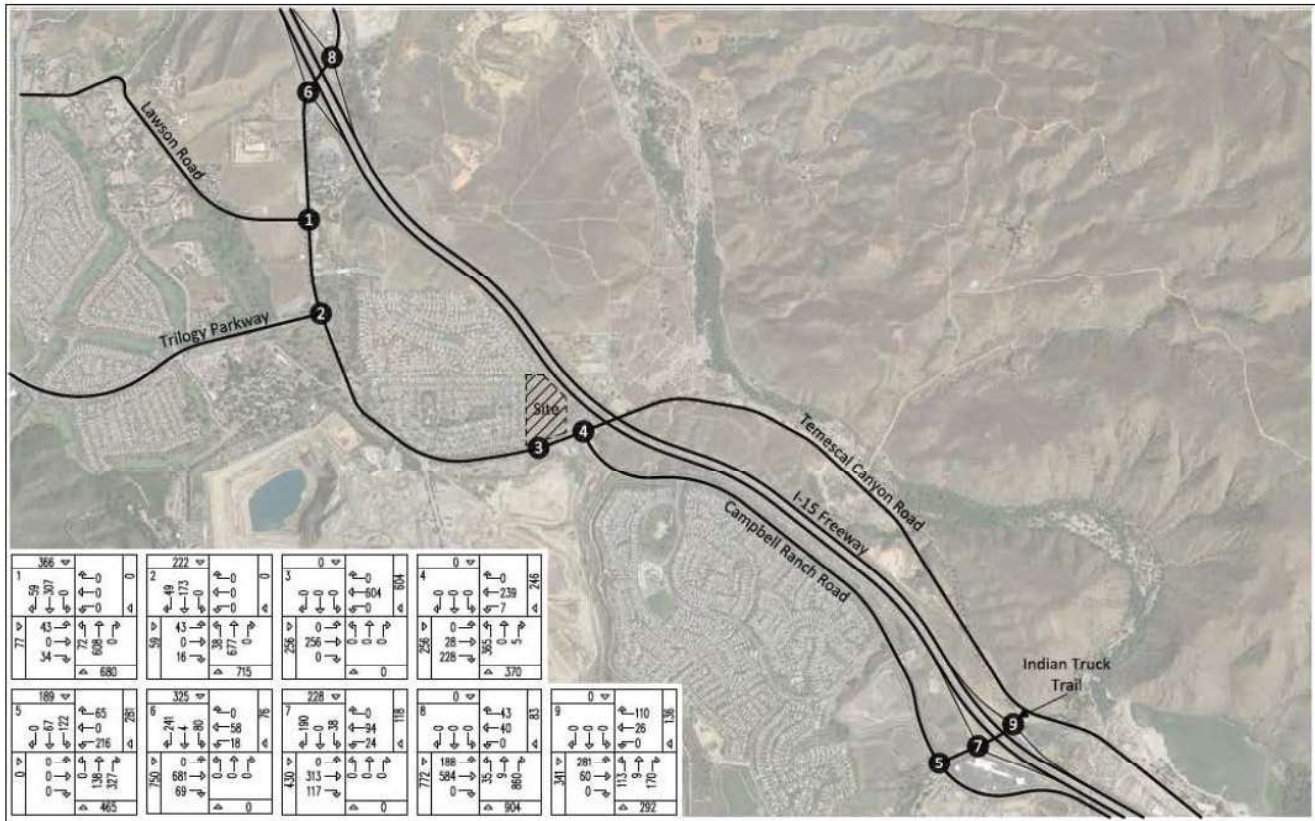


**Figure 43-2  
Existing Average Daily Traffic Volumes**



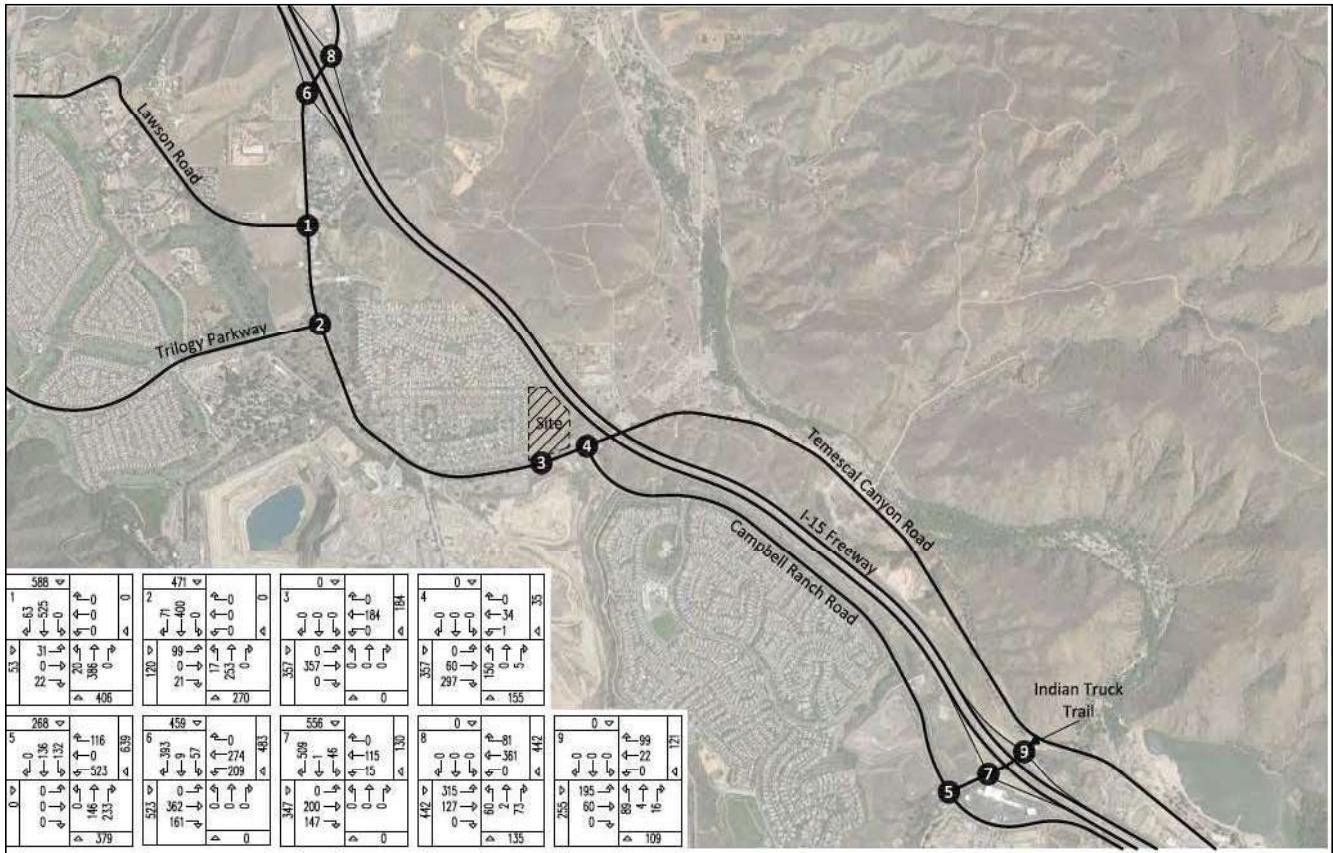
Source: Figure 4 of TIA, (Appendix I1).

**Figure 43-3  
Existing Morning Peak Hour Intersection Turning Movement Volumes**



Source: Figure 5 of TIA, (Appendix I1).

**Figure 43-4**  
**Existing Evening Peak Hour Intersection Turning Movement Volumes**



Source: Figure 6 of TIA, (Appendix I1).



**Figure 43-5**  
**Project Trip Distribution – Inbound**



Source: Figure 14 of TIA, (Appendix I1).

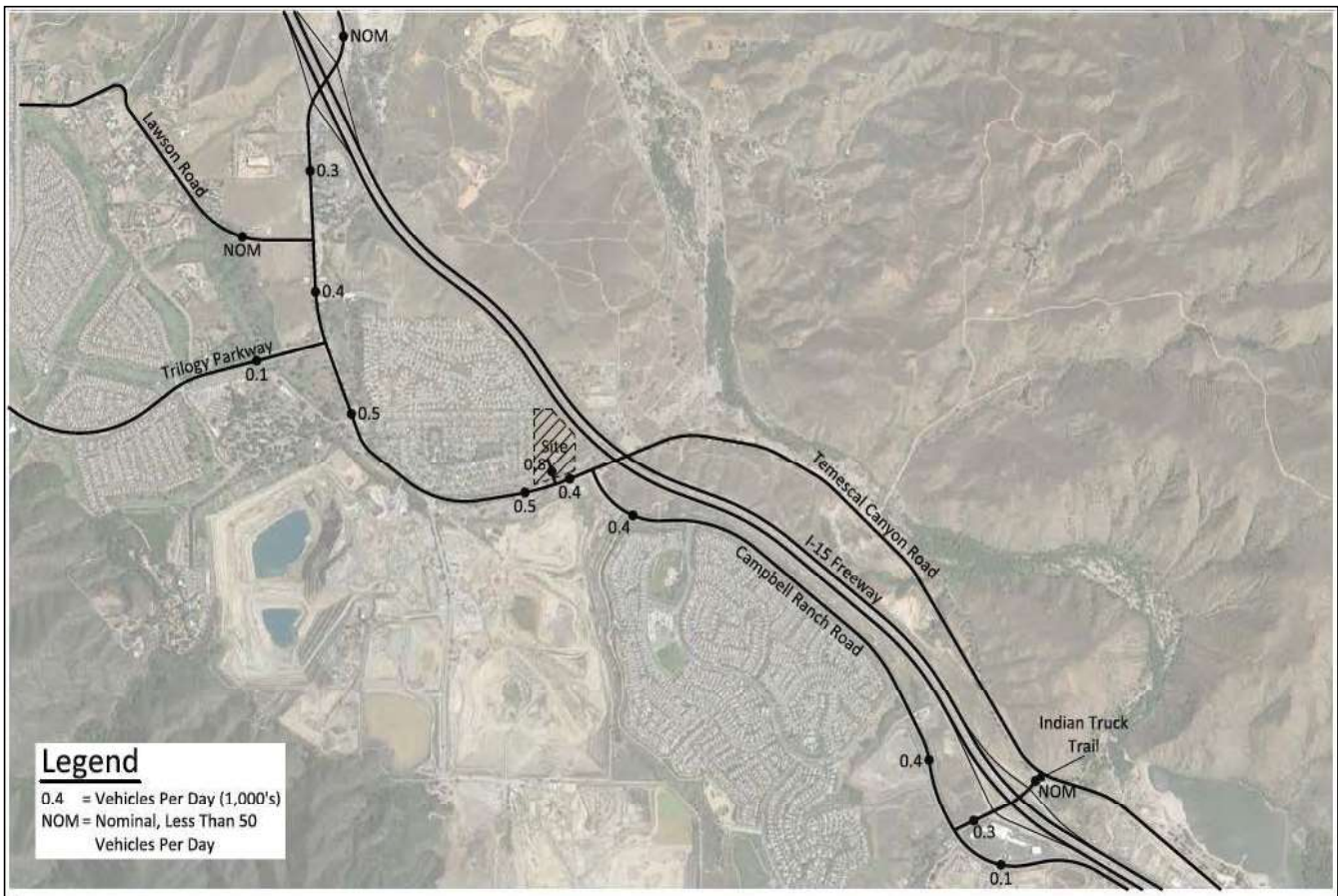
**Figure 43-6  
Project Trip Distribution – Outbound**



Source: Figure 15 of TIA, (Appendix I1).

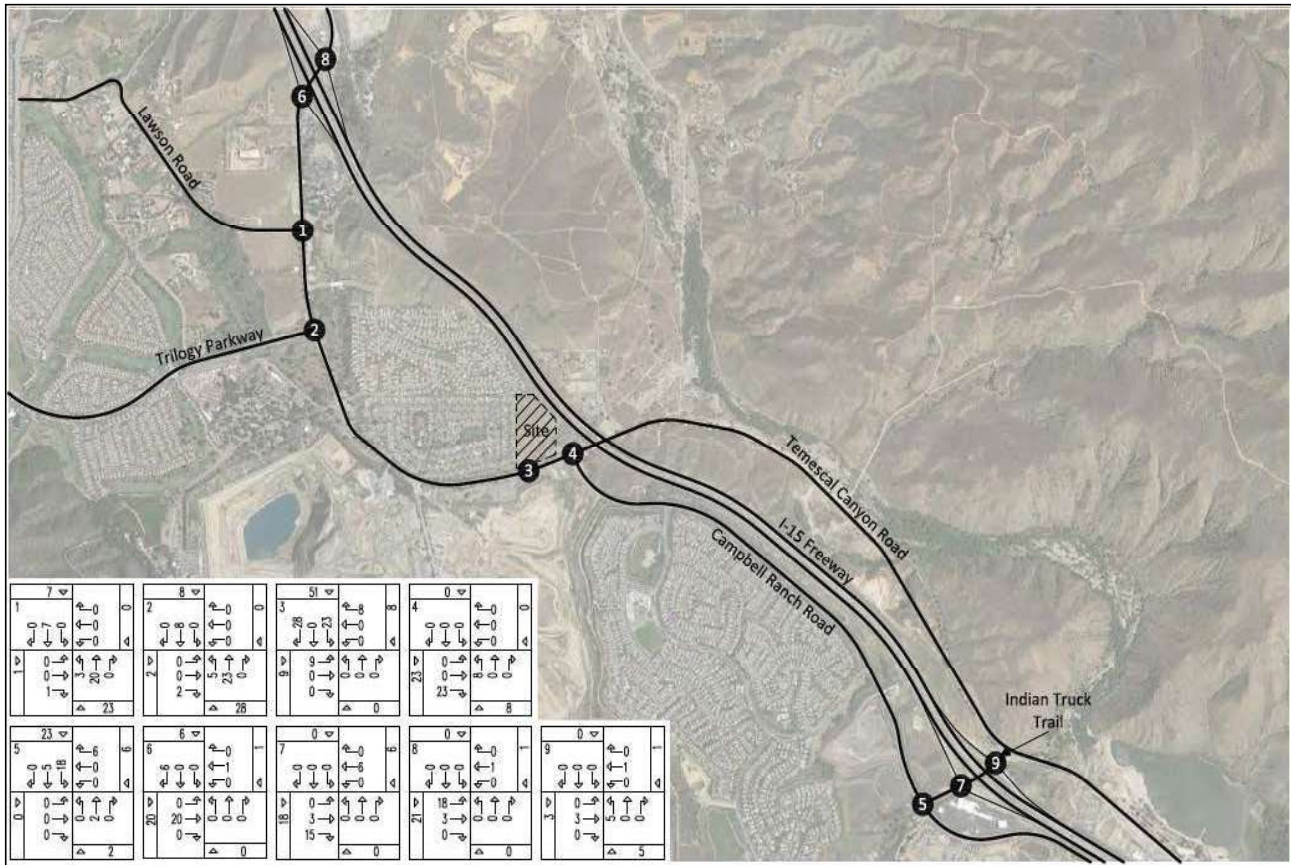


**Figure 43-7  
Project Average Daily Traffic Volumes**



Source: Figure 16 of TIA, (Appendix I1).

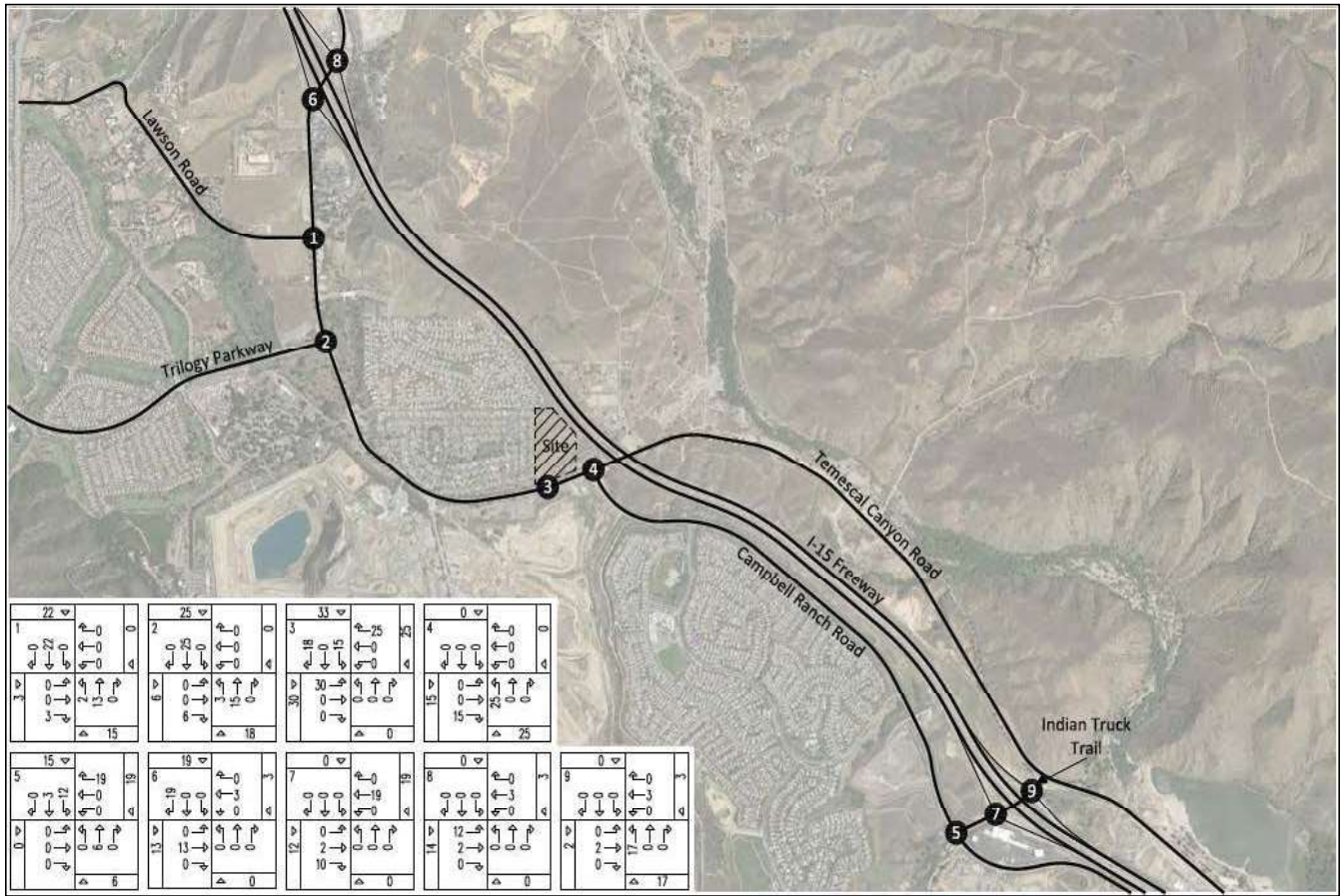
**Figure 43-8  
Project Morning Peak Hour Intersection Turning Movement Volumes**



Source: Figure 17 of TIA, (Appendix I1).

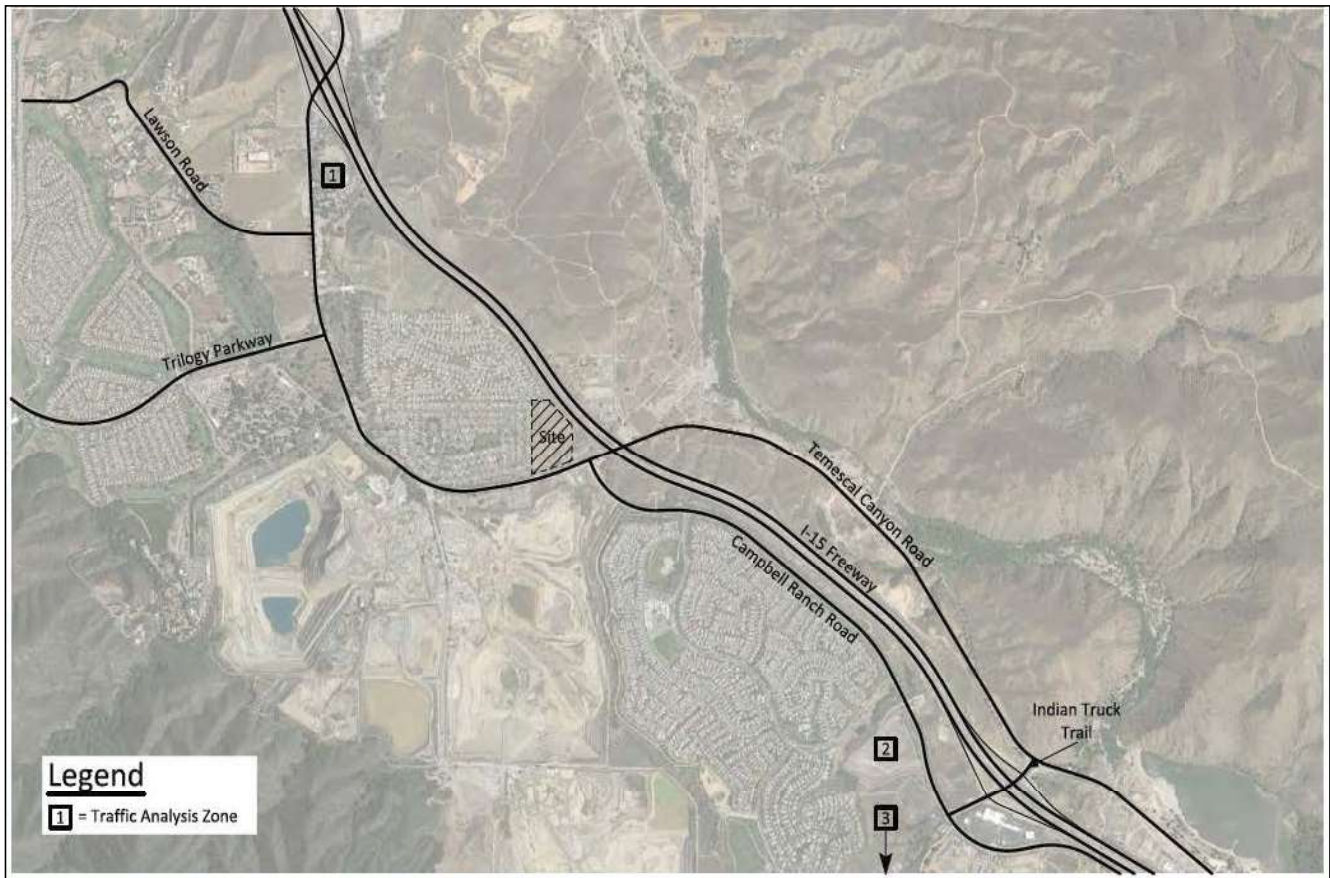


**Figure 43-9**  
**Project Evening Peak Hour Intersection Turning Movement Volumes**



Source: Figure 18 of TIA, (Appendix I1).

**Figure 43-10  
Other Development Location Map**



Source: Figure 18 of TIA, (Appendix I1).



**COUNTY OF RIVERSIDE**  
**TRANSPORTATION AND LAND MANAGEMENT AGENCY**

*Juan C. Perez*  
*Agency Director*



04/04/18, 3:16 pm

TR37153

**ADVISORY NOTIFICATION DOCUMENT**

The following notifications are included as part of the recommendation of approval for TR37153. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

**Advisory Notification**

Advisory Notification. 1      AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (TR37153) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2      AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. County Wide Design Guidelines and Standards
2. County Design Guidelines
  - Temescal Valley (Adopted 3/20/2007)

Advisory Notification. 3      AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED MAP and/or EXHIBIT(S)

TENTATIVE MAP = Tentative Tract Map No. 37153, Exhibit A, dated 5/15/17.

CONCEPTUAL GRADING = Tentative Tract Map No. 37153, Exhibit B, dated 5/15/17.

GPA = General Plan Amendment No. 1203

CZ = Change of Zone No. 7913

PLOT PLAN = Plot Plan No. 26209

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

Advisory Notification. 4      AND - Federal, State & Local Regulation Compliance



## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

Advisory Notification. 4            AND - Federal, State & Local Regulation Compliance  
(cont.)

1. Compliance with applicable Federal Regulations, including, but not limited to:

- National Pollutant Discharge Elimination System (NPDES)
  - Clean Water Act
  - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:

- The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
  - Government Code Section 66020 (90 Days to Protest)
  - Government Code Section 66499.37 (Hold Harmless)
  - State Subdivision Map Act
  - Native American Cultural Resources, and Human Remains (Inadvertent Find)
  - School District Impact Compliance
    - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
    - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA))

3. Compliance with applicable County Regulations, including, but not limited to:

- Ord. No. 348 (Land Use Planning and Zoning Regulations)
- Ord. No. 413 (Regulating Vehicle Parking)
- Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
- Ord. No. 457 (Building Requirements)
  - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
    - Ord. No. 460 (Division of Land)
    - Ord. No. 461 (Road Improvement Standards)
    - Ord. No. 655 (Regulating Light Pollution)
    - Ord. No. 671 (Consolidated Fees)
    - Ord. No. 679 (Directional Signs for Subdivisions)
    - Ord. No. 787 (Fire Code)
    - Ord. No. 847 (Regulating Noise)
    - Ord. No. 859 (Water Efficient Landscape Requirements)
    - Ord. No. 915 (Regulating Outdoor Lighting)
    - Ord. No. 916 (Cottage Food Operations)
    - Ord. No. 925 (Prohibiting Marijuana Cultivating)
    - Ord. No. 927 (Regulating Short Term Rentals)
    - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)

4. Mitigation Fee Ordinances

- Ord. No. 659 Development Impact Fees (DIF)
- Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
  - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

Advisory Notification. 4      AND - Federal, State & Local Regulation Compliance  
(cont.)

Plan (WRCMSHCP)

- Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 5      AND - Project Description & Operational Limits

The land division hereby permitted is to subdivide 14.81 acres into 3 residential lots and 6 lettered lots. The 3 numbered residential lots would be subdivided into 80 condominium units. The 6 lettered lots consist of 2 of which are for public roads, 1 for a recreational area, and 3 are designated for open space.

### BS-Grade

BS-Grade. 1                      0010-BS-Grade-MAP - 2:1 MAX SLOPE RATIO

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

BS-Grade. 2                      0010-BS-Grade-MAP - DISTURBS NEED G/PMT

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

BS-Grade. 3                      0010-BS-Grade-MAP - DUST CONTROL

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.

BS-Grade. 4                      0010-BS-Grade-MAP - EROS CNTRL PROTECT

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.

BS-Grade. 5                      0010-BS-Grade-MAP - FINISH GRADE

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.

BS-Grade. 6                      0010-BS-Grade-MAP - GENERAL INTRODUCTION

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.

BS-Grade. 7                      0010-BS-Grade-MAP - MANUFACTURED SLOPES

Plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical

## ADVISORY NOTIFICATION DOCUMENT

### BS-Grade

BS-Grade. 7                      0010-BS-Grade-MAP - MANUFACTURED SLOPES  
(cont.)

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.

BS-Grade. 8                      0010-BS-Grade-MAP - MINIMUM DRAINAGE GRADE

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

BS-Grade. 9                      0010-BS-Grade-MAP - NPDES INSPECTIONS

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 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

## ADVISORY NOTIFICATION DOCUMENT

### BS-Grade

BS-Grade. 9                                      0010-BS-Grade-MAP - NPDES INSPECTIONS (cont.)  
Stormwater ordinances and regulations.

BS-Grade. 10                                    0010-BS-Grade-MAP - OBEY ALL GDG REGS

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.

BS-Grade. 11                                    0010-BS-Grade-MAP - SLOPE SETBACKS

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

### E Health

E Health. 1                                      0010-E Health-USE - ECP COMMENTS

The Environmental Cleanup Program (ECP) has reviewed the environmental site assessment report submitted for this project. Based on the information provided in the report and a site visit conducted by ECP staff and with the provision that the information was accurate and representative of site conditions, the ECP concludes no further environmental assessment is required for this project.

If contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2                                      0010-E Health-USE - NOISE STUDY

Noise Consultant:  
Kunzman and Associates  
1111 Town and Country Road, Suite 34  
Orange, CA 92868

Noise Study: "Temescal Canyon Road, Noise Impact Analysis," March 4, 2015

Based on the County of Riverside, Industrial Hygiene Program's review of the aforementioned Noise Study, TR37153 shall comply with the recommendations set forth under the Industrial Hygiene Program's response letter dated November 1, 2016 c/o Steve Uhlman (RivCo Industrial Hygienist).

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

E Health. 3                                      0010-E Health-USE - WATER AND SEWER SERVICE

## ADVISORY NOTIFICATION DOCUMENT

### E Health

E Health. 3                                      0010-E Health-USE - WATER AND SEWER SERVICE  
(cont.)

TR37153 is proposing potable water service and sanitary sewer service from Temescal Valley Water District (previously known as Lee Lake Water District). It is the responsibility of the developer to ensure that all requirements to obtain potable water service and sanitary sewer service are met with the appropriate purveyor(s) as well as all other applicable agencies.

Any existing onsite wastewater treatment system and/or onsite water well shall be properly removed or abandoned under permit with the Department of Environmental Health.

### Fire

Fire. 1    0010-Fire-MAP-#50-BLUE DOT REFLECTORS

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.

Fire. 2    0010-Fire-MAP\*-#16-HYDRANT/SPACING

Schedule A fire protection: provide approved standard fire hydrants (6"x4"x2 1/2") located one at each intersection, and spaced not more than 330 feet apart in any direction. The water system shall be capable of providing 1,000 GPM for 2 hours duration at a minimum of 20 PSI operating pressure from each hydrant. This amount shall be in addition to the average day demand as defined in the California Administrative Code, Title 22, Chapter 16, (California Waterworks Standards).

### Flood

Flood. 1    0010-Flood-MAP 100 YR SUMP OUTLET

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

Flood. 2    0010-Flood-MAP FLOOD HAZARD REPORT

Tract Map (TR) 37153 is a proposal for a Schedule "E" subdivision for detached condominiums on a 14.8-acre site in the Glen Ivy area. The project is located on the north side of Temescal Canyon Road along the west side of Interstate 15 Freeway. Change of Zone 07913, which proposes to change the current zoning of the site from Commercial Office (C-O) to Planned Residential (R-4), is being processed concurrently with this project.

A portion of the site is located within the 100-year Department of Water Resources (DWR) Awareness floodplain for Mayhew Canyon Wash as delineated on Best Available Maps (BAM) by California Department of Water Resources (DWR) and is



## **ADVISORY NOTIFICATION DOCUMENT**

### Flood

Flood. 2                                  0010-Flood-MAP FLOOD HAZARD REPORT (cont.)  
available at: <http://gis.bam.water.ca.gov/bam/>

Mayhew Canyon Wash has a tributary drainage area of approximately 5 square miles and traverses along the southern boundary of the site as it parallels Temescal Canyon Road. Awareness floodplains identify the 100-year flood hazard areas using approximate assessment procedures. These floodplains will be shown simply as flood prone areas without specific depths and other flood hazard data. No grading or improvements shall be proposed within the delineated floodplain - with the exception of an adequately bulked-designed roadway crossing from Temescal Canyon Road in order to provide access to the proposed condominiums. Ingress/egress to the proposed development may become impaired during severe storm events.

