



Riverside County

General Plan Amendment No. 960,
Draft EIR No. 521, and Climate Action Plan

Supplemental Response to Comments Document

September 11, 2015

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This document serves as the Supplemental Response to Comments and Supplemental Errata for GPA No. 960, EIR No. 521, and the Climate Action Plan. This document, along with Draft EIR No. 521 and Draft Final EIR No. 521, serves as the proposed Final EIR for GPA No. 960 and the Climate Action Plan. The comments addressed in this Supplemental Response to Comments document were submitted as written and spoken testimony during the Planning Commission public hearing process. Planning Commission hearings have been held on August 19, 2015 and August 26, 2015 and a hearing is scheduled for September 16, 2015.

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Section 1: Introduction

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Introduction

The County of Riverside has prepared a revised General Plan document (GPA No. 960) that is currently in the process of approvals. As part of this process, a total of six Public Outreach Meetings were held in July 2015. These meetings were held informally to clarify the purpose of the General Plan and explain the changes proposed by GPA No. 960. Following the Public Outreach Meetings, GPA No. 960, EIR No. 521, and the Climate Action Plan were subject to formal Public Hearings before the Riverside County Planning Commission (Planning Commission). Planning Commission held the first Public Hearing for GPA No. 960, EIR No. 521, and the Climate Action Plan on August 19, 2015 at the Riverside County Administrative Center in Riverside, California. A second hearing occurred on August 26, 2015 at the Coachella Valley Water District in Coachella, California. During the Public Hearing process, written and oral testimony was presented to the Planning Commission. County staff has compiled responses to the submitted written and oral comments, as well as any questions from the Commissioners received.

The following document presents the abovementioned written and oral comments received during the Planning Commission Public Hearings. Oral comments were received from Hearing attendees and Planning Commissioners, while written comments were received from interested individuals, agencies, and organizations. Written and oral testimony received during the Public Hearings and their respective responses are organized by the method in which comments were presented and the document ends with the Supplemental Errata that has been implemented as a result of said comments. Sections include:

- Section 1: Introduction
- Section 2: Written Comments and Responses
- Section 3: Oral Comments and Responses
- Section 4: Commissioner Comments and Responses
- Section 5: Planning Commission Hearing Supplemental Errata

The Supplemental Errata is included for any changes that were made to GPA No. 960, EIR No. 521, and the Climate Action Plan as a result of comments received during the Planning Commission Public Hearings. The changes to GPA No. 960 do not affect the overall policies and conclusions of GPA No. 960 (or the environmental analysis provided in EIR No. 521), and instead represent changes to the General Plan that provide clarification, amplification and/or “insignificant modifications” as needed as a result of public comments on the General Plan. These clarifications and corrections do not warrant recirculation of EIR No. 521 pursuant to CEQA Guidelines §15088.5. As set forth in Section 5, none of the Errata to the General Plan or EIR reflect a new significant environmental impact, a “substantial increase” in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted, nor do the Errata reflect a “fundamentally flawed” or “conclusory” EIR.

In order to clearly display all of the changes that have been made during the General Plan Update Process, text has been formatted to show changes made in each step of the process. This includes:

- Black Text: General Plan text prior to GPA No. 960 is noted in black text.
- Red Text: Textual changes proposed as part of the May 2014 previously circulated document are shown in red text.
- Blue Text: Textual changes made to the documents after the May 2014 circulation are shown in blue text.
- Green Text: Textual changes made to the documents after the February 2015 recirculation are shown in green text.

The color coding of the edits allows the reader to distinguish more clearly between the original General Plan text, the previously proposed May 2014 revisions (red), the February 2015 proposed revisions to GPA No. 960, Draft EIR No. 521 and the Climate Action Plan (blue), and the proposed revisions from the February 2015 recirculation and Planning Commission Public Hearings (green). Added or modified text is shown by italicizing (*example*) while deleted text is shown by striking (~~example~~).

The revisions incorporated into GPA No. 960, EIR No. 521, and the Climate Action Plan as a result of the Planning Commission Public Hearings are described in Section 5.

Refer to Table 1, *Riverside County Planning Commission Comment Letter and Response Matrix*, for a summary of all comments received during the public hearing process as well as staff's response.

Table 1: Riverside County Planning Commission Comment Letter and Response Matrix

District	Comment Number	Commenter	Comments	Response
Countywide				
ALL	7	Endangered Habitats League (Dan Silver)	<ul style="list-style-type: none"> Mr. Silver noted concerns about the Wildland Urban Interface (WUI) and potential hazards related to potential wildfire risks. Mr. Silver also noted concern related to Map change Exhibit C2-15. Mr. Silver noted concern about the use of the word "Prohibit" in Policy OS 14.3. 	<ul style="list-style-type: none"> Staff has reviewed Mr. Silver's suggested policies and recommends maintaining current WUI policy language. The map change is currently included in Attachment C: Post Production Land Use Designation Changes as Item B-6 and is recommended for inclusion into GPA No. 960 by staff. Staff has reviewed the requested policy change and recommends amending Policy OS 14.3 to change the word "Prohibit" to "Restrict" per Mr. Silver's request. (Refer to Supplemental Errata Document)
ALL	11	Valley-Wide Recreation and Park Districts (Loretta Domenigoni)	<ul style="list-style-type: none"> The commenter indicated that they have no comments at this time 	<ul style="list-style-type: none"> No further action is recommended
ALL	17	Riverside County Farm Bureau (Michele Staples)	<ul style="list-style-type: none"> Suggests several policy edits and increased coordination between the County and Farm Bureau during the development of measures related to water efficiency standards for agricultural operations. Refer to Comment Letter No. 16 for the proposed policy edits 	<ul style="list-style-type: none"> Staff have reviewed the requested policy edits for Policies LU 16.8, 20.10, and OS 5.5, and recommend the incorporation of all of the suggested edits into GPA No. 960. Furthermore, per the request of the Farm Bureau, the County will coordinate with the Farm Bureau during the development of measures related to the water efficiency standards for agricultural operations
ALL	10, 12	Property Owners of Riverside County (Bruce Colbert)	<ul style="list-style-type: none"> Noted a number of comments pertaining to the status of CETAP corridors as well as new LOS policies within the County The commenter asserts that the proposed amendments to the Circulation Element eliminate further consideration of the Orange County-Riverside County Transportation Corridor, including the much touted "tunnel option." 	<ul style="list-style-type: none"> Staff has responded to these concerns in both Final EIR No. 521 (Comments and Responses Letters 29 and 30) as well as in the Supplemental Response to Comments document (Comment Letters 8 and 13). Staff has reviewed and responded to Mr. Colbert's concerns. During the Recirculation of the Draft EIR, Staff included an updated status of the CETAP corridors in the General Plan, and added clarifying language in the Circulation Element in regards to the updated LOS policies. No further action is recommended
ALL	25	FEMA (via Gregor Blackburn)	<ul style="list-style-type: none"> This comment requests that the County review the current effective countywide Flood Insurance Rate Maps for the County of Riverside This comment summarizes the NFIP floodplain management building requirements This comment notes that many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards 	<ul style="list-style-type: none"> These comments are duly noted The County compiles flood hazards maps using the Riverside County Special Flood Hazard Area database; this database is maintained by the RCFWCD and updated quarterly
ALL	28	Pala Tribal Historic Preservation Office	<ul style="list-style-type: none"> The Pala Tribal Historic Preservation Office notes no concerns related to the Project at this time. 	<ul style="list-style-type: none"> No further action is recommended
District 1				
1	8	Pete Peterson and Mel Vander Molen	<ul style="list-style-type: none"> Requests to change the Land Use Designation of his and his neighbor's parcels from Rural Residential to Commercial Retail 	<ul style="list-style-type: none"> This request is currently listed as Figure A-15 in Attachment C, GPA No. 960 Post-Production Change Requests. At this time, staff does not recommend inclusion of this request in GPA NO. 960 as it is a foundation change request.

Table 1: Riverside County Planning Commission Comment Letter and Response Matrix

District	Comment Number	Commenter	Comments	Response
1	13	Albert Avelar	<ul style="list-style-type: none"> Mr. Avelar requests to retain the current land use designation on his parcel in Lakeland Village 	<ul style="list-style-type: none"> This request is currently listed as Figure B-1 in Attachment C, GPA No. 960 Post-Production Change Requests, of the General Plan Update Staff Report. Staff recommends inclusion of his response into GPA No. 960
1	18	Jannlee Watson	<ul style="list-style-type: none"> Ms. Watson noted concerns about the splitting of the Temescal Valley between two area plans, and references to the Temescal Valley as the I-15 corridor in the General Plan. Ms. Watson also noted concerns about the removal of the Riverside to Orange County Tunnel Project, as well as heavy congestion in the Temescal Valley area. Ms. Watson is also concerned about discrepancies between the I-15 Express Lane Traffic Data and the GPA No. 960 traffic data 	<ul style="list-style-type: none"> Regarding the splitting of the Temescal Valley between Area Plans and references to the Temescal Valley in the Documents, these items will be reviewed in the 2016 General Plan Update. Staff has updated the GPA No. 960 document to best reflect the current status of CETAP projects currently under consideration by the RCTC. Refer to page 4 and 5 of the GPA No. 960 Errata for these updates to the document. The discrepancies between I-15 Express Lane Traffic Data and GPA No. 960 are due to different horizon years between the data and different baseline data. No further action is recommended
1	24	Janine Padia (Sares Regis Group)	<ul style="list-style-type: none"> This comment expresses concern with respect to the alignment of Harley Knox Boulevard as depicted in the Circulation Plan and notes that the response to their prior letter does not adequately address their concern. The comment continues to express the opinion that the alignment as depicted on the Circulation Plan exhibit designates a specific alignment The comment again raises the issue of the potential disturbance of Native American cultural resources 	<ul style="list-style-type: none"> While the alignment would fall somewhere on the subject property, it is not an engineering alignment and is subject to interpretation The alignment suggested by the commenter does not remotely reflect the Circulation Plan and would require a General Plan Amendment While the County would surely like to identify an alignment that avoids such disturbance, the letter provides only vague reference to such resources and does not provide even a general description of their location or the extent of such resources
1	26	Gary Laughlin	<ul style="list-style-type: none"> The commenter has requested a land use modification for the Kiley property to further refine the 2008 County Initiated Foundation Update The requested modification would redesignate 1.7 acres from OS:CH to CD:VLDR and 0.2 acres from RR to CD:VLDR 	<ul style="list-style-type: none"> This modification has been reviewed by County staff, and it has been determined that the requested modification is acceptable, would provide further refinement of the change request submitted in 2008, and would not alter any impact determinations County staff have added the updated request to the Post Production Land Use Changes table (Attachment C of the Staff Report) as Item C-8. Staff recommends inclusion of Mr. Laughlin's revised request into GPA No. 960
1	27	Diana & William Powell	<ul style="list-style-type: none"> The commenter has requested that her property remain designated as C-1 or if it is to be reclassified, be reclassified as R-3 or R-3 Tourist The request involves parcels 386060048 & 386060019 in unincorporated Riverside County near the Ortega highway 	<ul style="list-style-type: none"> The County is not changing zoning through proposed GPA No. 960. Zoning is administrated through Ordinance 348, which is separate from GPA No. 960. The County proposes the removal of the El Cariso Rural Village Study Area from the General Plan through GPA No. 960; it was determined that due to limited access and infrastructure capacity a Rural Village Overlay was inappropriate for El Cariso Village The existing LUD on the parcel is Rural Residential (R:RR), and redesignation of the parcel from R:RR to a Commercial LUD (Commercial Retail or Commercial Tourist) would represent a foundation component land use change outside of the 8-year Foundation Amendment Cycle County staff have added the updated request to the Post Production Land Use Changes table (Attachment C of the Staff Report) as Item A-16.

Table 1: Riverside County Planning Commission Comment Letter and Response Matrix

District	Comment Number	Commenter	Comments	Response
District 2				
2	5	City of Eastvale (Michele Nissen)	<ul style="list-style-type: none"> Requests the removal of the Cities of Eastvale and Jurupa Valley from GPA No. 960. 	<ul style="list-style-type: none"> Staff proposes the addition of new text to further clarify the incorporation of the City of Eastvale and Jurupa Valley in their respective area plans. (Refer to Supplemental Errata Document) No further action is recommended
2	Verbal	Commissioner Hake	<ul style="list-style-type: none"> Commissioner Hake requested follow-up on the request made by the City of Eastvale regarding the inclusion of Jurupa Valley and Eastvale into GPA No. 960 	<ul style="list-style-type: none"> Due to the broad scope of GPA No. 960, it is not feasible to update the document to reflect the adoption of all new land use documents that have occurred since the outset of the General Plan update process. As such, updates to the documents in order to reflect the incorporation of the City of Eastvale and Jurupa Valley are not feasible at this time. The County will however “grey” the newly incorporated areas in the document once the approval process is completed. Further, in the next General Plan update the document will be updated to reflect the incorporation of new cities within the County. The County does however acknowledge that the City has full jurisdictional control within its boundaries, despite the inclusion of Eastvale and Jurupa Valley within the General Plan.
2	Verbal	Larissa Adrian	<ul style="list-style-type: none"> Mrs. Adrian is concerned about potential traffic impacts within the Temescal Valley, particularly the removal of the CETAP Corridor B (Irvine-Corona Expressway) and the Interstate 15 improvements between the Interstate 91 and Temescal Valley. Mrs. Adrian noted concerns about discussion of schools within the General Plan and EIR. 	<ul style="list-style-type: none"> The General Plan was updated to include further discussion on the CETAP Corridors and their current status. Staff have updated the GPA No. 960 document to best reflect the current status of CETAP projects currently under consideration by the RCTC. Refer to pages 4 and 5 of the GPA No. 960 Errata for these updates to the document. A full analysis of the GPA No. 960’s impact on schools has been completed and is included in Section 4.17.5 of EIR No. 521. Furthermore, school districts are involved in project level analysis of all projects to ensure that adequate facilities are available for students within their district. However, school districts operate independently from the County and are under the jurisdiction of the County Superintendent of Schools and the State of California. As such, the County continues to coordinate with local districts; however, school district facility plans are ultimately within the purview of each individual school district and its associated Facilities Master Plan.
2	Verbal	Jerry Sincich	<ul style="list-style-type: none"> Mr. Sincich noted support for comments made by fellow residents of the Temescal Valley. Mr. Sincich noted concerns about the Post-Production Land Use Designation Changes. 	<ul style="list-style-type: none"> Staff have included the post-production changes in the staff report to ensure a thorough public review of the post-production changes that have been requested.
District 3				
3	1	Kathy Smigun	<ul style="list-style-type: none"> Supports the land use change listed in Table 3.0-E (Summary of Criteria Based Parcel Specific Land Use Changes in San Jacinto Valley) and Exhibit C8-16 which will return the land use in Reinhardt Canyon to Rural Residential and Rural Mountainous Supports the update to the text on page 7 of the San Jacinto Valley Area Plan referring to “tentatively approved subdivisions” 	<ul style="list-style-type: none"> The text on page 7 of the San Jacinto Valley Area Plan has been revised to remove the statement referring to tentatively approved subdivisions within Maze Stone, as requested Staff appreciate Ms. Smigun’s support of the Project and comments during the General Plan Amendment process; no further action is recommended

Table 1: Riverside County Planning Commission Comment Letter and Response Matrix

District	Comment Number	Commenter	Comments	Response
3	23	Winchester-Homeland Land Use Committee	<ul style="list-style-type: none"> This comment provides background information on the Winchester-Homeland communities This comment requests that GPA No. 960 and EIR No. 521 reflect the Winchester Land Use Study and Winchester Downtown Core Plan This comment requests that the community of Homeland be evaluated for any changes that may affect the current General Plan This comment requests that the County of Riverside work alongside the Third District Supervisor, Planning Commission, and Planning Department to refine the Winchester Land Use Study and Downtown Core Plan 	<ul style="list-style-type: none"> These comments are duly noted GPA No. 960 and EIR No. 521 use the date of the Notice of Preparation to establish a baseline for the documents; these documents adequately show the existing conditions of the County, as well as the community of Homeland, at the date of the release of the Notice of Preparation The County Planning Department will continue to work with the Winchester Community to refine the Winchester Land Use Study and Downtown Core Plan and incorporate the Community's vision into the General Plan to the extent feasible during the 2016 General Plan Update
3	14, 22	Domenigoni-Barton Entities (Michele Staples)	<ul style="list-style-type: none"> The commenter notes concerns about the potential applicability of the Dam Inundation Zone for the Diamond Valley Lake may apply to SP. 310. The commenter is concerned that this may preclude the development of SP. 310. The commenter expresses concern that the dam inundation zone depicted in GPA No. 960 will result in future land use constraints due to its location on the Domenigoni property The commenter requests that the Planning Commission approve a clarification in the dam inundation zone depicted on Figure S-10 and the related Figure 11 (Harvest Valley-Winchester Area Plan Flood Hazards) before approving GPA No. 960 	<ul style="list-style-type: none"> While the commenters concerns are noted, the inclusions of Dam Inundation Zones in GPA No. 960 is not intended to undermine the approved Specific Plan No. 310.
3	2, 19, 20	Adrian McGregor	<ul style="list-style-type: none"> Concerns related to the water supply in Riverside County and the potential future increase in water demand due to new development that may occur in the County, particularly in the City of Temecula and adjacent Wine Country Concerns related to land use, circulation, and public utilities regarding potential future developments particularly in/near Wine Country adjacent to City of Temecula Concerns related to a general lack of water, vehicle emissions exceeding thresholds, land use approvals, as well as the potential over-usage of water in Riverside County Concerns related to greenhouse gas emissions resulting from infrastructure development 	<ul style="list-style-type: none"> Comments are formally addressed in the Supplemental Response to Comments Document Project level environmental review, as well as existing regulatory requirements would ensure environmental issues are fully analyzed at the project level, and ensure sufficient water supply exists to serve new development. No further action is recommended During a project's environmental review, any development over 500 residential units or non-residential of a certain scale pursuant to SB 610 and SB 221, must complete a Water Supply Assessment to ensure that a sufficient water supply exists to serve the project Specific development projects are analyzed against the SCAQMD's project level air quality significance thresholds to determine if emissions would be significant and if mitigation measures are necessary Any environmental impacts of future developments regarding circulation and infrastructure would also be addressed at the project level in project specific analyses
3	Verbal	Grant Becklund	<ul style="list-style-type: none"> Mr. Becklund noted support for GPA No. 960, specifically for the updates to the Reinhardt Canyon Land Use Designation changes. As a Menifee/Sun City resident, supports GPA No.960 land uses in proposed land use designations. Mr. Becklund would not support projects that would use Four Seasons as an emergency access for Reinhardt Canyon. Lastly, Mr. Becklund has also indicated to staff that he opposes GPA No. 1129 east of Menifee because of the intensive new development it would bring to a rural area. 	<ul style="list-style-type: none"> This comment is noted, no further action is recommended

Table 1: Riverside County Planning Commission Comment Letter and Response Matrix

District	Comment Number	Commenter	Comments	Response
District 4				
4	6	City of Coachella (Luis Lopez)	<ul style="list-style-type: none"> Commenter noted concerns related to the compatibility of the County and City's circulation network, as well as land use compatibility between the County and City 	<ul style="list-style-type: none"> Due to the broad scope of GPA No. 960, it is not feasible to update the document to reflect the adoption of all new land use documents and policies that have occurred since the outset of the General Plan update process The requested land use and circulation issues will be considered as part of the 2016 General Plan Update Due to the large scale of the County, is not feasible to include maps within the document that are of a larger scale than provided. The County does provide online mapping resources for reference for analysis that may require closer evaluation. The County's online mapping program can be accessed from the Planning Department website (planning.rctlma.org)
4	9	MCS Yuma (Paula L. Backs)	<ul style="list-style-type: none"> This comment indicates changes in the administration 228,000 acres from BLM to Department of the Navy within the Chocolate Mountain Aerial Gunnery Range. 	<ul style="list-style-type: none"> This comment is noted, no further action is recommended
4	15	Eduardo Guevara	<ul style="list-style-type: none"> On August 18, 2015, the community submitted a land use plan for the Chiriaco Summit area. The community's plan sets aside 50% of the policy area to Commercial Retail uses with the remainder 50% for residential uses 	<ul style="list-style-type: none"> Staff has reviewed the submitted Chiriaco Summit land use plan. The plan still requires a further refined land use plan that considers circulation facilities, water resources, sewer facilities and/or septic capacity. Further discussions with the community to refine the land use plan and analyses are necessary in order to fold it the Community's vision into the General Plan. No further action is recommended
4	16	Paul DePalatis	<ul style="list-style-type: none"> Mr. DePalatis requests the redesignation of a portion of Long Canyon Road from a Major Highway to a Collector 	<ul style="list-style-type: none"> Staff have reviewed Mr. DePalatis' request, and after modeling the change in classification recommends that the Planning Commission approve the inclusion of this request as part of GPA No. 960 and direct staff to make the necessary revisions to reflect such approval The request is currently listed as Item C-7 of Attachment C: GPA No. 960 Post-Production Land Change Requests and is recommended for inclusion into GPA No. 960 by Staff
4	Verbal	Commissioner Hake	<ul style="list-style-type: none"> Commissioner Hake requested the responses to the City of Coachella Letter submitted on August 19, 2015 	<ul style="list-style-type: none"> The letter has been formally responded to, and is included in the Commissioner's Briefing Packet as letter 7. Refer to the Response to Comments section of the packet for the submitted letter and formal responses
4	Verbal	Michelle Hasson	<ul style="list-style-type: none"> Mrs. Hasson noted concerns with the EIR analysis, particularly in the Eastern Coachella Valley. Mrs. Hasson expressed that further analysis should be conducted for mobile home communities, to ensure access to safe drinking water, job access, maintenance of air quality standards, as well as other concerns. 	<ul style="list-style-type: none"> Mrs. Hasson noted similar concerns in during the public review period of the Recirculated Draft Environmental Impact Report. Her comment letter, as well as the response from County staff, is included in draft Final EIR No. 521 in Section 2, Comments and Responses (Letter 28). The Draft EIR evaluated the issues noted, and responses to these areas of concern can be reviewed in Response No. 28 of the draft Final EIR No. 521 document. Due to the broad scope of Ms. Hasson's concerns, Ms. Hasson's comment letter on Recirculated Draft EIR No. 521, as well as the responses to the letter, have been attached for review as Attachment A to this document in order to provide sufficient information for Planning Commission's review.