The central portion of the site is located on a plateau with the northern three-quarters of the site. This area naturally drains in a northeasterly direction towards the existing freeway culvert(s). The southern quarter of the site naturally drains in a southeasterly direction and into Mayhew Canyon Wash. The quarry/mining operation located on the south side of Temescal Canyon Road has significantly changed the historic flow path for Mayhew Canyon Wash. From aerial photos it appears that some interim drainage ditches may redirect low flows around the mining pits; however, these do not have sufficient capacity to convey larger storm events. While some offsite flows are conveyed along Temescal Canyon Road and enter the site at the southwest corner, all of the tributary flows for Mayhew Canyon Wash will reach the site near the southeast corner of the site just downstream of the road culvert under Temescal Canyon Road. The flows from the wash and freeway culvert(s) traverse private property on the east side of the 15 Freeway and ultimately converge just prior to being discharged into Temescal Canyon Wash.

Infiltration basins are proposed to mitigate increased runoff and water quality impact this development would generate. A preliminary water quality management plan (WQMP) has been submitted to the District and found satisfactory for tentative approval of the project. Key elements in the design of these basins are 12-foot access roads, maintenance access ramps to the bottom, and retaining walls outside of the wetted perimeter. A final WQMP shall be submitted and approved prior to the release of any permits or recordation of the final map.

The exhibit shows proposed storm drains discharging mitigated onsite flows at the northern property line and on to private property just upstream of the Caltrans freeway culvert. The project shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. If such permission cannot be obtained, the project shall be redesigned to eliminate the need for the drainage acceptance. Maintenance access to the storm drain outlet shall be provided.

Flood. 3                                  0010-Flood-MAP INCREASED RUNOFF

## ADVISORY NOTIFICATION DOCUMENT

### Flood

#### Flood. 3 0010-Flood-MAP INCREASED RUNOFF (cont.)

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 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.

#### Flood. 4 0010-Flood-MAP INCREASED RUNOFF CRITERIA

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 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.

## ADVISORY NOTIFICATION DOCUMENT

### Flood

Flood. 4                                    0010-Flood-MAP INCREASED RUNOFF CRITERIA  
(cont.)

No outlet pipe(s) shall 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.

Flood. 5                                    0010-Flood-MAP ORD 458 FLOODPLAIN

A portion of the site is within the Special Flood Hazard Area for the 100-year floodplain shown on the Awareness Maps prepared by the Department of Water Resources and listed in Ordinance 458 Section 5.d. and shown on the Public Flood Hazard Determination Interactive Map found at <http://rcflood.org>.

The 100-year floodplain limits through the property shall be delineated on an environmental constraint sheet to accompany the final map.

Flood. 6                                    0010-Flood-MAP PERP DRAINAGE PATTERNS

The property's street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions. Otherwise, a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review.

Flood. 7                                    0010-Flood-MAP SUBMIT FINAL WQMP =PRELIM

In compliance with Santa Ana Region and San Diego Region Regional Water Quality Control Board Orders, and Beginning January 1, 2005, projects submitted within the western region of the unincorporated area of Riverside County for discretionary approval will be required to comply with the Water Quality Management Plan for Urban Runoff (WQMP). The WQMP addresses post-development water quality impacts from new development and redevelopment projects. The WQMP requirements will vary depending on the project's geographic location (Santa Ana, Santa Margarita or Whitewater River watersheds). The WQMP provides detailed guidelines and templates

## ADVISORY NOTIFICATION DOCUMENT

### Flood

Flood. 7                                      0010-Flood-MAP SUBMIT FINAL WQMP =PRELIM  
(cont.)

to assist the developer in completing the necessary studies. These documents are available on-line at: [www.rcflood.org](http://www.rcflood.org) under Programs and Services, Stormwater Quality.

To comply with the WQMP a developer must submit a "Project Specific" WQMP. This report is intended to a) identify potential post-project pollutants and hydrologic impacts associated with the development; b) identify proposed mitigation measures (BMPs) for identified impacts including site design, source control and treatment control post-development BMPs; and c) identify sustainable funding and maintenance mechanisms for the aforementioned BMPs. A template for this report is included as 'exhibit A' in the WQMP.

The developer has submitted a report that meets the criteria for a Preliminary Project Specific WQMP. The report will need to be revised to meet the requirements of a Final Project Specific WQMP. Also, it should be noted that if 401 certification is necessary for the project, the Water Quality Control Board may require additional water quality measures.

### Planning

Planning. 1                                      0010-Planning-MAP - DESIGN GUIDELINES

The project shall conform to Countywide Design Standards and Guidelines adopted January 13, 2004 and those of PLOT PLAN APPROVED EXHIBIT D.

Planning. 2                                      0010-Planning-MAP - FEES FOR REVIEW

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.

Planning. 3                                      0010-Planning-MAP - GEO02504 ACCEPTED

This County Geologic Report (GEO) No. 2504, an update to (GEO) No. 2033, was prepared for this development (TR37153) by LGC Geo-Environmental, Inc. and is entitled "Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract No. 37153, Temescal Canyon Area, Riverside County, California", and dated November 30, 2016. In addition, LGC submitted the following documents:

"Infiltration Investigation Report for the Onsite Storm Water Infiltration Devices, for the Multi-Family Residential Tract Development, Tentative Tract map 37153, Temescal Canyon Road and I-15 Freeway, City of Corona, Riverside County, California," dated November 23, 2016.

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 3 0010-Planning-MAP - GEO02504 ACCEPTED (cont.)

"Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California", by LGC Inland, Inc., dated December 11, 2007.

"Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Corona Area of Riverside County, California", by LGC Inland, Inc., dated December 15, 2006.

These documents are hereby incorporated as a part of GEO No. 2504.

GEO No. 2504 concluded:

1. Active or potentially active faults are not known to exist on the site.
2. The possibility of ground rupture is considered remote, and the possibility of liquefaction is considered negligible.
3. The estimated total static settlement of the foundations should be approximately 0.50 inches, and the differential settlement is expected to be 0.25 inches over a horizontal distance of approximately 30 feet.
4. Proposed cut and fill slopes constructed at a 2:1 h:v should be grossly and surficially stable.
5. Current laboratory test results indicate the majority of the onsite soils generally have a Very low to Low expansion potential.

GEO No. 2504 recommended:

1. Vegetation in areas to be graded should be stripped and hauled offsite..
2. Earthwork and grading should be performed in accordance with all applicable requirements of the Grading and Excavation Code and the Grading Manual of the County of Riverside, in addition to the provisions of the 2013 California Building Code. Grading should also be performed in accordance with applicable provisions of the Standard Grading Specifications prepared by LGC.
3. Compressible soil materials should be overexcavated to competent material and replaced with compacted fill soils.
4. Within the upper portions of the site, in all areas of proposed structures, improvements, and fills, the upper 2 feet to 5 feet of soils should be overexcavated and replaced with compacted fill soils.
5. In the roadway and hardscape areas in the lower portions of the site, the upper 4 feet to 15 feet of the soils should be overexcavated and replaced with compacted fill.
6. Overexcavation bottoms should have a minimum 85 percent relative compaction per ASTM-D-1557.

This update to GEO No. 2504 satisfies the requirement for a geologic/geotechnical study for Planning/CEQA purposes. GEO No. 2504 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part



## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 3                      0010-Planning-MAP - GEO02504 ACCEPTED (cont.)  
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 County upon application for grading and/or building permits.

Planning. 4                      0010-Planning-MAP - IF HUMAN REMAINS FOUND

The developer/permit holder or any successor in interest shall comply with the following codes:

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. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist.

Planning. 5                      0010-Planning-MAP - MAP ACT COMPLIANCE

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.

Planning. 6                      0010-Planning-MAP - OFFSITE SIGNS ORD 679.4

No offsite subdivision signs advertising this land division/development are permitted, other than those allowed under Ordinance No. 679.4. Violation of this condition of approval may result in no further permits of any type being issued for this subdivision until the unpermitted signage is removed.

Planning. 7                      0010-Planning-MAP - ORD 810 OPN SPACE FEE

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.

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 7                                      0010-Planning-MAP - ORD 810 OPN SPACE FEE (cont.)

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.

Planning. 8                                      0010-Planning-MAP - ORD NO. 659 (DIF)

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 policies, regulations and fees related to the funding and construction of facilities necessary to address the direct and cumulative 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 rescinded, 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.

Planning. 9                                      0010-Planning-MAP - PDA05026 ACCEPTED

PDA05026 concludes:

The built environment resources identified within the Project Site (Temescal-Road-1 and Temescal-Culvert-1 and -2) are recommended as not eligible for listing in the California Register and do not qualify as County Historical Landmarks, the project would have no impact on historical resources and no further analysis is necessary for these resources.

One prehistoric archaeological site (CA-RIV-630) was previously recorded within the Project Site; however, the pedestrian survey failed to identify the existence of CA-RIV-630 and it is likely that it has been displaced (possibly by the original construction of I-15) or buried, was mapped incorrectly, or early researchers mistakenly identified natural rocks as cultural artifacts. Two isolated prehistoric metavolcanic flakes were identified by Pechanga on top of the mesa/bluff within the Project Site that are possibly associated with CA-RIV-630. Given their isolation and disturbed context, the flakes are not recommended as eligible for listing in the California Register of Historical Resources and no further work is recommended for them.

PDA05026 recommends the following:

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 9                                      0010-Planning-MAP - PDA05026 ACCEPTED (cont.)

CULT-1: Prior to the issuance of grading permits, developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for services. The Project Archaeologist (Cultural Resources Professional) shall develop a Cultural Resources Monitoring Plan which must be approved by the County Archaeologist prior to issuance of grading permits. The Project Archaeologist shall be included in the pre-grade meetings to provide Construction Worker Cultural Resources Sensitivity Training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and Native American monitors. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report. The Project Archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Project Monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow for identification, evaluation, and potential recovery of cultural resources in coordination with the special interest monitors. The developer/permit holder shall submit a fully executed copy of the contract and a wet-signed copy of the Monitoring Plan to the Riverside County Planning Department to ensure compliance with this conditional of approval.

CULT-2 The Applicant shall retain a Native American Monitor who shall be present during construction excavations (e.g., grading, trenching, or clearing/grubbing) associated with the proposed Project.

Planning. 10                                      0010-Planning-MAP - REQUIRED MINOR PLANS

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 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.

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 10                                      0010-Planning-MAP - REQUIRED MINOR PLANS (cont.)

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.

Planning. 11                                      0010-Planning-MAP - RES. DESIGN STANDARDS

The design standards for the subdivision are as follows:

- a. Lots created by this map shall conform to the design standards of the R-4 zone.
- b. The front yard setback is 20 feet from a public street.
- c. The side yard setback is 5 feet.
- d. The street side yard setback is 10 feet from a public street.
- 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 average width of each lot is 40 feet.
- g. The maximum height of any building is 40 feet.
- h. The minimum parcel size is 3,500 square feet.

EXCEPT AS ALLOWED BY ORDINANCE NO. 348, THE COUNTYWIDE DESIGN STANDARDS AND GUIDELINES, AND PLOT PLAN APPROVED EXHIBIT D, THERE SHALL BE NO ENCROACHMENT INTO ANY SETBACK.

Planning. 12                                      0010-Planning-MAP - SUBMIT BUILDING PLANS

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.

Planning. 13                                      0010-Planning-MAP - UNANTICIPATED RESOURCES

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

If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed:

- 1) 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 (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find.

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 13                            0010-Planning-MAP - UNANTICIPATED RESOURCES  
(cont.)

2) The developer shall call the County Archaeologist immediately upon discovery of the cultural resource to convene the meeting.

3) At the meeting with the aforementioned parties, the significance of the discoveries shall be discussed and a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.

4) Further ground disturbance shall not resume within the area of the discovery until a meeting has been convened with the aforementioned parties and a decision is made, with the concurrence of the County Archaeologist, as to the appropriate mitigation measures.

\* A cultural resource site is defined, for this condition, as being a feature and/or 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 sacred or cultural importance.

\*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the value/importance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary."

Planning. 14                            0010-Planning-MAP- TEM VALLEY DG

Project construction and implementation shall be consistent with the Temescal Valley Design Guidelines.

Planning. 15                            0010-Planning-STKP- OFF-HIGHWAY VEHICLE USE

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.

Planning. 16                            0020-Planning-MAP - EXPIRATION DATE

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.

Planning. 17                            0040-Planning-MAP - CONCEPTUAL PHASE GRADING

Prior to the approval of an application for a division into units or phasing plan for the TENTATIVE MAP, a conceptual grading plan covering the entire TENTATIVE MAP



## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 17                                      0040-Planning-MAP - CONCEPTUAL PHASE GRADING  
(cont.)

shall be submitted to the County Planning Department for review and approval. The conceptual grading plan shall comply with the following:

A. Techniques which will be used to prevent erosion and sedimentation during and after the grading process shall be depicted or documented.

B. Approximate time frames for grading and areas which may be graded during the higher probability rain months of January through March shall be identified.

C. Preliminary pad and roadway elevations shall be depicted.

D. Areas where temporary grading occurs on any phase other than the one being graded for development at a particular time shall be identified.

The approved conceptual grading plan shall be provided to the Building and Safety Grading Division and shall be used as a guideline for subsequent detailed grading plans for individual units or phases of the TENTATIVE MAP.

Planning. 18                                      0040-Planning-MAP - LOT ACCESS/UNIT PLANS

Any proposed division into units or phasing of the TENTATIVE MAP shall provide for adequate vehicular access to all lots in each unit or phase, and shall substantially conform to the intent and purpose of the land division approval. No approval for any number of units or phases is given by this TENTATIVE MAP and its conditions of approval, except as provided by Section 8.3 (Division into Units) of Ordinance No. 460.

### Planning-All

Planning-All. 1                                      0010-Planning-All-MAP - 90 DAYS TO PROTEST

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.

Planning-All. 2                                      0010-Planning-All-MAP - DEFINITIONS

The words identified in the following list that appear in all capitals in the attached conditions of Tentative Tract Map No. 37153 shall be henceforth defined as follows:

TENTATIVE MAP = Tentative Tract Map No. 37153, Exhibit A, dated 5/15/17.

CONCEPTUAL GRADING = Tentative Tract Map No. 37153, Exhibit B, dated 5/15/17.

GPA = General Plan Amendment No. 1203

## ADVISORY NOTIFICATION DOCUMENT

### Planning-All

Planning-All. 2                      0010-Planning-All-MAP - DEFINITIONS (cont.)  
CZ = Change of Zone No. 7913

PLOT PLAN = Plot Plan No. 26209

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

Planning-All. 3                      0010-Planning-All-MAP - HOLD HARMLESS

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.

### Transportation

Transportation. 1                      0010-Transportation-MAP - COUNTY WEB SITE

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.

Transportation. 2                      0010-Transportation-MAP - DRAINAGE 1

The land divider shall protect downstream properties from damages caused by

## ADVISORY NOTIFICATION DOCUMENT

### Transportation

Transportation. 2                      0010-Transportation-MAP - DRAINAGE 1 (cont.)  
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.

Transportation. 3                      0010-Transportation-MAP - DRAINAGE 2

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.

Transportation. 4                      0010-Transportation-MAP - OFF-SITE PHASE

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.

Transportation. 5                      0010-Transportation-MAP - STD INTRO 3(ORD 460/461)

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 of the conditions shall be referred to the Transportation Department.

Transportation. 6                      0010-Transportation-MAP - TS/CONDITIONS

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 development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake

## ADVISORY NOTIFICATION DOCUMENT

### Transportation

Transportation. 6                      0010-Transportation-MAP - TS/CONDITIONS (cont.)  
Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

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

Temescal Canyon Road (NS) at:  
Lawson Road (EW)  
Trilogy Parkway (EW)

Project Access (NS) at:  
Temescal Canyon Road (EW)

Campbell Ranch Road (NS) at:  
Temescal Canyon Road (EW)  
Indian Truck Trail (EW)

I-15 Freeway Southbound Ramps (NS) at:  
Temescal Canyon Road (EW)  
Indian Truck Trail (EW)

I-15 Freeway Northbound Ramps (NS) at:  
Temescal Canyon Road (EW)  
Indian Truck Trail (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.

### Waste Resources

Waste Resources. 1                      0010-Waste Resources-MAP - HAZARDOUS  
MATERIALS

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division, at 1.888.722.4234.

Waste Resources. 2                      0010-Waste Resources-MAP - LANDSCAPE  
PRACTICES

## ADVISORY NOTIFICATION DOCUMENT

### Waste Resources

Waste Resources. 2            0010-Waste Resources-MAP - LANDSCAPE  
PRACTICES (cont.)

Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries.

Reduce the amount of green waste generated in common landscaped areas through grass recycling (where lawn clippings from a mulching type mower are left on lawn), or through on-site composting of green waste, or through the separation of green waste from other waste types to send to a composting facility.

Xeriscape and/or use drought tolerant/low maintenance vegetation in all landscaped areas of the project.



Plan: TR37153

Parcel: 290060024

50. Prior To Map Recordation

E Health

050 - E Health. 1                      0050-E Health-MAP - SOLID WASTE SERVICE                      Not Satisfied

Prior to map recordation, the project must provide documentation from an approved waste hauler in regards to solid waste service. Please call (951) 955-8980 for additional details.

050 - E Health. 2                      0050-E Health-MAP - WATER & SEWER WILL SERVE                      Not Satisfied

Provide current documentation from the appropriate purveyor(s) for the establishment of water and sewer service for this project, PRIOR TO MAP RECORDATION.

Fire

050 - Fire. 1                              0050-Fire-MAP-#46-WATER PLANS                              Not Satisfied

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.

050 - Fire. 2                              0050-Fire-MAP-#53-ECS-WTR PRIOR/COMBUS                              Not Satisfied

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.

050 - Fire. 3                              0050-Fire-MAP-#67-ECS-GATE ENTRANCES                              Not Satisfied

Ecs map must be stamped by the Riverside County Surveyor with the following note: Gate entrances shall be at least two feet wider than the width of the traffic lanes serving that gate. Any gate providing access from a road to a driveway shall be located at least 35 feet setback from the roadway and shall open to allow a vehicle to stop without obstructing traffic on the road. here a one-way road with a single traffic lane provides access to a gate entrance, a 38 feet turning radius shall be used.

050 - Fire. 4                              0050-Fire-MAP-#6-ECS WATER CERTIFICATION                              Not Satisfied

ECS map must be stamped by the Riverside County Surveyor with the following note: The applicant or developer shall provide written certification from the appropriate water company that the required fire hydrants are either existing or that financial arrangements have been made to provide them.

050 - Fire. 5                              0050-Fire-MAP-#88-ECS-AUTO/MAN GATES                              Not Satisfied

ECS map must be stamped by the Riverside County Surveyor with the following note: Gates shall be minimum 20 feet in width. Gate access shall be equipped with a rapid entry system. Plans shall be submitted to the Fire Department for approval prior to installation. Automatic/manual gate pins shall be rated with shear pin force, not to exceed 30' pounds. Automatic gates shall be equipped with emergency backup power. Gates activated by the rapid entry system shall remain open until closed by the rapid entry system.

050 - Fire. 6                              0050-Fire-MAP\*-#70-ECS-ADDRESS                              Not Satisfied

ECS map must be stamped by the Riverside County Surveyor with the following note: The address will be clearly visible from public roadway. A permanent monument may be provided for the address. Address numbers will be minimum 4 inch letter height, 1/2 inch stroke, reflectorized contrasting with the background colors of the sign. Address shall be displayed horizontally.

Flood

050 - Flood. 1                              0050-Flood-MAP ONSITE EASE ON FINAL MAP                              Not Satisfied

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

Plan: TR37153

Parcel: 290060024

50. Prior To Map Recordation

Flood

050 - Flood. 1 0050-Flood-MAP ONSITE EASE ON FINAL MAP (cont.) Not Satisfied  
and obstructions".

050 - Flood. 2 0050-Flood-MAP SHOW FLOODPLAIN ON ECS Not Satisfied

A portion of the site is within the Special Flood Hazard Area for the 100-year floodplain shown on the Awareness Maps prepared by the Department of Water Resources and listed in Ordinance 458 Section 5.d. and shown on the Public Flood Hazard Determination Interactive Map found at <http://rcflood.org>.

The 100-year floodplain limits through the property shall be delineated on an environmental constraint sheet to accompany the final map. The area within the delineated floodplain limits shall be labeled "floodplain" on the environmental constraint sheet. A note shall be placed on the environmental constraint sheet stating, "Approximate flood plains must be kept free of all buildings and obstructions. Any fencing shall be of a "rail" type. Chainlink fencing shall not be allowed".

050 - Flood. 3 0050-Flood-MAP SUBMIT FINAL WQMP Not Satisfied

A copy of the project specific WQMP shall be submitted to the District for review and approval.

050 - Flood. 4 0050-Flood-MAP SUBMIT PLANS Not Satisfied

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.

Planning

050 - Planning. 1 0050-Planning-MAP - CC&R COMMON USE/MAINT Not Satisfied

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 the review and approval of that office, 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(s) (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 current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for 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 owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply:  
The right to use recreational facilities and service areas shall be appurtenant to ownership of residential lots within

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Planning

050 - Planning. 1    0050-Planning-MAP - CC&R COMMON USE/MAINT (cont.)    Not Satisfied

the development consistent with Ordinance No. 348 Section 8.9.5.C.

Provisions shall be made for maintenance of the common and service areas by a corporation, partnership, trust or other legal entity having the right to assess the individual lot owners consistent with Ordinance No. 348 Section 8.95.C."

050 - Planning. 2    0050-Planning-MAP - CC&R MOTORCOURT PRKG    Not Satisfied

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 the review and approval of that office, 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(s) (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 current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for 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 owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) contain the following provisions verbatim:

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

Individual property owners and tenants shall be subject to parking rules generally as follows:

1. Vehicles owned by residents must be parked in garages or driveways where available
2. Parking is not permitted within the motorcourt areas except in the driveways and garages of each residence.
3. No more than 3 vehicles are permitted per residence to be parked/maintained onsite.
4. Street parking (where permitted) is for guests of residents and will be closely monitored by the HOA.
5. Vehicles parked on the street more than 48 hours will be towed.
6. If visitors are to stay more than 48 hours, resident must obtain a temporary guest parking pass with an expiration date to be displayed in the dashboard of the guest's vehicle.
7. All vehicles owned by residents must be registered with the HOA and display an HOA sticker.
8. Vehicles that appear to be owned by residents (i.e. parked regularly in resident's driveway) which are not registered with the HOA are subject to a fine.
9. Vehicles owned by residents which are parked on the street will be towed.
10. If a temporary vehicle is being used by the resident for a prolonged period, the HOA must be notified or the resident may be subject to a fine.
11. Any cars parked in "No Parking Zones" where posted, such as cul de sacs or street during trash day, will be

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050 - Planning. 2                      0050-Planning-MAP - CC&R MOTORCOURT PRKG (cont.)                      Not Satisfied  
    towed immediately."

050 - Planning. 3                      0050-Planning-MAP - CC&R RECIPROCAL EASEMNT                      Not Satisfied

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 (b) the land divider shall submit copies of the following documents to the Planning Department for concurrent review along with any condition review fee; and (c) the documents to be submitted by the land divider to the Office of the County Counsel shall include all of the following:

1. A cover letter identifying the project for which approval is sought referencing the Planning Department case number;
2. A copy AND an original wet signed, notarized grant of reciprocal easement document, which includes, but is not necessarily limited to, both a legal description of the boundaries of the reciprocal easement and a scaled map or diagram of such boundaries, both signed and stamped by a California registered civil engineer or licensed land surveyor;
3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the grant of reciprocal easement is incorporated therein by reference; and
4. A deposit equaling three (3) hours at the current hourly rate for the Review of Covenants, Conditions and Restrictions as established pursuant to Ordinance No. 671 at the time the above documents are submitted for review by the Office of the County Counsel.

The grant of reciprocal easement document submitted for review shall (a) provide for no limit to the term of years or life of the reciprocal easement, (b) provide reciprocal easements for ingress and egress, parking, drainage and flood control facilities between all lots/parcels shown on the TENTATIVE MAP, and (c) contain the following provisions verbatim:

"Notwithstanding any provision in this Grant of Reciprocal Easement to the contrary, the following provision shall apply:

This Grant of Reciprocal Easement shall not be terminated, '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 reciprocal easement established pursuant to the Grant of Reciprocal Easement."

Once approved by the Office of the County Counsel, the copy and the original grant of reciprocal easement document shall be forwarded to the Planning Department. The Planning Department shall keep the copy for the case file and forward the original document to the Transportation Department-Survey Division-for safe keeping until the final map is ready to record. The Transportation Department-Survey Division-shall record the original grant of reciprocal easement document in conjunction with the recordation of the final map.

050 - Planning. 4                      0050-Planning-MAP - CC&R RES CSA COM. AREA (Part 1)                      Not Satisfied

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

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050 - Planning. 4                      0050-Planning-MAP - CC&R RES CSA COM. AREA (Part 1) (cont.)                      Not Satisfied

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

050 - Planning. 5                      0050-Planning-MAP - CC&R RES CSA COM. AREA (Part 2)                      Not Satisfied

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, '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.

050 - Planning. 6                      0050-Planning-MAP - CC&R RES POA COM. AREA (Part 1)                      Not Satisfied

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 the review and approval of that office, and (b) the land divider shall submit to the Office of the County Counsel the following documents:



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050 - Planning. 6                                    0050-Planning-MAP - CC&R RES POA COM. AREA (Part 1) (cont.)                                    Not Satisfied

1. A cover letter identifying the project for which approval is sought referencing the Planning Department case number(s) (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 current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for review and approval.

050 - Planning. 7                                    0050-Planning-MAP - CC&R RES POA COM. AREA (Part 2)                                    Not Satisfied

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 owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) 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 manage and continuously maintain the 'common area', more particularly described on Exhibit '\_\_\_', attached hereto, and shall not sell or transfer the 'common area' or any part thereof, absent the prior written consent of the Planning Department of the County of Riverside or the County's successor-in-interest.

The property owners' association shall have the right to assess the owners 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, '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.

050 - Planning. 8                                    0050-Planning-MAP - COMPLY WITH ORD 457                                    Not Satisfied

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.

050 - Planning. 9                                    0050-Planning-MAP - ECS NOTE MT PALOMAR LIGH                                    Not Satisfied

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

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050 - Planning. 9                                      0050-Planning-MAP - ECS NOTE MT PALOMAR LIGH (cont.)                                      Not Satisfied

"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."

050 - Planning. 10                                      0050-Planning-MAP - ECS SHALL BE PREPARED                                      Not Satisfied

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.

050 - Planning. 11                                      0050-Planning-MAP - FEE BALANCE                                      Not Satisfied

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.

050 - Planning. 12                                      0050-Planning-MAP - FINAL MAP PREPARER                                      Not Satisfied

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

050 - Planning. 13                                      0050-Planning-MAP - PREPARE A FINAL MAP                                      Not Satisfied

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.

050 - Planning. 14                                      0050-Planning-MAP - QUIMBY FEE (1)                                      Not Satisfied

The land divider shall submit to the County Planning Department - Development Review Division a duly and completely executed agreement with the Riverside County Economic Development Agency or other entity acceptable to the Planning Director, 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.

050 - Planning. 15                                      0050-Planning-MAP - REQUIRED APPLICATIONS                                      Not Satisfied

No FINAL MAP shall record until General Plan Amendment No. 1203 and Change of Zone No. 7913 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 designation and/or zone ultimately applied to the property.

050 - Planning. 16                                      0050-Planning-MAP - SURVEYOR CHECK LIST                                      Not Satisfied

The 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 3,500 square feet net.

C. All lot sizes and dimensions on the FINAL MAP shall be in conformance with the development standards of the R-4 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.

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050 - Planning. 16                      0050-Planning-MAP - SURVEYOR CHECK LIST (cont.)                      Not Satisfied

F. The common open space areas shall be shown as numbered lots on the FINAL MAP.

050 - Planning. 17                      CC&R - Air Filters                      Not Satisfied

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 the review and approval of that office, 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(s) (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 current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted to the Office of the County Counsel for 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 owner's association comprised of the owners of each individual lot or unit as tenants in common, c) provide for the ownership of the common area by either the property owner's association or the owners of each individual lot or unit as tenants in common, and d) contain the following provisions verbatim:

"Notwithstanding any provision in this Declaration to the contrary, the following provisions shall apply: The property owners' association shall be responsible for providing residents or owners for all residential units within the project with MERV 13 filters on a semiannual basis for residents or owners to install. This is intended to provide residents with higher quality HVAC filters to limit exposure to diesel particulate matter from vehicle emissions from the adjacent Interstate-15.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Assistant TLMA Director—Community Development 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."

Survey

050 - Survey. 1                      0050-Survey-MAP - ACCESS RESTRICTION                      Not Satisfied

Lot access shall be restricted on Temescal Canyon Road and so noted on the final map.

050 - Survey. 2                      0050-Survey-MAP - EASEMENT                      Not Satisfied

Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map

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Survey

050 - Survey. 2                      0050-Survey-MAP - EASEMENT (cont.)                      Not Satisfied  
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.

Transportation

050 - Transportation. 1                      0050-Transportation-MAP - ANNEX L&LMD/OTHER DIST                      Not Satisfied

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 application 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 Temescal Canyon Road.
- (2) Trails along Temescal Canyon Road.
- (3) Streetlights.
- (4) Traffic signals located on Temescal Canyon Road at intersection of Campbell Ranch Road.
- (5) 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 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 or other electric provider.

050 - Transportation. 2                      0050-Transportation-MAP - CONSTRUCT RAMP                      Not Satisfied  
Ramps shall be constructed at 4-way intersections and "T" intersections per Standard No. 403, sheets 1 through 7 of Ordinance 461.

050 - Transportation. 3                      0050-Transportation-MAP - CORNER CUT-BACK I                      Not Satisfied  
All corner cutbacks shall be applied per Standard 805, Ordinance 461, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit 'C' of the Countywide Design Guidelines.

050 - Transportation. 4                      0050-Transportation-MAP - IMP PLANS                      Not Satisfied  
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

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Transportation

050 - Transportation. 4                      0050-Transportation-MAP - IMP PLANS (cont.)                      Not Satisfied

Guidelines from the Transportation Department Web site:  
<http://rctlma.org/trans/General-Information/Pamphlets-Brochures>

050 - Transportation. 5                      0050-Transportation-MAP - INTERSECTION/50' TANGENT                      Not Satisfied

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.

050 - Transportation. 6                      0050-Transportation-MAP - LANDSCAPING/TRAILS                      Not Satisfied

The project proponent shall comply in accordance with landscaping and trail 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 and trail shall be improved within Temescal Canyon Road.

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 trail are to be annexed to a County Service Area, or Landscaping and Lighting Maintenance District, landscaping plans shall depict ONLY such landscaping, irrigation and related facilities as are to be placed within the public road rights-of-way.

050 - Transportation. 7                      0050-Transportation-MAP - LIGHTING PLAN                      Not Satisfied

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.

050 - Transportation. 8                      0050-Transportation-MAP - PART-WIDTH                      Not Satisfied

Temescal Canyon Road along project boundary (from Campbell Ranch Road to west project boundary) is a paved County maintained road designated Major Highway and shall be improved with 8" concrete curb and gutter (project side), 59'-64' feet part-width AC pavement (38'-43' on the project side and 21' on opposite side of the centerline); match up asphalt concrete paving, reconstruction or resurfacing of existing paving as determined by the Director of Transportation within the 104'-109' part-width dedicated right-of-way (64'-69' on the project side and 40' on the other side of the centerline) in accordance with County Standard No. 93 and Standard No. 405 (page 1 of 2 and 2 of 2), Ordinance 461. (Modified for increased half-width right-of-way (project side) from 59'-64' to 64'-69' and increased transition AC improvement from 38' to 38'- 43' from the intersection of Campbell Ranch Road westerly project side.)