Table 1: Riverside County Planning Commission Comment Letter and Response Matrix

District	Comment Number	Commenter	Comments	Response
District 5				
5	3	Emilio Uriarte	<ul style="list-style-type: none"> Concerns related to a shortage of water and electrical power supply in California, as well as the sustainability of current population growth and development also expresses concerns about the depletion of the Colorado River and low water levels in Lake Mead, as well as power generated by the Hoover Dam The commenter notes support of the No Growth Alternative, which was ultimately rejected in Draft EIR No. 521 due to the fact that it would not achieve the Project objectives 	<ul style="list-style-type: none"> Comments are formally responded to in the Supplemental Response to Comments Document Project environmental review, as well as regulatory safeguards upheld by local water districts and electricity suppliers would ensure sufficient water supply for new development projects. No further action is recommended. During a project’s environmental review, any development over 500 residential units or non-residential of a certain scale pursuant to SB 610 and SB 221, must complete a Water Supply Assessment to ensure that a sufficient water supply exists to serve the project Regarding the Hoover Dam electrical power supply, the California Energy Commission and ISO regulates electrical generation and ensures the reliable supply of electrical energy by maintaining a level consistent with the need for such energy for protection of public health and safety, promotion of the general welfare, and environmental quality protection
5	4, 21	Terry & Carol Curtiss	<ul style="list-style-type: none"> Concerns pertaining to the WRC-MSHCP, the Lakeview-Nuevo Area Plan, alternative energy requirements, the California drought, and the development of school facilities within the County Concerns related to water supply within the county, the ongoing local and regional drought, and the proper disclosure and discussion of water related topics 	<ul style="list-style-type: none"> Refer to Letter 3 of the Supplemental Response to Comments document for the submitted letter and Staff’s response. Extensive discussion related to the sufficiency of the MSHCP has been provided in Supplemental Response to Comments document. Water supply would be addressed at the project level, and regulated by the local water agency to ensure sufficient supply. Alternative energy sources are encouraged by the County, and have been included in the Climate Action Plan. Lastly, school facilities are overseen by the local school district, and are outside of the County Jurisdiction. No further action is recommended. Project level environmental review, as well as existing regulatory requirements would ensure environmental issues are fully analyzed at the project level, and ensure sufficient water supply exists to serve new development. No further action is recommended topics such as the Colorado River’s federal jurisdiction, federal water shortage emergencies, the use of outdated data in the Final Draft EIR, dry year supply of water, subsidence, alternative sources of water, and the availability of water for future projects have been extensively and adequately analyzed in the Final Draft EIR

Section 2: Written Comments and Responses

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Public Hearing Comment Letters		
<u>Comment Letter</u>	<u>Commenter</u>	<u>Date Received</u>
1	Kathy Smigun	7/16/2015
2	Adrian J. McGregor	7/22/2015
3	Emiliano Uriarte	7/23/2015
4	Terry and Carol Curtiss	7/23/2015
5	City of Eastvale (Michele Nissen, City Manager)	7/28/2015
6	City of Coachella (Luis Lopez, Development Services Director)	8/13/2015
7	Endangered Habitats League (Dan Silver, Executive Director)	8/14/2015
8	Pete Peterson and Mel Vander Molen	8/17/2015
9	Marine Corps Station Yuma (Paula L. Backs, Community Liaison Specialist)	8/17/2015
10	Bruce Colbert (Property Owners Association of Riverside County)	8/17/2015
11	Valley-Wide Recreation and Park District (Loretta Domenigoni, Park Planner)	8/18/2015
12	Bruce Colbert 2 (Property Owners Association of Riverside County)	8/18/2015
13	Albert Avelar	8/18/2015
14	Domenigoni-Barton Entities (via Michele Staples)	8/18/2015
15	Eduardo Guevara	8/17/2015
16	Paul DePalatis	8/18/2015
17	Farm Bureau (via Michele Staples)	8/18/2015
18	Jannlee Watson	8/19/2015
19	Adrian J. McGregor 2	8/19/2015
20	Adrian J. McGregor 3	8/25/2015
21	Terry and Carol Curtiss 2	8/20/2015
22	Domenigoni-Barton Entities (via Michele Staples)	8/25/2015
23	Winchester-Homeland Land Use Committee (via Cindy & Andy Domenigoni, Michael Rowe)	8/25/2015
24	Sares Regis Group (via Janine Padia)	8/25/2015
25	FEMA (via Gregor Blackburn, CFM, Branch Chief, Floodplain Management and Insurance Branch)	8/27/2015
26	Gary Laughlin	8/31/2015
27	Diana Powell	9/7/2015
28	Pala Tribal Historic Preservation Office	9/8/2015

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Kathy Smigun
24515 California Ave Spc. 20
Hemet CA 92545

July 16, 2015

Kristi Lovelady
Riverside County Planning Department

Re: Land Use Designation for Reinhardt Canyon, Table 3.0-E, Exhibit C8-16

Dear Ms. Lovelady:

This letter is in support of the land use change listed in Table 3.0-E, Summary of Criteria Based Parcel Specific Land Use Changes in San Jacinto Valley, Exhibit C8-16. This change will return the land use in Reinhardt Canyon to Rural Residential and Rural Mountain, like it was before the last minute changes that were made in 2003 just before the land was sold to a developer.

1.1

One reason for this return to 5 acre and 10 acre minimum sites is the fact that it is a box canyon with only one exit on California Avenue. A second reason is compatibility with existing ranches in the area. Both these reasons were included in the Findings by the Board of Supervisors for the denial of TM 36337 in a submittal dated 24 February 2015.

This letter is also a request for the changing of wording in the San Jacinto Area Plan in GPA960.

On page 7, Maze Stone, is written: "The area isolated by the Lakeview Mountains to the northwest and the cities of Hemet and San Jacinto to the east. Existing land uses include rural residential uses, equestrian estates, a mobile home park, agricultural lands and Maze Stone Park, home to a Native American pictograph. *Much of the undeveloped land here is included in tentatively approved subdivisions proposing lots at least one half acre in area.*" (italics added)

1.2

There are no tentatively approved subdivisions in the area and this statement is misleading to anyone who reads this description or is considering purchasing the property. It would be more appropriate to state, "*Much of the developed land here consists of ranches and equestrian estates.*"

At the Board of Supervisor's Meeting last November, the project applicant asked a question of the people who were concerned about safety in Reinhardt Canyon and opposed to his project. He asked, "If you believed that the land use for Reinhardt Canyon was changed inappropriately in 2003, why didn't you file a lawsuit against the County of Riverside?" Since this comment was made in his public closing comments, we were unable to respond. At this time, I would like to thank the County of Riverside Planning Department for teaching us how the General Plan process works so that we could advocate for ourselves. We are average citizens who had no understanding of General Plans or the development process. We have learned the steps

1.3

involved and appreciate both the professionals and volunteers who are involved in the approval processes. We gained knowledge along the way and have worked to correct what was done underhandedly in 2003 when none of us had even heard of a General Plan.

↑
1.3

Sincerely,



Kathy Smigun

Cc: County of Riverside Planning Commissioners

Comment Letter No. 1: Kathy Smigun

Comment 1.1 This comment is duly noted. The commenter notes support of the land use change listed in Table 3.0-E (Summary of Criteria Based Parcel Specific Land Use Changes in San Jacinto Valley) and Exhibit C8-16, which will return the land use in Reinhardt Canyon to Rural Residential and Rural Mountainous. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Comment 1.2 The text on page 7 of the San Jacinto Valley Area Plan has been revised to remove the statement referring to tentatively approved subdivisions within Maze Stone, as requested. The document now reads as follows:

SJVAP Page 7:

“Existing land uses include rural residential uses, equestrian estates, a mobile home park, agricultural lands and Maze Stone Park, home to a Native American pictograph. ~~*Much of the undeveloped land here is included in tentatively approved subdivisions proposing lots at least one half acre in area.*~~”

This comment pertains to the GPA No. 960, but does not warrant any further response. This comment does not identify any specific concern with the adequacy of Draft EIR No. 521 or the Riverside County Climate Action Plan. Furthermore, the amended language would not create a significant change in the EIR that would result in a recirculation of the EIR document.

Comment 1.3 This comment is duly noted. The County appreciates your comments during the General Plan Amendment process and welcomes your participation on future projects. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

July 22, 2015

**Attention: cob@rcbos.org or aab@robos.org
Clerk of the Board of Supervisors,**

PLEASE Deliver to the Supervisors Of District 1	2	3	4 & 5
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**for their July 30th Meeting RE: the Draft of the General Plan
Amendment No. 960, Draft EIR (Environmental Impact Report No. 521
and the Climate Action Plan Public Review Draft**

**Attention to: The Riverside County Planning Dept. for No. 960, No.
521, and the Climate Action Plan Public Review Draft , same as above,
EXCEPT that it is on July 23 2015 to input for the 6:30pm hearing held
in Mountain Shadows Middle School Simpson Room in Nuevo, CA.**

**Attention to: Kristi Lovelady, Advanced Planning Division Manager of
the Riverside County Planning Department at**

klovelad@rctlma.org

Attention to: Also, to Supervisor Chuck Washington of District No. 1.

district3.co.riverside.ca.us

Attention to: Adrian J. McGregor

macsgarden2004@yahoo.com

from: Adrian J. McGregor, private citizen without assistance of an attorney
Mailing Address: P.O. Box 894108
Temecula, CA 92589

Property Address: 34555 Madera de Playa
Temecula, CA 92592

e-mail: macsgarden2004@yahoo.com

To Whom it may concern I wish to inter the following statements and
documentation into public record regarding the July 23rd Outreach Meeting
held in Nuevo, CA and to the July 30th County of Riverside Supervisors



discussion and to be voted upon the new County of Riverside General Plan Amendment No. 960, the EIR Impact Report No. 521, and the Climate Action Plan's Ten Year Plan for the entire County of Riverside, which includes the Temecula Unincorporated Temecula Wine Country (under the direction/sphere of influence of the City of Temecula since 2005), where my family reside.

These three agenda items are: THE COUNTY OF RIVERSIDE AMENDMENT NO. 960, CLIMATE ACTION PLAN, AND THE ENVIRONMENTAL IMPACT REPORT NO. 521

I think, I believe, could be, might be THAT the following statements to be true. I am making these statements as a private individual resident with NO legal council of an attorney of law. I am a resident of our valley since 1977; 38 years, whose family has farming history in California since 1740.

- County and Cities have over developed the County, and the City of Temecula have ignored CETAP, CEMA and Flood Control, as well. They also have allowed violations of the Import Law Formula of Water. They are on Phase 1 of Flood Control in 2014/2015, per the newspaper. Mrs. Edwards and the City were denied any federal flood money assistance in 2008 when Councilwoman MaryAnn Edwards presented in Washington, DC the City of Temecula's request for federal monies to achieve goal reaching to the next Phases needed due to UP river and DOWN river and within OVER growth not keeping up for funding I believe. (As per 2003, Council Jeff Stone is recorded stating that he accept ZERO monies from the 503 area project called WOLF Creek for flooding. He stated he could not make them BUY the Keys to OUR City. Which means, the developer is off the hook financially I believe. So, were new property owners levied to put in the drainage along side Pechanga Parkway? How will this be resolved, flooding? One told me, "Yes, we were levied with a large individual taxation per each home in my track for the flood channel along Pechanga Park Way, as was Pechanga who gave over two million dollars, or possibly more.

- 1979-80 massive flooding with even Lake Skinner Dam's Gates were opened onto my co-workers lands down river in the dead of night off of Nicolas Rd. on the corner of Leifer Rd. & Nicolas Rd. The Lake lost about one third of its holding capacity due to runoff sediment. My friend, Mrs. Station, lost 2.5 acres of land from their acreage, permanently.

- 1997 had \$9,000,000.00 dollars of flood damage to Old Town when the Temecula Creek over flowed from 8 inches of rain.
- **There is ONLY one exit for the Flood waters: Down the Temecula Creek, which is part of the Santa Margarita Water Shed.** (City of Temecula and other cities from the ocean up river have been **sued by the Santa Margarita Water Shed for over pumping their water aquifers.** End result, intrusion of salt water from the ocean into the entire water shed. Final RESULT: Lack of any Clean water I think which could be drunk from a well If I have understood all of this vs. destroyed control of over building AND depleted any of the ancient aquifers ability to continue giving water to the growing Paper Water Needs of such actions may be actions of Governance malfeasance which the County has allowed the City of Temecula to do I believe. Or, the massive construction would not exist without adequate aquifer well water with no natural means of replenishing meteoric waters for immigrants I heard in a Wine Country Hearing and have read online re: natural aquifer depletion.
-
- All approved new building in the County Still waiting to begin today which are developer/city/LLC, etc. unbuilt properties, whether EB5 or rural or.... in size and/or location not presently BUILT MUST BE ABORTED, I believe. Nationally/ Internationally stated: **NO WATER.** Ignored in past and possibly present finalized General Plan EIR's has been the two internally recognized scientific documentation:

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| <ul style="list-style-type: none"> • CRISIS ON TAP, MARCH 22, 2008 • DEEP: THE STORY OF SKIING AND SNOW (30 YR. SCIENCE RESEARCH FOR 2 BILLION PEOPLE GOBALLY WHO DEPEND ON SNOW FOR THEIR DRINKING WATERS. • Then, nationally/state: Both County General Plans EIR and the City of Temecula Growth Plans that I have witnessed since 2000, where I presented Mr. Pottie to each City Councilman, that IF they did not STOP over developing, we'd be running out of water and not representing the protection of the present residents. • and, IGNORED CA 500 year Flooding and drought forecasting of CETAP and CEMA I believe, repeatedly. |
|--|

- Even upcoming United Nations Act 21 is based on Global Isolation of Water. Sample; 2012 Agreement between Canada and Lake Superior to NOT Export any of their waters due to the lowest reading of lake readings of all Four Great Lakes in known recorded history. Yet, the issue of water you may have aborted/excluded for the last 15 years, I believe. **If you have included careful water formulas, then I do not understand why so many new developments were given Paper Water, which clearly states how NOT to Exceed the federal/state IMPORT LAW of the MWD.**
- **The omission of the "Anza Rd. connection not fully funded is OMITTED" stated by the Dept. of Transportation engineer at either the July or August Temecula Wine Country EIR Hearing of 2012 held at the City of Temecula and recorded in the 2012 EIR of the Temecula Wine Country, nor its description of Anza Rd. acting as the Southernly Eastern Bypass Expressway HAS been MENTIONED publicly since 2006/2007 for the 10,00 residents of rural Temecula areas to have been labeled to be a METRO roadway for 50 years for review each five years for expansion of the Southernly Eastern Bypass Expressway has NEVER been included AS DISCUSSION for public knowledge OPENLY I think as most in 2012 or before had never seen the Parsons Mapping designed in 2006/2007 approved at County Offices Stakeholder Meetings where designing in their minutes states to have been awarded to Highpoint, Inc. and to Dan Stephanson of Rancon. Sign-in sheets show statements that TUMF will award the funding, and it is assigned as a WCOGG Route, as well. NOR, were Parsons Maps and documentation of the choosen route of Anza Rd. EVER shown at any Up dates for the Wine Country Development Socials, nor in discussions of any 2012 Temecula Wine July/Aug 2012 hearings or documentation to my knowledge, or at Ad HOC Community Sharings to we residents, never at any of the three or four, Come to the Temecula Wine Country Update Socials with food and beverages served while speakers presented information.**
- **Concern: A heavily traveled expanding route will affect the air. Yet, it was excluded in the 2012 Temecula Wine Country EIR July or Aug Hearings, and STILL may not be included within any of the General Plan documentation to date possibly/maybe. And, under this PLAN of ten years, why are CEMA both state and federal being ignored possibly? When I asked Patty Romo, Transportation Executive Director at the Riverside**

Administrative Office Building in 2009, she told me their had been no action on the Bypass for years. Finally, after much persistence, and almost heated discussion, I was told that, "the materials of the Expressway were on microfilm, and that "only staff" could use it. I told her I as a retired Librarian and had used microfilm for years, and that I would not touch the loaded film, only use the machine to read it. It took over one hour discussing my wanting to view the microfilm and Parsons mapping I knew had to exist, that Mrs. Romo said, "She would have to ask her staff and get back to me." The materials were not in the Riverside County Administrative Offices on Lemon Building."

- **the 2005 Letter No. 10** for the County of Riverside Transportation and Land Management Agency Planning Department, dated January 31, 2005 **to the City of Temecula** (City Council Members: Jeff Stone, Jeff Commercho, Ron Roberts, Jeff Comerchero and Mike Naggar) **their staff, etc.** was sent to be within the City of Temecula 10 Year Growth Statement Documentation for Future Growth. However, Letter No. 10 content I tried to locate with the city's documentation, but I could not find it. It is from the County of Riverside Staffing and from the Dept. of Transportation Staffing CLEARLY states that all low laying areas of the valley(ies) along the Southernly Eastern Bypass Expressway will be exposed to levels 6% of carbon monoxide contamination, which will/may affect young children, seniors, and persons of poor health along its route. YET, you can ONLY Find these statements on a CD-ROM disk in Planning upon request to see the disk kept at a person's desk separate from the 10 year plan the last time I looked way after the fact.
- Same Date, ignored CEQA federal/state demands to roll back emissions to 1995 counts is discussed also in Letter No 11.

I am entering my statements and these documentations as a private citizen without legal council advise from an attorney stating my belief, and or citizen's understanding, sometimes witness to this entire processes since 1978, to be true statements WHICH I THINK, BELIEVE to be and/or might be true which might be made from my following the workings of Jeff Stone, Sam Pratt, Stephen Ford, Chuck Washington, Mike Nagger, Ron Roberts, Karl Lindemans, Gary Thornhill, Jeff Commercho, MaryAnn Edwards, John Petty, possibly new council members, past City of Temecula Manager Shawn Nelson and now a consultant to the City of Temecula and unknown

other, the Temecula Wine Country original five AD HOC Committee members for nearly 1.5 years (Bill Wilson, and four other Vintners, and possibly present at times, as NO MINUTES were taken nor meetings recorded, may have included Temecula Wine Country Welcome Host, Dan Stephanson of Rancon, Inc. before additional members were picked, which I think all original five are Vintners of the Temecula Vintners Association, past Planner of the Temecula Wine Country Plan, Mitra Cooper, the former attorney of the City of Carson thru 2003 until released from contract: Mr. Peter M. Thorson, and others.

I believe **our Constitutional Property Ownership Rights** have been violated due to non usage of the County of Riverside Assessor's Legal mailing list of all property ownership to NOT HAVE BEEN given voting ballots to all of we 10,000 plus rural residents of the new sized Temecula Wine Country, EVER, as per law when tax structures, property rights be changed which affect the values and USAGE of their deeded properties, which originally in the 80's within District #3 was 3,000 acres. INSTEAD Mitra and the five original Vintner Temecula Wine Country AD HOC Committee Meetings in May and June of 2008 put together upon the INTERNET a **Survey in August of 2008 which requested LEGAL Address as OPTIONAL.** Yet Mitra Cooper stated it WAS THIS SURVEY which was the tool they USED to change the entire rural area of the Temecula Wine Country in 2013 to now, during her EIR presentation at the Temecula Wine Country EIR Hearings either in July/or Aug 2012 when she presented her fine works, which is filmed and fully recorded.

To my knowledge I do not believe We (all legal property owners) were NEVER given nor shown legal transparency by the EMWU of Hemet nor Supervisor nor the Ad HOC Committee in writing that everyone would pay a Citizen's a mailed vote to ALL PROPERTY owners with the affected areas by using the Due Legal Process by HISTORICAL laws to use the County of Riverside Acessor's Office's Legal List of mailing owners' names and mailing lists an election to pay in a Virgin Sewer Area, as per national federal and state laws requires PER Sewer Proposition 218 of a virgin sewer area. This beginning system address all most all of the City of Temecula's, EB5 parcels which are neither shown during 2008 to 2014's hearings **of Mapping Parcel Map PM33596 Selected parcel(s) 964-180-038, which seems to be known to none of we rural residents EXCEPT myself, and possibly not to the legal property**

owners of the City of Temecula. When I asked the City of Temecula Engineer McBride, who designed the first phase of Butterfield Stage Rd., who was the owner of all these propertys along the new corridor of Butterfield Stage Rd., he would ONLY SAY, "Someone who knows what to do with the lands."

Exception of Question: Since the City of Temecula adopted and became a Charter Member since 1991 the United Nations Act 21 concept of islands and greenbelts, my concern NOT Addressed, is that these I believe might possibly be the NEW EB-5 Mapping UNKNOWN to residents possibly, but is held at County Offices, and last I checked two or three years ago, and individual COULD NEITHER SEE/OR LOCATE THIS MAPPING AND ITS DESCRIPTION AT THE COUNTY OF RIVERSIDE 2ND FLOOR COMPUTER MAPPING STATION/ NOR AT THE CITY OF TEMECULA MAPPING PLANNING DIVISION.....

- **PM33596, #964-180-938 properties have possibly all been designed with MASSIVE populations for immigrants, and Foreign Investors which would MAKE NO WATERS available, as per the disclosure in 2002 by Councilman Albert Samuel Pratt to both the City of Temecula fellow Councilman and entire staff, to we in the audience, and to all the Five County Supervisors of Districts 1,2,3,4, and 5, and the entire staff of the County of Riverside Administrative Offices and possibly the Department of Water, MWD, CEMA, CETAP, and Transportation I think.**

All knew I believe already that WHEN after Dec of 2002 77,800 more units and/or additional users of waters were granted, the STATE and FEDERAL Formula Law of Importing Water into an area lacking within its aquifers Micro porous Rocks when human and Immigrants Workers dependence on groundwater aquifer Mandated of 38% as per stated by RCWD required at their Annual Rancher/Farmers Meeting Of Feb. 2008 (and is RECORDED and in Print, THAT I believe to have heard a woman legal attorney at the July 2012 or Aug 2012 Temecula Wine Country EIR Hearing, available on recording and film present expecially of interest to Planning Commissioner John Petty.

- **The hearing was held in Temecula and recorded, THAT meteoric WATER UNDERGROUND AQUIFERS WOULD HAVE ENOUGH WATER FOR IMMIGRANTS." Does not have replenishing resources of running year round rivers or**

adequate rainfall, as projected by CEQA, CEMA and Crisis on Tap, and diminished local/state snowfall.

At the July/Aug Temecula Wine Country 2012 EIR hearings held and recorded in Temecula, as recorded, the Rancho CA Water District and the Eastern Municipal Water District two men stated, "We do not know how this got started, but we have this PROJECT NOW.

ONLY when I, Adrian McGregor, and my husband who read into testimony regarding a new sewer system, and who would pay for the estimated \$60 to \$80 million dollar price tag, was the topic brought up. Originally, EMWD told me that the original pricing for the new sewer system was requested by Dan Stephenson.

Supervisor Jeff Stone stated in the local newspapers he had \$80 million dollars in budget for sewers for DISTRICT 3. But, stated he could not give it all to Temecula Wine Country. After Aug 2012 Temecula Wine Country Hearing County of Riverside placed billboard signs which in "very small print" at the bottom of the sign, stated, that the County of Riverside would pay less than 2% for the sewers' bill.

It was unnecessary to bring in nearly 3 miles plus of sewer lines down Butterfield Stage Rd. since NO Wineries exist there and the areas out there are forecasted I believe to be high density and homes in the EB5 area shown of the City of Temecula mapping of phase 1 and 2 of Butterfield Stage Road designed by the City of Temecula and its' engineer, McBride.

I telephoned McBride. I asked him who owned all of the massive acreage properties along the new Butterfield Stage Rd, as the parcel number shows the same numbers over hundreds and hundreds of acres. He would not tell me. But, stated a party who knows what they are doing. In a County of Riverside area, County should have done the mapping I believe.

But, when I found the PM33596 selected parcel(s) 964-1800038 mapping, the County of Riverside 2nd Floor mapping had no records of ownership, NOR did the County of Riverside Assessor's Offices.

In the state of CA a "very few cities" do not choose to show their property ownership. They pay I believe zero taxes on their owned lands. The CITY OF TEMECULA does not show their ownership. Based on what I have

heard, seen and witnessed/discovered, I believe that the CITY of TEMECULA now owns all of these parcels, and that they are most likely EB-5 under the United Nations ACT 21, which the City of Temecula became a Charter Member in 1991, as did the City of Riverside. WHY would we area rural residents have to possibly be made responsible to pay for sewers for the City of Temecula and for the City's/County's approved to be built sewers for the Vintner's hotels and wineries? Or, if NOT true, why were not the newspapers and citizens told of the designing to eliminate our established rural area with massive new development WHEN THERE IS NO WATER TO SUPPORT THE CITY OF TEMECULA'S CITY COUNCILMEN AND LOCAL DEVELOPERS FUTURE VISION OF BILLIONS OF DOLLAR DEVELOPMENT I believe? Why, I only found this documentation buried within layers at the County of Riverside's own offices, and NEVER from the City of Temecula. Riverside County does NOT require ownership of a city's properties to be listed at their County of Riverside Assessor's Offices, as I believe a City does NOT PAY any monies in taxes while they hold them in their possession.

THEN ADD to THIS that past City Councilman Jeffery Stone designed into the new EIR of the Temecula Wine Country as District 3's Supervisor WHO PROMISED when new in office that he WOULD NOT violate the expensive new 8 year sealed zoning and descriptions of our area to Kali for his nursing college, BUT then I believe has GUTTED our entire rural existence?

Jeffery Stone bragged about his NEW CONCEPT which I believe he and the Vintner's newly started Temecula Agricultural Conservancy historically first opened and closed in three months in 2008 with the Dept. of Agriculture put together possibly concepts we 10,000 citizens did not LEGALLY understand to be the following:

THAT IF A 15 OR 20 ACRE WINE TASTING WINERY WANTS TO IMPROVE THE SURROUNDINGS OF HIS/HERS VINES/VINEYARD BY IMAGINING THAT THE REMOVAL OF HIS SURROUNDING NEIGBORS PROPERTY OWNERSHIP OVER TO THEMSELVES WOULD BE IMPROVED/BEAUTIFICATION TO THEIR TEMECULA WINE COUNTRY VISION OF THEIR WINERIES PROPERTY (WHICH CAN COMBINE MULTIPLE PARCELS TO ADD UP TO 15 OR 20 ACRES) THAT THEY MAY BE GRANTED A LOW INTEREST LOAN TO WE VINTNERS AND JEFF STONE MANDATED THAT THEY BE ABLE TO TAKE THEIR NEIGHBOR(S) PROPERTIES?

2.1

The state of Oregon online describes agricultural zoning to be properties put on hold UNTIL DEVELOPMENT is plausible

:

Temecula Wine COUNTRY is a HISTORICAL CATTLE Ranching land ownership since late 1895 by the Vail Cattle Ranch of Walter Vail and his family of nearly 89,000 acres of DRY FARMING AREA with a LIMITED WATER SUPPLY. The sweet spring late grasses area is known as the Mesa Grande areas above the South Coast Winery. Also, Johnson Family Ranch of 1709 acres and other smaller parceled ranches did mostly DRY FARMING due to lack of well aquifers being not plentiful. Only run off from seasonal springs were additional water other than a well, which comes from ancient underground aquifers. The main one is in the Valley of the Horse at the base of Vail Lake Dam, where I believe it is the deepest. Since U.S. Government of CETAP forecasts SW areas all to go bone dry, and in 2002 all limitations were exceeded by about 2006 or 2007 in both our city and Unincorporated areas of wells, with NO outside waters available in 2021 and/or sooner, per CRIS on Tap. THIS NEW EIR is Most Likely to FAIL as they are responsible for allowing BONUS POINT DEVELOPER HIGHER Density, and have been ISSUING PAPER WATER Rights to DEVELOPERS for new developments being given extended holding advancements, and/or or allowing all NEW BUILDING to be BUILT.

CA and US Supreme Court Judges Rulings in 2002, as published in the LA Times of CA, that "No Payer WATER MAY TO GIVEN TO A DEVELOPER WHEN IT WILL TAKE AWAY FROM THE EXISTING RESIDENCE.

**Possible Liabilities of Fiduciary abuse, non-transparency like 100's of acres of lands, possibly purchased by the City of Temecula, as #964-180-038 have BANKRUPTED our limited Water Supply I think may exist. There is no way for a private citizen to find out, when most everything for the future development vision of developers, the County of Riverside , and the City of Temecula WANT I believe to go OUT with the OLD and in WITH the NEW, which I BELIEVE does NOT respect Constitutional property rights since GROWTH and MONEY Investors is ALL they seem to be consumed with.

Also of concern is the Lack of Collection helping possibly I think to NOT be collection 100% Developer fees both in the City of Temecula, and the

County of Riverside, and more specifically, giving an individual's rights to own property AWAY to a few as a NEW Concept of past Supervisor Jeff Stone to give if I understand this right, the LEGAL right to have a vision to seize his surrounding neighbor's properties so they will no longer block his vineyards and their beauty within the Temecula Wine Country possibly with the TAXPAYERS monies in a Grant for Vintners as acting as their now granted EIR rights to have under a Temecula Agricultural Conservancy at low interest rates. (to take the present residents private deeded property from them! THIS is illegal to have been granted in 2012, 2013 and possibly 2014.

**No true planning is transparent with density even more unrealistically being no shown to us.

With unknown densities with the Mystery Developer to me along the newly paved Butterfield Stage Rd. being given their sewers in a Virgin Area and along the Winery rows, soon more taxation will be put upon the individual rural residents possibly, as of Aug EIR hearing of 2012, the day after the hearing

This still is America isn't? THIS IS A VIOLATION OF A CITIZEN'S PROPERTY RIGHTS. And, a violation of the County of Riverside's Manual Handbook for AD HOC Advisory Committee Members, that they may NOT vote for, Speak, NOR promote any new rulings/concepts TH

did not while bringing in reduced sewer costs for PARCEL OWNER OF THE COUNTY OF RIVERSIDE MAPPING NO. PM33596, NUMBERED IN CONTINUANCE OF MILES AS THE SAME PARCEL NUMBER OF UNKNOWN OWNERSHIP AS 964-180-038. I think this may be for the EB5 properties of the City of Temecula or if they are Only less than 2% is being paid for by the county by use of the County of Riverside's Assessors Legal Property Owner mailing addresses.

I think this is misuse of the sworn code of ethics of past Supervisor Stone's to the general residents of ownership of the lands he has now put in jeopardy through concepts we, the LEGAL OWNERS of most lands in Wine Country, I believe to be UNJUST and socialist in concepts I believe.

This is possibly I think a legal Liabilities of Fiduciary abuse, corruption, and maybe a MACHIAVELLI INNER CIRCLE OF A FEW NUMEROUS

PERSONS LIKE THE 13TH CENTURY GREEK PHILOSOPHER WHO HELPPED DISTROY ROME: "**THE END JUSTIFIES THE MEANS**", possibly?

As Bill Wilson stated and is recorded as a spokesperson AD HOC President, "Making wine is NOT Profitable alone. I think he might have said, we **need it all**, the food making, weddings, event makings, etc.

THIS NEW EIR FOR THE COUNTY OF RIVERSIDE TO ENABLE THEN SUPERVISOR JEFF STONE, AND HIS POSSIBLE KNOWN AND UNKNOWN COUNTERPART INNER CIRCLE IS a grievous misuseage of the laws of Governance which they, he, swore to, and which enables individual rights to winery tasting parcel owners to possibly be ENABLED to accomplish the REMOVAL OF MASSIVE PROPERTY RESIDENTS WITH SUCH VIOLATIONS OF CONSTITUTIONAL Property Rights ignored and/or removed I believe.

And with the 60 to 80 million dollar price tag, Hemet EMWD did not give a general ballot using the County of Riverside's Assessor's Property Owners Legal Mailing List. If they did use it, I did not receive a ballot. Only a few will be given a sewer access. Almost each property out here in 22 to 24 miles has septic tanks. Taking the sewer access down Butterfield Stage Rd. in French Valley gives the City of Temecula their needed sewer development for their EB5 property ownership I believe. Also, I think it requires more waters to pump sewers. Our pumping waters do NOT exist for the EIR of the Temecula Wine Country. Also, abundances of water usages are required I think to clean and wash machinery while draining wine tanks and producing wine

The same ownership number is on the McBride drawn mapping of the Butterfield Stage Rd. properties when phase 2 is completed in the Temecula Planning Department. This is for NEW Development, and NOT for most of we 10,000 residents I think.

Later, in the 960 EIR the County of Riverside will follow through with their all Sewers in the county MUST BE Removed Sewer Mandate of 2008 which they tabled to REMOVE all 1.8 million sewers in the county and replace them with sewers. This is bankruptcy to the present citizens to pay for the future new cities' islands and green belts to have sewers I think.

Historically the entire 95,000 acres of the Vail Ranch and other ranchers in the Rancho CA/Temecula were and are DRY FARMING. Audrey and Vincent Cilurzo planted the first experimental vineyard in Temecula in 1968. She was my neighbor. Almost all of the orange groves on Valencia are dead or in the process of dying up on Pauba...and Valencia that I witnessed last week. Some vintners were paid to remove all of their vines due to the Pierce's Disease which STILL exists in Temecula. Some still may not have replaced their plantings. Many are tearing out the vineyard plantings and building massive hotels, and eliminating vine plantings. Ponte was approved back in early 200 to put in a 600 acre golf course, which WILL USE too much WATER. It should be cancelled. Temecula and Murrieta have enough water being used ... San Diego has mandated no more lawn watering in the county due to 3 million people housed there will no renewable water supply.

If citrus and vineyards, AND farming plantings, nor DRY FARMING are NO LONGER profitable or possible due to Climatic Changing, MWD stated at the Rancho CA Farmers and Ranchers Feb 2008 Annual Water meeting that ALL domestic ag and Agricultural reduced water rates would cease by 2013. AND, it has. Los Angeles City was sued in May/June of 2015 for assigning and charging for 3Tiered Water rates. MWD admitted that it was illegal to charge different pricing for the same natural resource. They have been told to repay all of the different years over charges back to the customers. RANCHO Water is also doing 3 tier pricing for water. So they most likely will have to repay years of over charging as well, per statements the County/City of Los Angeles stated live recorded on radio and TV.

- **IS This Legal: WHY ARE THE VINTNERS BEING HANDED THE RIGHT TO TAKE if they want to... OVER PROPERTY OWNERSHIP OF THE RURAL FAMILIES OWNED LANDS around their Wine Tasting 15 to 20 acre (or combined properties) as part of the General Plan EIRNo.960 IN the new Temecula Wine Country 2013 EIR WHEN MILES OF TEMECULA WINE COUNTRY when agricultural water meters were eliminated by RCWD in 2007? This MUST BE eliminated from the General Plan 960 EIR, and its climate changes are NOT new information. I have presented it to you for OVER ten to fourteen years I think, and so believe that the following to enmities RCWD and EMWD and especially the well known documentation entitled, "Crisis on Tap"no more Colorado water.**



Our area is semi arid dry farming soils.

Farming/ranching has been in my family since 1740 in the early cattle ranching days of Early California. We owned all of Santa Barbara County (Grandfather Conquistador Captain Don Jose Francisco de Ortega rode with Father Serra and established the Missions of CA) He owned thousands of acres of lands. THE TERRIBLE drought of 1840 to 1860's killed over 800,000 cattle, and ended the hide and cattle industry of CA. Drought is not new. New industries emerged in Santa Barbara and other micro climate areas in the extended CA drought of 1970's.

California in most areas is arid, semi-arid. 1970's Dying of dead trees, plants, lawns was A HUGE business. Santa Barbara also put in a Desalinization Plant. After the drought passed, they closed the desalinization plant due to too high of operating costs.

It takes 6,000 years to refill a depleted aquifer.

Being ignored in your 2015 960 EIR and your Climate change IS THAT THE CITIES AND WITHIN THE COUNTY AREAS YOU HAVE ALLOWED TOO MUCH DEVELOPMENT IN AN AIRID CLIMATE WHICH HAD NON REPENISHING ACQUIFERS. **THE DESIRE TO HAVE NEW EB5 FOREIGN INVESTOR NEW PROPERTIES AND TO OPEN THE DOORS TO UNLIMITED IMMIGRANTS IS A**

VIOLATION OF THE U.S. SUPREME COURT JUDGES RULINGS OF 2002 THAT YOU MAY NOT ISSUE PAPER WATER TO A DEVELOPER AND/OR HIS NEW CONCEPTS OF DEVELOPMENT WHEN YOU ARE TAKING THE WATER(S) AWAY FROM THE EXISTING RESIDENTS OF THE AREA.

ALSO, I THINK THAT ALL OF YOUR PLANNING COMMISSIONERS AND ALL FIVE PAST SUPERVISORS, THE CITY OF TEMECULA AND OTHER CITIES AND THE ENTIRE INITANTY OF PRESENT RIVERSIDE COUNTY SUPERVISORS HAVE KNOWN FOR YEARS THAT YOU HAVE OVER EXCEEDED YOU MWD IMPORT LAW FORMULA WITH FULL KNOWLEDGE ESPECIALLY IN THE TEMECULA WINE COUNTRY AND THE CITY COUNCIL OF TEMECULA THAT THE HUMAN DEPENDENCE ON GROUNDWATER ACQUIFER.



And, Written by prior City of Temecula Councilman Albert Samuel Pratt in letter form ADDRESSED TO THE STAFFING AND COUNTY SUPERVISORS AND ALL OF THE CITY COUNCILMEN INCLUDING JEFF STONE IN HIS LETTER OF 2002, THAT THE CITY OF TEMECULA would EXCEED ITS IMPORT LAWS WHEN 77,800 MORE WOULD BE ADDED TO **THE CITY OF TEMECULA WHO I believe might have used meteoric water with a very limited recharge ability by rain or snow.** **THUS, DUE TO LACK OF ROCKS WITH POROSITY MICROPOURS COMPOSITION LOCALLY, YOU KNEW HISTORICALLY I think that ALL OF YOU HAD EXPLOIDED our limited ground waters TO CAUSE THE DEPENDENCE ON HYDROGEOLOGY.**

The Temecula area is historically known for its abundance of granite geologically from its past industry of making granite lamp posts. Granite puts arsenic into ground aquifers I have read and been told.

WELL WATERS and their replenishing with IMPORTED WATER soon or presently is no longer available per Crisis on Tap, and WMD. NOR is the cleaner mandated northern CA cleaner sweeter waters without the salts of our area going to be supplied in mass to KEEP THE GRAPES alive. This is known, and UNDERSTOOD. I presented to you before into the General Plan and the Temecula Wine Country EIR and now, again, this 960 EIR General Plan, and issues of the Climate Changes. Napa is historically the model and EXPERT nationally and internationally. Their knowledge I believe is the well **respected. The Napa 2% Formula of mandating the need for the cleaner Northern CA waters is no longer guaranteed. And, that without it, the grapes will fail. Temecula RCWD is using the method of replenishing/recycling raw water into our isolated aquifers if no imported cleaner waters are eliminated. Colorado River Waters are being used along the rivers route and re deposited back into the river, if I am remembering correctly.**

the Temecula Wine Country EIR were many of our statements that there is not enough ground water for massive usage, nor reliable refillable rainfall to replenish the ancient underground aquifers. Both the City and the County of Riverside District 3 and in 1,2,4, & 5 Districts I believe have issued/approved illegal Paper Water Rights to Developers for new growth WHEN no water exists for these new numbers of growth , not to mention open door immigrant growth forecasted, and 50 feet assigned to a resident for housing by the city and county in 2012.

Both city and county staffing and commissioners and supervisors/councilmen ALL have known about the global "Crisis on Tap" Scientific Documentation. This must no longer exist, and must be remedied. I told the City of Temecula Councilmen in 2000 they would be making us all drink "Mr. Pottie's Water". I presented to them all their own water. It was Fuji Sweet Water from the islands with Mr. Pottie on it.

- I believe in some parts of No. 960, No. 521 and within the climate draft plan The City of Temecula has been in violation since 2002 regarding growth and water abundance, as I witnessed Councilman Albert Samuel Pratt state publicly at a Temecula City Council Meeting the reading out loud publicly of his written letter in Dec. 2002 I believe to the City of Temecula, its staffing and fellow City councilmen and to County of Riverside Staff and Supervisors of being over populated once The City of Temecula added 77,800 more residents. He often stated that the CEQA laws of air pollution were also being ignored. The County of Riverside and the City of San Bernardino has the most polluted air basins in the US.

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That the Temecula City might be abusive by **OF OVER USING imported legal water formula law assigned by the CA MWD, which states not to over populate an area where local wells are not replenished by snow pack and rivers (their streams are seasonal)**. This is stated in Albert Samuel Pratt's letter to both the City Council he was a member of, and sent to the County of Riverside Supervisors in Dec 2002. Both city and county have ignored the Water Import law which affects all of this EIR, add climate change, then your new EIR for the county's growth plan. **You should NO Longer allow your County Planning Commissioners to ignore meteoric aquifer ground water replenishing absence for immigrants, workers and residents. There is no Paper Water rights to approving more growth and hotels.**

I presented to you in 2008 on not to over populate with high density populations growth as did Gary Grant and many others.

The RCWD proposed Water Board Moratoriums of issuing any new building water meters in 2009. Sadly in 2009 the RCWD water board member Steve Corona and one other were forced to continue abusing the

issuing Paper Water due to wishes of the city and county for OVER DEVELOPMENT, knowing that...thousands of approved new development homes/tracks/ etc. apartments, condos, etc. had NOT YET been built, but are continuing to be extended out, and with Bonus Points to the developer putting more humans in one place that required.

- There is no place for possible actions of differential judgment of the law in your or any governance, per the City of Carson in 2003.