NOTES:

1. A 5' meandering sidewalk shall be constructed within the 26' parkway per Standard No. 404, Ordinance 461.
2. A bus turnout shall be constructed west of street "A" on Temescal Canyon Road per County Standard No. 814, Ordinance 461.
3. A 10' multi-purpose d.g. trail and a 3' high split PVC fence shall be constructed within the 26' parkway per County Standard No. 405, pages (1 of 2) and (2 of 2), Ordinance 461, within the 26' parkway.
4. The project proponent shall obtain the required off-site right-of-ways for required road improvement and off-site grading easement prior to final map recordation or commencement of construction, whichever comes first.
5. Construct a transition AC pavement tapering to the west and east project improvement boundaries for the 55 mph speed limit and/or as determined by the Director of Transportation.

050 - Transportation. 9                      0050-Transportation-MAP - PRIVATE STREETS                      Not Satisfied

"A" Street (portion of "A" Street from "B" Street to end of cul-de-sac), and "B" and "C" streets are reserved private



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050 - Transportation. 9                      0050-Transportation-MAP - PRIVATE STREETS (cont.)                      Not Satisfied

streets and shall be improved with 36' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk within a 60' private road easement in accordance with County Standard No. 105, Section "C". (36'/60') (Modified for reduced full-width AC pavement improvement from 40' to 36'.) The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.

NOTE: A 5' concrete sidewalk (on both sides) shall be constructed adjacent to the property line within the 12' parkway.

Street "A" (Entry Street - Temescal Canyon Road to street "B") is a reserved private ENTRY STREET, and shall be improved with 32'-58' full-width AC pavement, 6" concrete curb and gutter, and 5' sidewalk (both sides) within a 52'-82' private road easement in accordance with County Standard No. 103, Section "A", Ordinance 461. (32'-58'/52'-82') (Modified for easement width from 74' to 52'-82' and improvement from 44' to 32'-58' AC pavement, and concrete sidewalk to be adjacent the property line. The easement shall provide the offer of dedication for public utility purposes along with the right of ingress and egress for emergency vehicles.)

NOTES:

1. A 5' concrete sidewalk (on both sides) shall be constructed adjacent to the property line within the 10' parkway.

2. Construct a bridge over street "A" drainage creek as directed by the Director of Transportation. Please contact the County's bridge engineer Tayfun Saglam at (951) 955-2871 for bridge selection.

050 - Transportation. 10                      0050-Transportation-MAP - SIGNING & STRIPING PLAN                      Not Satisfied

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.

050 - Transportation. 11                      0050-Transportation-MAP - SOILS 2                      Not Satisfied

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

050 - Transportation. 12                      0050-Transportation-MAP - STREET NAME SIGN                      Not Satisfied

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

050 - Transportation. 13                      0050-Transportation-MAP - TS/GEOMETRICS                      Not Satisfied

The intersection of Project Access (NS) at Temescal Canyon Road (EW) shall be improved to provide the following geometrics:

- Northbound: N/A
- Southbound: one left-turn lane, one right-turn lane
- Eastbound: one left-turn lane, one through lane
- Westbound: one shared through/right-turn lane

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.

050 - Transportation. 14                      0050-Transportation-MAP - UTILITY PLAN                      Not Satisfied

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50. Prior To Map Recordation

Transportation

050 - Transportation. 14                      0050-Transportation-MAP - UTILITY PLAN (cont.)                      Not Satisfied

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.

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1                      0060-BS-Grade-MAP - APPROVED WQMP                      Not Satisfied

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

060 - BS-Grade. 2                      0060-BS-Grade-MAP - DRNAGE DESIGN Q100                      Not Satisfied

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.

060 - BS-Grade. 3                      0060-BS-Grade-MAP - GEOTECH/SOILS RPTS                      Not Satisfied

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.

060 - BS-Grade. 4                      0060-BS-Grade-MAP - GRADING SECURITY                      Not Satisfied

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.

060 - BS-Grade. 5                      0060-BS-Grade-MAP - IMPORT/EXPORT                      Not Satisfied

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.

060 - BS-Grade. 6                      0060-BS-Grade-MAP - NOTRD OFFSITE LTR                      Not Satisfied

A notarized letter of permission from the affected property owners or easement holders shall be provided in instances

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60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 6                      0060-BS-Grade-MAP - NOTRD OFFSITE LTR (cont.)                      Not Satisfied  
where off site grading is proposed as part of the grading plan.

060 - BS-Grade. 7                      0060-BS-Grade-MAP - NPDES/SWPPP                      Not Satisfied

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](http://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.

060 - BS-Grade. 8                      0060-BS-Grade-MAP - OFFSITE GDG ONUS                      Not Satisfied

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.

060 - BS-Grade. 9                      0060-BS-Grade-MAP - PRE-CONSTRUCTION MTG                      Not Satisfied

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.

060 - BS-Grade. 10                      0060-BS-Grade-MAP - SWPPP REVIEW                      Not Satisfied

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.

060 - BS-Grade. 11                      0060-BS-Grade-MAP- BMP CONST NPDES PERMIT                      Not Satisfied

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.

060 - BS-Grade. 12                      0060-BS-Grade-MAP-RETAINING WALL PERMIT(S)                      Not Satisfied

Tentative Tract No. 37153 proposes Mechanically Stabilized Earth Walls to develop the site. Prior to issuance of a grading permit, the applicant/developer shall obtain a separate wall permit(s) for the Mechanically Stabilized Earth Walls.

Flood

060 - Flood. 1                      0060-Flood-MAP EROS CNTRL AFTER RGH GRAD                      Not Satisfied

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.

060 - Flood. 2                      0060-Flood-MAP PHASING                      Not Satisfied

If the map is to be constructed in phases, then each phase shall be protected from the developed condition 100-year

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60. Prior To Grading Permit Issuance

Flood

060 - Flood. 2                              0060-Flood-MAP PHASING (cont.)                              Not Satisfied

tributary storm flows and include the necessary water quality features to mitigate the impacts of each phase which shall be constructed in accordance with the approved final water quality management plan (WQMP). The construction and bonding of all necessary improvements along with easements and/or permission from affected property owners to safely collect and discharge the concentrated or diverted 100-year tributary flows for each phase shall be required prior to the recordation of the final map.

060 - Flood. 3                              0060-Flood-MAP SUBMIT FINAL WQMP                              Not Satisfied

A copy of the project specific WQMP shall be submitted to the District for review and approval.

060 - Flood. 4                              0060-Flood-MAP SUBMIT PLANS                              Not Satisfied

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.

Planning

060 - Planning. 1                              0060-Planning-MAP - ARCHAEOLOGIST/MONITOR                              Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

060 - Planning. 2                              0060-Planning-MAP - CONSTRUCTION NOISE                              Not Satisfied

Pursuant to Mitigation Measure NOI-2, Prior to the issuance of a grading permit, the following notes shall be added to grading and building plans to include the following:

-During grading and construction, the Building and Safety Department shall verify that the following measures are implemented to reduce construction noise and vibrations, emanating from the proposed Project:

-During all Project site demolition, excavation and grading onsite, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

-The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

-Equipment shall be shut off and not left to idle when not in use.

-The contractor shall locate equipment staging in areas that will create the greatest distance between construction

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 2                      0060-Planning-MAP - CONSTRUCTION NOISE (cont.)                      Not Satisfied  
related noise/vibration sources and sensitive receptors nearest the Project site during all Project construction.

-The contractor shall limit the use of heavy equipment or vibratory rollers and soil compressors along the Project boundaries to the greatest degree possible."

060 - Planning. 3                      0060-Planning-MAP - CULTURAL SENSITIVITY TR                      Not Satisfied

The Project Archaeologist and if required, a representative designated by the Tribe shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all Construction Personnel. Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event unanticipated cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. This is a mandatory training and all construction personnel must attend prior to beginning work on the project site. A sign-in sheet for attendees of this training shall be included in the Phase IV Monitoring Report.

060 - Planning. 4                      0060-Planning-MAP - FEE BALANCE                      Not Satisfied

Prior to issuance of grading permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

060 - Planning. 5                      0060-Planning-MAP - GRADING PLAN REVIEW                      Not Satisfied

The land divider/permit holder shall cause a plan check application for a grading plan to be submitted to the county T.L.M.A - Land Use Division for review by the County Department of Building and Safety - Grading Division. Said grading plan shall be in conformance with the approved tentative map, in compliance with County Ordinance No. 457, and the conditions of approval for the tentative map.

060 - Planning. 6                      0060-Planning-MAP - NATIVE AMERICAN MONITOR                      Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with and retain a Native American Monitor from the appropriate tribe.

The Native American Monitor shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor, the Native American Monitor shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the contract to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning. 7                      0060-Planning-MAP - PALEO PRIMP/MONITOR                      Not Satisfied

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.



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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 7    0060-Planning-MAP - PALEO PRIMP/MONITOR (cont.)    Not Satisfied

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.
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.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. Professional Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, the Plan Check staff, the Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER)

060 - Planning. 8    0060-Planning-MAP - REQUIRED APPLICATIONS    Not Satisfied

No grading permits shall be issued until General Plan Amendment No. 1203 and Change of Zone No. 7913 have been approved and adopted by the Board of Supervisors and have been made effective.

060 - Planning. 9    0060-Planning-MAP - RETAINING WALL    Not Satisfied

As shown on CONCEPTUAL GRADING, the project includes an up to 35' tall mechanically stabilized earth (MSE) retaining wall along the project's eastern and southern sides. All measures to minimize the height of the retaining wall shall be incorporated into the design of final grading where feasible. Additionally, areas for planting of trees and shrubs in front of the retaining wall and/or area for planting of vines on the retaining wall shall be incorporated into the design of grading where feasible.

060 - Planning. 10    0060-Planning-MAP - SECTION 1601/1603 PERMIT    Not Satisfied

Should any grading or construction be proposed within or along the banks of any natural watercourse or wetland located either on-site or on any required off-site improvement areas, the land divider/permit holder shall provide written notification to the County Planning Department that the appropriate California Department of Fish and Game

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60. Prior To Grading Permit Issuance

Planning

060 - Planning. 10                      0060-Planning-MAP - SECTION 1601/1603 PERMIT (cont.)                      Not Satisfied  
notification pursuant to Sections 1601/1603 of the California Fish and Game Code has taken place. Or, the land divider shall obtain an "Agreement Regarding Proposed Stream or Lake Alteration" (Section 1601/1603 Permit). Copies of any agreement shall be submitted with the notification.

060 - Planning. 11                      0060-Planning-MAP - SECTION 404 PERMIT                      Not Satisfied  
Should any grading or construction be proposed within or alongside the banks of the watercourse or wetland, the land divider/permit holder shall provide written notification to the County Planning Department that the alteration of any watercourse or wetland, located either on-site or on any required off-site improvement areas, complies with the U.S. Army Corp of Engineers Nationwide Permit Conditions. Or, the land divider shall obtain a permit under Section 404 of the Clean Water Act. Copies of any agreements shall be submitted along with the notification.

060 - Planning. 12                      0060-Planning-MAP - SKR FEE CONDITION                      Not Satisfied  
Prior to the issuance of a grading permit, the land divider/permit holder shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 14.81 acres (gross) in accordance with the TENTATIVE MAP. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

060 - Planning. 13                      0060-Planning-MAP - SLOPE GRADING TECHNIQUES                      Not Satisfied  
The land divider/permit holder shall cause grading plans to be prepared which show all cut slopes located adjacent to ungraded natural terrain and exceed ten (10) feet in vertical height to be contour-graded incorporating the following grading techniques:  

1. The angle of the graded slope shall be gradually adjusted to the angle of the natural terrain.
2. Angular forms shall be discouraged. The graded form shall reflect the natural rounded terrain.
3. The toes and tops of slopes shall be rounded with curves with radii designed in proportion to the total height of the slopes where drainage and stability permit such rounding.
4. Where cut and/or fill slopes exceed 300 feet in horizontal length, the horizontal contours of the slope shall be curved in a continuous, undulating fashion.

060 - Planning. 14                      0060-Planning-MAP - TEMESCAL ROAD - MM CUL 1                      Not Satisfied  
Prior to any ground disturbance that may affect Temescal-Road-1, Temescal-Culvert-1 and -2, the Project applicant shall retain a qualified architectural historian or archaeologist to photograph representative sections of Temescal-Road-1, to measure the pavement width, and to photograph and prepare measured drawings of both culverts (Temescal-Culvert-1 and -2). The documentation shall be submitted to be archived at the Riverside County Planning Department and the Eastern Information Center, prior to the issuance of a grading permit.

This condition of approval implements mitigation measure CUL-1 of the Mitigated Negative Declaration

Planning-EPD

060 - Planning-EPD. 1                      0060-Planning-EPD-EPD - 30 DAY BUOW SURVEY                      Not Satisfied  
Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western

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60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1                      0060-Planning-EPD-EPD - 30 DAY BUOW SURVEY (cont.)                      Not Satisfied

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.

060 - Planning-EPD. 2                      0060-Planning-EPD-EPD - MBTA SURVEY                      Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit. Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review.

060 - Planning-EPD. 3                      0060-Planning-EPD-EPD - RIP/RIV MAPPING                      Not Satisfied

Prior to grading permit issuance, all project maps and exhibits shall clearly depict and label the MSHCP Riparian/Riverine habitat being avoided to EPD's satisfaction. The Riparian/Riverine feature shall be labeled as "MSHCP Riparian/Riverine to be Avoided". The Riparian/Riverine habitat being depicted on project maps and exhibits shall correspond with the mapped Riparian/Riverine habitat depicted on Figure 9 (page 37), Jurisdictional Features and MSHCP Riparian/Riverine Areas, found within the document titled "Temescal Canyon Residential Development Biological Resources Assessment" dated November 2016 (PDB06427) completed by ESA / PCR.

Transportation

060 - Transportation. 1                      0060-Transportation-MAP - SUBMIT GRADING PLAN                      Not Satisfied

When you submit a grading plan to the Department of Building and Safety, two sets of the grading plan (24" X 36") shall be submitted to the Transportation Department for review and subsequently for the required clearance of the condition of approval prior to the issuance of a grading permit.

Please note, if improvements within the road right-of-way are required per the conditions of approval, the grading clearance may be dependent on the submittal of street improvement plans, the opening of an IP account, and payment of the processing fee.

Otherwise, please submit required grading plan to the Transportation Department, Plan Check Section, 8th Floor,

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60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1                      0060-Transportation-MAP - SUBMIT GRADING PLAN (cont.)                      Not Satisfied  
4080 Lemon Street, Riverside, CA

Standard plan check turnaround time is 10 working days.

70. Prior To Grading Final Inspection

Planning

070 - Planning. 1                      0070-Planning-MAP - PHASE IV CULTURAL RPT                      Not Satisfied

Upon completion of the implementation phase, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1                      0080-BS-Grade-MAP - NO B/PMT W/O G/PMT                      Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2                      0080-BS-Grade-MAP - ROUGH GRADE APPROVAL                      Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Soils Compaction Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage to stabilize the site prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

E Health

080 - E Health. 1                      0080-E Health-USE - ACOUSTICAL ANALYSIS                      Not Satisfied

Final Noise Study Required:

Once precise grading and architectural plans are available, and prior to building permit issuance, a final acoustical impact analysis shall be performed to confirm the preliminary acoustical impact analysis' findings and determine if additional mitigation is necessary to conform with County standards.





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80. Prior To Building Permit Issuance

Planning

080 - Planning. 5                                      0080-Planning-MAP - CONSTRUCTION NOISE (cont.)                                      Not Satisfied

construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.

- The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

- Equipment shall be shut off and not left to idle when not in use.

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

- The contractor shall limit the use of heavy equipment or vibratory rollers and soil compressors along the Project boundaries to the greatest degree possible.

080 - Planning. 6                                      0080-Planning-MAP - ELEVATION & FLOOR PLAN                                      Not Satisfied

Elevations and floor plans shall substantially conform to PLOT PLAN APPROVED EXHIBIT B, APPROVED EXHIBIT C, and APPROVED EXHIBIT D.

080 - Planning. 7                                      0080-Planning-MAP - ENTRY MONUMENT PLOT PLAN                                      Not Satisfied

The land divider/permit holder shall file four (4) sets of an Entry Monument and Gate plot plan to the County Planning Department for review and approval. Said plan shall be submitted to the Department in the form of a plot plan application pursuant to County Ordinance No. 348, Section 18.30.a.(1) (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department), along with the current fee. The plan shall be in compliance with Section 18.12, and the TENTATIVE MAP conditions of approval.

The plot plan shall contain the following elements:

1. A color photosimulation of a frontal view of all/the entry monument(s) and gate(s) with landscaping.
2. A plot plan of the entry monuments) and/or gate(s) with landscaping drawn to an engineer's scale. If lighting is planned, the location of lights, their intended direction, and proposed power shall be indicated.
3. An irrigation plan for the entry monument(s) and/or gate(s).

Entry monuments shall substantially conform with PLOT PLAN APPROVED EXHIBIT D.

NOTE: The requirements of this plot plan may be incorporated with any minor plot plan required by the conditions of approval for this subdivision. However, this ENTRY MONUMENT nd GATES PLAN condition of approval shall be cleared individually.

080 - Planning. 8                                      0080-Planning-MAP - FEE BALANCE                                      Not Satisfied

Prior to issuance of building permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

080 - Planning. 9                                      0080-Planning-MAP - FINAL SITE PLAN                                      Not Satisfied

A plot plan application shall be submitted to the County Planning Department pursuant to Section 18.30.a.(1) of County Ordinance No. 348 (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department), along with the current fee.

Subdivision development shall conform to the approved plot plan and shall conform to the Countywide Design

Plan: TR37153

Parcel: 290060024

80. Prior To Building Permit Issuance

Planning

080 - Planning. 9                      0080-Planning-MAP - FINAL SITE PLAN (cont.)                      Not Satisfied  
Standards and Guidelines and PLOT PLAN APPROVED EXHIBIT D.

The plot plan shall be approved by the Planning Director prior to issuance of building permits for lots included within that plot plan.

The plot plan shall contain the following elements:

1. A final site plan (40' scale precise grading plan) showing all lots, building footprints, setbacks, mechanical equipment and model assignments on individual lots.
2. Each model floor plan and elevations (all sides).
3. Six (6) sets of photographic or color laser prints (8" x 10") of the sample board and colored elevations shall be submitted for permanent filing and agency distribution after the Planning Department has reviewed and approved the sample board and colored elevations in accordance with the approved Design Manual and other applicable standards. All writing must be legible. Six (6) matrix sheets showing structure colors and texture schemes shall be submitted.
4. At a minimum there should be three different floor plans for tract maps with 50 or less units. Reverse floor plans are not included as different floor plan. For tract maps with from 51 to 99 units, there shall be at least four different floor plans. Tract maps with 100 units or more shall provide five different floor plans and an additional floor plan for every 100 dwelling units above 100 units. For development projects that are to be constructed in phases, a phasing plan shall be submitted to assure that the requirements for the number of floor plans is being met.
5. Homes and garages shall be placed at varying distances from the street and have varying entry locations. Front yard setbacks shall average 20 feet and may be varied by up to 25%, in increments of any size. The minimum front yard setback shall not be less than 15 feet.
6. The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards shall be submitted as a part of the application and review process.
7. All new residences with garages shall be provided with roll-up (i.e. on tracks) garage doors (either sectional wood or steel). At least 25% of the garage doors in any project should have windows.

NOTE: The requirements of this plot plan may be incorporated with any minor plot plan required by this subdivision's conditions of approval. However, this FINAL SITE DEVELOPMENT plot plan condition of approval shall be cleared individually.

080 - Planning. 10                      0080-Planning-MAP - MODEL HOME COMPLEX                      Not Satisfied

A plot plan application shall be submitted to the County Planning Department pursuant to Section 18.30.a.(1) of County Ordinance No. 348 (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department), along with the current fee.

The Model Home Complex plot plan shall contain the following elements:

1. An engineer's scaled plan showing the model home lots, lot numbers, tract number, and north arrow.
2. Show front, side and rear yard setbacks.
3. Provide two dimensioned off street parking spaces per model and one parking space for office use. The plan must

Plan: TR37153

Parcel: 290060024

80. Prior To Building Permit Issuance

Planning

080 - Planning. 10                      0080-Planning-MAP - MODEL HOME COMPLEX (cont.)                      Not Satisfied  
have one accessible parking space.

4. Show detailed fencing plan including height and location.

5. Show typical model tour sign locations and elevation.

6. Six (6) sets of photographic or color laser prints (8" X 10") of the sample board and colored elevations shall be submitted for permanent filing and agency distribution after the Planning Department has reviewed and approved the sample board and colored elevations in accordance with the approved Design Manual and other applicable standards. All writing must be legible. Six (6) matrix sheets showing structure colors and texture schemes shall be submitted.

7. Provide a Model Home Complex landscape and irrigation plan.

NOTES: The Model Home Complex plot plan shall not be approved without Final Site Development Plan approval, or concurrent approval of both. See the Planning Department Model Home Complex application for detailed requirements.

The requirements of this plot plan may be incorporated with any minor plot plan required by the subdivision's conditions of approval. However, this MODEL HOME COMPLEX condition of approval shall be cleared individually.

080 - Planning. 11                      0080-Planning-MAP - PARKING SPACES                      Not Satisfied

Parking spaces are required in accordance with County Ordinance No. 348. All parking areas and driveways shall be surfaced with asphaltic concrete to current standards as approved by the Riverside County Department of Building and Safety. A minimum of 166 garage parking spaces and 42 on private street parking spaces shall be provided on-site.

080 - Planning. 12                      0080-Planning-MAP - ROOF MOUNTED EQUIPMENT                      Not Satisfied

Roof-mounted mechanical equipment shall not be permitted within the subdivision, however, solar equipment or any other energy saving devices shall be permitted with County Planning Department approval.

080 - Planning. 13                      0080-Planning-MAP - SCHOOL MITIGATION                      Not Satisfied

Impacts to the Corona-Norco Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 14                      0080-Planning-MAP - TRASH ENCLOSURES                      Not Satisfied

Prior to the construction of any trash enclosure, a building permit for said enclosure shall be obtained from the County Department of Building and Safety.

080 - Planning. 15                      0080-Planning-MAP - UNDERGROUND UTILITIES                      Not Satisfied

All utility extensions within a lot shall be placed underground.

080 - Planning. 16                      0080-Planning-MAP - Walls/Fencing Plans                      Not Satisfied

The land divider/permit holder shall file seven (7) sets of a Wall/Fencing Plan to the County Planning Department for review and approval. Said plan shall be submitted to the Department in the form of a plot plan application pursuant to County Ordinance No. 348, section 18.30.a.(1) (Plot Plans not subject to the California Environmental Quality Act and not subject to review by any governmental agency other than the Planning Department), along with the current fee. The plan shall be in compliance with Section 18.12, and the TENTATIVE MAP conditions of approval.

A. The plan shall show all project fencing including, but not limited to, perimeter fencing, side and rear yard fencing, and open space or park fencing. A typical frontal view of all fences shall be shown on the fencing plan.

Plan: TR37153

Parcel: 290060024

80. Prior To Building Permit Issuance

Planning

080 - Planning. 16

0080-Planning-MAP - Walls/Fencing Plans (cont.)

Not Satisfied

B. All utility service areas and enclosures shall be screened from view with landscaping or decorative barriers or baffle treatments, as approved by the Planning Department.

C. Front yard return walls shall be constructed of masonry slump stone or material of similar appearance, maintenance, and structural durability) and shall be a minimum of five feet in height.

D. Side yard gates are required on one side of front yard, and shall be constructed of wrought iron, wood, vinyl or tubular steel. Side and rear yard fencing shall be masonry, slump stone or other material of similar appearance, maintenance, and structural durability. Chain link fencing is not permitted. All construction must be of good quality and sufficient durability with an approved stain and/or sealant to minimize water staining. (Applicants shall provide specifications that shall be approved by the Planning Department).

E. All new residences constructed on lots of less than 20,000 square feet shall include rear and side yard fencing constructed of masonry block that is a minimum of five (5) feet in height. The maximum height of walls or fencing shall be six (6) feet in height. In the desert areas, block walls are discouraged on the perimeter in favor of increased setbacks with extensive drought tolerant landscaping, berms and fencing such as split rails.

F. Except for the desert areas, all lots having rear and/or side yards facing local streets or otherwise open to public view shall have fences or walls constructed of decorative block,

G. Corner lots shall be constructed with wrap-around decorative block wall returns. (Note: exceptions for the desert area discussed above.)

H. Side yard gates are required on one side of the home and shall be constructed of powder-coated wrought iron or tubular steel.

I. Wrought iron or tubular steel fence sections may be included within tracts where view opportunities and/or terrain warrant its use. Where privacy of views is not an issue, tubular steel or wrought iron sections should be constructed in perimeter walls in order to take advantage of casual view opportunities.

080 - Planning. 17

Air Filters

Not Satisfied

Prior to building permit issuance, building plans shall note the initial installation of MERV 13 filters or better in all residential units within the project.

Planning-EPD

080 - Planning-EPD. 1

0080-Planning-EPD-EPD - 30 DAY BUOW REPORT

Not Satisfied

Prior to the issuance of any building permits, the biologist who carried out the 30-day pre-construction burrowing owl survey shall submit a written report for review to EPD.

Transportation

080 - Transportation. 1

0080-Transportation-MAP - ANNEX L&LMD/OTHER DIST

Not Satisfied

Prior to issuance of an occupancy permit, the project proponent shall complete annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or other maintenance district approved by the Transportation Department for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859. Said annexation should include the following:

(1) Landscaping along Temescal Canyon Road.

Plan: TR37153

Parcel: 290060024

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 1                      0080-Transportation-MAP - ANNEX L&LMD/OTHER DIST (cont.)                      Not Satisfied

(2) Trails along Temescal Canyon Road.

(3) Streetlights.

(4) Traffic signals located on Temescal Canyon Road at intersection of Campbell Ranch Road.

(5) Street sweeping.

Waste Resources

080 - Waste Resources. 1                      0080-Waste Resources-MAP - RECYCLNG COLLECTION PLAN                      Not Satisfied

Prior to issuance of a building permit, the applicant shall submit three (3) copies of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources, and shall show the location of and access to the collection area for recyclable materials, along with its dimensions and construction detail, including elevation/façade, construction materials and signage. The plot plan shall clearly indicate how the trash and recycling enclosures shall be accessed by the hauler.

080 - Waste Resources. 2                      0080-Waste Resources-MAP - WASTE RECYCLE PLAN (WRP)                      Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1                      0090-BS-Grade-MAP - BMP GPS COORDINATES                      Not Satisfied

Prior to final building inspection, the applicant/owner shall provide the Department of Building Safety with GPS coordinates for the location of the project - specific WQMP treatment control BMPs.

090 - BS-Grade. 2                      0090-BS-Grade-MAP - PRECISE GRDG APPROVAL                      Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for all lots included in the grading permit from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.
3. Submitting a "Wet Signed" copy of the Certification certifying the installation of any onsite storm drain systems not inspected by Riverside County Flood Control District or the Riverside County Transportation Department.
4. Submitting a "Wet Signed" copy of the Water Quality Management Plan (WQMP) Certification from a Registered



Plan: TR37153

Parcel: 290060024

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 2                      0090-BS-Grade-MAP - PRECISE GRDG APPROVAL (cont.)                      Not Satisfied  
Civil Engineer certifying that the Water Quality Management Plan treatment control BMPs have been installed in accordance with the approved WQMP.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

090 - BS-Grade. 3                      0090-BS-Grade-MAP - REQ'D GRDG INSP'S                      Not Satisfied

The developer / applicant shall be responsible for obtaining the following inspections required by Ordinance 457.

1. Precise grade inspection.

- a. Precise Grade Inspection can include but is not limited to the following:
- 2. Installation of slope planting and permanent irrigation on required slopes.
- 3. Completion of drainage swales, berms and required drainage away from foundation.
  - b. Inspection of completed onsite drainage facilities
  - c. Inspection of the WQMP treatment control BMPs

090 - BS-Grade. 4                      0090-BS-Grade-MAP - WQMP ANNUAL INSP FEE                      Not Satisfied

Prior to final building inspection, the applicant shall make payment to the Building and Safety Department for the Water Quality Management Plan (WQMP) Annual Inspection.

090 - BS-Grade. 5                      0090-BS-Grade-MAP - WQMP BMP CERT REQ'D                      Not Satisfied

Prior to final building inspection, the applicant/owner shall submit a "Wet Signed" copy of the Water Quality Management Plan (WQMP) Certification from a Registered Civil Engineer certifying that the project - specific WQMP treatment control BMPs have been installed in accordance with the approved WQMP.

090 - BS-Grade. 6                      0090-BS-Grade-MAP - WQMP BMP INSPECTION                      Not Satisfied

Prior to final building inspection, the applicant shall obtain inspection of all treatment control BMPs and/or clearance from the Building and Safety Department. All structural BMPs described in the project - specific WQMP and indicated on the approved grading plan shall be constructed and installed in conformance with the approved plans and specifications. The Building and Safety Department must inspect and approve the completed WQMP treatment control BMPs for your project before a building final can be obtained.

090 - BS-Grade. 7                      0090-BS-Grade-MAP - WQMP BMP REGISTRATION                      Not Satisfied

Prior to final building inspection, the applicant/owner shall register the project - specific WQMP treatment control BMPs with the Department of Building Safety Business Registration Division. Any person or entity that owns or operates a facility conditioned to install WQMP treatment control BMPs shall register such facility for annual inspections.

Fire

090 - Fire. 1                              0090-Fire-MAP - FIRE SPRINKLER SYSTEM                      Not Satisfied

Fire sprinkler systems are required in all new one and two family dwellings. Plans shall be submitted to the Fire Department for review and approval prior to fire sprinkler installation.

090 - Fire. 2                              0090-Fire-MAP-#45-FIRE LANES                      Not Satisfied

The applicant or developer shall prepare and submit to the Fire Department for approval, a site plan designating required fire lanes with appropriate lane painting and/or signs. The cul de sac's shall be designated as fire lanes. The motor court driveways are not required to be designated fire lanes but may be labeled as fire lanes if the applicant chooses to.

Flood

Plan: TR37153

Parcel: 290060024

90. Prior to Building Final Inspection

Flood

090 - Flood. 1                                  0090-Flood-MAP BMP - EDUCATION                                  Not Satisfied

The developer shall distribute environmental awareness education materials on general good housekeeping practices that contribute to protection of stormwater quality to all initial residents. The developer may obtain NPDES Public Educational Program materials from the District's website: [www.rcwatershed.org/about/materials-library](http://www.rcwatershed.org/about/materials-library).

The developer must provide to the District's Plan Check Department a notarized affidavit stating that the distribution of educational materials to the tenants is assured prior to the issuance of occupancy permits.

If conditioned for a Water Quality Management Report (WQMP), a copy of the notarized affidavit must be placed in the report. The District MUST also receive the original notarized affidavit with the plan check submittal in order to clear the appropriate condition. Placing a copy of the affidavit without submitting the original will not guarantee clearance of the condition.

090 - Flood. 2                                  0090-Flood-MAP IMPLEMENT WQMP                                  Not Satisfied

All structural BMPs described in the project-specific WQMP shall be constructed and installed in conformance with approved plans and specifications. It shall be demonstrated that the applicant is prepared to implement all non-structural BMPs described in the approved project specific WQMP and that copies of the approved project-specific WQMP are available for the future owners/occupants. The District will not release occupancy permits for any portion of the project exceeding 80% of the total recorded residential lots within the map or phase within the map prior to the completion of these tasks.

Planning

090 - Planning. 1                                  0090-Planning-MAP - BLOCK WALL ANTIGRAFFITI                                  Not Satisfied

The land divider/permit holder shall construct an eight (8) foot high decorative block wall along the north, east, and south side of lot 3 (units 74-75, 77-83) and a six (6) foot high decorative block wall along the north side of lot 2 and north and east side of lot 1 in accordance with Figure 32-2 of the Initial Study/Mitigated Negative Declaration. The required wall shall be subject to the approval of the County Department of Building and Safety. An anti-graffiti coating shall be provided on all block walls, and written verification from the developer shall be provided to both the TLMA - Land Use Division, and the Development Review Division.

090 - Planning. 2                                  0090-Planning-MAP - CONCRETE DRIVEWAYS                                  Not Satisfied

The land divider/permit holder shall cause all driveways to be constructed of cement concrete.

090 - Planning. 3                                  0090-Planning-MAP - FENCING COMPLIANCE                                  Not Satisfied

Fencing shall be provided throughout the subdivision in accordance with the approved final site development plans.

090 - Planning. 4                                  0090-Planning-MAP - INTERPRETIVE TRAIL SIGN                                  Not Satisfied

Pursuant to Mitigation Measure CUL-2, prior to the first occupancy, the Project applicant shall install an interpretive sign on the planned trail that depicts the old road with photos, drawings, and includes a brief narrative on the road's history and importance. The design plans for the sign shall be reviewed by the Planning Department prior to its installation.

090 - Planning. 5                                  0090-Planning-MAP - QUIMBY FEE (2)                                  Not Satisfied

The land divider/permit holder shall present certification to the Riverside County Planning Department that payment of parks and recreation fees and/or dedication of land for park use in accordance with Section 10.35 of County Ordinance No. 460 has taken place. aid certification shall be obtained from the County of Riverside Economic Development Agency (EDA) or other entity acceptable to the Planning Director.

090 - Planning. 6                                  0090-Planning-MAP - SKR FEE CONDITION                                  Not Satisfied

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection, whichever comes first, the

Plan: TR37153

Parcel: 290060024

90. Prior to Building Final Inspection

Planning

090 - Planning. 6                      0090-Planning-MAP - SKR FEE CONDITION (cont.)                      Not Satisfied

land divider/permit holder shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary, depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 14.81 acres (gross) in accordance with TENTATIVE MAP. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

090 - Planning. 7                      0090-Planning-MAP- ROLL-UP GARAGE DOORS                      Not Satisfied

All residences shall have automatic roll-up garage doors.

Transportation

090 - Transportation. 1                      0090-Transportation-MAP - 80% COMPLETION                      Not Satisfied

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total recorded residential lots within any map or phase of map prior to completion of the following improvements:

- a) Primary and Alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.
- b) Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks and driveway approaches shall be installed. The final lift of Asphalt Concrete on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The developer shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the maintenance of these facilities until all improvements within the tract boundary shall be completed and accepted into the County maintained system.
- c) Storm drains and flood control facilities shall be completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.
- d) Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to pavement finished grade. Written confirmation of acceptance from water purveyor is required.
- e) Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade. Written confirmation of acceptance from sewer purveyor is required.
- f) Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance 461.

090 - Transportation. 2                      0090-Transportation-MAP - LANDSCAPING                      Not Satisfied

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 and trail shall be improved within Temescal Canyon Road.

Plan: TR37153

Parcel: 290060024

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2                      0090-Transportation-MAP - LANDSCAPING (cont.)                      Not Satisfied

090 - Transportation. 3                      0090-Transportation-MAP - STREET LIGHTS INSTALL                      Not Satisfied

Install streetlights along the streets associated with the development in accordance with the approved street lighting plan and standards of County Ordinance 460 and 461. Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the Developer to ensure that streetlights are energized along the streets of those lots where the Developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 4                      0090-Transportation-MAP - UTILITY INSTALL                      Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. 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 certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

090 - Transportation. 5                      0090-Transportation-MAP - WRCOG TUMF                      Not Satisfied

Prior to the issuance of an occupancy permit, the project proponent shall pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance, pursuant to Ordinance No. 824.

Waste Resources

090 - Waste Resources. 1                      0090-Waste Resources-MAP - RECYCLNG COLLECTION AREA                      Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plan, as approved and stamped by the Riverside County Department of Waste Resources, and as verified by the Riverside County Building and Safety Department through site inspection.

090 - Waste Resources. 2                      0090-Waste Resources-MAP - WASTE REPORTING FORM                      Not Satisfied

Prior to building final inspection, evidence (i.e., receipts or other types of verification) to demonstrate project compliance with the approved Waste Reporting Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.



**COUNTY OF RIVERSIDE**  
**TRANSPORTATION AND LAND MANAGEMENT AGENCY**

*Juan C. Perez*  
*Agency Director*



04/04/18, 3:14 pm

PP26209

**ADVISORY NOTIFICATION DOCUMENT**

The following notifications are included as part of the recommendation of approval for PP26209. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

**Advisory Notification**

Advisory Notification. 1      AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PP26209) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2      AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. County Wide Design Guidelines and Standards
2. County Design Guidelines
  - Temescal Valley (Adopted 3/20/2007)

Advisory Notification. 3      AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

APPROVED EXHIBIT A = Plot Plan No. 26209 Site Plan, Exhibit A, dated 5/16/17.

APPROVED EXHIBIT B = Plot Plan No. 26209 Conceptual Elevations, Exhibit B, dated 5/16/17.

APPROVED EXHIBIT C = Plot Plan No. 26209, Conceptual Floor Plans, Exhibit C, dated 5/16/17.

APPROVED EXHIBIT D = Plot Plan No. 26209, Design Manual, Exhibit D, dated 5/16/17.

Advisory Notification. 4      AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
  - National Pollutant Discharge Elimination System (NPDES)



## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

Advisory Notification. 4      AND - Federal, State & Local Regulation Compliance  
(cont.)

- Clean Water Act
  - Migratory Bird Treaty Act (MBTA)
2. Compliance with applicable State Regulations, including, but not limited to:
- The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
  - Government Code Section 66020 (90 Days to Protest)
  - Government Code Section 66499.37 (Hold Harmless)
  - State Subdivision Map Act
  - Native American Cultural Resources, and Human Remains (Inadvertent Find)
  - School District Impact Compliance
    - Civil Code Section 815.3 & Government Code Sections 65040.2 et al - SB 18 (Tribal Intergovernmental Consultation)
    - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA))
3. Compliance with applicable County Regulations, including, but not limited to:
- Ord. No. 348 (Land Use Planning and Zoning Regulations)
  - Ord. No. 413 (Regulating Vehicle Parking)
  - Ord. No. 421 (Excavation Covering & Swimming Pool Safety)
  - Ord. No. 457 (Building Requirements)
    - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
  - Ord. No. 460 (Division of Land)
  - Ord. No. 461 (Road Improvement Standards)
  - Ord. No. 655 (Regulating Light Pollution)
  - Ord. No. 671 (Consolidated Fees)
  - Ord. No. 679 (Directional Signs for Subdivisions)
  - Ord. No. 787 (Fire Code)
  - Ord. No. 847 (Regulating Noise)
  - Ord. No. 859 (Water Efficient Landscape Requirements)
  - Ord. No. 915 (Regulating Outdoor Lighting)
  - Ord. No. 916 (Cottage Food Operations)
  - Ord. No. 925 (Prohibiting Marijuana Cultivating)
  - Ord. No. 927 (Regulating Short Term Rentals)
  - Ord. No. 928 (Clarifying County Prohibition on Mobile Marijuana Dispensaries and Deliveries)
4. Mitigation Fee Ordinances
- Ord. No. 659 Development Impact Fees (DIF)
  - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
    - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
    - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

## ADVISORY NOTIFICATION DOCUMENT

### Advisory Notification

Advisory Notification. 5            AND - Project Description & Operational Limits (cont.)

Advisory Notification. 5            AND - Project Description & Operational Limits

The use hereby permitted is for a total of 80 two-story, single-family detached condominium units, 160 garage parking spaces, 68 private on-street parking spaces, and recreation areas.

### Planning

Planning. 1                            0010-Planning-USE - BASIS FOR PARKING

Parking for this project was determined primarily on the basis of County Ordinance No. 348, Section 18.12. a.(2).b), Residential Uses, Planned Residential Development.

Planning. 2                            0010-Planning-USE - CAUSES FOR REVOCATION

In the event the use hereby permitted under this permit,  
a) is found to be in violation of the terms and conditions of this permit,  
b) is found to have been obtained by fraud or perjured testimony, or  
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 3                            0010-Planning-USE - COMPLY WITH ORD./CODES

The development of these premises shall comply with the standards of Ordinance No. 348 and all other applicable Riverside County ordinances and State and Federal codes.

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT A, unless otherwise amended by these conditions of approval.

Planning. 4                            0010-Planning-USE - FEES FOR REVIEW

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan or mitigation monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 5                            0010-Planning-USE - LAND DIVISION REQUIRED

Prior to the sale of any individual structure as shown on APPROVED EXHIBIT A, a land division shall be recorded in accordance with Riverside County Ordinance No. 460, and any other pertinent ordinance.

Planning. 6                            0010-Planning-USE - LIGHTING HOODED/DIRECTED

Any outside lighting shall be hooded and directed so as not to shine directly upon

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 6                              0010-Planning-USE - LIGHTING HOODED/DIRECTED  
(cont.)  
adjoining property or public rights-of-way.

Planning. 7                              0010-Planning-USE - MT PALOMAR LIGHTING AREA

Within the Mt. Palomar Special Lighting Area, as defined in Ordinance No. 655, low pressure sodium vapor lighting or overhead high pressure sodium vapor lighting with shields or cutoff luminaries, shall be utilized.

Planning. 8                              0010-Planning-USE - NO OUTDOOR ADVERTISING

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 9                              0010-Planning-USE - ORD 810 O S FEE (1)

In accordance with Riverside County Ordinance No. 810, to assist in providing revenue to acquire and preserve open space and habitat, an Open Space Mitigation Fee shall be paid for each development project or portion of an expanded development project to be constructed in Western Riverside County. The amount of the fee for commercial or industrial development shall be calculated on the basis of "Project Area," which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development.

Any area identified as "NO USE PROPOSED" on the APPROVED EXHIBIT shall not be included in the Project Area.

Planning. 10                              0010-Planning-USE - PHASE BY NEW PERMIT

Construction of this project may be done progressively in phases provided a plan is submitted with appropriate fees to the Planning Department and approved prior to issuance of any building permits. Phasing approval shall not apply to the requirements of any agency other than the Planning Department unless so indicated by the affected agency.

Planning. 11                              0010-Planning-USE - RECLAIMED WATER

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 12                              0010-Planning-USE - VOID RELATED PROJECT

Any approval for use of or development on this property that was made pursuant to Plot Plan No. 23358 shall become null and void upon final approval of Plot Plan No. 26209 by the County of Riverside.

Planning. 13                              0020-Planning-USE - EXPIRATION DATE USE CASE

## ADVISORY NOTIFICATION DOCUMENT

### Planning

Planning. 13                                  0020-Planning-USE - EXPIRATION DATE USE CASE  
(cont.)

This approved permit shall be used within eight (8) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 8 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

### Planning-All

Planning-All. 1                                  0010-Planning-All-USE - 90 DAYS TO PROTEST

The project developer 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 this approval or conditional approval of this project.

Planning-All. 2                                  0010-Planning-All-USE - HOLD HARMLESS

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 PLOT PLAN; 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 PLOT PLAN, 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

## ADVISORY NOTIFICATION DOCUMENT

Planning-All

Planning-All. 2                      0010-Planning-All-USE - HOLD HARMLESS (cont.)  
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.



Plan: PP26209

Parcel: 290060024

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1                      0060-Planning-USE - GRADING PRMT REF TR37153                      Not Satisfied

All grading permits shall be subject to the conditions of approval of Tentative Tract Map No. 37153.

060 - Planning. 2                      0060-Planning-USE - REQD APPLICATIONS (1)                      Not Satisfied

No grading permits shall be issued until General Plan Amendment No. 1203, and Change of Zone No. 7913 have been approved and adopted by the Board of Supervisors and have been made effective. This permit shall conform with the development standards of the designation and/or zone ultimately applied to the property.

80. Prior To Building Permit Issuance

Planning

080 - Planning. 1                      0080-Planning-USE - BUILDING PMT REF TR37153                      Not Satisfied

All building permits shall refer to conditions of approval from Tentative Tract Map No. 37153.

080 - Planning. 2                      0080-Planning-USE - REQD APPLICATIONS (2)                      Not Satisfied

No building permits shall be issued until General Plan Amendment No. 1203, and Change of Zone No. 7913 have been approved and adopted by the Board of Supervisors and have been made effective. This permit shall conform with the development standards of the designation and/or zone ultimately applied to the property.

**LAND DEVELOPMENT COMMITTEE (LDC)  
INITIAL CASE TRANSMITTAL  
RIVERSIDE COUNTY PLANNING DEPARTMENT – RIVERSIDE  
PO Box 1409  
Riverside, 92502-1409**

DATE: August 5, 2016

**TO:**

Riv. Co. Transportation Dept.  
Riv. Co. Environmental Health Dept.  
Riv. Co. Public Health Dept.  
Riverside County Flood Control  
Riv. Co. Fire Department (Riv. Office)  
Riv. Co. Building & Safety – Grading  
Southern California Edison Co. (SCE) Southern  
California Gas Co.

Riv. Co. Building & Safety – Plan Check  
Riv. Co. Regional Parks & Open Space  
P.D. Environmental Programs Division  
P.D. Geology Section  
Riv. Co. Trans. Dept. – Landscape Section  
Riv. Co. Surveyor

Riv. Co. Waste Resources Management Dept.  
Temescal Municipal Advisory Council (MAC)  
Board of Supervisors - Supervisor: 1<sup>st</sup> District  
Planning Commissioner: 1<sup>st</sup> District  
Western Municipal Water District (WMWD)

**GENERAL PLAN AMENDMENT NO. 1203, CHANGE OF ZONE NO. 7913, AND TENTATIVE TRACT MAP NO. 37153 – EA42924** - Applicant: Temescal Office Partners – First Supervisorial District – Glen Ivy Zoning Area – Temescal Canyon Area Plan: Community Development: Business Park (CD:BP)– Location: North of Temescal Canyon Road, South of Whiterown Circle, East of Wrangler Way, west of Interstate 15 – 14.81 Acres – Zoning: Commercial Office (C-O) - **REQUEST:** The General Plan Amendment proposed to change the general plan designation from Community Development: Business Park (CD:BP) to Community Development: Medium High Density Residential (CD: MHDR). The Change of Zone request to change the zoning on the site from Commercial Office (C-O) to Planned Residential (R-4). The Tentative Tract Map is a Schedule B subdivision of 14.81 gross acres into 12 condominium lots for the construction of 86 units and eight (8) lettered lots for streets, landscaping, park area and a retention basin. Related Cases: N/A - APN: 290-060-024, 290-060-025  
**BBID:911-469-658 UDEV CASE: GPA01203 UPROJ CASE: CZ07913, UPROJ CASE: TR37153.**

**LDC staff members and other listed Riverside County Agencies, Departments and Districts staff:**  
A Bluebeam invitation has been emailed to appropriate staff members so they can view and markup the map(s) and/or exhibit(s) for the above-described project. Please have your markups completed and draft conditions in the Land Management System (LMS) on or before the indicated LDC date. If it is determined that the attached map(s) and/or exhibit(s) are not acceptable, please have corrections in the system and DENY the LMS routing on or before the above date. This case is scheduled for a **LDC meeting on August 11, 2016**. Once the route is complete, and the approval screen is approved with or without corrections, the project can be scheduled for a public hearing.

**Other listed entities/individuals:**

Please note that the Planning Department has gone paperless and is no longer providing physical copies of the submitted map(s) and/or exhibit(s) for review. However, we still want your comments. You can view the project maps and exhibits by accessing the Bluebeam Studio Session at the following link. <https://studio.bluebeam.com/join.html?ID=514-201-411>. You will need Bluebeam software installed on your computer in order to access the Bluebeam Studio Session. If you do not have Bluebeam installed on your computer, you can download a free version at <http://www.bluebeam.com/us/products/free-viewer/>. Please provide any comments, questions and recommendations to the Planning Department on or before the above referenced date.

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

PLEASE PRINT NAME AND TITLE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

*If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.*

**Go Paperless!**

If you would prefer to receive these transmittals electronically, please send an email, with the subject line "LDC CONTACT" to Mary Stark at [MCSTARK@rctlma.org](mailto:MCSTARK@rctlma.org). Please make sure you include the name of your organization, and the email address where you would like to receive future transmittals.

Any questions regarding this project, should be directed to Judy Equez, Project Planner at (951) 955-6035, or e-mail at [jeguez@rctlma.org](mailto:jeguez@rctlma.org) / MAILSTOP #: 1070

Public Hearing Path:    Administrative Action:     DH:     PC:     BOS:

COMMENTS:

DATE: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

PLEASE PRINT NAME AND TITLE: \_\_\_\_\_

TELEPHONE: \_\_\_\_\_

*If you do not include this transmittal in your response, please include a reference to the case number and project planner's name. Thank you.*



## RCA Joint Project Review (JPR)

JPR #: 10-06-02-01

Date: 6/9/10

### Project Information

Permittee: Riverside County  
 Case Information: HANS 1811  
 Site Acreage: 14.26 acres  
 Portion of Site Proposed for  
 MSHCP Conservation Area: 0 acres

### Criteria Consistency Review

***Consistency Conclusion: The project is consistent with both the Criteria and other Plan requirements.***

***Data:***

Applicable Core/Linkage: Proposed Extension of Existing Core 2  
 Area Plan: Temescal Canyon

APN	Sub-Unit	Cell Group	Cell
290-060-024	SU 3 – Temescal Wash West	I	3348
290-060-025			

***Comments:***

- a. Proposed Extension of Existing Core 2 (Lake Mathews/Estelle Mountain Extension) consists of private lands located in the western region of the Plan Area. This extension is contiguous with Existing Core C (Lake Mathews/Estelle Mountain) along the length of its eastern border and serves to extend the Habitat in the Lake Mathews/Estelle Mountain area and smooth out edges along the border of this Core. Proposed Extension of Existing Core 2 is also connected to Proposed Constrained Linkage 4 (North Temescal Wash) in the north; and Proposed Linkage 1 and Proposed Constrained Linkages 3, 5 (Horsethief Canyon), and 6 (Temescal Wash south) in the south.
  
- b. The majority of the project site is located in Cell Group I. Conservation within this Cell Group will contribute to assembly of Proposed Extension of Existing Core 2. Conservation within this Cell Group will focus on Riversidean alluvial fan sage scrub, coastal sage scrub, riparian scrub, woodland, and forest habitat. Areas conserved within this Cell Group will be connected to a variety of uplands and wetlands proposed for conservation in Cell Group H to the north, to coastal sage scrub habitat proposed for conservation in Cell 3448 in the Elsinore Area Plan to the south, and to coastal sage scrub, riparian habitat, and water proposed for conservation in Cell 3351 in the Elsinore Area Plan to the east. Conservation within this Cell Group will range from 55% to 65% of the Cell Group, focusing on the northern and eastern portions of the Cell Group.



## RCA Joint Project Review (JPR)

JPR #: 10-06-02-01

Date: 6/9/10

- c. The proposed project is reportedly a subdivision of approximately 14.8 acres, as well as road widening of Temescal Canyon Road to facilitate the project. Surrounding land uses include Interstate 15, high-density residential development, and sand/gravel mining. The project site is reportedly vegetated with non-native grassland, Riversidean sage scrub, Riversidean alluvial scrub, mulefat scrub, southern willow scrub, oak trees, and sycamore trees. There is a prominent drainage along the southern project boundary, which is tributary to Temescal Creek. Given that the project site is not located in the area contemplated for Conservation, the project would not conflict with the Reserve Assembly goals of the MSHCP.

### Other Plan Requirements

#### *Data:*

#### Section 6.1.2 – Was Riparian/Riverine/Vernal Pool Mapping or Information Provided?

- Yes. There are riverine areas on the project site. There are no vernal pools and other fairy shrimp habitat on the project site.

#### Section 6.1.3 – Was Narrow Endemic Plant Species Survey Information Provided?

- Yes. The project site is located within a Narrow Endemic Plant Species Survey Area (NEPSSA) for Munz's onion, San Diego ambrosia, slender-horned spineflower, many-stemmed dudleya, spreading navarretia, California Orcutt grass, San Miguel savory, Hammitt's clay-cress, and Wright's trichocoronis.

#### Section 6.3.2 – Was Additional Survey Information Provided?

- Yes. The project site is located in a Criteria Area Special Survey Area (CASSA) for thread-leaved brodiaea, Davidson's saltscale, Parish's brittlescale, smooth tarplant, round-leaved filaree, Coulter's goldfields, and little mousetail. The project site is also located in an Additional Survey Area for burrowing owl.

#### Section 6.1.4 – Was Information Pertaining to Urban/Wildland Interface Guidelines Provided?

- Yes. The property is located near future and existing Conservation Areas.

#### *Comments:*

- a. Section 6.1.2: Principe and Associates prepared a Determination of Biologically Equivalent or Superior Preservation (DBESP) dated August 2009, as well as a Response to EPD Comments on the DBESP dated October 12, 2009, both of which document that there are riverine/riparian resources on site. The DBESP documents on Page 8, that there is an “ephemeral wash, an ephemeral drainage and four ephemeral tributary drainages” on the project site. The main “ephemeral wash” is located along the southern property boundary. The “ephemeral drainage” is located on the northern property boundary.





## RCA Joint Project Review (JPR)

JPR #: 10-06-02-01

Date: 6/9/10

The four tributary drainages are associated with flows that come from off-site properties under Temescal Canyon Road and into the main ephemeral wash at the southern property boundary. The soils on site are sandy and alluvial; therefore, habitat for fairy shrimp or vernal pools is not present on site. According to the Principe and Associates DBESP report, approximately 1.143 acres of riparian/riverine areas are on site. Pages 21 and 22 of the DBESP indicate that the riparian vegetation on site is not suitable for riparian birds; therefore, no focused surveys were conducted. Of the 1.143 acres, the project will result in 0.109 acre of permanent impacts to riparian/riverine resources (see figure "Impact Assessment Map" on Page 16 of the DBESP). Specifically, the project will impact 0.065 acre of mulefat scrub growing along the ephemeral wash as a result of building an arch culvert under a new road needed for site access. The arch culvert will have a buried concrete bottom, so this area is characterized as permanent impacts to the riverine wash. Widening and improvements to Temescal Canyon Road will impact three of the four drainages that connect to the main wash. These impacts from the road widening will result in 0.023 acre. Lastly, the project will impact 0.021 acre of southern willow scrub along the northern ephemeral drainage as a result of a retaining wall needed to address slope issues on the site. The project will also result in 0.055 acre of temporary impacts. Specifically, 0.029 acre of mulefat scrub will be impacted along the ephemeral wash on the southern boundary. The tributary drainages will also be temporarily impacted totaling approximately 0.009 acre. Lastly, 0.017 acre of southern willow scrub will be impacted along the northern ephemeral drainage. As the DBESP indicates, the Permittee should ensure that the temporary impacted areas will be revegetated with the same vegetation habitat types after project construction. For the permanent impacts to riparian/riverine resources, the project will mitigate on a 3:1 ratio through the Santa Ana Watershed Association (SAWA) or Riverside-Corona Resource Conservation District (RCRCD) (see Page 10 of the Principe and Associates letter dated October 12, 2009). The DBESP on Page 17 indicates that mitigation through restoration within the existing drainages on site will not be successful given the lack of hydrology. Hence, the proposal to use an in-lieu fee mitigation program. Obtaining the credits through SAWA or RCRCD will be used for enhancement efforts within the Santa Ana Watershed, of which the project site is located. Since the riparian/riverine resources on site that are not proposed to be impacted by the project will be either Conserved or avoided through an Environmental Constraints Sheet, and since the project will mitigate for its 0.109 acre of permanent impacts on a 3:1 ratio through an in-lieu fee mitigation program, the project demonstrates compliance with Section 6.1.2 of the MSHCP.

- b. Section 6.1.3: The project site is located within a NEPSSA for Munz's onion, San Diego ambrosia, slender-horned spineflower, many-stemmed dudleya, spreading navarretia, California Orcutt grass, San Miguel savory, Hammitt's clay-cress, and Wright's trichocoronis. Principe and Associates determined there was suitable habitat for San Diego ambrosia and slender-horned spineflower on the project site since both of these plants like alluvial soils, which are on site. Focused surveys were conducted on April 30, May 7, 29, June 12, and 29, 2009. Neither of these two plants were found on site. Based on the documentation provided by Principe and Associates, the project demonstrates compliance with Section 6.1.3 of the MSHCP.



## RCA Joint Project Review (JPR)

JPR #: 10-06-02-01

Date: 6/9/10

- c. Section 6.3.2: The project site is located in a CASSA for thread-leaved brodiaea, Davidson's saltscale, Parish's brittlescale, smooth tarplant, round-leaved filaree, Coulter's goldfields, and little mousetail. In the letter dated October 12, 2009, Principe and Associates documents that the site does not support the appropriate soils for the CASSA species. Based on the lack of suitable habitat identified on site, no focused surveys were warranted. The project site is also located in an Additional Survey Area for burrowing owl. Based on page 14 of the DBESP, Principe and Associates documents that the site was surveyed for suitable burrows and habitat for burrowing owls on May 25, 2007, and May 7, 2009. No suitable burrows were identified on site. Principe and Associates determined that since there was no suitable habitat present on site, no focused surveys were warranted for the burrowing owl. Based on the information provided by Principe and Associates, the project demonstrates consistency with Section 6.3.2 of the MSHCP.
- d. Section 6.1.4: Conservation Areas are located near the project site. To preserve the integrity of areas dedicated as MSHCP Conservation Areas, the guidelines contained in Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area should be considered by the Permittee in their actions relative to the project. Specifically, the Permittee should include as project conditions of approval the following measures:
  - i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas.
  - ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff.
  - iii. Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.
  - iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.
  - v. Consider the invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans to avoid the use of invasive species for the portions of the project that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.



## RCA Joint Project Review (JPR)

JPR #: 10-06-02-01

Date: 6/9/10

- vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into the MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.
- vii. Manufactured slopes associated with the proposed site development shall not extend into the MSHCP Conservation Area.

SNS

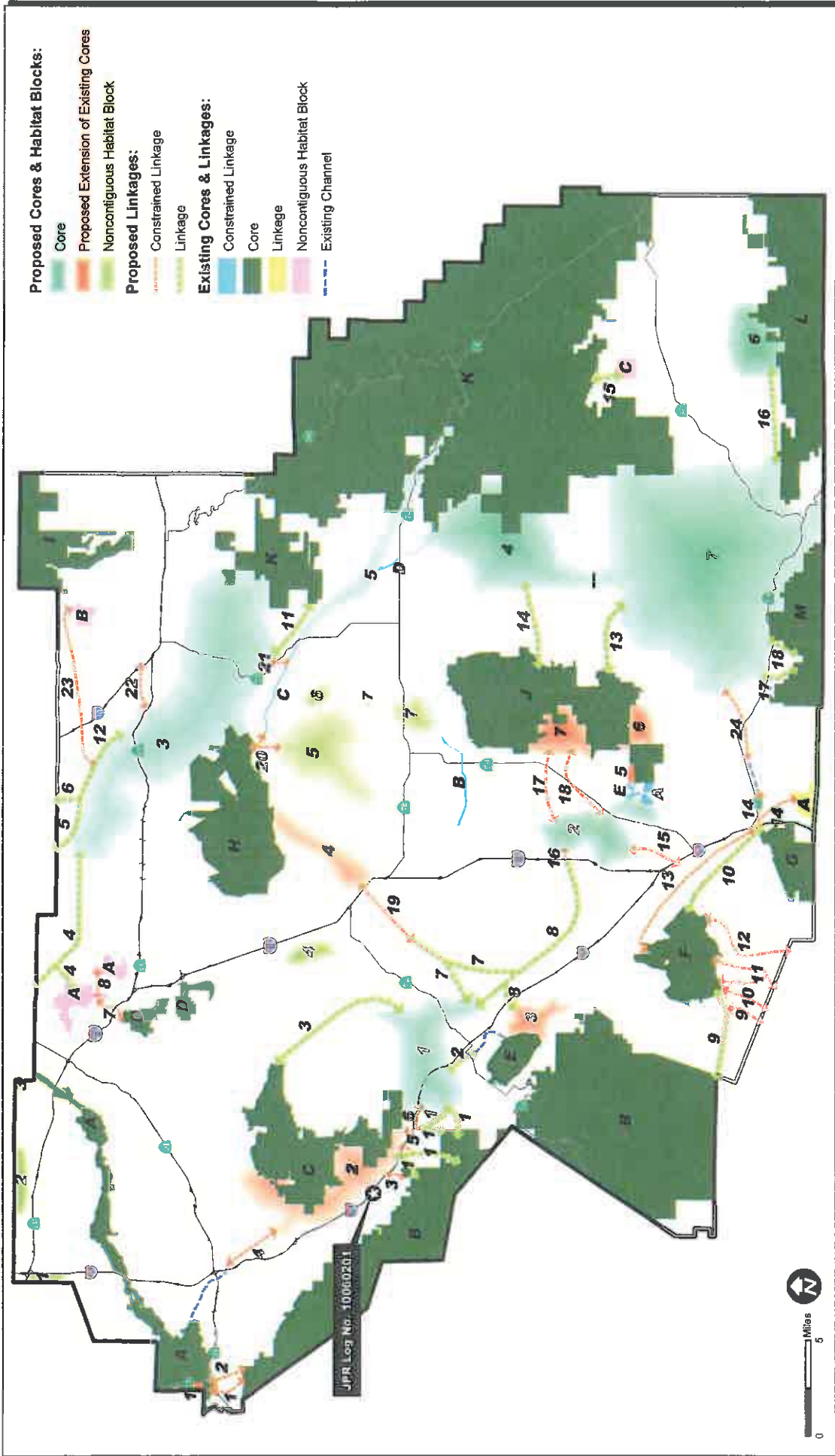


## RCA Joint Project Review (JPR)

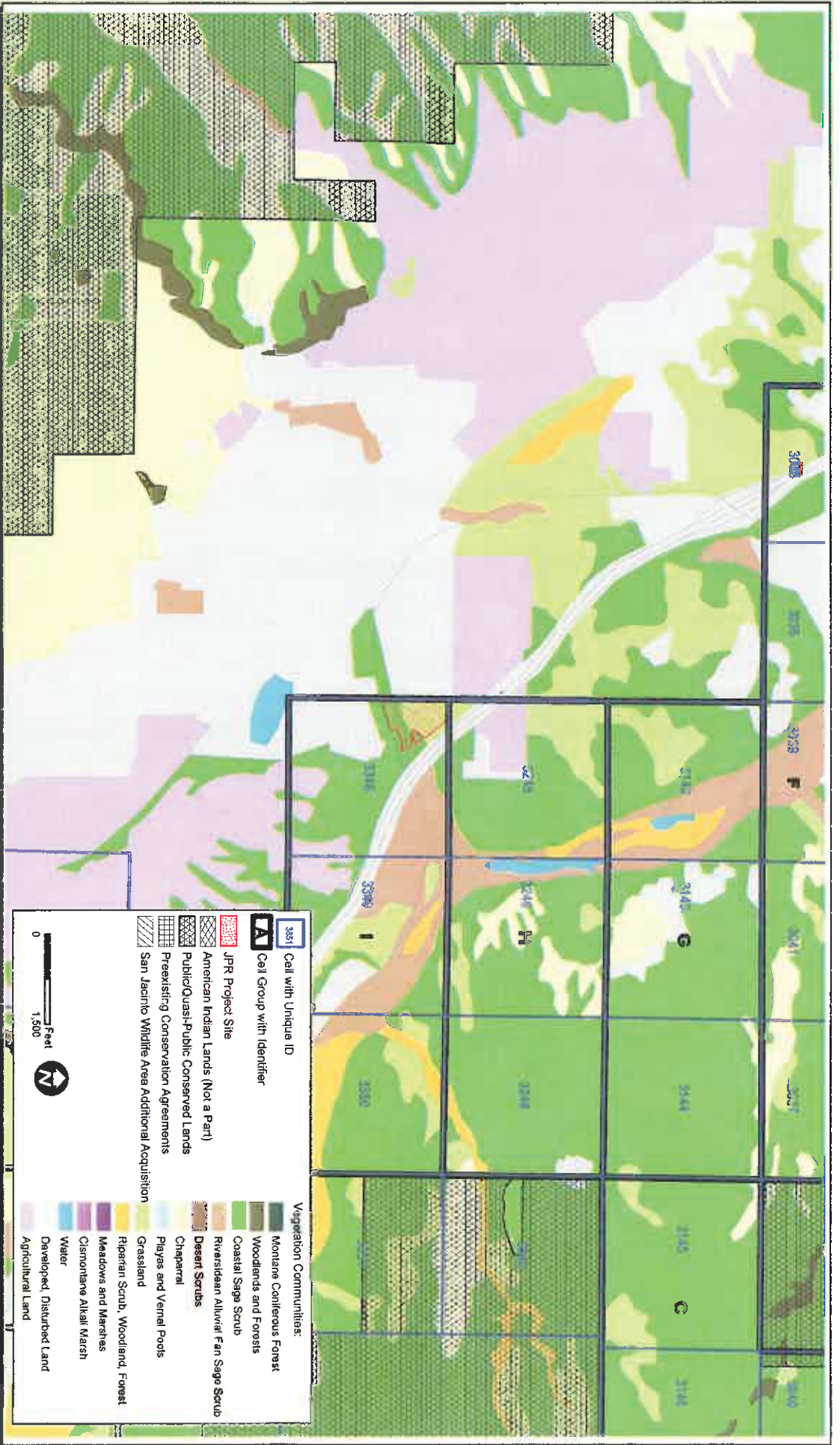
JPR #: 10-06-02-01

Date: 6/9/10

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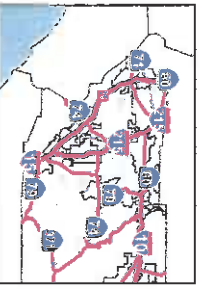