Councilmen and Supervisors willed to continue OVER Taxing the non-existing phases 2, 3 and 4 for Flood control and building in the Temecula valleys with no available water. The up and down river massive developments will cause massive losses when and if CA 500 year rain flooding hits us. I think THIS violates the 2002 Supreme Court Judges ruling: That NO Paper Water may be issued or promised to a Developer, whether it be an EB5 City of Temecula and/or Company and/or individual **to give to a new development. new expansion vision, or structure promised to receive Paper Water when it WILL TAKE water away from the existing community I think.**

I believe that by over building environmental harm is irreversible to some extent. Also, allowing up and down river development without charging the Developers for full 100% flood control is a 1979-80 Flood disaster in the making for Riverside County and its cities. And, I believe Developer Bonus points for higher numbers of homes built and that planners and supervisors/and or city council members have to stop giving developers reduced infrastructure costs waived by method of Bonus Points. This should have never happened.

- At the Prior EIR hearing of the County of Riverside EIR, not shown on the taping at 7:10 on was a Riverside Woman Staff Member at the 2002 General Plan hearing at the Simpson Senior Center of Hemet. She read into testimony, but did not hand her letter to the clerk, "that before the 10 year to 20 year County of Riverside General Plan and its EIR are completed, due to the Colorado River, The County WILL RUN OUT of WATER! Mr. Weber, a Planning Commissioner, made a moot statement. **"AND, WHEN DO YOU PLAN TO TELL ALL OF THE FARMERS AND RANCHERS TO STOP FARMING? He now, works for the Water District. He was part of the San Diego Pipeline 6 presenter at their come and see... In 1995 the Citrus and Wine Country Citrus and**

Vineyard CSA Road District No. 149's Governing Board members VOTED to move the pipeline WITHOUT THEIR SECTIONS OF ROAD LAND OWNERS VOTING TO MOVE THE PIPELINE ONTO ANZA RD. (I attended and objected the meeting after they voted in the local newspaper. Read it in the newspaper.

Our environment is in line to repeat the massive flooding non documented which I have cc of 79-80 from San Jacinto on Feb 22, 1980. The San Jacinto Levy broke and Temecula was nearly washed away, as well. There was no milk or food deliveries for two weeks. Some roads were gone for one of more years.

The gates of Lake Skinner were opened to save the Lake Skinner Dam upon the Nicholas Road Residents. My working friends, Vern Stallion lost 2.5 acres of their lands on Leifer Rd. The Champion Ranch family nearly lost their lives. All seven champion show horses were drown and never found. Acres of our roads were closed for two weeks. Some areas lost roads for over one year. Our flood damage road monies were given to the desert areas who were even hit harder. The national guard flew in supplies here to some areas for nearly a year. The County Flood Dept shows no records of the dam opening up its gates nor the flooding here in 1979 and 1980. The National Guard was requested by residents. The Dept. of Flooding at County of Riverside did not request the help for we residents. This we were told is the reason no history is known on record of the flooding.

- Developer Bonus Points excuse the Developer from paying a 100% of his fees to what ratio of over building? How much do you remove from their costs? Why are flooding fees not collected from all building?

The City of Temecula did not include the County of Riverside Transportation and Land Management Planning Departments Letter #10 written by their staff, dated January 31, 2005 in their written report when the Southerly Eastern Bypass Expressway Freeway was documented. NOR has your General Plan 960 I think. During the EIR Planning hearings held in July/Aug 2012 recordings, a county transportation engineer read at the end of their hearing, "Anza Road Connection to I-15 not fully Funded is OMITTED." WHY? This makes the Temecula Wine Country 2013 EIR and the County of Riverside General Plan EIR incomplete and void of

CEQA regulations to SHOW all increase of carbon monoxide higher density, when it is to cut back to 1995 emission standards percentages. WHY is the nearly completed Eastern Bypass Expressway who was funded in 2011-2012 to start of Washington Ave. signal with over \$1.1 million funded. The component of Southernly Eastern Bypass Expressway basically is invisible. Yet, I have the Stakeholders sign-in sheets, their decision making, the newly made Parsons maps replacing the 2003 completed Parsons mapping of Butterfield Stage Rd. as requested by Jeff Stone and the other City of Temecula Supervisors to Anza Rd., and as Ron Roberts testimony online given to CAL Trans, not as the Transportation Executive Committee Member, but as a City Councilman That they must to move the freeway further East than Butterfield Stage Rd. When will the mapping be included within this EIR, or is this TUMF mapping already shown, but not disclosed?

- **At the Temecula Wine Country EIR in 2012 the county staff omitted the Parsons Mapping and WCOGG Mapping of the Southernly Eastern Bypass Expressway on Anza Rd. by stating, "Anza Rd. connection to I-15 not fully funded OMITTED".** So, the 2013 finalized Temecula Wine Country documentation is possibly void of showing their federal air standard violations documentation known to both the City of Temecula and the County of Riverside Supervisors, who have withheld the Bypass's legal stakeholder meetings and Parsons Mapping from the public since 2006 or or, as well as from their Growth Rate 10 Year Plans I believe.
- **This is extremely important that it be mentioned that a METRO 50 year review of each five years was placed on Anza Rd. in 2006 for expansion of more excessive growth and wpdth.** I read a two inch single column in the newspaper. I did not know what a METRO was. I don't believe the meaning of METRO was discussed in the short excerpt. I have repeatedly given you this testimony for the past ten plus years.
- This statement of 50 year growth review is unknown to most. I think lack of transparency is lacking within the county.

I believe the above Parsons Mapping and all documentation must be shown in good faith so CEQA may monitor the indication that all of you at the City of Temecula and within this No. 960 General Plan EIR, and your County of



Riverside Climatic Review of Environmental IMPACT No. 521 must within this 960 EIR mention I believe that the Temecula Ad HOC Committee and Mitra did not discuss nor show the Expressway to the residents/public May of 2008. Since the minutes of the 2006 Stakeholders sign-in sheets state that the designing of the Southernly Eastern Bypass Expressway were given to Dan Stephanson of Rancon and to Highpoint, Inc., as "the county did not want to do the designing, per the Dept. of Transportations documentation given to Adrian McGregor through Patti Romo.

As far as I know, for a very long time I was the only resident to have viewed this documentation of the Southernly Eastern Bypass Expressway papers and Parsons mapping kept out of the Administrative County Offices two blocks away with a security guard at its elevator due to my insistence to review the invisible expressway. Multiple staffing at the both the city and county told me they had no knowledge of the expressway. Patty Romo did this at count, also, stating nothing had been done on that for a long time..

- You have to ask for a CD Disk kept at a clerk's desk in planning of the City of Temecula Offices to find a missing not written component of their growth plan. See Page 8-45, #7. It is a violation of CEQA to defer mitigation I think. Maybe not. But it definitely non-transparency of governance. This section clearly does not excuse the lead agency from identifying all feasible parts. The EIR process since 2006 has ignored guidelines I believe due to their mandate to generate new financial success. The County of Riverside are the over seers. Or, can the County not make the City of Temecula heed federal and state laws of pre United Nations Act 21? The City of Riverside and the City of Temecula both became Charter Members of the United Nations Act 21 in 1991.

In 2009 the Rancho CA Water District water board tried to instill restrictions of any more new water meters to be issued due to lack of water. Both the City Council of Temecula, their Atty. Peter M. Thorson, who also submitted a letter of objection to the moratorium, and Supervisor Stone objected. Board member Steve Corona and another held fast that it must be put in place due to violation intensity of numbers in growth. **But, they two as good gatekeepers, Corona and another finally rejected the needed control due to Lack of Water.**

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In 2007 RCWD ceased to issue any more purchases of 2 inch agriculture water meters. Only domestic meters are issued.

At the 2008 Feb RCWD farmers and ranchers annual water meeting I attended. A spokes person of MWD was the featured speaker. He told us that NEVER has agriculture water needs been part of their MWD charter philosophy. **THAT ONLY urbanized area domestic and industrial water is their legal concern. That agriculture water was only offered when there had been an abundance in our areas.** This is in minutes AND is recorded. **KNOWING this, why did Stone first as councilman and then as Supervisor Stone of District 3 and the City mandate more agricultural water usage and growth in the Temecula Wine Country with Pierce's Disease still present as well with the open approval to build 105 wineries? Planning Commissioner John Petty, Attorney at Law of Real Estate with Special Circumstance did as well. He also approved I believe the removal in the wine country EIR of 2013, and now in 2015 continuance I think of Constitutional Rights of Free Enterprise for All when He voted to approve the removal of my personal Property Rights in Track 6410, and a total of 6410 60 parcels rights to have NO businesses or Wine Tasting Rights, and stripped the Freedom of Free Enterprise to a total of 118 parcels total. Thus, I believe with prejudice removed our ability to earn economic gains so given to our property's ownership...REVOCKED, and given to Vintners ONLY at a mute planning Commissioners Hearing in August of 2008, which I attended and spoke, and which no sign-in documentation shows my signature, and nor does the recording of the meeting include my testimony when I listened to the recording of their side bar. Perhaps they were lost.**

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The MWD Spokesperson at the RCWD Ranchers/Farmers Annual Water Meeting held in Feb of 2008, told us in the meeting room of the Rancho CA Water District Offices **that by the end of 2013 ALL AGRICULTURE AND/OR DOMESTIC AGRICULTURE DISCOUNTED WATER RATES WOULD CEASE.** And, that the 3 tier water conservations rates would continue. Now, in June of 2015 RCWD after many of us conserving water since 2008 we were told that we are expected to decrease 25% of our now present water usage immediately. **SPECIAL NOTATION: In Los Angeles last month the MWD was forced to admit when sued that billing with a 3 tier way of water rates for the same product**

is illegal. Thus, Rancho CA Water District should be questioned to their practice of 3 Way Tiered Water Rates. LA MWD has been instructed to return the rate payers extra monies they were over charged, per the Radio News and television news broadcasts. THIS is an abuse of EIR natural resources laws I believe and possible governance abuse I think.

Yet, the City and the County are still building more Winery hotel resorts in the middle of a water crisis. Yes they are great. Yes they are well visited. Yes they are pretty. It most likely requires using a lot more irrigation water to save the grapes as our micro Mediterranean climate continues to climb in the higher temperatures yearly and for longer hotter summer total days. When the maturing grapes are reaching their sugar content levels, without water in a higher micro climate there might/will be damage to crops. Grapes do not do well in high temperatures without 24 hour irrigating routines. I know. Our small past vineyard required this. It was lost to Pierce's Disease. PIERCE'S DISEASE still exists in Riverside County District 3, which is our areas.

Also, still being allowed on larger parcels of land is sludge dumping and its toxicants are being leached into the soil around RESIDENTIAL drinking wells. WHY?

IMPORTANT:

****Without the Northern California cleaner sweeter mineral more salt free waters being sent to Temecula, the Napa Wine Grape Formula of no more than 2% salts can NOT be obtained in Temecula and/or Riverside County. The result: The grape vines all will die and/or suffer great losses**, as per the Napa CA Grape Water Formula I submitted in 2009 and on.... to the Planning Commissioners and to the Supervisors.

You can not include in your EIR 960 Plan that YOU will have water. IN 2007 drought, Georgia was within 2 weeks for the entire state being out of water. Florida has no water store. We are facing reduced snowpacks in the Sierras. Lack of rains is forecasted. You do not have in place the \$130 RCWD million dollar Purification Plant behind Vail Lake Dam. Plus, it may be too late to try to buy the 10,000 acre feet of RAW Colorado River Waters.

THIS is NOT JUST a climate plan. You can NOT make water. **YOU MUST cancel future approved growth on the books, which I believe**



shows voting leadership did "willfully ignore" legal boundaries of governance by breaches of the laws to follow, whether independently willfully and/or done in ignorance in your General Plans' EIR's and your Climate ACTION Plan.

HOWEVER, I have come different times to present to you that you were ignoring EPA standards, and THAT "the Crisis on Tap" Findings all of you and your staffing were ignoring. Plus, allowing the City of Temecula to keep expanding. At different times the City of Temecula sued the County of Riverside. Why have you not sued the City of Temecula for General Plan EIR violations and negative non-negotiable EIR issues like water and air than are FEDERALLY MANDATED?

Also, ignored repeatedly I believe has been my testimony of the Scientific Document, of March 22, 2008, presented in a special 12 page leaflet in the Press-Enterprise News paper, and WORLD read and accepted. It's title is, : **Crisis on Tap. Also, there is an International Agreement showing fears of waters being lost and/or mandated to be sold... that the over 100 year treaty to have from Canada to Mexico the river water flow of the Colorado River WILL CEASE TO EXIST. THERE WILL BE NO MORE WATER AVAILABLE TO CALIFORNIA NOR MEXICO. HOOVER DAM BEHIND ITS SELF WILL BE DRY estimated by 2021.. or sooner. The turbines of its dam of 16 generators soon will not have enough water to generate electricity to CA. You have known this, and still....you approve new projects now without need of an EIR IF the new project will generate new financial monies to Riverside County. You passed this several years back while Stone was Supervisor. Are you still doing this?**

IN ADDITION TO THIS IS THE NOW SCIENTIFIC PUBLISHED WORK, "DEEP: The Story of Skiing and the Future of Snow", where a scientist has published his 30 year research on the world decline of water for 2 Billion People of the Earth. They depend of the snow pack to reserve and preserve their fresh water supply, as well as rains and thaws to replenish the ancient water aquifers under ground and to supply the world with drinkable waters. The research shows over 60% of the snow pack is gone.

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There is no saving the melting snows of the Arctic and Antarctica. This is a cycle of the earth's climate. We've had Ice Ages. Now, we are having warming.

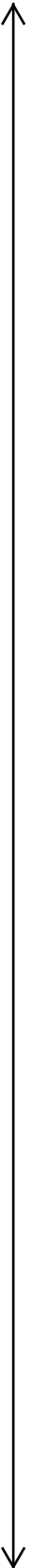
MOST IMPORTANT OF ALL IS THE NON MENTIONING THAT INADEQUATE MICROPOROUS ACQUIFERS DO NOT EXIST FOR THE IMMIGRANTS TO DRINK AND/OR USE. THE WATER IS THE KEY for the Temecula Wine Country EIR 2013 and now the General Plan of 2015. You are bone dry due to Developer Bonus additional growth, and ignoring your water guidelines.

THIS HAS NEVER BEEN ADDRESSED. AND, IS A FEDERAL ISSUE AS WELL AS A LOCAL GOVERNMENT ONE. You CAN NOT take water away from living existing residents and give it to the thousands of approved new housing you have on the books not constructed yet. And, especially when there is NOT enough water to use for the present populations, as per US Supreme Court Judges Rulings of 2002. TO give our water to soon to come new massive immigrants you are bringing here violates each individual's rights to live. Humans can not live without water. The usage of methods of subterfuge or malfeasance I do not believe you would do. BUT, something is amidst here.

On July 2008 when Stone and his Planner first held a Wine Country hearing, which was deemed illegal, as it had not been agenized by the Board of County Supervisors to be held, WATER has been IGNORED.

- Since the adoption in 2012 to change the total population of all our area to no longer limit housing of a group to **6 humans, assigned is the new formula that each person is zoned to be 50 feet in occupation sized. So, the 2012 EIR hearings of the Temecula Wine Country were finalized without the NEW USAGE totals to be totally larger numbers of water user totals, and thus, less water available to our area. These rulings were not passed until after Dec of 2012 by the City of Temecula, I believe.**

In a group setting of persons needing over seeing as assigned by different agencies, any structure for domestic living may house using 50 feet times X..per human to equal how many may live there with a supervisor/manager assigned. I do not know if the numbers total are limited. (County of Riverside and the City of Temecula have the legal



documentation of these passing of new higher density with more population unknown numbers coming to our areas.

- **Not included in Supervisor Stone and John Petty's formula to have 105 new wineries is the well known NAPA VALLEY 2% FORMULA MANDATE IS VINES ARE TO SURVIVE/LIVE. Due to the types of soil, accumulation of salts and minerals, fertilizers, IF the VINES are to survive, the VINES must have 2% fresh water from Northern CA streams to cleanse the water to be given to the vineyards of Temecula! Without it, the historical lack of formula states the vines will DIE in Napa. So, this definitely would be true of the Temecula aquifers totaling 38% if no drought continuance. It would take 6,000 years to refill a depleted/emptied natural underground aquifer. (Geological statement)**
-
- I do not believe the fresh waters are available, especially after having been up and through most of the Sierras this year witnessing the low levels of the lakes and streams in person in June of 2015 for over three weeks in different areas. Also, there are the water table reports which you can verify. We have been for the past ten years plus regulars to visit both sides of the Sierras. (Have submitted this formula documentation before; is online testimony recorded and available on the Google Internet).

Special Notation of the above document of letter 10 and 11 is that the Southernly Eastern Bypass Expressway will endanger the health of children and seniors in all of the low laying valleys along the route of I-15 to I-10 Interstate Freeways with too high levels of carbon monoxide levels above federal levels over 5 or 6, I believe. May be even more now in 2015 due to the large amounts on the books of approved but NOT constructed housing, and not including the open door of immigrants which may locate here. (Document attached in letter #10 from the Dept. of Transportation of the County of Riverside.)

The July and August 2012 and its Finalized Temecula Wine Country 2013 EIR do NOT ADDRESS that, per the UNITED NATIONS ACT 21 the impact of mandated open door growth from aliens/immigrants WORLD WIDE upon the NON EXISTING PAPER WATER OF THIS OVER POPULATED TEMECULA WINE COUNTRY AND 22-24

ADDITIONAL MILES OF ANTICIPATED GROWTH IN THE SPHERE OF INFLUENCE OF THE CITY OF TEMECULA, I believe.

The City of Temecula designed the new Butterfield Stage Rd. with Engineer McBride, not the County of Riverside.

I did not hear at the 2012 EIR hearings that EB5 lands were included the ownership development by the City of Temecula along the entire Butterfield Stage Road of EB5 properties and other unknown descriptions. Nor were there mentioned that the EMWD of Hemet Did not give a general election to each property owner within the Wine Country to Vote No or Yes to pay by taxation for sewers that start down Butterfield Stage Rd. in French Valley, come to Rancho. CA Rd., and go out to Wineries almost to Lake Skinner and on Monte de Oro Rd. This may be a federal violation I believe from having read that Virgin Sewer Proposition 218 IN A VIRGIN SEWER AREA OF SEPTIC TANKS requires a General Election using the County of Riverside Property Owners Legal Mailing Addresses. This Also was NEVER Done for the Temecula Wine Country Survey.

In 1989 the county approved Butterfield Stage Rd. eventually to be six lanes wide and go through and link together above Hwy 79 by Morgan Hill forecasting Parsons Mapping. Now, it will link below Anza Rd. passing the wedding facility about 3/4 of mile North or so branching off the new Southernly Eastern Bypass Expressway.

When this all started there were nearly 10,000 residents vs. less than 30 wineries. (Number could be more or less wineries possibly.)

- ◇ USING a five AD HOC Committee (all vintners I believe) with Mitra Cooper's help, the SURVEY TO STRIP OUR ZONING FROM 11.85 SQUARE MILES AND A POSSIBLE I THINK LAND ownership violation IN AGENDA 1077 OF RCIP GENERAL PLAN AGENDA, AND 348.4729 Ordinance was placed online.
- ◇ NO resident election was held to OK the future sewers to come, the taking of our Citrus and Vineyard CSA Road District #149 into a new form...was completed by someone unknown to me to give open taxation upon our properties, which violates the 1989 Road Tax Assessment description we volunteered to have due to dirt roads with using the County of Riverside Assessor's Mailing List to allow quality voting. Non of this was done.

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- ◇ The Temecula Wine Country Survey approved to be done by 5 VINTNERS in May/June in 2008, and voted upon in August 2008 all completed by Stone's appointed Advisory HOC Temecula wine Country Planning Panel. Needs REVIEWING possibly to protect the 2015 EIR of the General Plan. (All legal taxation base and values may be affected. Land values devalued due to limitation of rural businesses and animal numbers allowed. Yet, high density is being added.
- ◇ (Removes some residents means to earn a living. Also, ONLY the Wineries and resorts are now allowed to make a living with ALL FREE Franchise Laws being eliminated I think.
- ◇ **Done ON THE INTERNET AS A SURVEY WITH ADDRESS OPTIONAL.**
- ◇ **July 25, 2012 Executive Planner Cooper states, the success of the Survey is NOW the results of these hearings fulfilled.**
- ◇ ****Mitra bragged that due to THIS survey the entire Wine Country vision would start, would be Changed. She stated this at either the July or Aug. EIR Temecula Wine Country hearings. NO LEGAL voting by using the County of Riverside's Assessor's Office list of property owners mailing list was used. I believe that to be not legal, sense this would be volunteer self taxation for this development process, a federal and state voter's rights was violated, which I believe would disqualify the entire 2013 Temecula Wine Country EIR of 2013 and now in 2015.**
- ◇ **Ad HOC meetings hidden for nearly 1.5 years. Would not allow anyone to attend, which violates County bylaws I think in 2008.**
- ◇ **Violates the A-20 Board of Supervisors Guidelines for Planning Commissioners, Special appointments and Advisory HOC Committee Members. MAY NOT PROFIT FROM THEIR VOTE AND DISCUSSION MAKING OF MONETARY WEALTH AND OR WITH THEIR INVESTMENTS.**
- ◇ **Vintners and MWD employee move San Diego Pipeline No. 6 approved by CA State MWD EIR in May of 1989 in 1995 at the Citrus and Vineyard CSA Road District #149.**

Bylaws – Guidelines of the County of Riverside Board of Supervisors For Selection of Planning Commissioners, Special Appointments and Advisory HOC Committee (Hand Selected by a Supervisor for within his District)

◇ <http://rivcocob.com/policy-a/POLICY-A21.pdf>

**COUNTY OF RIVERSIDE, CALIFORNIA
BOARD OF SUPERVISORS POLICY
Policy**

Subject: Number Page

ADVISORY BOARDS, COMMISSIONS AND COMMITTEES A-21 1 of 1

Policy:

Board policy regarding the establishment, appointments to, governance, and periodic review and dissolution of the Board of Supervisors' various advisory boards, commissions, and committees ("advisory groups") is summarized and contained in a resolution entitled "Adopting Uniform Rules and Procedures for Advisory Committees, Board and Commissions of the County of Riverside." A copy of the most recent version of this resolution is attached, and shall be replaced with successive versions of the resolution as approved by the Board from time to time in the course of county business.