**JPR Log No. 10060201**  
**Criteria Area Cells with MSHCP Vegetation and Project Location**



# MSHCP HANS - PAR01124 - Intake 1811

1172906W



**Lake Matthews Quadrangle**

- Roads
- Parcel
- Criteria Cells
- Intake Boundaries
- HANS Designations
- Development
- Proposed MSHCP Conservation Area

**FINAL**

Date: 7-25-2007



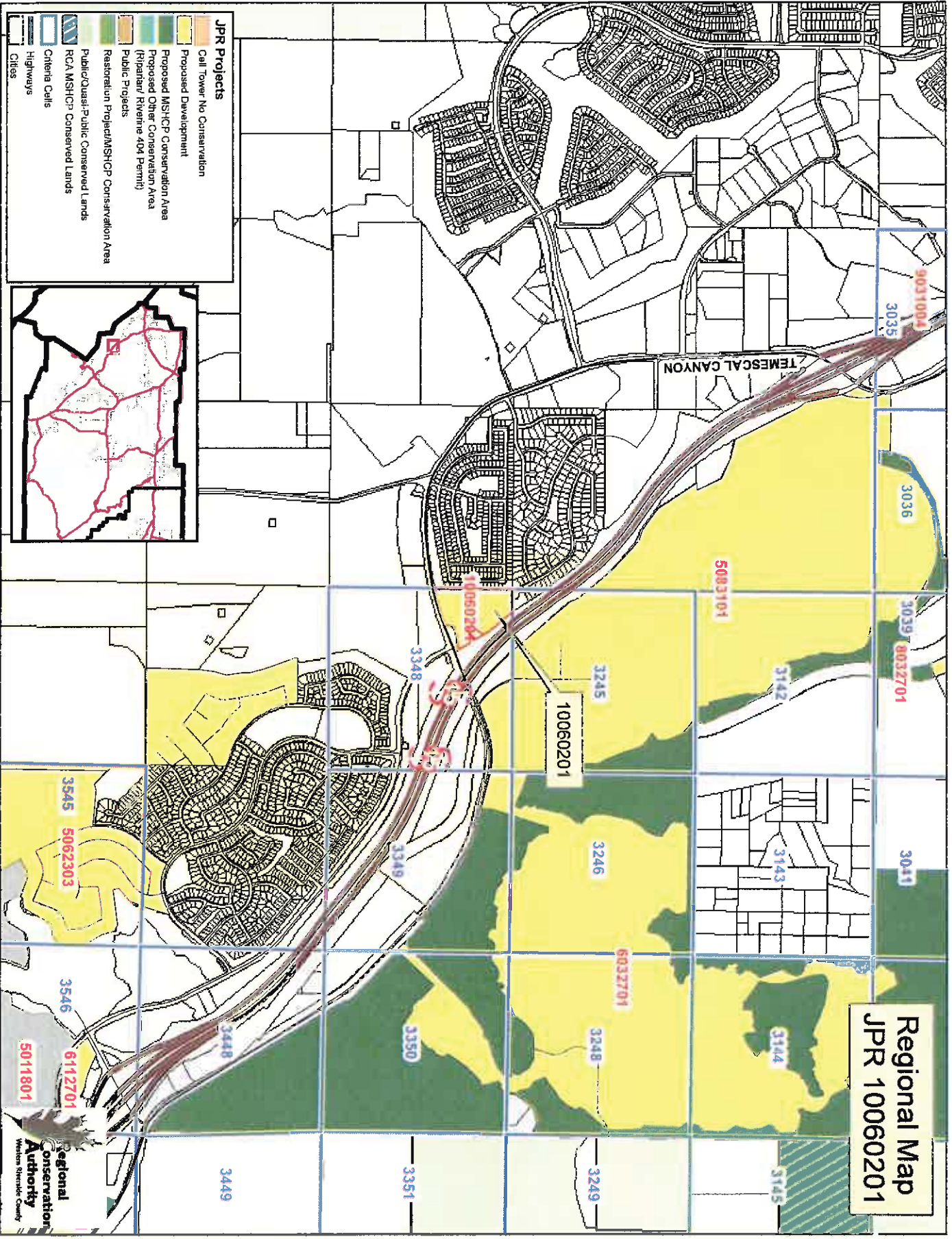
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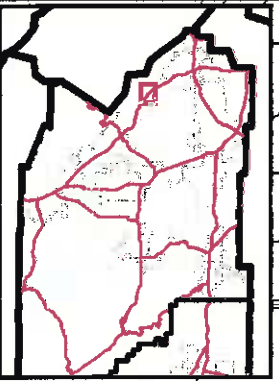
Disclaimer: Maps and data are to be used for reference purposes only. No liability is assumed for errors or omissions, and no warranty is made. The user assumes all responsibility for any use of this product, with no liability assumed for the same.



**Regional Map**  
**JPR 10060201**



- JPR Projects**
- Call Tower No Conservation
  - Proposed Development
  - Proposed MSHCP Conservation Area
  - Proposed Other Conservation Area (Riparian/ Riverine 404 Permit)
  - Public Projects
  - Restoration Project/MSHCP Conservation Area
  - Public/Quasi-Public Conserved Lands
  - RCA MSHCP Conserved Lands
  - Criteria Cells
  - Highways
  - Cities



Rough Step Units # 7

**Regional Conservation Authority**  
 Western Riverside County

**From:** Liza Mendez [mailto:HopeFL1@hotmail.com]  
**Sent:** Friday, October 20, 2017 6:07 PM  
**To:** Carissa Hainsworth <carissa@naggarinc.com>  
**Subject:** Re: Talking points for Nov 1st meeting

Good evening Planning Commission,

We are unable to attend the meeting due to work responsibility and Wife just having major surgery, she is recovering from.

We would like you to please consider this letter as our personal recommendation to allow the Residential community to be built behind us. The benefits are better than if there was commercial building to be put in that area. We are behind the Residential community being built and they have our 100% support.

Regards,

Mr. Joseph Trevor Lycett & Mrs. Liza Lycett

Sent from my Sprint Samsung Galaxy S® 6.

October 20, 2017

Mike Naggar & Associates  
445 South D Street

Dear Mr. Naggar,

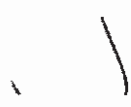
Please accept this letter as evidence of our support of your development project in Corona, CA. We feel

community with maintained landscape, which is more esthetically appealing to the eye. The developers have not only shown consideration in how it affects the adjoining properties, but is also going to

Sincerely,



Chad & Christy Unkenholz  
10511 Wrenbler Way





**Brady, Russell**

---

**From:** Yvette Favela <yfavela25@gmail.com>  
**Sent:** Thursday, October 12, 2017 10:06 PM  
**To:** Brady, Russell  
**Subject:** NO to Condominium in Temescal Canyon

We are writing to vote NO to a zone change from commercial to residential so that a developer can build Condominiums on Temescal Canyon Rd near Painted Hills and Butterfield Estates!!!!

Sent from my iPhone

## Brady, Russell

---

**From:** JANE SNIDER <jasnider@sbcglobal.net>  
**Sent:** Wednesday, October 18, 2017 2:00 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map # 37153 Plot Plan

I strongly oppose the construction of 83, 2 story condominiums at the corning of Temescal Canyon Road near Campbell Ranch Road and the I-15.

The area is overbuilt with housing and has no supporting infrastructure for transportation.

The I-15 is clogged from Indian Truck Trail to the 91 from 6 am until about 10 am most mornings. Residents are having to move or lose their job due to being late no matter what time they leave for work.

Temescal Canyon Road is a two-lane road and can't currently absorb the traffic when parents are trying to get their children to school. Without a signal at the exit to this new development, it would be extremely dangerous and it would also clog the area even more.

A better use for this land would be the development of a senior care facility. It would bring a business into the area that would not generate an unacceptable increase in traffic.

Jane Snider  
24597 Gleneagles Drive  
Temescal Valley, CA 92883

## Brady, Russell

---

**From:** MnM Brown <mnmbrown@yahoo.com>  
**Sent:** Monday, October 23, 2017 10:06 PM  
**To:** Brady, Russell  
**Subject:** Stop residential building in Temescal Valley

Dear County Planner Russell Brady: ☺

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

**Mandy Brown**  
23655 Aquacate Road  
Corona, CA 92883

## Brady, Russell

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**From:** Sheridan Mason <livlulaf45@yahoo.com>  
**Sent:** Monday, October 23, 2017 9:58 PM  
**To:** Brady, Russell  
**Subject:** Re: Tentative Tract Map No. 37153

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 4 years since we moved into Horsethief Canyon off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes close to an hour! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because we literally can not make it to a hospital in a safe amount of time! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! We literally have one way in and one way out of this area, God forbid if we gave to evacuate for ANY reason. It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and several issues were not taken into consideration prior to approvals given for the new developments being built in Temescal Valley. You are putting our lives in danger. Expansion without establishing proper infrastructure, accomodating roads and highways is a recipe for sure disaster.

Please take our communities concerns and reconsider the new and any future building of developments in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening of the 15 north & southbound lanes from Lake Street to Ontario Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Sheridan Mason  
26942 Eagle Run Street  
Temescal Valley, .CA. 92883  
[Sent from Yahoo Mail on Android](#)

## Brady, Russell

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**From:** Nita Hiltner <nhiltner1@sbcglobal.net>  
**Sent:** Monday, October 23, 2017 6:38 PM  
**To:** Brady, Russell; Nita Hiltner  
**Subject:** Tentative Tract Map 37153

Mr. Brady,

We are totally against building condos on Temescal Canyon Road, just adding to Corona's congestion. The road floods, for one thing, and cannot handle much more traffic. Your decisions are ruining Corona and making it unliveable. Many are moving out of state for this reason. Corona is spoiled from where it was 20 years ago. Please don't act to make it worse.

Mr. and Mrs. Wm. Hiltner



## Brady, Russell

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**From:** Jon Monroe <monroejon@yahoo.com>  
**Sent:** Monday, October 23, 2017 6:24 PM  
**To:** Brady, Russell  
**Subject:** Objection to Development Request - Temescal Canyon Rd/Campbell Ranch Rd

> Mr Brady:

>  
> My name is Jonathan Monroe, I'm a +13 year resident of South Unincorporated Corona, currently reside in the Retreat Community at 22221 Silverpoint Loop which is north of the requested development location. Additionally, I'm an active member of the Retreat community board of directors and represent the 520 residents of this community.  
>  
> I'll be explicitly clear, i along with a huge majority of my community object to the proposed development.  
>  
> Our basis for the objection is the County and transportation agency has done absolutely NOTHING to help the Temescal Valley residents with infrastructure to support any proposed development. Our schools are over crowded, our streets are jammed and our utilities constantly have intermittent issues that disrupt day to day life.  
>  
> We have multiple developments "in the works" including the +1,800 homes off Cajalco, the +1,600 homes off Temescal Canyon Road, the +250 apartments off Dos Lagos, the +80 homes off Knabe and Dos Lagos along with many other single family home, condo and apartment developments that are in the planning phase and yet to be finalized.  
>  
> I ask that every individual involved in these decisions for Riverside County PLEASE come drive or freeways and surface streets between 6-8am and 4-7pm on a daily basis; come visit our jammed packed schools and request attendance figures and also ask around all of our communities on the number of power outages we experience on an annual basis. Do traffic studies that provide accurate data (not the ones where they use 2-3 days of data like I've seen, ask for a month of useful/reliable data).  
>  
> The residents of Temescal Valley and South Unincorporated Corona are sick and tired of being abused; our day to day lives are impacted horrifically when it comes to time requirements by the horrific traffic. We need YOUR help to improve this situation before any additional development is approved and permitted!!!!  
>  
> Please take the time to evaluate the negative impact these developments are having on the existing residents of Temescal Valley. These developers are looking to line their pockets while we residents would appreciate some help creating adequate infrastructure to live our lives.  
>  
> IF the County decides to approve these new developments the developers NEED to be required to find infrastructure improvements and additional school funding for NEW schools prior to approval!  
>  
> We are begging for help; please don't turn a blind eye.  
>  
> Sincerely,  
>  
> Jonathan Monroe  
> Retreat Community Association  
> Director / Treasurer  
> 22221 Silverpoint Loop  
> Corona CA 92883

> (951) 334-2233

## Brady, Russell

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**From:** Danici Sammons <danici.sammons@gmail.com>  
**Sent:** Monday, October 23, 2017 3:38 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Mr. Brady,

I am a resident and homeowner in the Dos Lagos community in Corona, just north of the condominium tract that has been proposed in Temescal Valley. I have serious concerns about how the proposed tract of condos will effect the traffic and other quality of life indicators for those who live, work and commute through this part of Riverside County. I will not be able to attend the upcoming public hearing for this project, but I wanted to ensure that my voice is heard in the debate.

The zone change request from the developer interested in building the condos would, as I understand it, make it possible to build high density residential structures on land originally designated for a business park. My concerns are listed below.

First, an additional 83 condominiums would increase traffic in an already congested corridor. Temescal Canyon Road, and the stretch of the I-15 that parallels that road, can be a traffic nightmare already. Morning and evening rush hour traffic is a serious concern for residents in Temescal Valley and South Corona. It is negatively impacting residents, students, and workers who already live in this area. Personally, the stretch of road from my home in Dos Lagos to the 91-15 interchange constitutes the most congested part of my commute, and the greatest amount of my time on the road, to the city of Ontario. Adding an additional 83 families to the mix will compound this problem, as they will also need to get somewhere and back each day. I understand that the County, and CalTrans, have projects in the works to address some of the traffic issues we are experiencing. However, those projects will take some time to complete, and there is no real evidence that their impact on traffic will be sufficient to alleviate the problems which we are already having. This feels like dumping dirt into a hole we've just dug.

Second, Riverside County does not have the infrastructure in place to support and accommodate additional residents in Temescal Valley. As I stated in my first concern, our traffic problems in Riverside County are serious and should be a greater priority for the county than the building of additional housing. Additionally, Temescal Valley is already experiencing overcrowding in its schools, and access to quality medical care is always a concern. While I understand that the county is experiencing demand for new, affordable housing, I don't buy that this is the solution when the county does not have a viable plan to address existing deficits in infrastructure. I waited to have children until I could afford to support them; the same concept should apply to development plans. The county should not plan to allow additional housing in an area that cannot support additional residents.

The We Are TV Development committee, according to conversations on local community message boards, has proposed that the land instead be the site for service-oriented development such as an assisted senior care facility. I would support such a plan, as it would be much less of an impact on traffic than a condominium development. Additionally, such a facility would provide the area with a service which it needs. Senior care facilities, like schools and medical facilities, are overcrowded and difficult to access for many people. Again, it seems that this would provide the county an avenue for development which addresses a county need, instead of adding to a county burden.

Please consider carefully the needs and concerns of existing residents in regards to development in this area. I have really enjoyed living in Riverside County, but issues with traffic and other infrastructure deficits are seriously making me rethink my living situation.

Best,

Danici Sammons  
951-642-9127

**Brady, Russell**

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**From:** kdillon66 <kdillon66@att.net>  
**Sent:** Monday, October 23, 2017 3:16 PM  
**To:** Brady, Russell  
**Subject:** Tract of 83 Condos off Temescal Cnyn Rd

Please vote no to zoning of this project. Our Water and Traffic issues cannot warrant this and other building projects.

No to new housing throughout Corona.

Kevin Dillon

Corona Resident for 41 years

Sent from my Sprint Samsung Galaxy S7.



**Brady, Russell**

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**From:** Christine Leos <leos6@live.com>  
**Sent:** Monday, October 23, 2017 3:14 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Mr. Brady,

I am writing to state my disapproval of the possibility of an 83 unit condo project being built on the corner of Campbell Ranch Rd and Temescal Canyon Rd. This area is already heavily congested with commuters attempting to travel along the 15fwy or Temescal Canyon Rd as an alternate. I have lived in this area for 7 years and have seen a steady increase in commute time especially since the toll lanes opened on the 15 fwy earlier this year. What used to take 20-25 minutes to get to Corona proper now takes a minimum of 60 minutes !

We do not need any other housing built in this area until the roads and freeways are improved.

Respectfully,

Christine M. Leos  
10895 Marygold Way  
Temescal Valley, CA 92883

Sent from Windows Mail

## Brady, Russell

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**From:** Kelli Noss <kellinoss@live.com>  
**Sent:** Monday, October 23, 2017 2:42 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

I'm writing in opposition of the currently proposed zone change for this tract. At this time, Temescal Canyon Road and I-15 – our only routes in and out of our neighborhoods – is heavily impacted due to traffic congestion for a variety of reasons including overbuilding, lack of additional traffic routes, and the new toll roads. Adding new residents to this already over-burdened situation is a recipe for disaster. This zone is better suited as a commercial option and would stand to be an excellent parcel of land to give our area a medical center, a daycare facility, residential elder care, or other options that our valley is currently lacking. Adding more residents to the mix who will immediately and inevitably complain about the traffic situation that they are in is asinine.

You cannot fix our road/traffic situation overnight but you can prevent further impact by declining this proposed request.

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Kelli Noss

## **Brady, Russell**

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**From:** Ckiker <ckiker@gmail.com>  
**Sent:** Monday, October 23, 2017 2:22 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

I am opposed to this project. At some point we need to stop building homes and work on infrastructure. This is going to make bad things worse. There is no way we can handle more vehicles and commuters on current roads and freeways.

Corie Saunders  
9165 clay canyon dr  
Corona  
92883

## Brady, Russell

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**From:** Cutuli, Peter <Peter.Cutuli@Cevalogistics.com>  
**Sent:** Monday, October 23, 2017 1:15 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No .37153

Not sure what else to say but are you kidding me .. I live in Horse thief Canyon it traffic hell It takes me an hour to get from my on-ramp to We rick road every morning and the weekend are just as bad ..STOP THE BULIDING UNTIL THE ROAD CATCH UP. Let use some common sense

**Pete Cutuli**  
General Manager

CEVA Logistics / 5555 Jurupa St Ontario Ca 91761 / [www.cevalogistics.com](http://www.cevalogistics.com)  
T: 909.418.3611 / M: 909.904.1614 / [peter.cutuli@cevalogistics.com](mailto:peter.cutuli@cevalogistics.com)

### **Making business flow**

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## Brady, Russell

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**From:** Micah Anderson <micah@trexbillet.com>  
**Sent:** Monday, October 23, 2017 12:13 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153 - Project Opposition

County Planner Russell Brady  
[rbrady@rivco.org](mailto:rbrady@rivco.org)

I am writing to you in reference to Tentative Tract Map No. 37153.

I strongly oppose this project because the he neighborhoods are already maxing out the capacity of existing infrastructure and to make matters worse the current travel routes in the area are flooding onto the neighborhood streets and further displacing the residents in the Temescal Valley.

Its already a huge problem and the burden is resting on the community residents and no one else.

I see it every day. I have been dealing with it for years. It is shameful what has happened to this once serene area.

I have to ask What are they doing?? We already look like rats in cage. This is just getting freaking now.

**MICAH ANDERSON**  
[micah@trexbillet.com](mailto:micah@trexbillet.com)

**Project Marketing Manager**  
**T-Rex Truck Products, INC.**

**Phone: 951-270-5388**

**2365 Railroad Street**  
**Corona, 92880**  
**California • USA**

[www.TrexBillet.com](http://www.TrexBillet.com)



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## Brady, Russell

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**From:** David Gray <marriedbythelake@gmail.com>  
**Sent:** Monday, October 23, 2017 10:35 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady: .

Re: Tentative Tract Map No. 37153

I oppose this project because the infrastructure in the area is not sufficient for additional development. The only major street through Temescal Valley is Temescal Canyon Road (TCR). Traffic on TCR is already unbearable and will only get worse as projects on Cajalco Road and I-15 get underway. This project does not provide desperately needed widening of TCR. In addition, the Temescal Valley Area Map calls for a freeway interchange at the Temescal Canyon/Campbell Ranch intersection. Building this development would detrimentally affect any chances of that interchange being considered much less built.

I am also concerned about the fact that there appears to be only one entrance/exit road to this proposed development. What happens if there is an emergency, such as a fast-moving wildfire? Much, if not all, of Temescal Valley lies in a very high fire danger area. The poor infrastructure in the valley, combined with traffic issues and the lack of additional exit points from the proposed development would prevent those residents from evacuating quickly.

Another concern is that the entrance/exit road to this development also does not line up with the existing Campbell Ranch intersection. Will a traffic signal be installed at that new road? If not, and residents will instead be required to stop at a stop sign to exit their community, they will face significant delays, due to the aforementioned traffic issues on TCR that already cause the same issues for other residents in local communities, including Painted Hills, Canyon Oaks, Butterfield, and Sycamore Creek. Either way, the misalignment of the proposed development entrance and Campbell Ranch will cause significant traffic issues in addition to current issues already faced on TCR.

There are no local middle or high schools in Temescal Valley, so all the families trying to get their children to school in Corona on time are leaving up to two hours earlier than the school's start time in order to arrive on time, and even then often are late, due to these traffic issues. There is little public school busing available, and little other public transportation available either. This project does not appear to include any recreational facilities or trails that would benefit the community. In order to accommodate and sustain additional development in this community, these are all vital services that need to be added and built up.

I do not and will support ANY development in the proposed tract at the intersection of TCR and Campbell Ranch until these issues are adequately addressed.

Thank you for your consideration.

Cathy Kibria

## Brady, Russell

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**From:** David Vicente <dwvicente@hotmail.com>  
**Sent:** Monday, October 23, 2017 7:08 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

I oppose this project because it would add more traffic on Temescal Canyon Road. The road can not handle the current traffic level much less more. This traffic on Temescal Canyon has become miserable making South Corona 24/7 increasing inhabitable. Please do not add to our misery with this project.

David Vicente

## Brady, Russell

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**From:** Damien Andress <damienandress@hotmail.com>  
**Sent:** Monday, October 23, 2017 3:21 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Good day,

Please consider not granting approval for this project, and perhaps an overall ban on rezoning until the infrastructure in this general area is improved. The traffic here is currently untenable, and this would only make matters worse. Please offer the residents in this area some much needed relief from continued expansion for a short time.

Thank you for your consideration on this matter,

Damien Andress  
27580 Coyote Mesa Drive,  
Corona CA 92883

## Brady, Russell

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**From:** Jimmy Fong <jimmyf715@icloud.com>  
**Sent:** Monday, October 23, 2017 12:42 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific and has been deteriorating year after year for the last fifteen years since we moved into Horsethief Canyon Ranch off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 minutes to an hour and 15 minutes! People are terrified of a health emergency due to the fact that's it is nearly impossible for anyone to make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies delivered while being stuck in traffic, on the 15 freeway, trying to get to the Corona and Riverside hospitals! Temescal Canyon Road is our only backup to the horrible freeway and most of the time now...there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon Road. A huge number of residents are selling and have moved because of the insane traffic we now have to face, which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terramor or the hundreds of apartments in Dos Lagos should have never been approved! You are putting our lives at risk. How can you expand an area if there is not a proper infrastructure or viable solution, to alleviate current traffic mess on our roads and highways, in place?

Please stop any further residential building in Temescal Valley until the current traffic and safety issues have been completely addressed and remediated by BOTH widening the 15 northbound and southbound lanes from Lake Street to Ontario Avenue Exits, AND widening of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Jimmy & Lily Fong  
27441 Pacos Rdg.  
Temescal Valley, CA 92883

Sent from my iPhone

## Brady, Russell

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**From:** Amber Barrera <amber\_barrera@hotmail.com>  
**Sent:** Sunday, October 22, 2017 10:04 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract map No. 37153

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Amber Barrera & Saul Calzada  
24872 Cassia ct. Corona CA 92883



## Brady, Russell

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**From:** Deena <dcwhite01@att.net>  
**Sent:** Sunday, October 22, 2017 9:58 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Deena White  
10133 Mojeska Summit Rd  
Sent from my iPhone

## Brady, Russell

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**From:** Elsie <joselazatin@yahoo.com>  
**Sent:** Sunday, October 22, 2017 9:55 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract map31753

Good evening . While I am all for development and growth for our community , I believe building more condo/apartments/homes would be a horrible idea at this time. There is just not enough road space to accommodated he community now. It is taking our kids that carpool to Santiago high school right now approx 1 hour to get to school. I saw a video that someone stated it is only a few people that complain about the traffic, this is absolutely not true ...everyone I know in this city is stressed out about the traffic every morning and evening. Maybe the person who believes this should drive our roads during this time , I'm sure she will have a different opinion afterwards. Thank you .  
Elsie Lazatin

Sent from my iPad

## Brady, Russell

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**From:** noverleycollins <noverleycollins@yahoo.com>  
**Sent:** Sunday, October 22, 2017 9:21 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract map no. 37153

I just saw that there was yet more condos being planned in Temescal Valley. I have some concerns and questions...have you ever tried to drive our side streets or the 15S any morning or really any time of the day now? Should it take 50minutes to travel from Sycamore Creek to Crossroads Preschool? Is it safe for there to be sooo many people and clearly not enough roads or lanes for the people who already live here, nevermind all these new people. What happens durinf an emergency? How will the infrastucture be able to accomidate more people when is doesnt accomadate the people now. We dont have enough.schools, our families are forced to drive over an hour to get to high school and now you plan to add more time to the commute with more people? Really? This seems poorly planned and very short sided. This community needs to widen the roads and freeway, create more lanes before you add more cars. I mean seriously, have any of you been here? How can you not see that this area cannot accomidate more people, more single family homes let alone multi family. No please stop this. We dont have the infrastructure for any more residences!!!

Just no!!!!!!

Sincerely,  
Nichole Collins

A 13 year resident of Temescal Valley and parent sick of having my 4 year old sit in an hour traffic to get to preschool.

Sent from my Verizon, Samsung Galaxy smartphone

## Brady, Russell

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**From:** Diane Lynn Photos <dianelynnphotos@gmail.com>  
**Sent:** Sunday, October 22, 2017 8:05 PM  
**To:** Brady, Russell  
**Subject:** Re: Tentative Tract Map No. 37153

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Diane Carter  
24999 Pine Mountain Terrace  
Temescal Valley, Ca 92883  
Sycamore Creek Resident.

## Brady, Russell

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**From:** Lois Whitfield <loiswhitfield1950@yahoo.com>  
**Sent:** Sunday, October 22, 2017 8:02 PM  
**To:** Brady, Russell  
**Subject:** Building/traffic  
**Attachments:** condos.pdf

Please no more building in this area. Enough is enough. If there was ever a fire and we had to leave. We would never make it out. So much traffic. Please, NO MORE BUILDING CONDOS OR HOUSES.

Sent from my iPhone

## Brady, Russell

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**From:** Andrea Wiggins <abrink47@gmail.com>  
**Sent:** Sunday, October 22, 2017 8:01 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady: .

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Andrea Wiggins  
25071 Acorn Ct  
Temescal Valley, CA 92883

Sent from my iPhone



## Brady, Russell

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**From:** DANA <wiggs92@hotmail.com>  
**Sent:** Sunday, October 22, 2017 8:00 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Dana Wiggins  
25071 Acorn Ct  
Corona, Ca 92883

Sent from my iPhone

## Brady, Russell

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**From:** Renee Handsaker <reenehandsaker67@gmail.com>  
**Sent:** Sunday, October 22, 2017 7:42 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract map 37153

Dear County Planner Russell Brady:

Tentative Tract Map No. 37153. how ridiculous when you have to get up at 4 o'clock to have your child out of the house by 5:30 am to them at school by 7:30 for a 12 minute drive to take the most 2 1/2 hours you need to stop building houses and condos in this area and think about building schools in this area to help the population the traffic is gotten worse over the past six years you need to not build homes but to build better roads

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Renee Handsaker  
Corona Ca 92883

reenehandsaker67@gmail.com.

25067 Peppertree Ct

## Brady, Russell

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**From:** Christine Iseri <cnciseri53@gmail.com>  
**Sent:** Sunday, October 22, 2017 7:17 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear Mr. Brady,

I am a resident of Temescal Valley, CA and reside at 23842 Kaleb Drive in the Trilogy at Glen Ivy community.

I understand that a developer wants a zone change to build 83, 2-story detached condominiums on 9 net acres of land located on Temescal Canyon Road near Campbell Ranch Road and the I-15. The project would back up to Butterfield Estates and border Painted Hills.

The county formula is that for every home built, 10 daily vehicle trips are generated. Can our community withstand another 830 car trips a day on Temescal Canyon Road?

The answer in no uncertain terms is NO.

The infrastructure in Temescal Valley is not sufficient for this development. Currently there is an enormous problem with insufficient public schools, roadways to navigate in and out of Temescal Valley, police and fire personnel/stations, and literally no public transportation for residents.

These issues are a big concern of the residents of our area who already have to fight, on a daily basis, traffic delays that are absolutely beyond what any reasonable traffic engineer would deem acceptable.

Adding these 83 condos would only increase the problems which are currently existing but not being addressed and remedied by the County of Riverside.

I am strongly opposed to any zoning change that would allow residential homes/condos to be built in this area.

Regards,

Christine Iseri  
23842 Kaleb Drive  
Temescal Valley, CA 92883

## Brady, Russell

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**From:** Nancy <Nans4Him@aol.com>  
**Sent:** Sunday, October 22, 2017 7:12 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No 37153

Mr Russell Brady, I'm a greatly concerned resident of Trilogy and am in no uncertain terms opposed and against ANY new homes, condos and or apartment complexes added to an already over abundance of these structures. Our quality of life and time has already been compromised and we are dealing with traffic jams everywhere. It is sheer madness to continue to allow every empty space being built out without infrastructure to support it. Please stop this madness and insanity. We have put our trust in our leaders to do their jobs and the right thing.

Love, Blessings, & Gratitude!  
Nancy Cole

## Brady, Russell

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**From:** Sarah Bravo <bravostein@yahoo.com>  
**Sent:** Sunday, October 22, 2017 7:10 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Mr. Brady,

Please reconsider these tentative plans for 83 condos. We have no infrastructure for this. The new housing is out of control and the traffic has become ridiculous and practically unbearable.

Thank you,

Sarah Bravo

## Brady, Russell

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**From:** Kristie Bertucci <bertucci\_kristie@yahoo.com>  
**Sent:** Sunday, October 22, 2017 7:07 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153.

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Painted Hills off of Temescal Valley Road. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! **People are terrified of a health emergency because we literally can not make it to a hospital in a safe amount of time!** This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the Corona and Riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added **ANY NEW HOMES OR APARTMENTS** to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in the region (like Terrimore or the hundreds of apartments in Dos Lagos) should have ever been approved! **YOU are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?**

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by **BOTH** widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Your name  
Kristie Real  
10462 Whitecrown Circ  
Painted Hills Community in Temescal Valley



## Brady, Russell

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**From:** jgledbythespirit3 <jgledbythespirit3@gmail.com>  
**Sent:** Sunday, October 22, 2017 6:46 PM  
**To:** Brady, Russell  
**Subject:** Not interested in sitting on Temescal Canyon Road any longer than I currently do.

Right outside my housing track, Butterfield Estates, to the fwy is a 3 minute drive. Unless it's my morning commute. Then it's a 20 minute parking lot just to reach the fwy. Which is another parking lot.

Not interested!

Sent from my Verizon, Samsung Galaxy smartphone

## Brady, Russell

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**From:** Patricia Lopez <plopez1978@icloud.com>  
**Sent:** Sunday, October 22, 2017 6:26 PM  
**To:** Brady, Russell  
**Subject:** Condos off Temescal and Campbell Ranch

[https://d3926qxcw0e1bh.cloudfront.net/post\\_photos/74/19/741931ba7b3db43f4297b98246236466.jpg](https://d3926qxcw0e1bh.cloudfront.net/post_photos/74/19/741931ba7b3db43f4297b98246236466.jpg)

I Patricia Lopez as a residence of Temescal Cayon am sick and tire of all the building and or traffic. i am sick and tired of the freeway and side streets

Being saturated with horrible traffic. We want to ask that you seize all the building of homes and stop the approval of the new condos.

Sent from my iPhone

## Brady, Russell

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**From:** Jessica Qualls <jqualls13@yahoo.com>  
**Sent:** Sunday, October 22, 2017 5:44 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady:

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Jessica Qualls  
10410 Wagonroad W.

Sent from my iPhone

## Brady, Russell

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**From:** Mike's Yahoo <psuwc114@att.net>  
**Sent:** Sunday, October 22, 2017 5:30 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract map no. 37153

Without updating the local roads and interstate 15 adding this project will be a disaster for the new tenants of the temescal valley and everyone who has lived here for years.

I am opposed to this project based on no infrastructure upgrade whatsoever being planned before hand.

With all of the recent natural disasters what would happen in an emergency? There is one road and how would everybody be able to get out safely? Is your team thinking about this, as you add more people to this valley?

Do not add any more residential housing until you have updated the roads to handle all of the current traffic, not to mention the more cars that will be on the road.

Thank you for your attention in this matter

Mike Lorber

Thanks

MSL

Sent from my iPad

## Brady, Russell

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**From:** sarah hamer <hamer84@yahoo.com>  
**Sent:** Sunday, October 22, 2017 5:07 PM  
**To:** Brady, Russell

Dear County Planner Russell Brady:

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk.. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Onterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,

Sarah Hamer  
25121 Pacific Crest  
Corona, CA 92883

## Brady, Russell

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**From:** Jenna & Chris Colburn www.colburnplexus.com <colburnhom@sbcglobal.net>  
**Sent:** Sunday, October 22, 2017 3:52 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear County Planner Russell Brady: .

Re: Tentative Tract Map No. 37153

Please do not allow this development to be approved! The traffic has become horrific in the last 6 years since we moved into Sycamore Creek off of Indian Truck Trail Exit. In fact, what used to take us 10-15 minutes to get to the shops at Dos Lagos and Cajalco for our errands now takes 45 minutes! If we need to get to a doctor in Corona it takes 45 min to an hour & 15 minutes! People are terrified of a health emergency because literally can not make it to a hospital in a safe amount of time! This is why so many ladies have literally gone into labor and had their babies on the 15 freeway trying to get to the corona and riverside hospitals! Temescal Canyon is our only back up to the horrible freeway and most of the time now there are so many new residents that it is backed up even worse than the freeway! It would be completely irresponsible and dangerous for our current residents if you added ANY NEW HOMES OR APARTMENTS to the entire Temescal Valley area until you widen the 15 freeway and Temescal Canyon road. A huge number of residents are selling and have moved because of the insane traffic we now have to face which was not an issue when we purchased our homes! I believe the county planning in regards to housing developments has been poorly managed and none of the homes currently being built in Sycamore Creek, Terrimore or the hundreds of apartments in Dos Lagos should have ever been approved! You are putting our lives at risk. How can you expand an area if there isn't a proper infrastructure or viable and accommodating roads and highways in place?

Please stop any further residential building in Temescal Valley until the current traffic & safety issues have been completely remediated by BOTH widening the 15 north & southbound lanes from Lake Street to Oterio Avenue Exits, AND widening all of Temescal Canyon Road.

Sincerely your extremely concerned residents,  
Jennifer Colburn  
25718 Woods Court, Corona, Ca 92883  
Sent from my iPhone



## Brady, Russell

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**From:** grjlucy@aol.com  
**Sent:** Sunday, October 22, 2017 2:42 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map 37153 No

Russell ,

I am writing to voice my opposition to Map NO 37153.

The location in question is a choke point for valley traffic. It is one of the few locations in the valley that has only the 15fwy and Temescal Canyon Rd as travel routes. Currently traffic on this section of Temescal Canyon Rd comes to a stand still most mornings. This causes frustrated commuters to enter the Butterfield community. The roads in Butterfield are narrow and have no sidewalks which means that school children walking to the bus stop have to dodge these people speeding through our neighborhood.

Until the existing traffic problems for this section of Temescal Canyon Rd can be alleviated, no further development of this type of density should be allowed.

Ron Garrison  
resident of Temescal Valley for 33 years

## **Brady, Russell**

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**From:** Michael Foxworth <altaloman@me.com>  
**Sent:** Sunday, October 22, 2017 2:42 PM  
**To:** Brady, Russell  
**Cc:** Michael & Dee Dee Foxworth; Dee Dee Foxworth; Foxworth Mike  
**Subject:** Opposition to Tentative Tract Map No. 37153

Russell Brady  
Riverside Co. Planning Department  
4080 Lemon Street  
P.O. Box 1409  
Riverside, CA 92502-1409

Re: Opposition to Tentative Tract Map No. 37153

Due to our highly-congested I-15 Freeway in the Temescal Valley and the various service roads that connect to the freeway and neighboring communities, I am specifically and unalterably opposed at this time to development of Tentative Tract Map No. 3715.

Please do not allow any more high-density residential development to the Temescal Valley until our transportation system is improved to handle the population we now have.

Thank you.

Sincerely yours,

MICHAEL E. FOXWORTH  
23835 Cahuilla Court  
Corona, CA 92883

## Brady, Russell

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**From:** Katie Harris <katieharris1@aol.com>  
**Sent:** Sunday, October 22, 2017 1:07 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear Mr. Brady,

I am writing to you about the zone change to build 83, 2-story detached condominiums on 9 net acres of land located on Temescal Canyon Road near Campbell Ranch Road and the I-15. The Temescal Valley combined with South Corona is going through a development boom right now. There many large home developments already underway or about to be in this area. So far no consideration has been given to infrastructure. Our roads are over crowded as well as the 15 freeway, there are not enough schools, not enough gas stations and grocery stores to name a few things. Please do not allow this to continue. This lack of infrastructure must be addressed and fixed before any new homes/condos/apartment homes, townhomes are allowed to be built. If anything needs to be built it is commercial properties to provide much needed revenue to become a maintenance district within the county.

Also, with what happened in Northern California this year I am really concerned about fire safety with all this new building. This particular project has only one road in and one road out. If there was a fire imagine how hard it would be to evacuate.

Thank you,

Katie Harris  
Recycle for Life  
7562 Sanctuary Drive  
Corona, CA 92883  
949 748-0091

## Brady, Russell

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**From:** Patrick Breen <patrickbreen10@gmail.com>  
**Sent:** Sunday, October 22, 2017 11:54 AM  
**To:** Supervisor Jeffries - 1st District  
**Cc:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Mr Jeffries,

It was recently brought to my attention that the owner of this lot wishes to change his land from commercial to residential use so that they can build more residential units. I am completely against this. The County of Riverside has continuously approved plans to build more homes here in Temescal Valley with the hope of being able to collect new property taxes to offset an already unbalanced budget. As more homes have been built there has been nothing done to account for the increase in vehicles on the road. We need to develop the infrastructure in Temescal Valley community, improve roads and freeways to account for the traffic congestion and stop building more homes.

I hope that as our supervisor you can take this issue seriously and work with our community to resolve some of our ongoing issues.

--

**Patrick Breen**

Phone: 714-343-2480

Email: [patrickbreen10@gmail.com](mailto:patrickbreen10@gmail.com)

## Brady, Russell

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**From:** househunter999 <househunter999@aol.com>  
**Sent:** Sunday, October 22, 2017 11:16 AM  
**To:** Brady, Russell  
**Subject:** Tentative tract Map no 37153

Just a resident in Temescal Valley opposing this project. My address is on Temescal Cyn. near Dos Lagos. This area is becoming unbearable to travel in. It's only getting worse . The holidays are terrible too . One skinny road (Calalco) going into the Crossings from the freeway. Just horrible planning .  
N Mastro

Sent from my T-Mobile 4G LTE Device

## Brady, Russell

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**From:** Lisa Porcaro <lisakurzhal@me.com>  
**Sent:** Sunday, October 22, 2017 11:00 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

To: Russell Brady,

I'm a resident in Sycamore Creek and would like you to know that my husband and I very much against 83 condominiums being built off of Temescal Canyon Rd. / Campbell Ranch Rd.

It's very frustrating that Riverside county continues to allow developers to build homes in our area without building the appropriate roads, schools, business, grocery stores, and fast food places around us. As of right now with out the build out of Teramor, the 83 condominiums and the Low income apartments that are planned to be build in our area the local residents are experiencing horrific traffic problems! I'm not sure if your aware but Temescal canyon rd. And Campbell ranch road is consistently backed up with cars all the way in to the Sycamore Creek neighborhood on a daily bases. It's honestly a nightmare getting out of our neighborhood already and adding my residents would only make this worse. It consistently takes parents over an hour to get their children to high school which is located 8.5 miles away. This doesn't even take in to account if there was ever a disaster residents would not be able to evacuate, cause right now we can hardly get out when traffic is bad which is every day! Please consider fixing our current problems before allowing more developers to come in build homes with out being responsible for helping fix our roads. We desperately need more roads, a high school, and a Police Department for local residents! Please consider the safety and well being of your current residents.

Thank you  
Lisa Kurzhal



## Brady, Russell

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**From:** Lisa Lorber <lisalorber416@gmail.com>  
**Sent:** Sunday, October 22, 2017 10:41 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map 37153

This email is intended for those people who have a deciding opinion and vote as to whether Tentative Tract Map 37153 is approved as well as the zone change for the land from commercial office to medium high density residential.

My name is Lisa Lorber and I have been a resident of Temescal Valley for almost 11 years. I have seen much growth in our small valley. For the last year or two, I have began to really get frustrated and angered with the planning commission who has allowed for so much growth in population WITHOUT regard to the infrastructure including roads, schools, freeway access, and health care options. When high school students are getting picked up by the bus over an hour early for school to go such a short distance, there is a definite problem. This area could learn a lot from the City of Irvine and their use of a master plan to add schools, health care options and roads while adding new residences.

I AM STRONGLY OPPOSED to any zone change that will allow for more housing. We are already getting another 192 (or so) additional homes within the Sycamore Creek Community being built by Lennar Homes that will cause a traffic nightmare. This zone change would cause a degradation of the quality of life for those of us living within the Temescal Valley area. The county needs to STOP BEING GREEDY and take care of the current residents needs before adding more homes and earning additional tax money.

Another major concern in light of all the natural disasters that have recently been occurring, what is the evacuation plan with as many residents as we currently have in the valley??? The current road conditions and road availability will trap us in an evacuation situation. Adding more homes, more people, more cars and more traffic will only cause an evacuation situation to be nearly impossible if a quick evacuation is necessary.

A very concerned resident,  
Lisa Lorber

## Brady, Russell

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**From:** Catia Morgan <catia@rickmorgan.com>  
**Sent:** Sunday, October 22, 2017 10:19 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

We live in Painted Hills community in Corona. We received notice that condos will be built in our neighborhood. We have so many issues with traffic currently, adding condos would make it even worse. We can't even get our kids to school on time now. If you want to do anything expand our roads and ease the traffic.

Please do not build these condos we can't afford the traffic.

Get [Outlook for Android](#)

## Brady, Russell

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**From:** Tess Breen <tessbreen17@gmail.com>  
**Sent:** Sunday, October 22, 2017 10:09 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Hello Mr. Brady,

I am a Temescal Valley resident of the Painted Hills community which borders this proposed residential development. Our community is already lacking the infrastructure to support the number of homes and vehicles due to over development in recent years and this project would further impact the problem.

Please do NOT approve this rezoning proposal! Our roads and schools can not support it.

Thank you,

Tess Breen  
714-200-3004

--  
Tess V. Breen  
[tessbreen17@gmail.com](mailto:tessbreen17@gmail.com)

## Brady, Russell

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**From:** Katie Ransom <klaylady@aol.com>  
**Sent:** Sunday, October 22, 2017 8:48 AM  
**To:** Brady, Russell  
**Subject:** Condos near Butterfield Estates

I live with my husband in Temescal Valley off Weirick/15fwy. We have lived here for 25 years...Irvine transplants. We raised our two kids here. When we moved here, we came to south Corona to escape all the congestion of people and vehicles in OC. Fast forward to the out of control build up of Temescal Valley. We are practically stuck in our homes due to traffic. Family and friends dread coming out here because of the parking lot, formerly known as the 15 freeway. Please don't let this project move forward. We need someone to realize how negatively this impacts the current, and future, residents. Thank you for your consideration.

Sincerely,  
Katie Ransom

Sent from my iPad

## Brady, Russell

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**From:** john mendez <johnmendez068@gmail.com>  
**Sent:** Sunday, October 22, 2017 8:35 AM  
**To:** Brady, Russell  
**Subject:** 83 condos project on Temescal

Dear Mr. Brady,

My family and I are completely against this project. The area is already being over built.

Please do not approve this project.

We need expanded roads and freeways as it is.

Thank you for your help in not letting this proceed.

John Mendez

## Brady, Russell

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**From:** Andrea Wiggins <andrea\_wiggins@icloud.com>  
**Sent:** Sunday, October 22, 2017 7:16 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

To whom this may concern,

As a Temescal Valley resident, I was informed there is a proposal for 83 condos on 9 acres. This makes me very concerned because at this point and time, that area cannot handle any more traffic in the morning. I take my children to school and it takes me 45 minutes from Sycamore Creek to go 11 miles. It takes 15 minutes just to get to Tom's Farm. That area in no way is ready for more high density housing. It has been suggested that land be used as a senior assisted living center which makes more sense and would not have such a large impact on our traffic situation compared to 83 units.

Please keep the Temescal Valley residents in mind. We love where we live but the traffic is starting to become unbearable.

I look forward to the meeting November 1st.

Thank you,

Andrea Wiggins  
Sycamore Creek Resident



## Brady, Russell

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**From:** Andrea Wiggins <andrea\_wiggins@icloud.com>  
**Sent:** Sunday, October 22, 2017 7:12 AM  
**To:** Brady, Russell  
**Subject:** Temescal Valley Project

To whom this may concern,

As a Temescal Valley resident, I was informed there is a proposal for 83 condos on 9 acres. This makes me very concerned because at this point and time, that area cannot handle any more traffic in the morning. I take my children to school and it takes me 45 minutes from Sycamore Creek to go 11 miles. It takes 15 minutes just to get to Tom's Farm. That area in no way is ready for more high density housing.

It has been suggested that land be used as a senior assisted living center which makes more sense and would not have such a large impact on our traffic situation compared to 83 units.

Please keep the Temescal Valley residents in mind. We love where we live but the traffic is starting to become unbearable.

I look forward to the meeting November 1st.

Thank you,

Andrea Wiggins  
Sycamore Creek Resident

Sent from my iPhone

## Brady, Russell

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**From:** Lisa <lisaserra999@yahoo.com>  
**Sent:** Sunday, October 22, 2017 7:11 AM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153.

Regarding this zone change, please look at this area the traffic is horrendous and the existing streets and freeways cannot handle the flow now. This area has no alternatives like other cities. Many other areas such as the San Gabriel valley have numerous east west, north south alternative streets and freeways. This area of corona only has Temescal and the 15 freeway. Allowing this zoning change and this condo complex is irresponsible.

Lisa M. Serra  
Sent from my iPad

## Brady, Russell

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**From:** Susan Fischetti <susan7066@att.net>  
**Sent:** Saturday, October 21, 2017 9:56 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

I oppose this project because our streets and freeway cannot accommodate any more traffic. The 15 is at a crawl at almost any time of the day, but especially at commute time. I am retired so do not have to deal with that, but I and many other retirees have to make medical or other appointments late morning or midday in order not to have to allow two hours for a half-hour trip. Once the apartments at Dos Lagos and the homes at Terramor are occupied, it will get even worse. I can't even imagine how it will be during the Cajalco overpass construction, not to mention the 1800 or so homes projected to be built across from the Stater Bros shopping center on Cajalco. If there was ever a fire like in Anaheim Hills, we would be trapped here in the Valley, since the 15 is the only way out. Emergency vehicles would not be able to get to us.

Stop approving more residential development until the traffic problem is fixed. Toll lanes are not the answer. One suggestion that would help is to provide school buses for the students of Temescal Valley, as this would probably take a quarter to a third of the cars off the road in the mornings. That is a faster fix than building a high school here, which would take years, and should have been done years ago.

Susan Fischetti

## **Brady, Russell**

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**From:** Annette Culpepper <pepyone@gmail.com>  
**Sent:** Saturday, October 21, 2017 9:03 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153.

83 CONDOS? A zone change to build 83, 2-story detached condominiums?

No thank you. Traffic is horrific now. We cannot have this influx of homes in crouching on the already overcrowd streets and freeways.

NO NO NO !!

## Brady, Russell

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**From:** tarairvine83@yahoo.com  
**Sent:** Saturday, October 21, 2017 8:52 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153.

County Planner Russell Brady,

I oppose this project. The traffic on Temescal Canyon Rd and the 15 fwy are already a nightmare. We do not need anymore homes or condos built in this area until solutions are first made to help free the gridlock we commuters already face in the mornings and evenings.

[Sent from Yahoo Mail on Android](#)

## **Brady, Russell**

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**From:** Patricia Anderson <trixieand@gmail.com>  
**Sent:** Saturday, October 21, 2017 8:41 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Dear Mr. Brady:

My name is Patricia Anderson and my husband Christopher Anderson are residents of Temescal Valley residing at 9104 Blue Flag Street.

We are in opposition to the rezoning of the property identified in TTM No. 37153 from commercial to residential. This area cannot support additional residential development. There is a complete lack of public transportation and capacity on existing roadways will be further diminished by the construction of the I-15 tolled lanes (using the 91 tolled lanes as a recent example). Further, we lack sufficient public schools, transportation to public schools, police or fire personnel. Public safety is compromised. Builders must first be held to high DIF fees to develop infrastructure before any additional residential development takes place in Temescal Valley.

Sincerely,  
Patricia and Christopher Anderson



## **Brady, Russell**

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**From:** Clarissa Castello <clarissacastello@yahoo.com>  
**Sent:** Saturday, October 21, 2017 8:28 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Russell,

I have lived in Temescal Valley for only 3 short years. In those 3 yrs I have watched the traffic get WORSE and WORSE! I live in Wild Rose and takes me 35 min to ONE HOUR just to GET ONTO the freeway in the mornings. Then I have to sit in another 20-40 minutes of traffic to get to the 91. My daughter has to leave our home 1 hour and 10 minutes before school starts just to ensure that she will be at school on time. My 12 yr old attends El Cerrito middle school (1.1 miles door to door) and she has been late to school more times in this school year 2017-2018 (only 3 mos in) than she has in the previous years combined. It has ABSOLUTELY NOTHING to do with the possibility of leaving late or running behind (We pride ourselves on timeliness) and has EVERYTHING to do with the HORRENDOUS Traffic.

The fast track has made things EVEN WORSE as the ONLY entrance for anyone north OR south of the 91 is at ONTARIO (North entrance). So, all folks living in Corona, Norco, Eastvale, or anyone living anywhere else north or south of the entrance dump onto the freeway at Ontario (North) backing things up FOR MILES!

Not to mention the weekend traffic is HORRIBLE both directions (north and south) pretty much anytime of the day or night....

There HAS GOT TO Be more roads made BEFORE new housing can even be designed let alone built!

Do you live in Temescal Valley and have a work or school commute Monday-Friday? If not I strongly encourage you to drive from Indian Truck Trail to the 91 freeway any day Monday-Thursday AM for TWO WEEKS and see what we are talking about and what we are frustrated about! Also, please check out the commute of those living in any of the allotments off of Knabe.

Please reconsider!

Clarissa Castello  
Concerned TV Citizen

[Sent from Yahoo Mail on Android](#)

## Brady, Russell

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**From:** Athena Nassar <nas5nco@gmail.com>  
**Sent:** Saturday, October 21, 2017 8:24 PM  
**To:** Brady, Russell  
**Subject:** Condo project

To Whom It May Concern,

I am writing to you in hopes of helping to add to the conversation about the proposed condos on temescal. I live in Painted Hills and my children attend Santiago High School as well as Todd Elementary. The traffic is so terrible for me to get my son to Santiago it can take me a 45 minutes!!! What is more surprising after I drop off my children at Todd elementary from 8 am -8:30 am it can take me 30 -40 minutes to get back home!!!! That is only 1.7 miles!!!! These proposed condos are directly on this route!!! What we need are more roads sidewalks and schools down in south corona not more homes! Please please please reconsider!!!!

Sincerely,  
Athena Nassar

Sent from my iPhone

## **Brady, Russell**

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**From:** Andrea Lisset <lisset005@yahoo.com>  
**Sent:** Saturday, October 21, 2017 7:43 PM  
**To:** Brady, Russell  
**Subject:** Re:Tentative Tract Map No. 37153

Re:Tentative Tract Map No. 37153

To Whom it May Concern,

As a long time Temescal Valley Resident I am writing in opposition god the tentative tract map no. 37153. You obviously have never tried leaving your house from this area in the AM to get on to the 15 freeway and have to spend over half an hour doing to because of the amount of cars on the road. The roads and freeway are gridlocked as it is and the last thing this area needs is more housing. BUILD MORE INFRASTRUCTURE!!! Consider the needs of the Temescal Valley residents over being blinded by lining your pockets with more money! It is outrageous how long it takes me to go 9 miles on the morning, let alone the thought of becoming trapped here in the event of a natural disaster.

Andrea Bradshaw

## Brady, Russell

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**From:** Jim Yahoo <gibson13820@yahoo.com>  
**Sent:** Saturday, October 21, 2017 7:40 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Hello,

I'm writing to oppose the development of the above project.

We are currently suffering from unbelievable traffic congestion due to housing development and no infrastructure to support additional homes. We are not seeing an addition of businesses that would allow for people to work close to home, no additional schools and no middle or high school in our area. This has become a commuter location and nothing more.

We need to focus on bringing new jobs to the area and building the infrastructure to support the residences already developed or underway.

Regards,  
Jim and Karen Gibson

## Brady, Russell

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**From:** Jessica Hatcher <jessicachatcher@gmail.com>  
**Sent:** Saturday, October 21, 2017 7:14 PM  
**To:** Brady, Russell  
**Subject:** Oppose tentative tract map no.37153

I oppose the 83 condos! Please consider the traffic with all the new homes in area with no relief in sight. As of now, it takes an average of 45 min to an hour to go from Indian Truck trail/15fwy North at 6am to get to the 91 fast trak. Some days using Temescal canyon takes the same amount of time. The county should not allow Anymore housing projects in the area until freeways are widened in South Corona. The traffic is a nightmare.

Thank you,  
Jessica Hatcher, concerned homeowner

## Brady, Russell

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**From:** Cyndi Goodwin <cynthiagoodwin@msn.com>  
**Sent:** Saturday, October 21, 2017 7:07 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract Map no. 37153

Dear Mr. Brady

I have lived off to Temescal Canyon Road for 16 years. The traffic is already a nightmare, it is virtually impossible to get through this area in the morning.

Please deny the condo project.

My family is 100% against the project!

Sincerely

Cynthia Goodwin  
23347 Sand Canyon Circle  
Corona, CA. 92883



## Brady, Russell

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**From:** Jeanne Duss <jduss911@gmail.com>  
**Sent:** Saturday, October 21, 2017 7:04 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No 37153

I oppose this project because the traffic number of people this would add to an already impacted area. This traffic problem is a well known problem to everyone who lives here.

Jeanne Duss  
24974 Fawnskin Dr.  
Temescal Valley. 92883

Sent from my iPad

## **Brady, Russell**

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**From:** christine eddow <ceddowdpt@yahoo.com>  
**Sent:** Saturday, October 21, 2017 6:43 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153. NO!!!!

TO: Russell Brady. County Planner

FROM: Christine Eddow, Temescal Valley resident

RE: Tentative Tract Map No. 37153. NO!!!!

Mr. Brady,

As a 30 year resident of the Temescal Valley region who has seen this area grow from nothing but orange groves to nice homes and shops to now perpetual building and construction with no obvious plan for infrastructure, school transportation, and freeway expansion I must highly object to the proposal of Tentative Tract Map No. 37153. You must put a halt to the expansion of condominiums, town homes, and residences in this already highly impacted area. A proposed solution to this is to place an assisted senior living facility which I feel will better utilize the property, resources, and best serve the needs of both the residents and individuals who need jobs right here in Temescal Valley.

Please feel free to contact me,

Christine Eddow, PT PhD, DPT, OCS, WCS, CHT

ceddowdpt@yahoo.com

*Dr. Christine Eddow, PT, PhD, DPT, OCS, WCS, CHT  
Physical Therapist/Certified Hand Therapist/Board Certified Orthopedic Specialist/Board Certified  
Women's Health Specialist*

**Brady, Russell**

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**From:** Christie scianni <paul\_chris102204@yahoo.com>  
**Sent:** Saturday, October 21, 2017 6:35 PM  
**To:** Brady, Russell  
**Subject:** Tentative tract 37153

I oppose building these new condos. Our infrastructure in temescal valley doesn't support any new developments. It will clog the freeways more and create traffic nightmares.

Sincerely,  
Christie scianni

[Sent from Yahoo Mail on Android](#)

## Brady, Russell

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**From:** Maram Jibril <mrsbishara@gmail.com>  
**Sent:** Saturday, October 21, 2017 6:30 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Hello Mr. Brady,

I have been a resident of Temescal Valley for 8 years & am quite concerned with all the new developments that have been arising in our beautiful quite and homey valley.

There has been word that 83 new condominiums will be built here.

The amount of traffic that has escalated in the past few years due to all these new developments is unbelievable and i do believe that adding more homes will only exacerbate the problem of traffic.

Please reconsider building these condominiums here as I and many other local residents are completely opposed to this.

If there is anything i need to sign or vote against this i will be happy to do so.

Thank you so much for your time.

Maram Jibril

## Brady, Russell

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**From:** Tony Lieu O.D. <lieutionium@yahoo.com>  
**Sent:** Saturday, October 21, 2017 6:02 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Hi Russell,

My name is Tony Lieu. We live and have a local business in south Corona. The traffic is horrendous as it is now, no thanks to our incompetent self-serving city council. While more homes may be good for my business, I am opposed to more homes just because there is land to develop and short term money to be made to the county.

Please do not approve any more housing unless you widen the 15 freeway by adding 4 more lanes and include non-toll carpool lanes.

Thanks for listening,

Tony Lieu O.D.  
Optometrist at Eagle Glen Optometry

[Sent from Yahoo Mail on Android](#)

## Brady, Russell

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**From:** Brandon McBride <brandon@upliftseo.net>  
**Sent:** Saturday, October 21, 2017 6:02 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

Vehemently opposed. Temescal Valley wants jobs and infrastructure including a high school.

Bring us businesses. Not more commuters. Otherwise we will turn into Corona. Look how well thats going.

Sent from my iPhone



## Brady, Russell

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**From:** Stacey Mitchell <thewickedq01@sbcglobal.net>  
**Sent:** Saturday, October 21, 2017 5:46 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

The infrastructure in the area is not sufficient for this development. There is not sufficient public transportation, public schools, roadways, police or fire personnel. This is not just a quality of life issue for those living in the area or purchasing these proposed condos. This is a huge safety concern. While 80 condos by themselves may not be an insurmountable issue adding it to the other currently approved projects is insurmountable without requiring builders to first handle the infrastructure problems which seems like something no builder would be able to do because of the costs and time involved.

Sincerely,  
Stacey Mitchell

## Brady, Russell

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**From:** Lisa Schrody <lisarenee27@gmail.com>  
**Sent:** Saturday, October 21, 2017 5:33 PM  
**To:** Brady, Russell  
**Subject:** Tent. Tract Map #37153

Good evening Mr. Brady,

I am so sad to hear about the possible zone change along with the possibility of Condominiums along Temescal Canyon Rd. We have lived here six years now and the traffic has gotten progressively worse and we do not have the infrastructure to support adding more homes. Those of us that live in Temescal Valley are essentially trapped. The traffic at all times is horrendous and we have no alternate route. I am concerned about what would happen in a natural disaster and also the safety of my family in the event of an emergency. I have a child with cystic fibrosis and I worry that if I needed to get her to the hospital we would be stuck in so much traffic that it would take hours to get her there. I urge you to think about what this does to the people that live here. We just cannot support this. Until the traffic situation is addressed and the Toll Lanes are not the answer! Thank you so much for your time.