Attachment A

1 of 14

Board of Supervisors County of Riverside

RESOLUTION NO. 2005-148

**ADOPTING UNIFORM RULES AND PROCEDURES FOR
ADVISORY COMMITTEES, BOARDS AND COMMISSIONS
OF THE COUNTY OF RIVERSIDE**

WHEREAS from time to time the Board of Supervisors and its related governing bodies establish

advisory groups to inform the Board on particular issues or subjects of interest to the Board; and,

WHEREAS it is in the best interest of the County that these advisory groups are appointed,

organized and governed within a uniform framework of consistent Board policy;

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Supervisors of

the County of Riverside, State of California, in regular session assembled on _April 5_____, 2005, that:

The following uniform rules and procedures for the establishment and operation of advisory committees, boards and commissions of the County of Riverside, including all districts, county service areas and other agencies governed by the Board of Supervisors, are hereby adopted, as follows:

1. **APPLICABILITY:** These rules and procedures shall apply to and control all advisory

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committees, boards and commissions (herein for convenience referred to as “advisory groups”), except as otherwise provided by or pursuant to the law, ordinance or resolution under which the advisory group is established. This resolution does not apply to certain committees, boards and commissions of the County that have independent legal status as separate public entities.

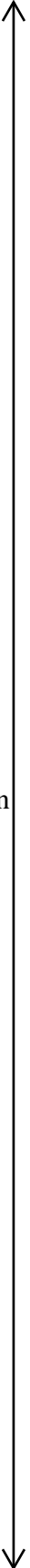
2. LIMITATION ON AUTHORITY: Unless otherwise authorized by law that specifically provides for the establishment and function of a particular advisory group, advisory groups generally shall have no executive, administrative, or operational functions. Their function shall be solely to study and make recommendations to the Board of Supervisors within the scope of the subject matter specified in the statute, ordinance or resolution establishing them, or as specifically referred to them by the Board of Supervisors. Advisory groups shall not be empowered, nor assume by their appointment to be empowered, with authority on behalf of the County to decide matters of county policy; oversee or enter into any contract; procure materials or services; recruit, hire, direct, manage, review or terminate staff, or involve themselves in any other way in person

- ◇ MOST important of all, it states that an Ad HOC Committee Member may not vote or discuss anything that they might benefit from personally financially or business wise I believe.

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The Original Ad HOC committee would not tell us where they were meeting, when nor where minutes available to read A PER the County Manual. Not until about 1.5 years passed Did Jeff Stone add additional members. And, I believe a resident representative was not added until October. Then, their findings were finalized in November the next month.. with a few more meetings to let the public hear.

At the July and Aug 2012 Temecula Wine Country EIR and the 2013 EIR, the August 7, 2006 Submittal to the Board of Supervisors County of Riverside, State of CA Document from TLMA - Transportation Department may never have been released for viewing to my knowledge to we citizens/residents in 2008 on at any Board of Supervisors, Wine Country, Ad HOC hearings, etc. "This project currently has an approved TUMF Funding Agreement between the County and RCTC for preliminary engineering and



environmental phases of work. It is anticipated the total costs for these phases of work will be within the TUMF agreement amount."

The May 26, 2006 Submittal to the Board of Supervisors County of Riverside, State of California from: TLMA - Transportation Depart was NOT mentioned or introduced by the AD HOC Committee of 2008 during the entire times of 2008 to 2013 Temecula Wine Country EIR... to my limited knowledge. I asked a fellow Ad HOC Committee Member if they discussed or showed at any public reviews given, the expressway. Her answer was NO.

I believe the present residents of our area will be financially drained from the accumulation of taxation needed to pay for the Temecula Wine Country EIR Development, and being made to share with watering crops, when MWD stated they do not support agriculture. RCWD imports from the MWD. Where is this going?

Also, we are not being kept in the loop as of August 7, 2012 that So. CA Edison is coming through with the lines. As of July 21, 2015 I found So. CA Edison had hired a private contractor to put in a 1250kV line down our residential street underground. Why was NO LEGAL notice sent to each resident? Health issues will be an issue with electro magnetic force fields possibly.

- We had received no notice of 1,250,000.000 electrical line underground EMF and EML magnetic force field will possibly affect the well being of some residents.
- My immediate neighbors near to our home KNEW nothing about the line coming of SUCH MAGNITUDE. Many in our area have heart conditions, etc. I pray that you mandate that the big lines be put underground to protect us from the EMF and EML radiation and spark causing surging electrical lines in a grade of HIGHEST Wildfire Area. When there is a fire, firemen nor residents can go under the lines to escape. WHY? Because the 500kV High Voltage Lines drop their loads into the ground during a fire. Perhaps 250kV High Voltage do as well. ALSO, Any resident with a pacemaker can not be by 500kV High Voltage Lines, per national news and the renewed EIR by the ISO of what radiation health causing affects are given off by such lines. So what will 1250kV do to us?
- YOU need to honor your statements of caring.



- The funding for the Fire Dept. of CA within our Temecula Wine Country and French Valley areas have the Highest Fire Alert Area of 12 months yearly and even more now with this drought continuance. Yet, historically we have been told that there is barely 5 to 6 months of monies to pay for fire disasters.
- I would request that you give in your climate EIR reviews stricter fire brush, etc. codes within our county.



2.1

Respectfully Submitted to the to Kristi Lovelady, Advanced Planning
Division Manager of Riverside County Planning Department

***Please Also give a copy to each Supervisor, not just to their Planning
Commissioners.***

951.955.6892

From Private Resident Citizen,
Mrs. Adrian J. McGregor

Comment Letter No. 2: Adrian J. McGregor

Note: Refer also to Comment Letters 19 and 20, submitted by Adrian McGregor, and their respective responses for further discussion.

Comment 2.1

This comment indicates a number concerns related to the water supply in Riverside County, as well as a potential future increase in water demand due to new development that may occur in the County. This comment also indicates concerns with land use, circulation, and public utilities regarding potential future developments in/near Wine Country in southwestern Riverside County adjacent to the City of Temecula. These comments are duly noted.

Water demand is a key component of project-level review within the County. During a project's environmental review, potential water supply constraints are analyzed within the project's environmental documentation to ensure that sufficient water supply is available for the project. Any environmental impacts of future developments are addressed at the project level in project-specific analyses. This effort is undertaken by the local water districts to ensure sufficient water supply for new development. As discussed in the Section 4.19.3 of Draft EIR No. 521 (*Existing Environmental Setting – State and Regional Water Supply*), water supplies are provided to County residents and businesses through various water retailers including municipal water districts and California Public Utilities Commission-regulated water utilities. The State of California has also enacted the Sustainable Groundwater Management Act, enforced by the State Water Resources Control Board, which requires certain groundwater basins to prepare Groundwater Management Plans.¹ Finally, groundwater is also managed in Riverside County by various watermasters, adjudications, and settlement agreements, which are described in the Draft EIR (Page 4.19-103), and is overseen by a collaborative effort of County and watershed stakeholders led by the Santa Ana Watershed Project Authority in western Riverside County and the Colorado River Basin stakeholders for eastern Riverside County.^{2,3}

Furthermore, pursuant to SB 610 and SB 221, any project or development with over 500 residential units or non-residential development of a certain size and scale (e.g. commercial, industrial), must complete a Water Supply Assessment to ensure that sufficient water supply exists to serve the project. The Water Supply Assessment requires a water purveyor/supplier to provide sufficient verification that supplies are available during a normal, single-dry, and

¹ <http://groundwater.ca.gov/>

² <http://www.sawpa.org/owow/the-plan/>

³ <http://www.usbr.gov/lc/region/programs/crbstudy/MovingForward/index.html>

multiple-dry years within a 20-year projection. Additionally, the water districts serving Riverside County produce Urban Water Management Plans, which analyze the growth projections of district service areas in order to responsibly manage future water supplies. These plans are publicly available and are typically found on the respective water district's website.

Any environmental impacts of future developments regarding land use, circulation, and public utilities will also be addressed at the project level in project specific analyses and will require further environmental analysis and compliance. During the entitlement phase, a project's respective water district would deny service to a development in the event that a project would not have a sufficient water supply, to ensure that developments are not constructed prior to securing a water supply. The County appreciates your feedback during the General Plan Amendment process. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Public Comment General Plan No. 960 and Climate Change Action Plan; General Plan Update (EIR No. 521 / SCH 2009041065)

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RIVERSIDE COUNTY
PLANNING DEPARTMENT

Facts

"A water budget analysis shows that under current conditions there is a 10% chance live storage in Lakes Mead and Powell will be gone by about 2013 and a 50% chance it will be gone by 2021 if no changes in water allocation from the Colorado River system are made. This startling result is driven by climate change associated with global warming, the effects of natural climate variability, and the current operating status of the reservoir system. Minimum power pool levels in both Lakes Mead and Powell will be reached under current conditions by 2017 with probability 50%. While these dates are subject to some uncertainty, they all point to a major and immediate water supply problem on the Colorado system. The solutions to this water shortage problem must be 'time dependent' to match the time varying, human induced decreases in future river flow." Source Scripps Institute.

Lake Mead's low levels could trigger federal shortage by 2017

Studies now show that the 20th century was one of the three wettest of the last 13 centuries in the Colorado basin. On average, the Colorado's flow over that period was actually 15 percent lower than in the 1900s. And most experts agree that the basin will get even drier: A brace of global-warming studies concludes that rising temperatures will reduce the Colorado's average flow after 2050 by five to 35 percent, even if rainfall remains the same — and most of those studies predict that rains will diminish.

3.1

Already, the drought is upending many of the assumptions on which water barons relied when they tamed the Colorado in the 1900s.

The Colorado basin states tried in the 1920s to stave off future fights over water by splitting it, 50-50, between the upper-basin states of Utah, New Mexico, Colorado and Wyoming and the lower-basin states of Arizona, Nevada and California.

In fact, the deal underestimated how much water the fast-growing lower-basin states would need. During most of the wet 20th century, however, the river usually produced more than enough water to offset any shortage."

Now, the gap between need and supply is becoming untenable.

Lake Mead stood about 1,106 feet above sea level, and was expected to drop 20 feet in 2014. In June 2015, Lake Mead currently stands at 1075 feet above sea level. At 1,075 feet, rationing begins; at 1,050 feet, a more drastic rationing regime kicks in, and the uppermost water intake for Las Vegas shuts down. At 1,025 feet, rationing grows more draconian; at 1,000 feet, a second Las Vegas intake runs dry.

A New York Times Article discussed Hoover Dam Power;

“The current drought has reduced the dam’s capacity to generate electricity by about 25 percent, said Bob Johnson of the Arizona Power Authority, which sells the dam's electricity.”

“Arizona and Nevada get about one-quarter each of Hoover Dam's power, and California gets the rest. The reduced supply will mean higher costs for electric utilities in Arizona that rely, at least partly, on the dam's power, Johnson said.”

“To the extent that they have less inexpensive power, they have to go out and pay market prices for energy which is quite a bit higher than what they pay for Hoover so there’s an economic impact,” he said.

“The cost of Hoover’s power can be anywhere from 50 percent to 75 percent below the market rate. Johnson said his agency projects the deficit in power will continue into next year.” Source NYT.

Lake Mead is expected to shrink low enough by January 2017 to trigger a first-ever federal shortage declaration on the Colorado River, according to a bleak new projection from the U.S. Bureau of Reclamation.

In its monthly forecast issued this week, the bureau predicts the reservoir east of Las Vegas could start 2017 as much as 15 feet below the shortage line of 1,075 feet above sea level.

Only 3 month ago, forecasters expected the Colorado River to narrowly avoid a shortage in both 2016 and 2017. If accurate, the new prediction would force Nevada to reduce its Colorado River water use by 4 percent while Arizona and Mexico take larger cuts.

The Bureau of Reclamation’s latest projections are 17 feet lower than they were last month, when forecasters predicted a reservoir level of 1,078 feet above sea level for January 2017. Now they expect the lake to be at elevation 1,061 by the start of 2017, a roughly 500 billion gallon difference for the nation’s largest-capacity man-made lake.

The bureau’s monthly forecasts assume average or better snow in the mountains that feed the Colorado River, but that’s only happened three times in the past 15 years. This year, the over-appropriated river — a key source of water and power to about 40 million people in the U.S. and Mexico — is expected to receive only about half of its normal flow, marking the 12th below-average year since 2000.

The record-breaking drought in California is not chiefly the result of low precipitation. Three factors – rising temperatures, groundwater depletion, and a shrinking Colorado River – mean the most populous U.S. state will face decades of water shortages and must adapt.”

"Paper water" is the idea that government has promised more in rights to water than there is water that flows in Nature's rivers and streams in California. There is far more water "on paper" than there is in California's water ways.



The fact that this discrepancy has languished for decades is a sign of magical thinking on the part of water industry officials and regulators in California.

For every acre-foot of real water in the Central Valley watershed, 8.4 acre-feet of water on paper has been promised by the state where only 1 acre-foot may actually be diverted, according to the State Water Resources Control Board."

Currently, the County planners and Supervisors rely on Eastern Metropolitan Water District to supply a "show me the water" document for new development instead of requiring a report that actually details what water is available now and what water will be available in the future.

"The Colorado River supplies over 60 percent of the water used annually in Southern California. California is currently using **20 percent more** Colorado River water than it is entitled to under the "Law of the River." The Secretary of the Interior has directed California to come up with a plan to live within its entitlement of 4.4 million acre-feet of water per year"

Currently Southern California is taking 5.5 MAF from the Colorado River annually. California has used more water than its entitlement. California's use above its entitlement has been made possible through a reallocation of unused water from Arizona's and Nevada's entitlements.

"The Department of Water Resources projects that, over the next several decades, California's demand for Colorado River water will continue to increase, with increases in urban demand outweighing the projected declines in agricultural demand. For example, the department's 1993 California Water Plan projected that urban water demand will increase by 60 percent from 1990 to 2020. However, California's ability to access Colorado River water beyond current levels is limited for two reasons."

□ Since Arizona and Nevada will be using most of their entitlements, California's access to any substantial amount of water above its entitlement will depend on surplus declarations by the Secretary on a year-by-year basis. However, such declarations are not certain, as they depend on conditions which change each year--namely snowpack runoff and reservoir storage--as well as the willingness of other states to allow California to exceed its entitlement, as discussed below.

□ Even with a surplus declaration, California's access is limited by the capacity of its delivery systems. Currently, the existing delivery system to urban users--the Colorado River Aqueduct--is operating at near capacity."

"If California were to live within its 4.4 maf entitlement today, the immediate impact would fall mostly on the MWD because almost all of the allocation to California above its entitlement now goes to urban users serviced by the MWD." Source LAO

"Many experts believe the current drought is only the harbinger of a new, drier era in which the Colorado's flow will be substantially and permanently diminished.

"Faced with the shortage, federal authorities this year will for the first time decrease the amount of water that flows into Lake Mead, the nation's largest reservoir, from Lake Powell 180 miles

upstream. That will reduce even more the level of Lake Mead, a crucial source of water for cities from Las Vegas to Los Angeles and for millions of acres of farmland.”

“Reclamation officials say there is a 50-50 chance that by 2015, Lake Mead’s water will be rationed to states downstream. That, too, has never happened before.” Source NYT

“The labyrinthine rules by which the seven Colorado states share the river’s water are rife with potential points of conflict. And while some states have made huge strides in conserving water — and even reducing the amount they consume — they have yet to chart a united path through shortages that could last years or even decades.”

“There is no planning for a continuation of the drought we’ve had,” said one expert on the Colorado’s woes, who asked not to be identified to preserve his relationship with state officials. “There’s always been within the current planning an embedded hope that somehow, things would return to something more like normal.”

Unfortunately, the Colorado during most of Lake Mead’s 78-year history was not normal at all.

“The basic blueprint of our plan calls for a reliable foundation that we then build upon, and that reliable foundation is the Colorado River and Northern California water,” said Jeffrey Kightlinger, the general manager of the Metropolitan Water District of Southern California. “To the extent we lose one of those supplies, I don’t know that there is enough technology and new supplies to replace them.”

The developing crisis can’t be caricatured as farmers versus fish, as it is by Central Valley growers irked at environmental diversions of water into the region’s streams. It can’t be addressed by building more dams, because reservoirs can’t be filled with water that doesn’t come. And it can’t be addressed by technological solutions such as desalination, which can provide only marginal supplies of fresh water, and then only at enormous expense.

Nor can a few wet years alleviate the need for long-term solutions. “We had a solid year this year, which takes a bit of the panic out,” says Jeffrey Kightlinger, general manager of the Metropolitan Water District of Southern California, which serves 19 million residents and gets about half of its water supply from the Colorado. But because “demand outstrips supply, we expect a long-term decline. And possibly because the crisis has been developing slowly, we’re nowhere near a solution.”

“Nineteenth century water law is meeting 20th century infrastructure and 21st century climate change,” says Bradley Udall, a senior fellow at the University of Colorado Law School, “and it leads to a nonsensical outcome.”

Nevada, California and Arizona won the right to store unused Colorado River water in Lake Mead as part of an interstate agreement enacted in 2007.

There are restrictions on how much of the banked water, officially known as Intentionally Created Surplus, can be taken out in a single year. California’s annual withdrawals are capped at

400,000 acre-feet, Nevada's at 300,000 acre-feet. **The bank cannot be tapped during a declared shortage on the river or if federal officials determine that a withdrawal would tip the river into shortage.**

"Dec. 16, 2014: It will take about 11 trillion gallons of water (42 cubic kilometers) -- around 1.5 times the maximum volume of the largest U.S. reservoir -- to recover from California's continuing drought, according to a new analysis of NASA satellite data.

The finding was part of a sobering update on the state's drought made possible by space and airborne measurements and presented by NASA scientists Dec. 16 at the American Geophysical Union meeting in San Francisco. Such data are giving scientists an unprecedented ability to identify key features of droughts, data that can be used to inform water management decisions.

A team of scientists led by Jay Famiglietti of NASA's Jet Propulsion Laboratory in Pasadena, California used data from NASA's Gravity Recovery and Climate Experiment (GRACE) satellites to develop the first-ever calculation of this kind -- the volume of water required to end an episode of drought." Source Sacramento Bee

"The severity of California's drought continues to shock, with the latest example coming courtesy of NASA. Worst hit, according to NASA, are the Sacramento River and San Joaquin River basins, where water has been pumped out to support agriculture in the Central Valley and elsewhere. Since 2011, the amount of water removed from these river basins *each year* added up to 4 trillion gallons."Source LA Times.

"The Colorado River Basin, which supplies water to 40 million people in seven states, is losing water at dramatic rates, and most of the losses are groundwater. A new satellite study from the University of California, Irvine and NASA indicates that the Colorado River Basin lost 65 cubic kilometers (15.6 cubic miles) of water from 2004 to 2013. That is twice the amount stored in Lake Mead, the largest reservoir in the U.S., which can hold two years' worth of Colorado River runoff. As Jay Famiglietti, a NASA scientist and study co-author wrote here, groundwater made up 75 percent of the water lost in the basin." Source; National Geographic

"In the late 20th century, there was a strong trend of rising mean temperature in the region. The preponderance of evidence—both instrumental data and projections based on modeling—strongly suggests **that warmer temperatures will reduce future Colorado River stream-flow and water supplies. In addition, tree-ring based reconstructions of Colorado River stream-flow have shown that extended droughts are likely to occur. These droughts could be even more severe than the drought of the early and mid-2000s, which resulted in sharp reductions in inflows into Lake Powell and prompted concerns about meeting water-delivery obligations. These studies of Colorado River flows have called into question traditional assumptions about long-term mean flows and availability.**

Today, the Colorado River basin continues to be home to the fastest growing states in the nation adding to the strains on limited water supplies. Measures to extend and conserve water supplies, such as conservation programs, changes in landscaping practices and related technologies, aquifer storage, and desalination, have improved water use efficiencies, and agriculture-urban



water transfers have increased water supplies available to urban areas. **However, the benefits of all of these options are limited. Rapid population growth has already increased aggregate water demand to the point that it exceeds the available water supply in some years.**

Future choices for water use will no doubt unfold in complex, perhaps unanticipated, ways, and future warming and droughts may reduce the availability of water resources even further. Current scientific understanding of the river's historical flows and regional droughts, coupled with the potential for future reductions in flows, **raises fundamental questions about the sustainability of current population growth and development.** Moreover, some existing paradigms and principles that have governed Colorado River water use in the past will undoubtedly have to be adjusted to fit these realities." Source; National Academy of Engineering

Water Shortage Discussion

If southern California continues down the path of urbanization and development, it is reasonable to believe that a humanitarian crisis is in the making. A water crisis of epic proportion is not some conspiracy theory or a fabricated issue to slow down or stop development. It is a reasonable scenario moving forward. The water districts, understandably, want to understate the water crisis problem moving forward as it could induce a panic, produce an economic catastrophe, and lower California's credit rating. Technologies can only kick the can down the road; it can't produce more snow pack or rain in the Colorado River Basin or the Sierra Nevada mountain range. Water rationing and technologies can possibly keep the status quo moving forward for another few years if they were implemented now however, rationing and technologies will be unable to keep up with population growth encouraged by development.