Best,  
Lisa Schrody

## Brady, Russell

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**From:** Linda Myers <omysam@aol.com>  
**Sent:** Saturday, October 21, 2017 5:30 PM  
**To:** Brady, Russell  
**Subject:** Tentative Tract Map No. 37153

We are opposed to the request by developer to rezone subject tract from commercial to medium high density residential. No condos should be allowed but rather a better land use would be service-oriented such as an assisted senior care facility.

Please NO more residential builds until freeway and surface streets are expanded to handle the additional traffic. STOP THE BUILDING!

We need additional grocery stores now to support all the additional housing.

Linda Myers  
8351 Butterfly Bush Ct.  
Temescal Valley, CA 92883?

Sent from my iPhone

**INDEMNIFICATION AGREEMENT**

This INDEMNIFICATION AGREEMENT (“Agreement”), made by and between the COUNTY OF RIVERSIDE, a political subdivision of the State of California (“COUNTY”), and Temescal Office Partners, a California Limited Partnership (“PROPERTY OWNER”), relating to the PROPERTY OWNER’S indemnification of the COUNTY under the terms set forth herein:

**WITNESSETH:**

**WHEREAS**, the PROPERTY OWNER has a legal interest in the certain real property described as APN 290-060-024 and 290-060-025 (“PROPERTY”); and,

**WHEREAS**, on July 6, 2016, PROPERTY OWNER filed an application for General Plan Amendment 1203, Change of Zone No. 7913, and Tentative Tract 37153 (“PROJECT”); and,

**WHEREAS**, judicial challenges of projects requiring discretionary approvals, including, but not limited to, California Environmental Quality Act determinations, are costly and time consuming. Additionally, project opponents often seek an award of attorneys’ fees in such challenges; and,

**WHEREAS**, since property owners are the primary beneficiaries of such approvals, it is appropriate that such owners bear the expense of defending against any such judicial challenge, and bear the responsibility of any costs, attorneys’ fees and damages which may be awarded to a successful challenger; and,

**WHEREAS**, in the event a judicial challenge is commenced against the PROJECT, the COUNTY has requested and the PROPERTY OWNER has agreed to defend, indemnify and hold harmless the COUNTY, its agents, officers, or employees from any claim, action or proceeding against the COUNTY, its agents, officers, or employees to attack, set aside, void or annul any approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning the PROJECT or its associated environmental documentation (“LITIGATION”); and,

**WHEREAS**, this Agreement is entered into by the COUNTY and PROPERTY OWNER to establish specific terms concerning PROPERTY OWNER’S indemnification obligation for the PROJECT.

**NOW, THEREFORE**, it is mutually agreed between COUNTY and PROPERTY OWNER as follows:

1. ***Indemnification.*** PROPERTY OWNER, at its own expense, shall defend, indemnify and hold harmless the COUNTY, its agents, officers, and employees from and against any claim, action or proceeding brought against the

COUNTY, its agents, officers, and employees to attack, set aside, void or annul any approval of the PROJECT including any associated costs, damages, and expenses including, but not limited to, costs associated with Public Records Act requests submitted to the COUNTY related to the PROJECT and an award of attorneys' fees and costs incurred or arising out of the above-referenced claim, action or proceeding brought against the COUNTY ("Indemnification Obligation.")

2. **Defense Cooperation.** PROPERTY OWNER and the COUNTY shall reasonably cooperate in all aspects of the LITIGATION. Nothing contained in this Agreement, however, shall be construed to limit the discretion of COUNTY, in the interest of the public welfare, to settle, defend, appeal or to decline to settle or to terminate or forego defense or appeal of the LITIGATION. It is also understood and agreed that all litigation pleadings are subject to review, revision and approval by COUNTY's Office of County Counsel.

3. **Representation and Payment for Legal Services Rendered.** COUNTY shall have the absolute right to approve any and all counsel retained to defend COUNTY in the LITIGATION. PROPERTY OWNER shall pay the attorneys' fees and costs of the legal firm retained by PROPERTY OWNER to represent the COUNTY in the LITIGATION. Failure by PROPERTY OWNER to pay such attorneys' fees and costs may be treated as an abandonment of the PROJECT and as a default of PROPERTY OWNER's obligations under this Agreement.

4. **Payment for COUNTY's LITIGATION Costs.** Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. LITIGATION costs include any associated costs, fees, damages, and expenses as further described in Section 1. herein as Indemnification Obligation. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the PROJECT, PROPERTY OWNER shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). PROPERTY OWNER shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. Within ten (10) days of written notice from COUNTY, PROPERTY OWNER shall make such additional deposits. Collectively, the initial deposit and additional deposits shall be referred to herein as the "Deposit."

5. **Return of Deposit.** COUNTY shall return to PROPERTY OWNER any funds remaining on deposit after ninety (90) days have passed since final adjudication of the LITIGATION.

6. **Notices.** For all purposes herein, notices shall be effective when personally delivered, delivered by commercial overnight delivery service, or sent by

certified or registered mail, return receipt requested, to the appropriate address set forth below:

COUNTY:  
Office of County Counsel  
Attn: Melissa Cushman  
3960 Orange Street, Suite 500  
Riverside, CA 92501

PROPERTY OWNER:  
Temescal Office Partners  
Attn: Richard Boatman  
3181 Airway Ave, Suite U-2  
Costa Mesa, CA 92626

With a copy to:  
Pinnacle Residential  
Attn: David Graves  
2 Venture, Suite 350  
Irvine, CA 92618

7. ***Default and Termination.*** This Agreement is not subject to termination, except by mutual agreement or as otherwise provided herein. In the event of a default of PROPERTY OWNER's obligations under this Agreement, COUNTY shall provide written notification to PROPERTY OWNER of such alleged default and PROPERTY OWNER shall have ten (10) days after receipt of written notification to cure any such alleged default. If PROPERTY OWNER fails to cure such alleged default within the specified time period or otherwise reach agreement with the COUNTY on a resolution of the alleged default, COUNTY may, in its sole discretion, do any of the following or combination thereof:

- a. Deem PROPERTY OWNER's default of PROPERTY OWNER's obligations as abandonment of the PROJECT and as a breach of this Agreement;
- b. Rescind any PROJECT approvals previously granted;
- c. Settle the LITIGATION.

In the event of a default, PROPERTY OWNER shall remain responsible for any costs and attorney's fees awarded by the Court or as a result of settlement and other expenses incurred by the COUNTY related to the LITIGATION or settlement.

8. ***COUNTY Review of the PROJECT.*** Nothing in this Agreement shall be construed to limit, direct, impede or influence the COUNTY's review and consideration of the PROJECT.

9. ***Complete Agreement/Governing Law.*** This Agreement represents the complete understanding between the parties with respect to matters set forth herein. This Agreement shall be construed in accordance with the laws of the State of California.



10. **Successors and Assigns.** The obligations specific herein shall be made, and are binding on the successors in interest of the PROPERTY OWNER, whether the succession is by agreement, by operation of law or by any other means.

11. **Amendment and Waiver.** No modification, waiver, amendment or discharge of this Agreement shall be valid unless the same is in writing and signed by all parties.

12. **Severability.** If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.

13. **Survival of Indemnification.** The parties agree that this Agreement shall constitute a separate agreement from any PROJECT approval, and if the PROJECT, in part or in whole, is invalidated, rendered null or set aside by a court of competent jurisdiction, the parties agree to be bound by the terms of this Agreement, which shall survive such invalidation, nullification or setting aside.

14. **Interpretation.** The parties have been advised by their respective attorneys, or if not represented by an attorney, represent that they had an opportunity to be so represented in the review of this Agreement. Any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be applied in interpreting this Agreement.

15. **Captions and Headings.** The captions and section headings used in this Agreement are inserted for convenience of reference only and are not intended to define, limit or affect the construction or interpretation of any term or provision hereof.

16. **Jurisdiction and Venue.** Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed in the Courts of Riverside County, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court or jurisdiction.

17. **Counterparts; Facsimile & Electronic Execution.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same document. To facilitate execution of this Agreement, the parties may execute and exchange facsimile or electronic counterparts, and facsimile or electronic counterparts shall serve as originals.

18. **Joint and Several Liability.** In the event there is more than one PROPERTY OWNER, the liability of PROPERTY OWNER shall be joint and several, and PROPERTY OWNER each of them shall be jointly and severally liable for performance of all of the obligations of PROPERTY OWNER under this Agreement.

19. **Effective Date.** The effective date of this Agreement is the date the parties sign the Agreement. If the parties sign the Agreement on more than one date, then the last date the Agreement is signed by a party shall be the effective date.

**IN WITNESS WHEREOF,** the parties hereto have duly caused this Agreement to be executed by their authorized representatives as of the date written.

**COUNTY:**  
COUNTY OF RIVERSIDE,  
a political subdivision of the State of California

By: 

~~Assistant~~ Juan Perez *CHARISSA LEMMA*  
Riverside County TLMA Director/Interim Planning Director

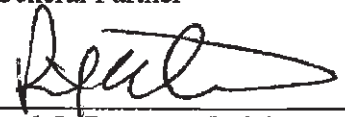
FORM APPROVED COUNTY COUNSEL  
BY:  5/30/17  
MELISSA R. CUSHMAN DATE

Dated: 6/2/17

**PROPERTY OWNER:**

TEMESCAL OFFICE PARTNERS,  
a California limited partnership

By: RS Temescal LLC, a California limited liability company  
Its General Partner

By:   
Richard C. Boatman, Its Manager

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached and not the truthfulness, accuracy, or validity of that document.

ALL PURPOSE ACKNOWLEDGMENT

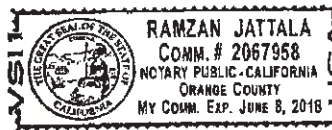
STATE OF California }  
COUNTY OF Orange } ss.

On May 4 2017, before me, Ramzan Jattala  
Notary Public personally appeared Richard O Boatman  
who proved to me on the basis of satisfactory evidence) to be the person(s) whose  
name(s) is/are subscribed to the within instrument and acknowledged to me that  
he/she/they executed the same in his/her/their authorized capacity(ies), and that by  
his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of  
which the person(s) acted, executed the instrument.

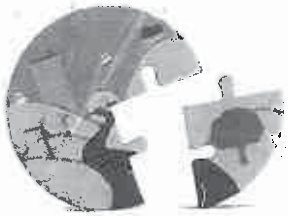
I certify under Penalty of Perjury under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Ramzan Jattala



(NOTARY SEAL)



# RIVERSIDE COUNTY PLANNING DEPARTMENT

Steve Weiss, AICP  
Director

## APPLICATION FOR SUBDIVISION AND DEVELOPMENT

CHECK ONE AS APPROPRIATE:

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> TRACT MAP | <input type="checkbox"/> MINOR CHANGE           | <input type="checkbox"/> VESTING MAP            |
| <input type="checkbox"/> REVISED MAP          | <input type="checkbox"/> REVERSION TO ACREAGE   | <input type="checkbox"/> EXPIRED RECORDABLE MAP |
| <input type="checkbox"/> PARCEL MAP           | <input type="checkbox"/> AMENDMENT TO FINAL MAP |   |

*INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.*

CASE NUMBER: TR 37153

DATE SUBMITTED: 7-6-16

### APPLICATION INFORMATION

Applicant's Name: Temescal Office Partners , CA Limited Partnership

E-Mail: Richard@BoatmanDevCo.com

Mailing Address: \_\_\_\_\_

3151 Airway Avenue, Suite U-2

*Street*

Costa Mesa, CA 92626

*City*

*State*

*ZIP*

Daytime Phone No: (714) 918-0515

Fax No: ( )

dgraves@pinnacleresidential.net

Engineer/Representative's Name: DAVID GRAVES

E-Mail: \_\_\_\_\_

Mailing Address: 2 Venture, Suite 350

*Street*

Irvine, CA 92618

*City*

*State*

*ZIP*

Daytime Phone No: (949) 207.3270 ext. 104

Temescal Office Partners , CA Limited Partnership

Property Owner's Name: \_\_\_\_\_

E-Mail: Richard@BoatmanDevCo.com

Mailing Address: 3151 Airway Avenue, Suite U-2

*Street*

Costa Mesa, CA 92626

*City*

*State*

*ZIP*

Daytime Phone No: (714) 918-0515

Fax No: (714) 918-0514

If additional persons have an ownership interest in the subject property in addition to that indicated above, attach a separate sheet that references the application case number and lists the names, mailing

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

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

"Planning Our Future... Preserving Our Past"

**APPLICATION FOR SUBDIVISION AND DEVELOPMENT**

addresses, and phone numbers of those persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

**AUTHORIZATION FOR CONCURRENT FEE TRANSFER**

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be **NO** refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

RICHARD BOATMAN, as mgr. of RS Temescal LLC, General Partner of Temescal Office Partners



PRINTED NAME OF APPLICANT

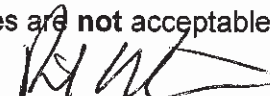
SIGNATURE OF APPLICANT

**AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:**

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

RICHARD BOATMAN, as mgr. of RS Temescal LLC, General Partner of Temescal Office Partners



PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the subject property is owned by persons who have not signed as owners above, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

See attached sheet(s) for other property owner's signatures.

**PROPERTY INFORMATION:**

Assessor's Parcel Number(s): 290-060-024 / 290-060-025

Section: 2 Township: 5s Range: 6w

Approximate Gross Acreage: 14.8

**APPLICATION FOR SUBDIVISION AND DEVELOPMENT**

General location (cross streets, etc.): North of TEMESCAL CYN. RD., South of WHITECROWN CIR., East of WRANGLER WAY, West of I-15

Thomas Brothers map, edition year, page number, and coordinates: PAGE 804 GRIDS F6 & F7

Proposal (describe project, indicate the number of proposed lots/parcels, units, and the schedule of the subdivision, whether the project is a Vesting Map or Planned Residential Development (PRD):

PRD for R-4 single-family detached condominium uses on 14.8 acres. 20 lots.

Related cases filed in conjunction with this request:

GPA CZ

Is there a previous development application filed on the same site: Yes  No

If yes, provide Case No(s). PP23358, EOT for 23358 (Parcel Map, Zone Change, etc.)

EA No. (if known) 41923 EIR No. (if applicable): \_\_\_\_\_

Have any special studies or reports, such as a traffic study, biological report, archaeological report, geological or geotechnical reports, been prepared for the subject property? Yes  No

If yes, indicate the type of report(s) and provide a copy: Hydrology, WQMP, Acoustical, and Traffic

Is water service available at the project site: Yes  No

If "No," how far must the water line(s) be extended to provide service? (distance in feet/miles) \_\_\_\_\_

Is sewer service available at the site? Yes  No

If "No," how far must the sewer line(s) be extended to provide service? (distance in feet/miles) \_\_\_\_\_

Will the proposal eventually require landscaping either on-site or as part of a road improvement or other common area improvements? Yes  No

Will the proposal result in cut or fill slopes steeper than 2:1 or higher than 10 feet? Yes  No

How much grading is proposed for the project site?

Estimated amount of cut = cubic yards: 118,325 CY

Estimated amount of fill = cubic yards 109,807 CY



**APPLICATION FOR SUBDIVISION AND DEVELOPMENT**

Does the project need to import or export dirt? Yes  No

Import \_\_\_\_\_ Export \_\_\_\_\_ Neither X

What is the anticipated source/destination of the import/export? N/A

What is the anticipated route of travel for transport of the soil material? N/A

How many anticipated truckloads? N/A truck loads.

What is the square footage of usable pad area? (area excluding all slopes) \_\_\_\_\_ sq. ft.

If this is a residential subdivision, is it located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services? Yes  No

If yes, does the subdivision intend to dedicate land or pay Quimby fees, or a combination of both?

Dedicate land  Pay Quimby fees  Combination of both

Is the subdivision located within 8½ miles of March Air Reserve Base? Yes  No

If yes, will any structure exceed fifty-feet (50') in height (above ground level)? Yes  No

Does the subdivision exceed more than one acre in area? Yes  No

Is the development project located within any of the following watersheds (refer to Riverside County Land Information System (RCLIS) (<http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html>) for watershed location)?

- Santa Ana River
- Santa Margarita River
- Whitewater River


APPLICATION FOR SUBDIVISION AND DEVELOPMENT

HAZARDOUS WASTE SITE DISCLOSURE STATEMENT

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

- The project is not located on or near an identified hazardous waste site.
- The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1)  Date 6/16/2016  
Owner/Representative (2) \_\_\_\_\_ Date \_\_\_\_\_

**APPLICATION FOR SUBDIVISION AND DEVELOPMENT**

**Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP)  
within the Santa Ana River Region**

<b>Project File No.</b>	
<b>Project Name:</b>	
<b>Project Location:</b>	Temescal Cyn. Rd. west of I-15 east of Wrangler Way
<b>Project Description:</b>	single-family detached condominium

<b>Proposed Project Consists of, or includes:</b>	<b>YES</b>	<b>NO</b>
Significant Redevelopment: The addition or replacement of 5,000 square feet or more of impervious surface on an already developed site. Does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the constructed facility or emergency redevelopment activity required to protect public health and safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Residential development that create 10,000 square feet or more of impervious surface (collectively over the entire project site), including residential housing subdivision requiring a Final Map (i.e. detached single family home subdivisions, multi-family attached subdivisions, condominiums, or apartments, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
New Industrial and commercial development where the land area <sup>1</sup> represented by the proposed map or permit is 10,000 square feet or more.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mixed use developments that create 10,000 square feet or more of impervious surface (collectively over the entire project site).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Automotive repair shops (Standard Industrial Classification (SIC) codes <sup>2</sup> 5013, 5014, 5541, 7532, 7533, 7534, 7536, 7537, 7538, 7539).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Restaurants (SIC code 5812) where the land area of development is 5,000 square feet or more.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hillside developments disturbing 5,000 square feet or more which are located on areas with known erosive soil conditions or where natural slope is 25 percent or more.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Developments of 2,500 square feet of impervious surface or more adjacent to (within 200 feet) or discharging directly into ESA's. "Directly" means situated within 200 feet of the ESA; "discharging directly" means outflow from a drainage conveyance system that is composed entirely of flows from the subject development or redevelopment site, and not commingled with flows from adjacent lands. .	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parking lots of 5,000 square feet or more exposed to stormwater, where "parking lot" is defined as a land area or facility for the temporary storage of motor vehicles.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Retail Gasoline Outlets that are either 5,000 square feet or more of impervious surface with a projected average daily traffic of 100 or more vehicles per day.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Projects, other than Transportation Projects, that are implemented by a permittee and similar in nature to the priority projects described above and meets the thresholds described herein.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Development Projects whose site conditions or activity pose the potential for significant adverse impacts to water quality.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>1</sup>Land area is based on acreage disturbed  
<sup>2</sup>Descriptions of SIC codes can be found at <http://www.osha.gov/pls/imis/sicsearch.html>.

**DETERMINATION: Circle appropriate determination.**

If **any** question answered "YES"      Project requires a project-specific WQMP.

If **all** questions answered "NO"      Project requires incorporation of Site Design and source control BMPs imposed through Conditions of Approval or permit conditions.



**COUNTY OF RIVERSIDE  
TRANSPORTATION AND LAND MANAGEMENT AGENCY**



Juan C. Perez  
Agency Director

Carolyn Syms Luna  
Director,  
Planning Department

Juan C. Perez  
Director,  
Transportation Department

Mike Lara  
Director,  
Building & Safety Department

Code  
Enforcement  
Department

**LAND USE and PERMIT APPLICATION PROCESSING AGREEMENT**  
Agreement for Payment of Costs of Application Processing

**TO BE COMPLETED BY APPLICANT:**

This agreement is by and between the County of Riverside, hereafter "County of Riverside",  
and Temescal Office Partners, CA Limited Partnership hereafter "Applicant" and Temescal Office Partners, CA Limited Partnership "Property Owner".

Description of application/permit use: *Project proposes to change zoning from Commercial Office (C-O) to Planned Residential R-4.*

If your application is subject to Deposit-based Fee, the following applies

**Section 1. Deposit-based Fees**

**Purpose:** The Riverside County Board of Supervisors has adopted ordinances to collect "Deposit-based Fees" for the costs of reviewing certain applications for land use review and permits. The Applicant is required to deposit funds to initiate staff review of an application. The initial deposit may be supplemented by additional fees, based upon actual and projected labor costs for the permit. County departments draw against these deposited funds at the staff hourly rates adopted by the Board of Supervisors. The Applicant and Property Owner are responsible for any supplemental fees necessary to cover any costs which were not covered by the initial deposit.

**Section 2. Applicant and Property Owner Responsibilities for Deposit-based Fee Applications**

- A. Applicant agrees to make an initial deposit in the amount as indicated by County ordinance, at the time this Agreement is signed and submitted with a complete application to the County of Riverside. Applicant acknowledges that this is an initial deposit and additional funds may be needed to complete their case. The County of Riverside will not pay interest on deposits. Applicant understands that any delays in making a subsequent deposit from the date of written notice requesting such additional deposit by County of Riverside, may result in the stoppage of work.
- B. Within 15 days of the service by mail of the County of Riverside's written notice that the application permit deposit has been reduced to a balance of less than 20% of the initial deposit or that the deposit is otherwise insufficient to cover the expected costs to completion, the Applicant agrees to make an additional payment of an amount as determined by the County of Riverside to replenish the deposit. Please note that the processing of the application or permit may stop if the amount on deposit has been expended. The Applicant agrees to continue making such payments until the County of Riverside is reimbursed for all costs related to this application or permit. The County of Riverside is entitled to recover its costs, including attorney's fees, in collecting unpaid accounts that would have been drawn on the deposit were it not depleted.
- C. The Property Owner acknowledges that the Applicant is authorized to submit this agreement and related application(s) for land use review or permit on this property. The Property Owner also acknowledges that should the Applicant not reimburse the County of Riverside for all costs related to this application or permit, the Property Owner shall become immediately liable for these costs which shall be paid within 15 days of the service by mail of notice to said property Owner by the County.
- D. This Agreement shall only be executed by an authorized representative of the Applicant and the Property Owner. The person(s) executing this Agreement represents that he/she has the express authority to enter into this agreement on behalf of the Applicant and/or Property Owner.

- E. This Agreement is not assignable without written consent by the County of Riverside. The County of Riverside will not consent to assignment of this Agreement until all outstanding costs have been paid by Applicant.
- F. Deposit statements, requests for deposits or refunds shall be directed to Applicant at the address identified in Section 4.

**Section 3. To ensure quality service, Applicant is responsible to provide one-week written notice to the County of Riverside Transportation and Land Management Agency (TLMA) Permit Assistance Centers if any of the information below changes.**

**Section 4. Applicant and Owner Information**

**1. PROPERTY INFORMATION:**

Assessors Parcel Number(s): 290-060-024

Property Location or Address:  
TEMESCAL CYN. RD. AND CAMPBELL RANCH RD. EAST OF I-15


**2. PROPERTY OWNER INFORMATION:**


Property Owner Name: Temescal Office Partners, CA Limited Partnership Phone No.: 714-918-0515  
 Firm Name: \_\_\_\_\_ Email: Richard@BoatmanDevCo.com  
 Address: 3151 Airway Avenue, Suite U-2  
Costa Mesa, CA 92626

**3. APPLICANT INFORMATION:**

Applicant Name: Temescal Office Partners, CA Limited Partnership Phone No.: 714-918-0515  
 Firm Name: RS Temescal, LLC Email: Richard@BoatmanDevCo.com  
 Address (if different from property owner)  
 \_\_\_\_\_  
 \_\_\_\_\_

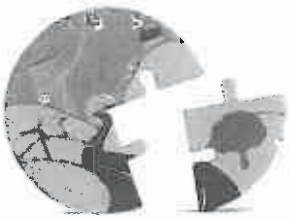
**4. SIGNATURES:**

Signature of Applicant:  Date: 6/14/16  
 Print Name and Title: RICHARD BOATMAN, as mgr. of RS Temescal LLC, General Partner of Temescal Office Partners

Signature of Property Owner:  Date: 6/14/16  
 Print Name and Title: RICHARD BOATMAN, as mgr. of RS Temescal LLC, General Partner of Temescal Office Partners

Signature of the County of Riverside, by \_\_\_\_\_ Date: \_\_\_\_\_  
 Print Name and Title: \_\_\_\_\_

<b>FOR COUNTY OF RIVERSIDE USE ONLY</b>	
Application or Permit (s)#: _____	
Set #: _____	Application Date: _____



# RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna  
Director

## APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN

SECTIONS I, II, AND VI BELOW MUST BE COMPLETED FOR ANY AMENDMENT TO THE AREA PLAN MAPS OF THE GENERAL PLAN.

FOR OTHER TYPES OF AMENDMENTS, PLEASE CONSULT PLANNING DEPARTMENT STAFF FOR ASSISTANCE PRIOR TO COMPLETING THE APPLICATION.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: GPA 01203 DATE SUBMITTED: 7-6-16

### I. GENERAL INFORMATION

#### APPLICATION INFORMATION

Applicant's Name: TEMESCAL OFFICE PARTNERS, CA LIMITED PARTNERSHIP E-Mail: Richard@BoatmanDevCo.com

Mailing Address: 3151 Airway Avenue, Suite U-2  
Street  
Costa Mesa, CA 92626  
City State ZIP

Daytime Phone No: (714) 918-0515 Fax No: ( )

Engineer/Representative's Name: DAVID GRAVES E-Mail: dgraves@PinnacleResidential.net

Mailing Address: 2 VENTURE, SUITE 350  
Street  
Irvine, CA 92618  
City State ZIP

Daytime Phone No: (949) 207.3270 ext. 104 Fax No: ( )

Property Owner's Name: TEMESCAL OFFICE PARTNERS, CA LIMITED PARTNERSHIP E-Mail: Richard@BoatmanDevCo.com

Mailing Address: 3151 Airway Avenue, Suite U-2  
Street  
Costa Mesa, CA 92626  
City State ZIP

Daytime Phone No: (714) 918-0515 Fax No: (714) 918-0514

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

Desert Office · 77-588 El Duna Court, Suite H  
Palm Desert, California 92211  
(760) 863-8277 · Fax (760) 863-7555

"Planning Our Future... Preserving Our Past"



**APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN**

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

***AUTHORIZATION FOR CONCURRENT FEE TRANSFER***

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

RICHARD BOATMAN, as mgr. of RS Temescal LLC, General Partner of Temescal Office Partners



PRINTED NAME OF APPLICANT

SIGNATURE OF APPLICANT

**AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:**

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

RICHARD BOATMAN, as mgr. of RS Temescal LLC, General Partner of Temescal Office Partners



PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the subject property is owned by persons who have not signed as owners above, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

**PROPERTY INFORMATION:**

Assessor's Parcel Number(s): 290-060-024 / 290-060-025

Section: 2 Township: 5S Range: 6W

Approximate Gross Acreage: 14.8

**APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN**

General location (nearby or cross streets): North of TEMESCAL CYN. RD., South of WHITECROWN CIR., East of WRANGLER WAY, West of I-15

Thomas Brothers map, edition year, page number, and coordinates: PAGE 804 GRIDS F6 & F7

Existing Zoning Classification(s): C-O

Existing Land Use Designation(s): BP

Proposal (describe the details of the proposed general plan amendment):

**CHANGE FROM BP/CO TO PRD R-4**

Related cases filed in conjunction with this request:

**CZ TTM**

Has there been previous development applications (parcel maps, zone changes, plot plans, etc.) filed on the project site? Yes  No

Case Nos. PP23358, EOT for 23358

E.A. Nos. (if known) 41923 E.I.R. Nos. (if applicable): \_\_\_\_\_

Name of Company or District serving the area the project site is located (if none, write "none.")		Are facilities/services available at the project site?	
		Yes	No
Electric Company	So. Cal Edison	X	
Gas Company	So. Cal Gas	X	
Telephone Company	Verizon	X	
Water Company/District	Lee Lake Water Dist	X	
Sewer District	Lee Lake Water Dist	X	

Is water service available at the project site: Yes  No

If "No," how far away are the nearest available water line(s)? (No of feet/miles) \_\_\_\_\_

Is sewer service available at the site? Yes  No

If "No," how far away are the nearest available sewer line(s)? (No. of feet/miles) \_\_\_\_\_

**APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN**

Is the project site located in a Recreation and Park District or County Service Area authorized to collect fees for park and recreational services? Yes  No

Is the project site located within 8.5 miles of March Air Reserve Base? Yes  No

Which one of the following watersheds is the project site located within (refer to Riverside County GIS for watershed location)? (Check answer):

Santa Ana River       Santa Margarita River       San Jacinto River       Colorado River

**HAZARDOUS WASTE SITE DISCLOSURE STATEMENT**

Government Code Section 65962.5 requires the applicant for any development project to consult specified state-prepared lists of hazardous waste sites and submit a signed statement to the local agency indicating whether the project is located on or near an identified site. Under the statute, no application shall be accepted as complete without this signed statement.

I (we) certify that I (we) have investigated our project with respect to its location on or near an identified hazardous waste site and that my (our) answers are true and correct to the best of my (our) knowledge. My (Our) investigation has shown that:

The project is not located on or near an identified hazardous waste site.

The project is located on or near an identified hazardous waste site. Please list the location of the hazardous waste site(s) on an attached sheet.

Owner/Representative (1)  Date 6/16/2016  
Owner/Representative (2) \_\_\_\_\_ Date \_\_\_\_\_

NOTE: An 8½" x 11" legible reduction of the proposal must accompany application.

**II. AMENDMENTS TO THE AREA PLAN MAPS OF THE GENERAL PLAN:**

AREA PLAN MAP PROPOSED FOR AMENDMENT (Please name):

**TEMESCAL CANYON**

EXISTING DESIGNATION(S): BP/CO

PROPOSED DESIGNATION(S): PRD R-4

**APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN**

JUSTIFICATION FOR AMENDMENT (Please be specific. Attach more pages if needed.)

SEE ATTACHED

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**III. AMENDMENTS TO POLICIES:**

*(Note: A conference with Planning Department staff is required before application can be filed. Additional information may be required.)*

**A. LOCATION IN TEXT OF THE GENERAL PLAN WHERE AMENDMENT WOULD OCCUR:**

Element: \_\_\_\_\_ Area Plan: \_\_\_\_\_

**B. EXISTING POLICY (If none, write "none." (Attach more pages if needed):** \_\_\_\_\_

NONE

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**C. PROPOSED POLICY (Attach more pages if needed):** \_\_\_\_\_

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**APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN**

D. JUSTIFICATION FOR CHANGE (Please be specific. Attach more pages if needed):  
SEE ATTACHED

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**IV. OTHER TYPES OF AMENDMENTS:**

*(Note: A conference with Planning Department and/or Transportation Department staff for amendments related to the circulation element is required before application can be filed. Additional information may be required.)*

A. AMENDMENTS TO BOUNDARIES OF OVERLAYS OR POLICY AREAS:

Policy Area: NONE  
(Please name)

Proposed Boundary Adjustment (Please describe clearly):  

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B. AMENDMENTS TO CIRCULATION DESIGNATIONS:

Area Plan (if applicable): \_\_\_\_\_

Road Segment(s) \_\_\_\_\_

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Existing Designation: \_\_\_\_\_

Proposed Designation: \_\_\_\_\_

**APPLICATION FOR AMENDMENT TO THE RIVERSIDE COUNTY GENERAL PLAN**

C. JUSTIFICATION FOR AMENDMENT (Please be specific. Attach more pages if needed):

SEE ATTACHED

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**V. CASE INFORMATION REQUIREMENTS FOR GENERAL PLAN AMENDMENT:**

**FILING INSTRUCTIONS FOR  
GENERAL PLAN AMENDMENT APPLICATION**

The following instructions are intended to provide the necessary information and procedures to facilitate the processing of a Land Use application. Your cooperation with these instructions will insure that your application can be processed in the most expeditious manner possible.

**THE GENERAL PLAN AMENDMENT FILING PACKAGE MUST CONSIST OF THE FOLLOWING:**

1. One completed and signed application form.
2. One copy of the current legal description for each property involved as recorded in the Office of the County Recorder. A copy of a grant deed of each property involved will suffice.
3. If any of the properties involved do not abut a public street, a copy of appropriate documentation of legal access (e.g. recorded easement) for said property shall be provided.
4. For applications to amend Area Plan Maps, forty (40) copies of Exhibit "A" (Site Plan). The exhibit must include the information described below. All exhibits must be folded no larger than 8½' x 14.'
5. One (1) recent (less than one-year old) aerial photograph of the entire Project Site with the boundary of the site delineated.
6. A minimum of three (3) ground-level panoramic photographs (color prints) clearly showing the whole project site. Include a locational map identifying the position from which the photo was taken and the approximate area of coverage of each photograph.
7. Digital images of the aerial photograph, Exhibit A (Site Plan), the U.S.G.S. Map, and the panoramic photographs of the site in a format acceptable to the Planning Department (e.g. TIFF, GIF, JPEG, PDF)
8. Deposit-based fees for the General Plan Amendment, and Environmental Assessment deposit-based fee.



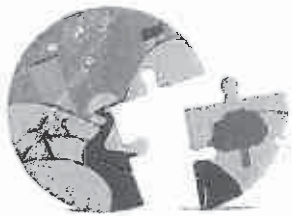
## Justification for change to the Riverside County General Plan.

- 1) Prior to October 2011, the property was zoned R-1 single-family residential allowing for a maximum of 89 dwelling units.
- 2) The applicant, in July 2011, requested a general plan change to Community Development Business Park (BP) and filed an application for a plot plan consisting of 83,799 sq ft of commercial office. That general plan amendment and plot plan was approved by the board of supervisors on October 4, 2011.
- 3) Due to the 2008 great recession, the viability of commercial retail in general, and on this property specifically has changed drastically. The property is no longer viable as a commercial office designation.
- 4) The property has no easy freeway access, nor can it be seen from the freeway which limits its commercial potential drastically.
- 5) There is an over abundance of commercial, retail office in the area and along the 15 corridor that when normal, conservative absorption rates are applied would take 15 to 20 years to absorb the currently available inventory of vacant parcels and structures along the corridor.. Currently the trend is from Corona to the north and Lake Elsinore to the south.
- 6) The topography of the property does not lend itself to be a viable commercial office center. It sits in a bowl and requires a beginning grade of 4.5% at Temescal Canyon Road and transitioning into an 11.5% roadway at the site access.
- 7) The change from the approved office plot plan to the proposed project would be a vehicle trip reducer.

8) A number of projects have been approved in the area which makes this proposed general plan amendment consistent with surrounding developments.

9) The change back to residential will act as a natural buffer from the freeway to the surrounding communities and make it more compatible with adjacent uses.

10) The change back to residential, with the appropriate zoning, will allow for the vacation of a sewer lift station and a rerouting of a sewer line which will result in lower water/sewer costs to adjacent residents.



# RIVERSIDE COUNTY PLANNING DEPARTMENT

Carolyn Syms Luna  
Director

## APPLICATION FOR CHANGE OF ZONE

CHECK ONE AS APPROPRIATE:

**Standard Change of Zone**

There are three different situations where a Planning Review Only Change of Zone will be accepted:

- Type 1:** Used to legally define the boundaries of one or more Planning Areas within a Specific Plan.
- Type 2:** Used to establish or change a SP zoning ordinance text within a Specific Plan.
- Type 3:** Used when a Change of Zone application was conditioned for in a prior application.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED.

CASE NUMBER: CZ 07913

DATE SUBMITTED: 7-6-16

### APPLICATION INFORMATION

Applicant's Name: Temescal Office Partners, CA Limited Partnership

E-Mail: Richard@BoatmanDevCo.com

Mailing Address: 3151 Airway Avenue, Suite U-2  
Street  
Costa Mesa, CA 92626  
City State ZIP

Daytime Phone No: ( 714 ) 918-0515 Fax No: (      )                     

Engineer/Representative's Name: David Graves E-Mail: dgraves@pinnacleresidential.net

Mailing Address: 2 Venture, Suite 350  
Street  
Irvine, CA 92618  
City State ZIP

Daytime Phone No: ( 949 ) 207.3270 ext. 104 Fax No: (      )                     

Property Owner's Name: Temescal Office Partners, CA Limited Partnership E-Mail: Richard@BoatmanDevCo.com

Mailing Address: 3151 Airway Avenue, Suite U-2  
Street  
Costa Mesa, CA 92626  
City State ZIP

Daytime Phone No: ( 714 ) 918-0515 Fax No: ( 714 ) 918-0514

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

Desert Office • 38686 El Cerrito Road  
Palm Desert, California 92211  
(760) 863-8277 • Fax (760) 863-7555

"Planning Our Future... Preserving Our Past"

**APPLICATION FOR CHANGE OF ZONE**

If the property is owned by more than one person, attach a separate page that reference the application case number and lists the names, mailing addresses, and phone numbers of all persons having an interest in the real property or properties involved in this application.

The Planning Department will primarily direct communications regarding this application to the person identified above as the Applicant. The Applicant may be the property owner, representative, or other assigned agent.

**AUTHORIZATION FOR CONCURRENT FEE TRANSFER**

The signature below authorizes the Planning Department and TLMA to expedite the refund and billing process by transferring monies among concurrent applications to cover processing costs as necessary. Fees collected in excess of the actual cost of providing specific services will be refunded. If additional funds are needed to complete the processing of your application, you will be billed, and processing of the application will cease until the outstanding balance is paid and sufficient funds are available to continue the processing of the application. The applicant understands the deposit fee process as described above, and that there will be NO refund of fees which have been expended as part of the application review or other related activities or services, even if the application is withdrawn or the application is ultimately denied.

RICHARD BOATMAN, as mgr. of RS Temescal LLC,  
General Partner of Temescal Office Partners

PRINTED NAME OF APPLICANT



SIGNATURE OF APPLICANT

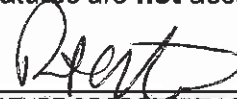
**AUTHORITY FOR THIS APPLICATION IS HEREBY GIVEN:**

I certify that I am/we are the record owner(s) or authorized agent and that the information filed is true and correct to the best of my knowledge. An authorized agent must submit a letter from the owner(s) indicating authority to sign the application on the owner's behalf.

All signatures must be originals ("wet-signed"). Photocopies of signatures are **not** acceptable.

RICHARD BOATMAN, as mgr. of RS Temescal LLC,  
General Partner of Temescal Office Partners

PRINTED NAME OF PROPERTY OWNER(S)



SIGNATURE OF PROPERTY OWNER(S)

PRINTED NAME OF PROPERTY OWNER(S)

SIGNATURE OF PROPERTY OWNER(S)

If the property is owned by more than one person, attach a separate sheet that references the application case number and lists the printed names and signatures of all persons having an interest in the property.

**PROPERTY INFORMATION:**

Assessor's Parcel Number(s): 290-060-024 / 290-060-025

Section: 2 Township: 5S Range: 6W

Approximate Gross Acreage: 14.8

General location (nearby or cross streets): North of TEMESCAL CYN. RD., South of WHITECROWN CIR., East of WRANGLER WAY, West of I-15

**APPLICATION FOR CHANGE OF ZONE**

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Thomas Brothers map, edition year, page number, and coordinates: PAGE 804 GRIDS F6 & F7

Proposal (describe the zone change, indicate the existing and proposed zoning classifications. If within a Specific Plan, indicate the affected Planning Areas):

*Project consists of single-family detached condominium uses on 14.8 acres. Project proposes to change zoning from Commercial Office (C-O) to Planned Residential R-4. Surrounding uses are is R-1 to the north, R-2 to the west, M-SC to the south across Temescal Cyn. Rd., and the I-15 fwy to the east.*

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Related cases filed in conjunction with this request:

GPA	TTM

**NOTICE OF PUBLIC HEARING**  
and  
**INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION**

**A PUBLIC HEARING** has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider the project shown below:

**GENERAL PLAN AMENDMENT NO. 1203, CHANGE OF ZONE NO. 7913, TENTATIVE TRACT MAP NO. 37153, PLOT PLAN NO. 26209 – Intent to Adopt a Mitigated Negative Declaration** – Applicant: Temescal Office Partners, LP – Engineer: Proactive Engineering Consultants – First Supervisorial District – Glen Ivy Zoning Area – Temescal Canyon Area Plan – Community Development: Business park (CD-BP) – Location: Northerly of Temescal Canyon Road, westerly of Interstate 15, easterly of Wrangler Way, and southerly of Mojeska Summit Road – Zoning: Commercial Office (C-O) – **REQUEST:** The **General Plan Amendment** proposes to change the General Plan Land Use Designation for Parcels 290-060-024 and 290-060-025 from Community Development: Business Park (CD-BP) (0.25 – 0.60 Floor Area Ratio) to Community Development: Medium High Density Residential (CD-MHDR) (5-8 dwelling units per acre). The **Change of Zone** proposes to change the zoning classification for Parcels 290-060-024 and 290-060-025 from Commercial Office (C-O) to Planned Residential (R-4). The **Tentative Tract Map** proposes a Schedule “A” Subdivision of 14.81 acres into three (3) residential lots and six (6) lettered lots. The three (3) numbered residential lots would be subdivided into 83 condominium units. The six (6) lettered lots consist of two (2) of which are for public roads, one (1) for a recreational area, and three (3) are designated for open space. The **Plot Plan** proposes a total of 83 two-story, single-family detached condominium units, 166 garage parking spaces, 63 private on-street parking spaces, approximately 122,800 sq. ft. of landscaping, and recreation areas on the entire 14.81 acre site.

TIME OF HEARING: 9:00 am or as soon as possible thereafter.  
DATE OF HEARING: **NOVEMBER 1, 2017**  
PLACE OF HEARING: RIVERSIDE COUNTY ADMINISTRATIVE CENTER  
BOARD CHAMBERS, 1ST FLOOR  
4080 LEMON STREET, RIVERSIDE, CA 92501

For further information regarding this project please contact Project Planner Russell Brady at (951) 955-3025 or email at [rbrady@rivco.org](mailto:rbrady@rivco.org), or go to the County Planning Department's Planning Commission agenda web page at <http://planning.rctlma.org/PublicHearings.aspx>.

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Commission will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration may be viewed Monday through Friday, 8:30 a.m. to 5:00 p.m., at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501. For further information or an appointment, contact the project planner.

Any person wishing to comment on a proposed project may do so, in writing, between the date of this notice and the public hearing or appear and be heard at the time and place noted above. All comments received prior to the public hearing will be submitted to the Planning Commission, and the Planning Commission will consider such comments, in addition to any oral testimony, before making a decision on the proposed project.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:  
RIVERSIDE COUNTY PLANNING DEPARTMENT  
Attn: Russell Brady  
P.O. Box 1409, Riverside, CA 92502-1409



## PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on October 03, 2017,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers TR37153 For

Company or Individual's Name RCIT - GIS,

Distance buffered 300'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

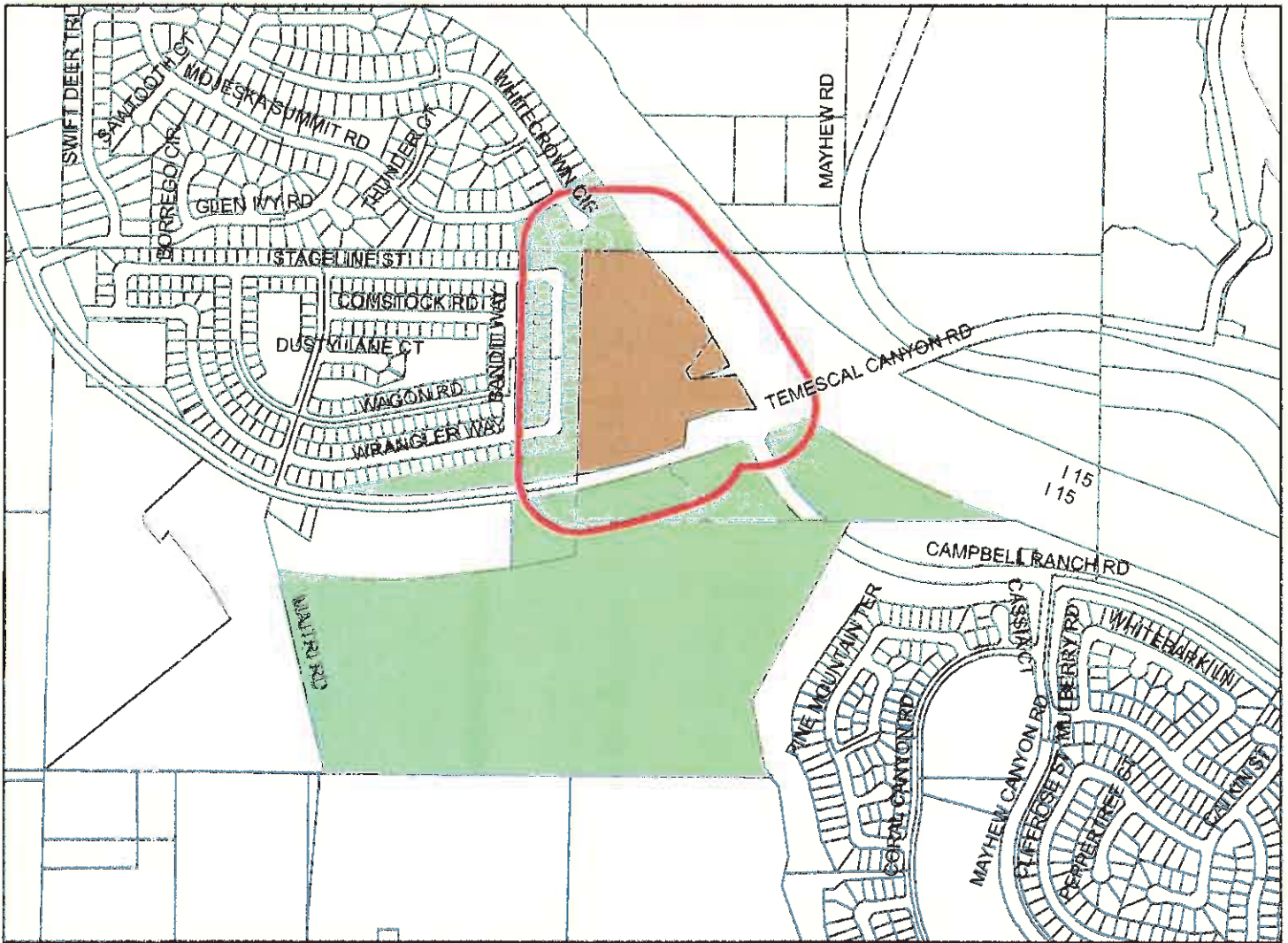
TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9<sup>TH</sup> Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

## TR37153 ( 300 feet buffer )



### Selected Parcels

290-213-005	290-213-003	290-200-030	290-200-025	290-213-013	290-200-032	290-272-014	290-213-014	290-210-001	290-200-028
290-272-022	290-200-021	290-201-001	290-200-031	290-210-004	290-210-006	290-272-011	290-213-004	290-210-009	290-200-035
290-213-011	290-201-007	290-213-009	290-201-005	290-272-015	290-272-020	290-213-002	290-201-008	290-210-005	290-213-003
290-200-024	290-201-002	290-272-008	290-213-008	290-213-012	290-060-064	290-210-008	290-200-029	290-210-011	290-200-022
290-201-003	290-060-072	290-060-080	290-200-023	290-201-012	290-210-010	290-201-010	290-060-071	290-201-009	290-213-001
290-213-010	290-200-034	290-272-007	290-272-009	290-201-011	290-060-037	290-201-008	290-060-024	290-060-025	290-201-004
290-210-003	290-272-010	290-272-016	290-213-007	290-210-007	290-210-002				



925 462.5 0 925 Feet

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

ASMT: 290060025, APN: 290060025  
TEMESCAL OFFICE PARTNERS  
C/O RS DEV CO  
3151 AIRWAY AVE STE U2  
COSTA MESA CA 92626

ASMT: 290200022, APN: 290200022  
LUPE LOPEZ  
10465 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290060037, APN: 290060037  
SOUTHERN CALIF EDISON CO  
P O BOX 800  
ROSEMEAD CA 91770

ASMT: 290200023, APN: 290200023  
DILEEP KAMAT, ETAL  
2541 WARDENWOOD CT  
TUSTIN CA 92782

ASMT: 290060064, APN: 290060064  
LEE LAKE WATER DIST  
22646 TEMESCAL CANYON RD  
CORONA CA 92883

ASMT: 290200024, APN: 290200024  
BLANCA HERNANDEZ, ETAL  
10489 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290060071, APN: 290060071  
PHARRIS GROUP  
C/O CHRISTINA HOLLIDAY  
2050 MAIN ST STE 250  
IRVINE CA 92614

ASMT: 290200025, APN: 290200025  
AUDREY KELLEY  
10501 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290060072, APN: 290060072  
MINE RECLAMATION, ETAL  
C/O PATRICK BROYLES  
P O BOX 77850  
CORONA CA 92883

ASMT: 290200028, APN: 290200028  
CHRISTY UNKENHOLZ, ETAL  
9257 NEWBRIDGE DR  
RIVERSIDE CA 92508

ASMT: 290060080, APN: 290060080  
MINE RECLAMATION, ETAL  
PO BOX 15450  
IRVINE CA 92623

ASMT: 290200029, APN: 290200029  
LOUIS INZAURO  
10555 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290200021, APN: 290200021  
CONNIE ZAVALA  
10453 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290200030, APN: 290200030  
ARTURO HERNANDEZ  
10569 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290200031, APN: 290200031  
LINDA SALGADO, ETAL  
10583 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201004, APN: 290201004  
TERESA WREN  
24620 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290200032, APN: 290200032  
BUTTERFIELD ESTATES HOMEOWNERS ASSN  
C/O HOLLYWOOD HOMES II  
3954 HAMPTON DR  
POMONA CA 91766

ASMT: 290201005, APN: 290201005  
ALITA PENA, ETAL  
24610 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290200034, APN: 290200034  
RITA SCIANNI, ETAL  
C/O SAN KIM  
10519 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201006, APN: 290201006  
STANLEY ROBERTS  
1547 BIG HORN  
BEAUMONT CA 92223

ASMT: 290200035, APN: 290200035  
SILVIA LOPEZ, ETAL  
10511 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201007, APN: 290201007  
GWENDOLYN RAINEY  
10582 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201001, APN: 290201001  
BEVERLY RIOS, ETAL  
24650 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290201008, APN: 290201008  
JOSE PLASENCIA  
10568 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201002, APN: 290201002  
KRISTAN STACEY GRAF  
24640 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290201009, APN: 290201009  
MARGARITA FLORES, ETAL  
10554 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201003, APN: 290201003  
MARIA CERVANTES  
1119 S SHERIDAN ST  
CORONA CA 92882

ASMT: 290201010, APN: 290201010  
PAUL HUBBS  
10538 WRANGLER WAY  
CORONA, CA. 92883



ASMT: 290201011, APN: 290201011  
SUSAN LANÉ RAINES, ETAL  
5630 MISSION CENTER NO F  
SAN DIEGO CA 92123

ASMT: 290210006, APN: 290210006  
ELIZABETH SOTO  
10667 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290201012, APN: 290201012  
OLEŠIA ALKHAZOV  
10510 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290210007, APN: 290210007  
VINCENT VILLARREAL  
10681 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290210001, APN: 290210001  
CASA REAL PROP  
1141 POMONA AVE NO D  
CORONA CA 92882

ASMT: 290210008, APN: 290210008  
LEE LAKE WATER DISTRICT  
510 W CHASE DR NO 103  
CORONA CA 92882

ASMT: 290210002, APN: 290210002  
WILLIAM ASHTON  
P O BOX 777  
NORCO CA 92860

ASMT: 290210009, APN: 290210009  
FERMIN MORAN  
10460 STAGELINE ST  
CORONA, CA. 92883

ASMT: 290210003, APN: 290210003  
JUNKO KURANO, ETAL  
10625 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290210010, APN: 290210010  
PAUL BELFIGLIO  
31861 NATIONAL PARK DR  
LAGUNA NIGUEL CA 92677

ASMT: 290210004, APN: 290210004  
EDITH MCCAULEY  
10639 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290210011, APN: 290210011  
LOUNA ESHAK  
1541 E LA PALMA AVE NO B2  
ANAHEIM CA 92805

ASMT: 290210005, APN: 290210005  
LISA MENDEZ, ETAL  
10653 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290213001, APN: 290213001  
DINA PEREIRA, ETAL  
24590 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213002, APN: 290213002  
MARIA CRUZ, ETAL  
24580 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213009, APN: 290213009  
HELEN FUNG  
16 MANCERA  
RCH SANTA MARGARITA CA 92688

ASMT: 290213003, APN: 290213003  
ANDRÉS MELÉNDEZ  
24570 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213010, APN: 290213010  
RICHARD GRAHAM  
10652 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290213004, APN: 290213004  
JACKIE RAUDALES, ETAL  
24560 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213011, APN: 290213011  
ELOISA PALACIOS, ETAL  
10638 WRANGLER AVE  
CORONA, CA. 92883

ASMT: 290213005, APN: 290213005  
ADA DELAO  
24550 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213012, APN: 290213012  
DENA BROWN, ETAL  
4075 STRANDBERG ST  
CORONA CA 92881

ASMT: 290213006, APN: 290213006  
JOSEPH ZAMORA  
24540 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213013, APN: 290213013  
BONNIE ARGEANTON  
10610 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290213007, APN: 290213007  
EUGENIA MAGANA, ETAL  
24530 BANDIT WAY  
CORONA, CA. 92883

ASMT: 290213014, APN: 290213014  
CAROL PROBST  
10598 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290213008, APN: 290213008  
LARRY ZAVALA  
10680 WRANGLER WAY  
CORONA, CA. 92883

ASMT: 290272007, APN: 290272007  
CATIA MORGAN, ETAL  
10429 MOJESKA SUMMIT RD  
CORONA, CA. 92883



ASMT: 290272008, APN: 290272008  
REBECCA BARBOA OTERO, ETAL  
10441 MOJESKA SUMMIT RD  
CORONA, CA. 92883

ASMT: 290272020, APN: 290272020  
SUSAN SCHRIMSHER, ETAL  
10505 WHITECROWN CIR  
CORONA, CA. 92883

ASMT: 290272009, APN: 290272009  
DANYELLE KRUPPE, ETAL  
2017 BULLION DR  
29 PALMS CA 92278

ASMT: 290272022, APN: 290272022  
JAMIE COCHRANE, ETAL  
10498 WHITECROWN CIR  
CORONA, CA. 92883

ASMT: 290272010, APN: 290272010  
TOMASO CAPITAL  
C/O REAL ESTATE DIVISION  
23052 ALICIA PKY NO HM611  
MISSION VIEJO CA 92692

ASMT: 290272011, APN: 290272011  
CHARLIE MIZER, ETAL  
10493 WHITECROWN CIR  
CORONA, CA. 92883

ASMT: 290272014, APN: 290272014  
CAITLIN TA  
1750 HERRIN ST  
REDONDO BEACH CA 90278

ASMT: 290272015, APN: 290272015  
LYNDA HALL, ETAL  
10474 WHITECROWN CIR  
CORONA, CA. 92883

ASMT: 290272016, APN: 290272016  
ANTOANETA VASSEVA, ETAL  
3604 200TH PL SW  
LYNNWOOD WA 98036

**TR37153**

**Applicant:**

Temescal Office Partners LP  
3151 Airway Ave #U-2  
Costa Mesa, CA 92626

**Representative:**

Pinnacle Residential  
2 Venture, Suite 350  
Irvine, CA 92618

**Applicant:**

Temescal Office Partners LP  
3151 Airway Ave #U-2  
Costa Mesa, CA 92626

**Representative:**

Pinnacle Residential  
2 Venture, Suite 350  
Irvine, CA 92618

**Applicant:**

Temescal Office Partners LP  
3151 Airway Ave #U-2  
Costa Mesa, CA 92626

**Representative:**

Pinnacle Residential  
2 Venture, Suite 350  
Irvine, CA 92618

**Engineer:**

Proactive Engineering Consultants  
200 South Main Street  
Corona, CA 92882 Suite 300

**Representative:**

Michael Naggar  
445 S. D St  
Perris, CA 92570

**Engineer:**

Proactive Engineering Consultants  
200 South Main Street  
Corona, CA 92882 Suite 300

**Representative:**

Michael Naggar  
445 S. D St  
Perris, CA 92570

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Temescal Municipal Advisory Council  
Attn: Eric Warner  
P.O Box 77850  
Corona, CA 92877-0100

Western Municipal Water Dist.  
14205 Meridian Parkway  
Riverside, CA 92518

City of Corona  
Community Development  
400 S. Vicentia Ave.  
Corona, CA 92882

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chargement

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révéler le rebord Pop-up<sup>MC</sup>

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1-800-GO-AVERY



# RIVERSIDE COUNTY PLANNING DEPARTMENT

**Charissa Leach, P.E.**  
**Assistant TLMA Director**

TO:  Office of Planning and Research (OPR)  
P.O. Box 3044  
Sacramento, CA 95812-3044  
 County of Riverside County Clerk

FROM: Riverside County Planning Department  
 4080 Lemon Street, 12th Floor  
P. O. Box 1409  
Riverside, CA 92502-1409

38686 El Cerrito Road  
Palm Desert, California 92211

**SUBJECT: Filing of Notice of Determination in compliance with Section 21152 of the California Public Resources Code.**

General Plan Amendment No. 1163, Change of Zone No. 7913, Tentative Tract Map No. 37153, Plot Plan No. 26209 (EA42924)

*Project Title/Case Numbers*

Russell Brady  
*County Contact Person*

(951) 955-3025  
*Phone Number*

*State Clearinghouse Number (if submitted to the State Clearinghouse)*

Temescal Office Partners, LP  
*Project Applicant*

3151 Airway Ave. #U-2, Costa Mesa, CA 92626  
*Address*

Northerly of Temescal Canyon Road, westerly of Interstate-15, easterly of Wrangler Way, and southerly of Moleska Summit Road  
*Project Location*

The General Plan Amendment proposes to change the General Plan Land Use Designation for Parcels 290-060-024 and 290-060-025 from Community Development: Business Park (CD:BP), (0.25 – 0.60 Floor Area Ratio); to Community Development: Medium High Density Residential (CD:MHDR), (5-8 dwelling units per acre). The Change of Zone proposes to change the zoning classification for Parcels 290-060-024 and 290-060-025 from Commercial Office (C-O) to Planned Residential (R-4). The Tentative Tract Map proposes a Schedule B subdivision of 14.81 acres consisting of current APNS 290-060-024 and 290-060-025 into 3 residential lots and 6 lettered lots. The Plot Plan proposes a development plan for a total of 83 two-story, single-family detached condominium units, 166 garage parking spaces, 63 private on-street parking spaces, approximately 122,800 square feet of landscaping, and recreation areas on the entire 14.81 acre project site.

*Project Description*

This is to advise that the Riverside County Board of Supervisors, has approved the above-referenced project on \_\_\_\_\_, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. An Initial Study and Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act (\$2,216.25+\$50.00) and reflect the independent judgment of the Lead Agency.
3. Mitigation measures WERE NOT made conditions of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS NOT adopted.
5. Findings were made pursuant to the provisions of CEQA.

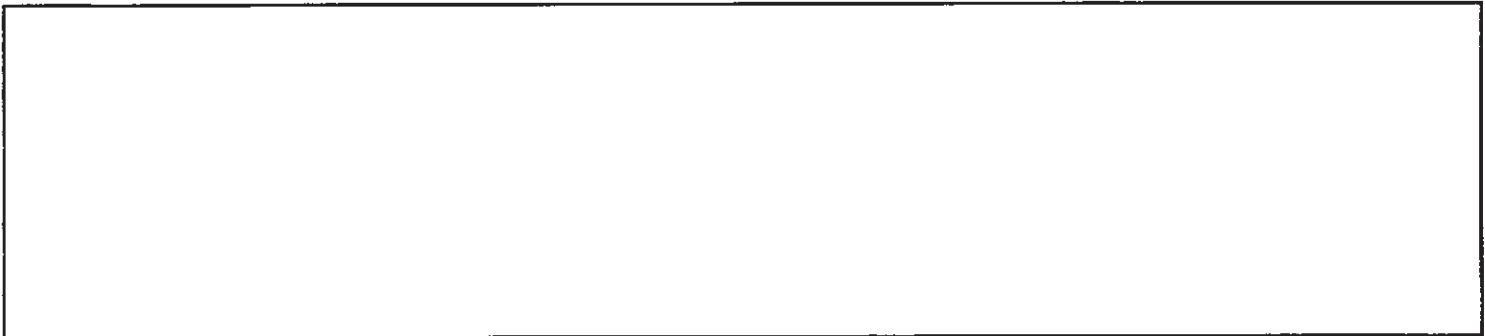
This is to certify that the Negative Declaration, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

\_\_\_\_\_  
*Signature*

Project Planner  
*Title*

\_\_\_\_\_  
*Date*

Date Received for Filing and Posting at OPR: \_\_\_\_\_



COUNTY OF RIVERSIDE  
SPECIALIZED DEPARTMENT RECEIPT  
Permit Assistance Center

R1714163

4080 Lemon Street Second Floor Riverside, CA 92502 (951) 955-3200	39493 Los Alamos Road Suite A Murrieta, CA 92563 (951) 600-6100	38686 El Cerrito Road Palm Desert, CA 92211 (760) 863-8277
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Received from: TEMESCAL OFFICE PARTNERS \$2,216.25  
paid by: CK 001851  
paid towards: CFG06367 CALIF FISH & GAME: DOC FEE  
FOR EA42924 TR37153  
at parcel #:   
appl type: CFG3

By \_\_\_\_\_ Oct 16, 2017 09:46  
MGARDNER posting date Oct 16, 2017

\*\*\*\*\*  
\*\*\*\*\*

Account Code	Description	Amount
658353120100208100	CF&G TRUST	\$2,216.25

Overpayments of less than \$5.00 will not be refunded!

Additional info at [www.rctlma.org](http://www.rctlma.org)

COUNTY OF RIVERSIDE  
SPECIALIZED DEPARTMENT RECEIPT  
Permit Assistance Center

O\* REPRINTED \* R1702186

4080 Lemon Street  
Second Floor  
Riverside, CA 92502  
(951) 955-3200

39493 Los Alamos Road  
Suite A  
Murrieta, CA 92563  
(951) 694-5242

38686 El Cerrito Rd  
Indio, CA 92211  
(760) 863-8271

\*\*\*\*\*  
\*\*\*\*\*

Received from: TEMESCAL OFFICE PARTNERS  
paid by: CK 001801  
FOR EA42924 TR37153  
paid towards: CFG06367 CALIF FISH & GAME: DOC FEE  
at parcel:  
appl type: CFG3

\$50.00

By \_\_\_\_\_ Feb 23, 2017 13:30  
ASARMIEN posting date Feb 23, 2017

\*\*\*\*\*  
\*\*\*\*\*

Account Code	Description	Amount
658353120100208100	CF&G TRUST: RECORD FEES	\$50.00

Overpayments of less than \$5.00 will not be refunded!