Moving forward, it would be wise to error on the side of caution and slow down development than to contribute to a scenario that could affect 19 million plus southern California water customers. It is not unimaginable a water shortage could cause civil unrest.

Further urban, commercial, and agriculture development will deplete the Colorado River water supply at a faster pace moving the current projected crisis forward in time. Currently the demand already exceeds the supply. The Colorado River water is currently over appropriated by more than 1.5 MAF.

Lake Mead is coffee filtered shape being wider at the top than at the bottom. As water levels lower, elevation of the lake decreases at a faster pace. Because of this, you cannot assume that the current pace of depletion will be steady and predictable. Elevation drops can occur rapidly.

If as predicted, the Federal Government declares a water shortage emergency in 2017, the water districts will lose access to all excess water they banked in Lake Mead, they may lose the 4.4 million acre feet of water they are allocated, and they will certainly not have enough water being diverted from northern California to cover the shortage. It will take 5 years of above average rain and snow fall in the upper Colorado basin to bring Lake Mead out of its current drought conditions. One year of a strong El Nino may buy you one more year of avoiding a Federal emergency water shortage.

Electrical Power Shortage Discussion

Hoover Dam is currently producing 25% less power than it has capacity to produce when the water elevation is at, or near full capacity. California receives 50% of the power Hoover dam produces. As water elevations decrease, Hoover Dam power generation decreases as well. Hoover Dam Power is clean energy which mitigates Green House Gas Emissions.

Reduce power generation from Hoover Dam s will have a major impact of power supply to the grid and may increase Green House Gas Emissions.

Public Comment Recommendations

I support the No Build, No Growth option currently included in the Draft EIR. It will allow time for water, power, and Green House Gas Emissions to be addressed and mitigated. Encouraging population growth at this time would be irresponsible and possibly lead to a water and power crisis prematurely. The EMWD isn't going to suggest they do not have enough water however, in reality they don't. They have more "paper water" than they have real water. They cannot guarantee a real water supply moving forward nor can they predict the outcome of future litigation, prolonged drought, or a declared federal water shortage emergency. They can't guarantee access to banked water reserves nor can they pull those reserves from Lake Mead at the current elevation of 1075 feet elevation as it might create the water shortage causing the federal government to act sooner.

This is really a matter of common sense once the Planners and the County Supervisor are educated on the problem. The no build / no growth option are the only solution for Riverside County at this time. Any other solution would be irresponsible.



Emilio Uriarte

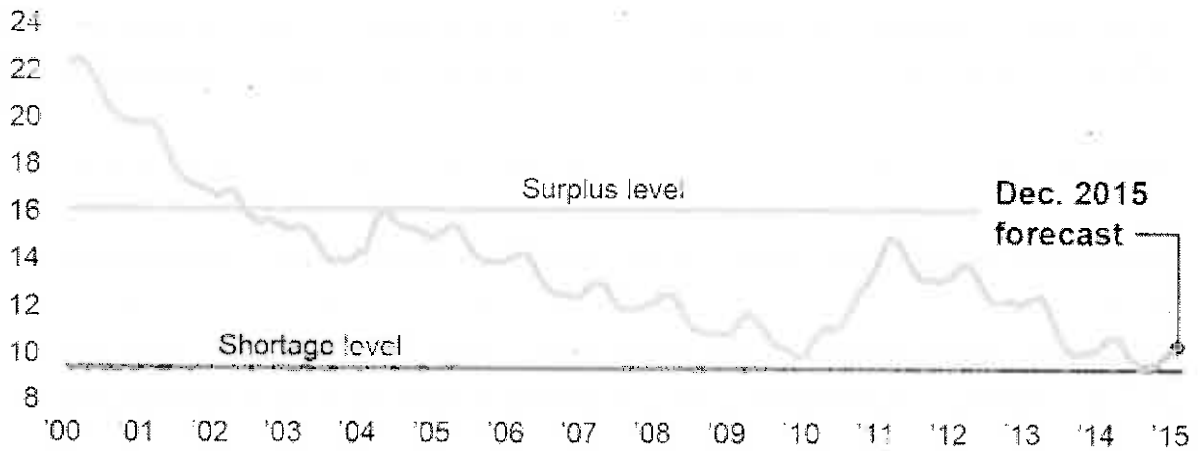
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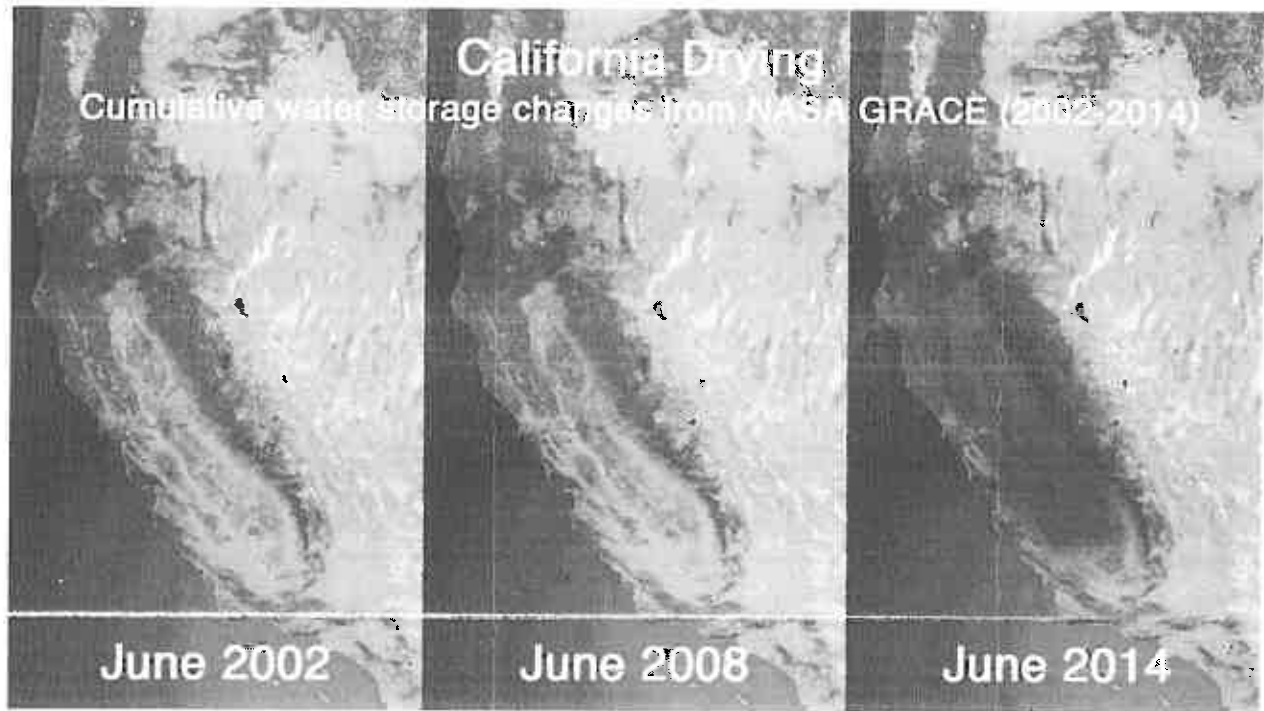
Lake Mead water storage levels

Millions of acre-feet



Source: Metropolitan Water District of Southern California

latimesgraphics



California drought: High court hands setback to water conservation fight

By Howard Mintz (mailto:hmintz@mercurynews.com?subject=San Jose Mercury News:)
(mailto:hmintz@mercurynews.com?subject=San Jose Mercury News:)hmintz@mercurynews.com
(mailto:hmintz@mercurynews.com)

POSTED: 07/23/2015 06:00:47 AM PDT | UPDATED: ABOUT 3 HOURS AGO

30 COMMENTS

Rejecting the pleas of California officials worried about water conservation, the state Supreme Court on Wednesday left intact a lower court ruling that makes it tougher for cities and water districts to impose punishing higher rates on water wasters.

In its weekly closed-door conference, the Supreme Court refused to soften the statewide impact of an April appeals court ruling that found the city of San Juan Capistrano's tiered water rates -- common in the Bay Area and elsewhere in California -- were unconstitutional because they charged more for water than it cost the city to provide the service.



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Low water levels can be seen at Camanche Reservoir in Wallace, Calif in this June 9 file photo. The state Supreme Court on Wednesday left intact a lower court ruling that makes it tougher for cities and water districts to impose punishing higher rates on water wasters. (Dan Rosenstrauch/Bay Area News Group archive)

The appeals court, in finding the city's approach violated voter-approved Proposition 218's restrictions on such fees, "published" the decision, giving it legal weight across the state and prompting Gov. Jerry Brown to warn it placed a "straitjacket" on his mandates to lower water use.

Acting on behalf of the State Water Resources Control Board, Attorney General Kamala Harris in June urged the Supreme Court to "depublish" the ruling, arguing it was

Water pricing to spur conservation ruled unconstitutional



KCRA

"unnecessary and overbroad" and hampered efforts to deal with California's ongoing drought. The move was designed to limit the force of the ruling to San Juan Capistrano's water rates. The League of California Cities also joined the state's effort to

persuade the state Supreme Court to depublish the ruling.

But in Wednesday's brief order, the state Supreme Court without comment rejected the state's request, thus forcing local and state officials elsewhere to adapt to the ruling's limitations.

Harris' office referred questions to the water resources board. Board officials said they weren't surprised at the Supreme Court's decision.

"While the court of appeal's decision makes it more difficult for local agencies to justify their water conservation rates, the decision does not foreclose conservation pricing," the board said in a statement. "The State Water Resources Control Board will continue to work on implementation of the Governor's (conservation order) and will continue to assist local agencies in developing effective and lawful conservation pricing mechanisms."

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Legal officials have warned the ruling from the Santa Ana-based appeals court may force cities and water districts to rely more on other tools, such as more advertising, water audits, rebate programs for low-water appliances, restrictive rules on lawn watering and fines for violators.

But legal experts and water officials also say water districts will still be able to use the tiered rates if they can demonstrate they are closely tied to the cost of providing water services.

Amid the most severe drought in California's 164-year history, Brown has ordered urban residents to cut water use by 25 percent statewide. One key tool that Brown had recommended was for local governments to set rate structures with higher "surcharges, fees and penalties" for people who use large amounts of water.

But that approach -- conserve or pay a much higher water bill -- was thrown into doubt by the 4th District Court of Appeal's conclusion that such charges may violate Proposition 218, a 1996 ballot measure that barred governments from charging more for a service than it costs to provide.

The court did not invalidate the use of rate tiers entirely. It said, however, that cities and water agencies can charge more only if they can document that it costs them more to provide the extra water.

The court ruling, because it is "published," sets statewide legal precedent that can be used in other court challenges to water district policies and at a minimum forces local water officials and lawyers to reconsider how they can legally enforce water conservation. As of now, there are two similar legal battles unfolding against the Sweetwater Authority, a San Diego area water district, and the city of Glendale's water district.

Taxpayer groups have warned of other legal challenges if districts violate Proposition 218's restrictions.

Water agencies have scrambled to interpret the ruling -- and in some cases realized they would have to adapt. In Santa Cruz, which charges a \$50 per unit "penalty" for water use over 11 units per house, giving it one of the highest water conservation rates in the state, the city previously indicated it may have to rewrite its rules.

Howard Mintz covers legal affairs. Contact him at 408-286-0236. Follow him at Twitter.com/hmintz (<http://Twitter.com/hmintz>).

Comment Letter No. 3: Emilio Uriarte

Comment 3.1

This comment indicates a number of concerns related to a shortage of water and electrical power supply in California, as well as the sustainability of current population growth and development. This comment also expresses concerns related to the depletion of the Colorado River and low water levels in Lake Mead, as well as power generated by the Hoover Dam. This comment is duly noted.

Water demand is a key component of project-level review within the County. During a project's environmental review, potential water supply constraints are analyzed within the project's environmental documentation to ensure that a sufficient water supply is available for the project. Any environmental impacts of future developments will also be addressed at the project level in project-specific analyses. This effort is undertaken by the local water districts to ensure sufficient water supply for new development. As discussed in the Section 4.19.3 of Draft EIR No. 521 (*Existing Environmental Setting – State and Regional Water Supply*), water supplies are provided to County residents and businesses through various water retailers including municipal water districts and California Public Utilities Commission-regulated water utilities. The State of California has also enacted the Sustainable Groundwater Management Act, enforced by the State Water Resources Control Board, which requires certain groundwater basins to prepare Groundwater Management Plans.¹ Finally, groundwater is also managed in Riverside County by various watermasters, adjudications, and settlement agreements, which are described in the Draft EIR (page 4.19-103), and is overseen by a collaborative effort between County and watershed stakeholders led by the Santa Ana Watershed Project Authority in western Riverside County and the Colorado River Basin stakeholders for eastern Riverside County.^{2,3}

Furthermore, pursuant to SB 610 and SB 221, any project or development with over 500 residential units or non-residential development of a certain size and scale (e.g. commercial, industrial), must complete a Water Supply Assessment to ensure that sufficient water supply exists to serve the project. The Water Supply Assessment requires a water purveyor/supplier to provide sufficient verification that supplies are available during a normal, single-dry, and multiple-dry years within a 20-year projection. Additionally, the water districts serving Riverside County produce Urban Water Management Plans, which analyze the growth projections of district service areas in order to responsibly manage future water supplies. These plans are publicly available and are

¹ <http://groundwater.ca.gov/>

² <http://www.sawpa.org/owow/the-plan/>

³ <http://www.usbr.gov/lc/region/programs/crbstudy/MovingForward/index.html>

typically found on the respective water district's website. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Regarding the Hoover Dam electrical power supply, the California Energy Commission and ISO regulates electrical generation and ensures the reliable supply of electrical energy by maintaining a level consistent with the need for such energy for protection of public health and safety, promotion of the general welfare, and environmental quality protection. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Comment 3.2

This comment is duly noted. The commenter notes support of the No Growth Alternative, which was ultimately rejected in Draft EIR No. 521 due to the fact that it would not achieve the Project objectives. The County appreciates your feedback during the General Plan Amendment process. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Public Comment General Plan No. 960 and Climate Change Action Plan; General Plan Update (EIR No. 521 / SCH 2009041065)

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Opening thoughts

Many studies and reports such as EIS, EIA, EIR, etc, are required by law for most large scale developments, however; for the most part these reports are a fallacy as the real impacts of a project on people and the environment are always understated. An example of this was the court's findings in 2012 the last time the **county-certified study** of the **Village's of Lakeview** was challenged. The county allowed a plan to be certified that was **lawfully unqualified** to move forward. Simply put, the county planners just don't get it, so they are back at it to amend a development plan that is incompatible with Multispecies habitat, CEQA, Green House Gas Emissions, Renewable Energy, Sustainability, Biodiversity, Natural Resource Protection, Water Conservation, and most importantly, the wishes of most people in the communities of Lakeview and Nuevo.

It is well known outside of the Bureaucracy, that it is in the interest of developers to always understate the impact of any certain project. With a wink and a nod, outside contractors will massage a report in a manner that will understate impacts that jeopardize a plan moving forward. A developer has a network, relationship, and a history with the many firms it and city / county planners use. It is also known that the County Planning Commission, city planners, and Supervisors haven't a clue that developer / contractor relationships engage in certain "silent" practices as none of them have worked in the industry. Unfortunately, these practices are somewhat unknown and the various reports that are generated are the courts only information when adjudicating controversy and many times errors are made. This is no fault of the court, when it's the responsibility of Supervisors to independently audit the findings.

It is also well known the planners would be pretty much out of a job if it were not for development, so a bias to criticize aspects of any given project is subconsciously suppressed. Subjective language is born, such as 'less than significant' or 'less than significant with mitigation', to lessen project impacts and allow the project to move forward. What may be a significant impact to others, or myself, is minimized by those not subjected to the impact.

A direct Impact to things that don't have a voice in matters such as natural resources or multispecies habitat are always considered "less than significant with mitigation." The county wide incidental "Take" permit is to blame for this. Then you have a conservation authority that should be representing species and habitat interests, who is silent on issues.

When laws change, funds run short, visionary planning proves to be incompatible with changes; the county is forced to readdress its plans and directions. Many times this occurs as planners do not comprehend system environments, human behavior, nor are they forward looking at Sacramento or Washington D.C. for policy or planning guidance.

Ordinary people have to give their opinions in writing and submit it to the bureaucrats in hopes a nerve is touched and a re-evaluation of any given project or plan is more harshly scrutinized. This is demoralizing when you consider that professional planners somehow manage to ignore laws, analysis, environmental assessments, and studies and still manage to get a **county certification** for developments. One wonders what has to be in a report to not get it certified. It is these certified studies that are understated that put the county in the position to have to amend many plans.

4.1

In essence, these reports are the blunder of ignoring or not understanding the effects of the environment of a system. Examples of this fallacy are all around us. Anti-drug legislation fails to see long-term, societal implications because they're preoccupied by the immediate, localized problems. Efforts to improve a standardized public education are precisely and meticulously solving the wrong problem. Silicon Valley startups spend our brightest intellectual resources on photo sharing and social whatever, while industries that affect the quality of living for millions are left with bureaucrats.

Fortunately for me, I am in a position to take the time to write a public comment, research the issues, take action if necessary, and talk with other members of our community to get a better understanding of how many of them feel toward the Lakeview/Nuevo development plan. My son is grown and on his own and I am retired. I no longer have the responsibilities and time consuming day to day struggles that many families have to do to make ends meet and raise a family. These community citizens may not be able to find the time to write a public comment, but I do.

Many in the community don't have a clue about the proposals. Most of them don't know they can comment on it. Most haven't a clue that Rural Village Overlays are designed to destroy rural community living and most of them have no idea of what General Plan No. 960 is or how it will impact their lives moving into the future.

I can only speak for myself, but I assure you many in this community (when informed) share a great dislike for many of these issues; including the Village's of Lakeview development. One can only wish this dislike will turn into a loss for the politicians that are supporting it.

Moving forward with this public comment, I pull no punches and I am not necessarily politically correct. I may drift from the scope at times but I call it as I see it. I don't mean to be rude or insulting but it is in my nature to express myself in this manner when you look at things that make no sense. These are my own opinions and thoughts. I am not affiliated, as of this writing with any special interest group but that may change in the near future as I am starting to feel a need to support a few groups after spending many hours of my time reading what is occurring with planning.

I will be addressing Multispecies Habitat, California Drought, energy, Green House Gas Emissions, schools, The Village's of Lakeview, actions the County Supervisor should address immediately, actions the community should take, and what I consider the purposeful sequestration this process has on public comments and participation in the process.

One has to find some humor in the General Plan No. 960 and Climate Change Action Plan; General Plan Update (EIR No. 521 / SCH 2009041065) as it demonstrates no one on the planning commission has a clue of the effects of an environment on a system. That being said, **I support the No Build/No Growth Alternative** for a number of reasons. I certainly do not support the Lakeview/Nuevo plan and if the county planning commission wants to move forward with it, local democracy may be born and a ballot initiative will be in the making. In California, the initiative process is alive and well.

The Draft EIR did an amazing job at convoluting the issues the county faces. The sales pitch for the current plan is impeccable, regardless of how illogical it is, however; all the issues created were created by the current plan and the planning commission. The commission is "precisely and meticulously solving the wrong problems." I understand this is a county wide draft EIR, however, I feel only qualified to

address the issues facing the communities of Lakeview and Nuevo as I am a Nuevo resident. This, by no means suggests that some of my thoughts and ideas wouldn't benefit the county as a whole.

Planning a community around a central point is just plain ignorant when addressing the many obstacles current State, Federal, and Local law poses. Instead of reducing population density, you are encouraging it. Population is driving the problem. Each person over their life time produces 9000 tons of carbon dioxide. Considering rural communities already exist, adding tens of thousands of more people to an area will just increase the effects you are trying to mitigate. It will increase environmental problems along with social ones. It was planning such as this that caused the problem for the cities. People established in rural communities are going to continue to commute to work, as their life is built around it. So carbon emissions and other environmental impacts will not be reduced. However, building 8,725 homes with a business park in a rural community will increase greenhouse emissions dramatically as most of the new residents will have to commute as well. The impact to the environment will be enormous when you consider the San Jacinto Wildlife Area.

Increased traffic congestion will cause thousands of more vehicles to sit idle on freeways and streets. The 215 freeway, with all of the recent improvements, is still a traffic nightmare near the 215/60 and the 215/15 interchanges at rush hour. The 15/91 interchange, along with the 215/60/91 interchange, has been a traffic disaster and parking lot for a decade. Again, the problem is population. Population increased with the 60,000+ acres (2011 report) the cities and county allowed to be developed. Developing more land isn't going to solve the counties problem, it is going to compound it. Air quality, water resources, traffic congestion, energy use, waste treatment, etc, increases with population growth and because the visionaries that are planning for this growth are ignorant of these facts, the cities and counties are in a position that compliance with state, federal, and local laws is increasingly difficult.

General Plan 960 needs to be scrapped. The current county planners and visionaries need to be terminated and responsible land managers need to be hired to fix the many errors the cities and counties have allowed. County planners will never solve Green House Gas Emissions. The reason is because the current visionaries do not comprehend the system environment.

General Plan No. 960 is an obsolete plan that has become a disaster. It doesn't address issues that many unincorporated communities face. It is outdated and fails to mandate technologies that can mitigate many issues. Moving forward with this public comment I will point out a few issues of special concern. I will even suggest a few things that have been overlooked or purposely ignored or avoided. I bold titled each issue.

Multiple Species Habitat

I have looked into this subject extensively. I have read many reports and news articles, along with much of the Western Riverside County Multispecies Habitat Conservation Plan. My combined research is reflected in my comments.

Conflicts over protection of biodiversity and other environmental amenities seem to be at their strongest when housing development is at issue. Housing affordability has emerged as a major national policy issue and is seemingly in conflict with other mandates to protect and enhance environmental quality.

4.1

4.2

Private property is very important in the management and conservation of threatened and endangered species, because **75 percent of them occur on private land.** Of more than 100,000 federally funded or authorized projects with endangered species issues in the last fifteen years, only thirty-four projects were stopped because of major impacts to the species.

Protecting an ecosystem with several threatened or endangered species, like the Western Riverside County Multiple Species Habitat Conservation Plan is supposed to do, can prevent the decline of other species in that community as well. Protected open spaces encourage wildlife and biodiversity.

In one sense, the conflict between environmental protection and housing development is not surprising, since neither the Clean Water Act nor the Endangered Species Act were designed with economic efficiency in mind. In both cases, Congress acted as if the nation's water quality and species conservation problems could be solved without federal land use controls. Both laws were originally shaped to avoid direct conflict with the autonomy interests of local governments and private landowners. Consequently, Federal Environmental Agencies lack the authority to mandate ambitious levels of land conservation, if that would stop most or all development in affected areas. Rather, federal regulation tends to impose the same moderate requirements everywhere regardless of biological effectiveness.

The Endangered Species Act (ESA) can have a profound effect on housing development, particularly in the western United States. The ESA explicitly prohibits "take" of a listed species, and can even limit development when "take" does not occur if the government deems the project to be on **essential, if unoccupied, habitat.**

Economic analysis has a role in the endangered species regulatory process in the designation of critical habitat. Section 4(b)2 of the Endangered Species Act authorizes the Secretary of the Interior to exclude land from critical habitat if he or she determines that the benefits of exclusion outweigh the costs. This exercise has created much controversy, mostly around the method used to assess benefits and costs.

Many people have been affected by the ESA, some more dramatically than others. For example, in 1992 in Riverside County, California, the Fish and Wildlife Service told homeowners that they could not create firebreaks around their homes by discing the land (that is, plowing the land, although they were allowed to mow the grass). Why? Because the area had been designated as habitat of the Stephens' kangaroo rat which we have locally in Nuevo and Lakeview. The Fish and Wildlife Service told them that discing could lead to criminal and civil penalties, including going to federal prison or being fined up to \$100,000.

Yshmael Garcia had a house in Riverside County. He followed the instructions of the Fish and Wildlife Service and mowed, rather than disced, his property. Unfortunately, when serious fires developed in Riverside in October 1993, his home was one of 29 that were destroyed. One of those who violated the Fish and Wildlife Service's instructions was Michael Rowe. When he saw the fire approaching about 1 a.m. on October 27, he got into his tractor and made a firebreak. He disced and saved his house.

Ike Sugg wrote about Michael Rowe in *The Wall Street Journal*, and his story was subsequently featured in an ABC television show "20/20." And in March 1995, a CBS program, "Eye to Eye with Connie Chung," also highlighted the connection between the ESA rules against firebreaks and the California fires. Sugg pointed out that the Riverside fires were not the only fires affected by such strictures. The fire chief of Orange County, California, said that if residents had been able to clear brush around Laguna Beach,

that fire could have been stopped. But at that time, the brush was protected habitat for a bird called the California gnatcatcher.

Experiences like Michael Rowe's (regardless if it was factually correct) **encourage landowners around the country to prevent their land from harboring listed species**. Some landowners are managing their land now in a way that almost assures that it will not be suitable for listed species. Others may even be going to the extreme of "shoot, shovel, and shut up," a term that has become popular to describe the attitude of some. No one knows for sure that "shooting, shoveling, and shutting up" has happened, but the takeover of land for the sake of protected species is having a perverse effect. An official of the Texas Parks and Wildlife Department wrote in 1993 that more habitat for the black-capped vireo and the golden-checked warbler has been lost in Texas since they were listed under the Endangered Species Act than would have been lost if the ESA had not applied at all to them.

4.2

WRCMSHCP & WRCCA

Again, private property is very important in the management and conservation of threatened and endangered species because 75 percent of them occur on private land. So when we look at the Western Riverside County Multiple Species Habitat Conservation Plan we have to view it in the light that private land owners are likely making their micro environment unsuitable for threatened and endangered species and the original idea of the MSHCP had merit. It is important to consider what the MSHCP was born from and the need to protect the set-aside land from being affected directly, or indirectly, by human influences caused by development. General Plan No. 960 encourages high and medium density housing which is prohibitive to wildlife. The MSHCP was needed so development could continue at a pace as to not be burden by Endangered Species Act "take" prohibitions. It is supposed to include open spaces for species habitat.

The purpose for the Western Riverside County Multiple Species Habitat Conservation Plan was to assure threatened and endangered species have adequate habitat that is undisturbed or minimally disturbed by human influence. The MSHCP was developed with a promise to set aside land so that the planning commission[s] could still approve development projects even though the development may encroach on threatened, rare, or endangered species habitat.

4.3

The proposal of the Western Riverside County Multiple Species Habitat Conservation Plan led to the approval by the Fish and Wildlife service to issue an incidental "takings" permit for most Municipalities in Riverside County and the County itself. This multiyear general permit allows developers, with city and county planner's approval, to develop land that could include habitat for threatened, rare, and endangered species. However, MSHCP has basically become another bureaucrat's dog and pony show and the Fish and Wildlife Service was misled into approving this plan.

This is demonstrated in the underperformance of the agreement between the U.S. Fish and Wildlife Service and the Western Riverside County Conservation Authority (WRCCA). This is also demonstrated in the Counties planning Commission re-zoning approval which ignores "relevant facts" such as "edge effects," "wildlife movement corridors" and "Linkage."

Understanding that actions speak louder than words, city and county planners have failed. For example, for the County Planning Commission to allow, or even consider allowing, a 2900 acre development including thousands of homes in a short walking distance from the core habitat of the San Jacinto

Wildlife Area, the County of Riverside has demonstrated they have abandoned or are purposely ignoring the agreement it has with the Fish and Wildlife Service. The WRCCA appears to be silent or complacent on development and zoning issues.

It now seems the direction of county development is to assure every acre of land is developed up to the boundary line of existing preserves. This assures natural ingress and egress of wildlife is contained by edge effects and outlying forage habitat is destroyed. The County appears to have turned in a direction to increase population expansion, green house gas emission, traffic congestion, and revenue generation which is not only incompatible with various State and Federal law, but is incompatible in the preservation of Natural Resources and Biodiversity; and still the WRCCA is silent on the issues.

This breach of public trust must be challenged in Federal and State courts and the redress sought should be that the Western Riverside County Multiple Species Habitat Conservation Plan permit for incidental "takings" be revoked or suspended. This issue goes well beyond the Lewis Group who appears to be a leader in development of rural areas and open spaces which in turn encourages multiple species habitat destruction. **General Plan No. 960 promotes rural overlays which not only destroys rural living, it destroys useful habitat for multiple species as well.**

This project has the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a wildlife species, cause wildlife population to drop below self-sustaining levels, threaten to eliminate a plant such as the **San Jacinto Valley Crownscale**, reduce the number and **restrict the range** of a number of endangered, rare, and threatened species along with non-threatened species.

The public and the U.S. Wildlife Service need to seek an injunction to stop further development in Riverside County until such time that the MSHCP is brought in **compliance with the plan it submitted** to the Fish and Wildlife Service. Left unsupervised by federal and state agencies, there will be no natural habitat left in western Riverside County, for multiple species survival, as "cumulative" development is out pacing "new" habitat preservation by an unprecedented margin.

The MSHCP agreed to acquire 153,000 acres for habitat preservation. From 2004 to date only 31% (according to WRCCA website) or 47,430 acres (my math) have been acquired. The WRCCA needs to acquire and set aside 105,570 acres by 2025 (less than 10 years now). Before any major development takes place, the WRCCA needs to demonstrate **"good faith."** With The WRCCA acquiring only 47,430 +/- acres of land in the last 11 years demonstrates that the parties to the Western Riverside County Multiple Species Habitat Conservation Plan used deceptive practices to acquire the incidental "taking" permit so that housing development such as the Village's of Lakeview, along with many others, could still go on unabated.

My estimate based on the 31% the WRCCA speaks of on their website comes to an annual average of protecting 4743 acres a year (Note: the Village's of Lakeview Development is 2900 acres over half the annual average of set aside protected habitat). If this pace continues, by 2025 the WRCCA will fall well short of the agreed upon habitat it promised to set aside for habitat protection by almost half.

One can understand the difficulties in acquiring land. However the Fish and Wildlife Service should have never issued the "take" permit until such time as the MSHCP land was acquired. But hind sight is 20\20 and the Fish and Wildlife Service had no foreknowledge that WRCCA would drag their feet and not demonstrate good faith with this agreement. There is absolutely no excuse why over an 11 year period the WRCCA shouldn't have acquired at least half of the 153,000 (76,500 acres) acres WRCCMHCP agreed

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4.4

4.5

to. This is clearly an underperformance of a legal obligation that is being ignored not only by the number of municipalities that signed the agreement, but by the County as a whole.

↑ 4.5

To make matter worse, I stumbled across this while reading the “**Western Riverside County Multiple Species Habitat Conservation Planning Agreement approved by the RCHCA Board of Directors on June 19, 1997.**” It incorporated into the MSHCP an already existing 13,158 acres from the Stephen’s Kangaroo Rat Habitat Conservation Plan from Metropolitan Water District (Which likely included Perris Lake and the San Jacinto Wildlife Area). Additionally, (and if I am reading it correctly) 11,243 MWD existing acres surrounding Lake Mathews was incorporated into the plan. Accordingly, half of the 31% of the agreed upon acres the MSHCP was established prior to the signing of the 2004 agreement on Public, Quasi Public land. This may have been interpreted as a good start, but since then it demonstrates the underperformance of setting aside land for Habitat conservation as the Public, Quasi Public land already had in place land use restrictions.

↑ 4.6

According to the WRCCA website the listed acquisition are as follows;

Khov Donation 4.74 acres on February 27, 2013

Toby Carr 4.76 acres on October 31, 2012

Reden 155.34 acres on October 13, 2011

Greenwald 13.81 acres on October 13, 2011

Anza Knolls 513.03 acres on July 27, 2011

Kalmia 99.28 acres on July 27, 2011

Murrieta 180 11.31 acres on July 25, 2011

Temecula Mountain 88.67 acres on July 21, 2011

Reynolds: Acquired in Three Phases

123.16 acres on December 18, 2008, 519.12 acres on July 2, 2009, and 606.18 acres on November 29, 2010.

Francis - Temecula 63.97 acres on November 4, 2008 and 49.62 acres on June 28, 2010

San Jacinto River Ranchos - Meadows at Lone Cone 73.29 acres on June 24, 2009

Winchester 700 - Murrieta: 454.43 acres, September 15, 2008

Winchester 700 - Wilson Valley: 1,191.143 acres, September 15, 2008

Winchester 700 - Tule Creek - Anza Valley: 395.61 acres, September 15, 2008

Rullo Property: 80.67 acres, March 4, 2008

Geller Property: 235.65 acres, December 4, 2007

Warm Springs 1,005.53 acres

Oak Valley/San Timoteo Canyon Acquisition 4,601.8 acres

Goodhart Acquisition 2,334.26 acres

If one were to set aside the Public, Quasi Public land that had land use restriction existing prior to the MSHCP 2004 agreement, the total “new” (since 2004) land the WRCCA has actually acquired only totals 12575.753 acres or an annual average of land acquisition of 1143.25 acres per year over the last 11 years (or since 2004). By any reasonable standards, or interpretation, this is a substandard performance. According to another memo I read, as of 2011, 60,000 acres were developed. So the habitat set aside excluding the Public Quasi Public land is being out paced by over a 5:1 ratio.

↓ 4.7

The core of San Jacinto Wildlife Area is currently surrounded by undeveloped private open land managed to encourage wildlife, rural housing, and agricultural and dairy land. The population of Nuevo according to the 2010 census was 6,447 persons. The population of Lakeview was 2,104 persons according to the 2010 census. The combined population of the two communities is 8551 people. So it

made sense that designated MSHCP habitat such as the San Jacinto Wildlife area was located nearby these two communities.

It will be a difficult task for any person (Public official or developer) to explain how an increase of an estimated 26,000+ people along with thousands of homes, business center, etc. added to this rural community (which is directly adjacent to the San Jacinto Wildlife Area) won't have a destructive impact.

It is reasonable to imagine that air quality, noise and light pollution, increased trash pollution, increased vehicle traffic congestion, pets (such as cats and dogs) getting loose in this area and entering the wildlife preserve, will have a profound impact on the core habitat. There is a reasonable chance of vandalism and environmental damage to the core with the increases of population density. The boundary of the San Jacinto Wildlife area is less than a mile from Ramona Express Way at the intersection of Davis Rd. and Hansen Ave. The Boundary is next to Ramona Expressway as you near Perris Lake from the Davis Rd/Hansen Ave. intersection.

The San Jacinto Wildlife area is not a zoo. The boundary is protected by a two wire, non-barbed fence and a \$2.50 fee for day use on an honor system. Wildlife along with humans can egress and ingress this area without any real physical restrictions and without injury as there are no barbs. The boundary signage is near non-existent which compounds the problem. How is one to know they are in a wildlife area if signage is at a minimum at best? Further, wildlife movement corridors and linkages between the San Jacinto Wildlife Area and the Lakeview Mountains will be affected by new development.

Currently, the San Jacinto Wildlife Area core is protected by undeveloped open private land managed for duck hunting and agriculture lands that were used by Amway Nutralite (who sold the property to which is to be developed by the Lewis Group), along with the rural community's low density population. In essence, it has been a historic layer of habitat protection that is essential for the San Jacinto Wildlife Area preservation. No one can argue that building thousands of homes, schools, recreational centers, Business Parks, and encouraging dense population growth at or near any habitat boundary line would be ideal for habitat preservation or protection. The WRCCA is silent.

The WRCCA is silent on 3 of the RVO's that block and destroy habitat. Why is that? The Lake View Mountain Overlay destroys habitat. The Lakeview/Nuevo overlay, along with the Northeast Business Park overlay, blocks habitat corridor and linkage. If the five overlays get completed, planning documents estimated a population of 82,095 people and 22,277 homes would be added to this area. You don't think this is going to have an effect on San Jacinto Wildlife area in the future?

The Lakeview/Nuevo Rural Overlay contains 1 of the 4 remaining habitats of the "San Jacinto Valley Crownscale", which was listed as an endangered species under the Act on Oct. 13, 1998, based on factors 1, 4, and 5. Primary threats to the plant include loss, fragmentation, and alteration of habitat as a result of dry-land farming, **urban development, alteration of hydrology (e.g., flood control projects)**, and the introduction of non-native, competitive plants. "

"San Jacinto Valley crownscale has a narrow range of distribution and is only known to occur in western Riverside County, California. Within western Riverside County, there are four general population centers of the plant – in the floodplain of the San Jacinto River at the San Jacinto Wildlife Area/Mystic Lake; **in the San Jacinto River floodplain between the Ramona Expressway and Railroad Canyon Reservoir**; in the Upper Salt Creek Vernal Pool Complex in the west Hemet area; and in the floodplain of Alberhill Creek north of Lake Elsinore. "

Is the WRCCA going to require no alteration of Ramona Express way as it will alter the hydrology? Is the WRCCA going to stop channeling of the San Jacinto River? What about the population density? How is that going to affect the proposed critical habitat of the San Jacinto Crownscale?

4.7

This suggests that the County Supervisors and Planning Commission, along with the many municipalities in Riverside County, are either incompetent, never intended for the MSHCP to be functionally effective or they are just plain ignorant to the needs of habitat protection. **Certainly, something ran afoul with zoning consideration** which in itself should be investigated. I find it hard to believe such incompetence exists at the county level, which leads me to believe some deals have been made. Why would anyone thinking about development purchase land zoned for other uses, unless some guarantees were discussed prior to zoning changes? Or was it the County of Riverside's General Plan No. 960 fallacy that helped guide the purchase? Politicians and corporations do not have a trustworthy track record of being honest and forthcoming. History and current events reinforce my view (i.e. the Village of Lakeview County-Certified Study that was lawfully unqualified in 2012 to move forward.)

On its face, it appears the purpose of the MSHCP and the creation of the WRCCA was to mislead the Department of Fish and Wildlife service to acquire the incidental "take" permits so large scale developments can continue unabated. I can make this statement based on the underperformance of the WRCCA and after I read the "Visionary Summary" for Lakeview and Nuevo planning.

The "Visionary Summary" for Lakeview and Nuevo planning doesn't consider the effect it has on rural life. It promotes rural village overlays that encourage high density housing that destroy habitat and outlying forage. Many in this community love rural living. However, rural living gets in the way of tax revenue and corporate profits. Over priced housing crammed together on small lots inconsistent with habitat preservation generates more tax revenue than rural housing of 1 acre and more does. Small lots and population density discourage wildlife co-habitation and existence. You don't see a Bobcat in the urban sprawl of downtown Riverside like you can see in rural communities. None of the RVO's speaks of equestrian needs which are a large part of these communities. Overlooked or just left out to get rid of the horse community?

4.8

The planners are looking not at the impact developments may have on rural life, endangered or threatened species, rare plants, or multiple species habitats. They are looking to create tax revenue generating projects. No one on the planning commission has surveyed rural residence on their "visionary" goals and plans. They try and sell it using euphoric utopian language. In essence, people in rural communities along with threatened or endangered species habitat have no say in the matter. The only "vision" that matters is that of the bureaucrats and the large for profit corporations.

Fortunately, California has a ballot initiative process and I think it is time for local democracy to have a say in the county planning. I will be embarking on an exploratory investigation of the ballot initiative process that will allow the affected communities of Lakeview and Nuevo to give an up or down vote on the county's visionary plan. Along with this, I will explore the option to permanently keep zoning in Lakeview and Nuevo rural/agriculture by ballot initiative as well.

Large developers with millions of dollars that influence planners like the Lewis Group do not care about surrounding communities. They don't care about species protection, biological diversity or habitat protection. For political and public relation reasons, the Lewis Group may state they care but to them, all they care about is making a dollar. This is compounded by the so-called visionary planners who are

4.9

influenced by corporate developer planning. Again, action speaks louder than words. If the Lewis Group really cared about biodiversity and natural resources, why would they want to develop in Lakeview? One only needs to go to the Lewis Group website where you will find this statement right next to a **picture of a golf course**;

*“Striving to be stewards of the land and visionaries, **Lewis Community Developers** guides the creation of enduring environments that promote a natural balance, preserve biological diversity, and protect valued natural resources”*

Now, I have nothing against golf courses, but to consider them as part of biodiversity and natural resources as their web page implies is disingenuous. Let’s see what the real definitions of biodiversity and natural resources are from Wikipedia;

“Biodiversity is the variety of different types of life found on earth.^[1] It is a measure of the variety of organisms present in different ecosystems. This can refer to genetic variation, ecosystem variation, or species variation (number of species)^[1] within an area, biome, or planet. Terrestrial biodiversity tends to be highest near the equator,^[2] which seems to be the result of the warm climate and high primary productivity.^[3]”

“Natural resources occur naturally within environments that exist *relatively undisturbed by humanity, in a natural form*. A natural resource is often characterized by amounts of biodiversity and geodiversity existent in various ecosystems.”

The Lewis Group statement goes on;

“As new priorities for sustainability emerge, Lewis continues to define better strategies, designs, and technologies that demonstrate respect for the natural world and its resources. As we see it, real solutions are those that benefit the land and communities... now and for generations yet to come.”

I would like the Lewis Group to explain these statements. These statements are misleading (designed as a public relations campaign) when you consider the project of building a 2900 acre massive housing development directly adjacent to the San Jacinto Wildlife Area and destroying the wildlife corridor.

Our county supervisors, along with the planning commission, have an enormous amount of explaining to do as well. I will ask several media outlets to investigate both the Lewis Group and the County to make sense of a project that is encouraging the encroachment on a promise of a protected preserve. The illogical nonsense in General Plan No. 960 certainly doesn’t make sense of this issue.

I would like the Lewis Group to explain *“real solutions are those that benefit the land and communities”*

Is the Lewis Group development of the Village of Lakeview really taking advantage of new technologies and sustainability that they discuss on their website? Does this housing development incorporate gray water systems and plumbing for use in the flushing of toilets or landscape irrigation? This technology is a real solution that would benefit the entire state of California along with Eastern Metropolitan Water District customers.

Is this development going to use solar technologies on all constructed properties enabling the properties to be completely independent or feeding the electrical grid while reducing green house gas

emissions? This again is a real solution. County planning illogical thinking believes high density housing along with bike paths and trails is the solution for reducing green house gases.

Is the Lewis group building a waste water treatment facility that can turn black water into drinking water and resupply it to the Village of Lakeview lessening the impact on drought ridden California and EMWD customers? This again would be a real solution.

The answer to the above is likely not, as it would make their development cost prohibited and set precedent for other developing projects in Riverside County to do the same.

All of the above technologies I listed are available along with many more and if new developments throughout Riverside County are not using these technologies, they shouldn't be allowed to build. Its one thing to make statements about sustainability, biodiversity, natural resources, and technologies as the Lewis Group does so eloquently; it's another thing to actually put these misleading statements into practice.

This has to stop. County supervisors need to stop being puppets of corporate masters listening to visionary planners that haven't got a clue about how environment systems work, and manage the county in a manner that is consistent with the wishes of the community, consistent with the laws of the state and federal government, and consistent with the protection of the Western Riverside County Multiple Species Habitat Plan. Trying to get lawyers and planner to get around issues such as above is dishonest.

The Planning Commission needs to protect the zones around the multiple species habitat by zoning them in such a manner that core habitat is minimally impacted. You do this by keeping areas around designated habitat rural with a low density population and you increase from there, moving out.

County Supervisors need to consider the real impact on habitat and communities and cast aside understated assessment and propaganda that Riverside County visionaries are stating. These visionaries created the problem. They continue to promote high density urban development centers when they should be trying to figure out how to fix the mess they created. Let the cities build out if they want. It is their problem if their planning is as incompetent as the counties. No Build /No Growth for all unincorporated areas is needed for the next few years and maybe thereafter.

Western Riverside County doesn't have to become Los Angeles, Orange County, or San Diego. The Supervisors act like they are in some sort of competition. Guess what, you're not. If I wanted to live in some massive over-urbanized, polluted city, I would move to one. County supervisors have no voter mandate to grow or develop and they have no possible way of predicting what the population growth will be in the future.

How many people were financially devastated by the last housing and economic collapse? The Banks, the developers, and the irresponsible buyer all contributed to it, and by default, the cities and counties did as well. Listening to hedge fund experts and watching market analysis minus hedonic adjustments along with housing starts, consumer confidence, and overvalued markets in a bubble, suggests that the next economic recession is in the works. 1 and 2 percent revised GDP growth should give everyone pause. The county needs to move cautious or they can easily contribute to another boom and bust cycle financially hurting thousands of people.

4.9

4.10

California drought

Headline “President Obama arrived in the heart of California’s parched farmland on Friday afternoon to offer tens of millions of dollars in federal assistance to the state, where the lack of rain and snow this winter has led to the severest drought in its modern history.”

Adding 8725 new homes with an estimated 26,000+ new inhabitants to Lakeview will have an impact on California’s critical water resources. The Eastern Metropolitan Water District did approve this development, but it did so when the reservoirs were full and California wasn’t in a water crisis. Obviously, or I would think it would be obvious, both the county and the Eastern Metropolitan Water District need to reassess large scale projects such as the Village’s of Lakeview and other development projects as state law requires mandatory water reductions.

I understand developer landscape restrictions on new developments are in place. However, this requirement isn’t nearly enough and it definitely has to be addressed in the draft EIR and general Plan 960. Suggesting that there is very little the county can do is ridiculous. Language used such as “**Significant and unavoidable**” is real encouraging and indicates your visionaries are ignorant of new technologies and water saving systems. The problem is, developers do not want to put these systems in, so the county planners and County Supervisor bow down to the developer’s wishes.

First and best mitigation strategy is don’t continue to develop and put pressure on the already depleted critical level water supply (***No Build /No Growth***). Many scientists have looked into California’s history of drought and some have lasted decades. Lake Mead cannot sustain current population growth and development.

Second, there is water saving technologies that should be mandated in all new construction if development is to continue. Mandated meaning required by law before any proposed development is submitted or before any ground breaking begins in the year 2015. **No grandfather clause if the ground hasn’t been broke as of July 1, 2015.**

Adding thousands of new homes, businesses, a park, recreation center, and schools will put an unnecessary strain on California’s water resources and add to the current crisis. When you add it up, 26,000+ people using water is a substantial increase in water use for this area. Water prices will go up and impact surrounding communities as well.

Wholesale water prices are based on the amount of water purchased. These price increases are passed on to customers and this will affect all of the Eastern Metropolitan Water District customers not just the Village of Lakeview inhabitants.

During the construction phase of the project how many gallons of water will be wasted to keep the dust down or achieve proper compaction? Keeping dust down on a couple of thousand acre project will require substantial amounts of water; all of which is wasted. Even if reclaimed water is used, it is water that could be used more productively like in agricultural fields which are high volume users of water. The practice of dumping water on the ground is not a “sustainable” practice during a water shortage when the State and the Eastern Metropolitan Water District have mandatory water rationing in place, it should be criminal.

From the EMD website:

“May 8, 2015: In response to the Governor's Order, the State Water Resources Control Board (SWRCB) regulations, and the exceptional drought conditions, EMWD's Board of Directors voted to move into Stage 4 of the Water Shortage Contingency Plan (WSCP), effective immediately.

1. We are **asking all customers to cut outdoor watering 50 percent** to help us meet the SWRCB requirement.
2. **The Tier 3 (Excessive) water use category is eliminated as of June 1, 2015.**
That means all water used above the amount provided for indoor and outdoor water use will be charged at the highest, Tier 4 (Wasteful) water use rate.
3. All **outdoor water budgets are reduced by 10 percent as of June 1, 2015.**

May 5-6, 2015: The SWRCB adopted the enforcement regulations **requiring EMWD to reduce overall water use by 28 percent** compared to 2013.

April 7, 2015: The SWRCB issued its draft enforcement regulations based solely on each agency's reported gallons per day per person estimate from September 2014 and categorized EMWD as needing to reduce water use by 25 percent by February 2016. Failure to meet that target could result in fines of up to \$10,000 per day.”

For any development to move forward, technologies such as grey water use for flushing toilets must be required by law (see: <http://www.recoverwater.com/about.html>). Cisterns for laundry grey water and rain catchment need to be incorporated into every house and commercial building for irrigation and required by law. Smart irrigation timers with weather sensors need to be installed with drip irrigation for landscapes in new development and required by law. The use of solar water heaters should be mandated. This could be done by county ordinance. The State of California has been promoting these systems and technologies for some time. They are offering rebates.

Planners and Supervisors avoid having to require these systems for new housing. Common sense would dictate this as law, but bureaucrats seem to be lacking common sense. Water saving technologies must be addressed in General Plan No. 960 and the draft EIR needs to require water saving technologies on all new development regardless of the costs to developers. This should happen now. **The county supervisors need to act.**

Further, even if we have a winter that will fill the reservoirs to capacity, California went through the majority of its reservoir capacity in just three short years. The state has a water capacity and supply problem that needs to be resolved before large scale projects are approved. If County Supervisors cannot take the lead on this issue, no one can. Ignoring the problem won't solve it.

No Build No Growth will have a “less than significant” impact on water use. It may save Lake Mead from a federal shortage declaration that would destroy property values and the economy in two years.

Energy

No Build / No Growth equals reduce power demand and less need to build electrical power generation plants or lessen the need for utilities to buy power from non renewable power sources when peak energy demands require it.

From Cal.gov: California has **“two programs to support onsite solar projects: the Energy Commission’s New Solar Homes Partnership and the California Public Utilities Commission’s California Solar Initiative. In addition, there would be a variety of solar programs offered through the publicly owned utilities. This statewide effort is known collectively as Go Solar California and has a statewide campaign goal of 3,000 MW of solar generating capacity.”**

Even if California didn’t have incentives to install renewable clean solar and wind technologies, the simple fact that these clean technologies exist is reason enough to require them. Solar and wind technologies need to be installed on every building in new developments. There is absolutely no excuse for cities and the county to continue to ignore renewable energy technologies, There is certainly no excuse as to why developments are not required to install solar panels or wind turbines (where effective) on all new construction.

Overall, it will keep energy costs down going forward as utilities won’t need to buy out of state energy or build new power plants. It will reduce GHG emissions as well.

Regardless of costs, this requirement needs to be added to the draft EIR and General Plan No. 960. Instead of the visionaries dreaming about rural overlay that destroys rural living and multiple species habitat, you might encourage them to keep up on technologies that can benefit Riverside County, it’s residents, and the State of California as a whole. County ordinances need to require all new residential and commercial construction to incorporate solar and wind technologies. Further, LED indoor and outdoor lighting should be mandated for all new residential development as well. Renewable energy reduces green house gas emissions. This is something that should have taken place years ago and the **County Supervisors need to act now.**

4.12

Green House Gas emissions

No Build /No Growth equals “less than significant” increase in Green House Gas emissions.

Greenhouse gas reduction is nothing more than improving energy efficiency and increasing use of non-carbon energy sources. Biking and hiking trails don’t hurt, but it is not going to solve emission issues as *energy use is the “system” that drives the economic “environment”.*

It’s a fallacy to believe a development in a rural area designed properly will have any significant affect or reduction of GHG. It is a fallacy to think that public transportation will have a significant affect in a rural area. This fallacy is the lack of understanding of the “system environment” and its proposed strange solution is meticulously solving the wrong problem. If the population growth estimates are near correct, all developmental design GHG emissions reductions will be offset by consumption in the population

4.13

growth. Again, over the life time of an individual, each person creates 9000 ton of carbon dioxide. The system economic environment is driven by energy and consumption.

The Draft EIR and General Plan No. 960 is leading from behind and it is going to find itself once again in trouble moving forward. The county should be keeping up with the issues Sacramento is addressing and be out front; not behind, wondering how they are going to comply with future State legislative action. **Sacramento's goal is to reduce emissions of greenhouse gases by 80 percent from 1990 emission levels "by 2050."** If you notice the language uses "BY" this suggests before. This "By" could come in many forms like this one;

"This morning, California Governor Jerry Brown announced **Executive Order B-30-15, setting a target to reduce greenhouse gas (GHG) emissions in the state to 40% below 1990 levels by 2030.** The 2030 target acts as an interim goal on the way to **achieving reductions of 80% below 1990 levels by 2050, a goal set by former Governor Schwarzenegger in 2005 with Executive Order S-3-05.** In starting his fourth term in 2015, Governor Brown has not been shy in laying out ambitious carbon reduction goals. In his inaugural address, the Governor called for increasing the state renewable portfolio standard (RPS) to 50%, reducing petroleum use in cars and trucks in California by 50%, and doubling building energy efficiency, all by 2030."

Notice again the word "By." It means before. Before 2030 is going to create another problem going forward.

The county has to start somewhere and a cheap solution can be found. Carbon sequestration can go a long way in reducing green house gas in the environment and can be simple or a high tech solution. Both strategies should be employed. Google is your friend and maybe the planners should start using it.

From epa.gov.

Carbon Sequestration through Reforestation - A Local Solution with Global Implications

"Carbon sequestration removes carbon, in the form of CO₂, either directly from the atmosphere or at the conclusion of combustion and industrial processes. One type of sequestration is the long-term storage of carbon in trees and plants (the terrestrial biosphere), commonly referred to as terrestrial sequestration. CO₂ removed from the atmosphere is either stored in growing plants in the form of biomass or absorbed by oceans. Sequestering carbon helps to reduce or slow the buildup of CO₂ concentrations in the atmosphere."

Permaculture is a system design principles centered around simulating or directly utilizing the patterns and features observed in natural ecosystems. The term **permaculture** (as a systematic method) was first coined by Australians Bill Mollison and David Holmgren in 1978.

If reforestation can be done though permaculture in the Deserts of the Middle East where rain is minimal, (see: Jordan Valley Permaculture Project (aka "Greening the Desert – the Sequel") and the desert is 400 feet below sea level, I am sure permaculture could be used in some parts of Riverside County.

The planners might contact U.C. Riverside, U.C. Berkley extension, and the Federal EPA for advice. Many colleges are teaching permaculture techniques. With minimum or, "less than significant" land disturbance in open spaces, permaculture could enhance species habitat and be a simple solution for carbon sequestration.

Reforestation wouldn't solve Green House gas "emissions," but it would go a long way in reducing GHG in the environment. It would create habitat and make the county look better. With all the scientists government agencies employ, I am sure the County can look into the feasibility of reforestation using permaculture designs. 2030 is only 15 years away and it takes time for reforestation to occur. Get a jump on it.

"Trees' Carbon Sequestration

The first step in determining how much carbon is sequestered by a single tree is to convert carbon to carbon dioxide (CO₂) or carbon dioxide equivalent (CO₂e). For our calculations, we used the common conversion of: *1 ton of carbon = 3.666 tons of CO₂*

This represents the weight of carbon dioxide (44) divided by the atomic mass of carbon (12). Next, it is estimated that one acre of trees stores 50.8 metric tons of carbon, so...

50.8 metric tons of carbon X 3.666 tons of CO₂ = ~186 metric tons of CO₂ per acre of forest

Since we don't use metric tons as a common measurement in the U.S., we next need to convert tons to pounds:

1 metric ton = 2204.62262 pounds and 186 metric tons X 2204.62262 pounds = ~410,060 pounds of CO₂ sequestered per acre of trees

American Forests has estimated that our tree planting projects average 450 trees per acre, which leaves us with one final calculation:

410060 pounds of CO₂/450 trees per acre = ~911 pounds of CO₂ sequestered per tree planted

As you may be able to surmise from the above, to get this calculation, we did need to make a few assumptions. For instance, we choose 55 years as the age for estimating carbon sequestration and storage, and we started with the U.S. Forest Service's averages for carbon stored by trees (58.8 tons per acre) and made slight alterations for significant outliers, which gave us 50.8 metric tons per acre. Additional sources include, the United States Department of Agriculture: Forest Service, Methods for Calculating Forest Ecosystem and harvest Carbon with Standard Estimates for Forest Types of the United States, 2006, available at <http://www.treesearch.fs.fed.us/pubs/22954>. We also utilized United States. Department of Agriculture: Forest Service, Carbon Storage and Accumulation in United States Forest Ecosystems, 1992, available at http://www.nrs.fs.fed.us/pubs/gtr/gtr_wo059.pdf."

Natural gas, electric, and biodiesel vehicles can go a long way in reducing green house gas, however infrastructure needs to support their use, which is not discussed in the draft EIR or General Plan No. 960.

Reducing traffic congestion and diesel tractor idling will go a long way. The county and city encouraging business's to allow people to work from home (when feasible) would go a long way.

Regardless, the carbon footprint of people with higher levels of income, and its corresponding level of consumption, has a more significant affect on the creation of Green House Gas than moderate to low income people like those in rural areas.

“Life cycle assessment (LCA) attempts to assign the carbon footprint of producing, transporting, maintaining and disposing of a good or service to the consumer. For example, the environmental impact of manufacturing a piece of furniture in a rural factory is not attributed to the factory, but to the consumer who purchases the item. The logic behind LCA is straightforward: the amount of carbon emissions a factory produces is directly related to the amount of goods or services it produces, which in turn is determined by consumer demand. No demand, no emissions.”

Similarly, reducing demand reduces carbon emissions. “The larger point of the study, however, remains: any effort to lower carbon emissions must include those related to **income and consumer consumption**”

Building houses in rural areas doesn't address income and it certainly will increase demand and consumption. It will increase traffic congestion and commute times to work. It invites out of the area to become inhabitants. Public transportation is ineffective at reducing carbon emissions in rural areas, as everyone is dependent on vehicles. Public transportation creates long travel times as well, reducing its use. Rural village overlap planning fails to understand system environments or human behavior. High density housing developments like the Village's of Lakeview in rural areas regardless of the design will increase Green House Gas emissions as it increases a system environment of consumption (i.e. fuel, electricity, goods and service etc) in an area currently requiring less.

It makes no sense not to mandate solar on all residential and commercial developments moving forward. There is no way around it.

“On average, electricity sources emit 1.341 pounds (lbs) of carbon dioxide (CO₂) per kWh. U.S. Energy Information Administration (U.S. Department of Energy and U.S. Environmental Protection Agency),”

“The average annual electricity consumption for a U.S. residential utility customer was 10,896 kWh, an average of 908 kilowatt-hours (kWh) per month.”

Using the above information, Solar panels and wind generators would reduce GHG emission by 14,611 pounds annually per household. Multiply that by 1000's of new homes and your GHG mitigation is near, if not solved. It is a long term solution, not a Band-aid.

Large commercial building could reduce GHG even more using solar and wind.

“New Stanford energy system cuts greenhouse gas emissions 68 percent and fossil fuel 65 percent *Stanford announces an innovative new approach to meeting its energy needs that will make it one of the world's most energy-efficient universities. The comprehensive new system incorporates **solar power for electricity**, combined with heat recovery, to allow the university to exceed the aggressive greenhouse gas emissions reduction goals of California's landmark AB 32 Global Warming Solutions Act. **It eliminates 150,000 tons of carbon dioxide annually, the equivalent of removing 32,000 cars from the road.”***

The county is proposing different GHG mitigation of which none of them are long term solutions. They are Band-aides to keep the status quo going. I do not support any of the mitigation strategies, even the "Green Economy Alternative," as it only "encourages" developers to use renewable technologies, not "mandate" them to use them.

Developers have investors regardless if they are publically traded or not. For profit corporations are just that, for profit and investors (understandably) want a return on their money. Encouraging won't compel a board of directors to install solar panels or wind generation technologies as this will cut into profits. The linguistic term "**Green Economy Alternative**" is misleading and disingenuous. **Mandating**, not encouraging is what is needed. Putting lipstick on a pig doesn't change the fact that it is still a pig. None of the mitigation strategies are long term solutions.

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Developers also have buying power and I am sure they could get solar systems relatively inexpensive. However, even if the cost was \$30,000 installed and passed on to the buyer, over the life of a 30 year loan, \$30,000 would equate to \$83.00 dollars a month, which is not much when you consider their electric bill would be dramatically reduced. A friend of ours that lives in Aqua Dulce purchased and installed a grid tied system and I viewed his electric bill and it was \$3.00 plus taxes. His home is a 4 bedroom ranch style that is over 30 year old. Many months he just pays taxes.

Further, California and the federal government offers tax credits, rebates, etc. Solar panels need to be cleaned from time to time which create another business opportunities for entrepreneurs. Think of it like a swimming pool service. Solar energy is not a hypothetical way to reduce carbon emissions; solar power generation significantly reduces carbon emissions today. **Mandate solar energy on all new development.**

Schools

I understand that a high school is to be built. I was informed from a neighbor that a high school for the Village of Lakeview was to be built in Nuevo before the plan was stopped. I, along with most of my neighbors, am opposed to this. If this development moves forward, any schools to be built needs to be built inside the 2900 acre planed housing development area. Nuevo residents should not be burdened by excessive traffic, more school buses, noise, pollution, etc. just so that a developer can make his development more attractive and the county can make money. With lack of daily law enforcement presence, this community doesn't need an increase in vandalism or robbery that is associated with many high school aged students nor do we need gangs being developed and taking over any neighborhood. The parents that move into this area will certainly learn that activities for young people are near zero and bored youths will sometimes engage in unlawful activities. This is reality that an EIR and General Plan No. 960 fails to address. Activities for youth will be located out of the area adding more traffic congestion and adding to Green House Gas emissions. Again, something the General Plan No. 960 fails to address.

4.14

Regardless, the Lewis Group and the County needs to test its propoganda campaign on the effect of schools and housing. If they are supposed to increase property values, I am sure the Lewis Group will have no problem making more money by putting their schools inside its 2900 acre development.

Public Comment that is designed to Sequesters Public Involvement

General Plan No. 960 is all but unknown to most people living in or around the Lakeview, Nuevo communities. It doesn't focus on planning that directly affects any one community; instead it convolutes issues of other unincorporated areas which sequester interests in local communities. This makes public comment complex and difficult to write or address. One only needs to read the title "Public Comment General Plan No. 960 and Climate Change Action Plan; General Plan Update (EIR No. 521 / SCH 2009041065)" to understand my thoughts.

This title says nothing to the effect that the visionary planners are designing a community plan for Lakeview and Nuevo and that issues in the plan will have a direct impact on their lives and living conditions. In my opinion, this tactic is purposely designed to not generate interest in what the planning commission is doing. It is designed to lesson public dissent and minimize community comment that may conflict with county plans. This (to me) is deceptive and needs to be addressed by the County Supervisor, unless it is the intention of the County to lessen public involvement. If the plan is to sequester public comment, then the process that is currently in use is perfect. Developers win, and citizens suffer.

This process is wrong and the bureaucrats know this. Maybe development and zoning approval moving forward needs to be addressed by ballot initiatives that affect individual communities (community micro management). This would bring what I consider deceptive practices into the light of day.

4.15

Summary

I have commented on various issues that have been ignored or need to be deleted, as well as mandates, that need to be added to or have been overlooked by the General Plan No. 960. In summary:

1. The Incidental "Take" permit should be revoked or suspended until such time that the Western Riverside County Conservation Authority demonstrates good faith in acquiring habitat. The WRCCA needs to take a more active role in zoning and planning. Cumulative developments limit the viability and acquisition of land. Action should be filed in Federal Court against the U.S. Fish and Wildlife service to suspend the incidental "take" permit, if not mitigated. Mitigation discussions should be with the Center of Biological Diversity, Friends of the Northern San Jacinto Valley, The Sierra Club, The U.S. Fish and Wildlife Service, the California Fish and Wildlife Service, the National Audubon Society, WRCCA, and other interested groups that are experts in preserves and multispecies habitat protection.

2. Water Conservation technologies (as I described in my comments) and promoted by the State of California and the Eastern Metropolitan Water District should be mandated by law for all new developments prior to any ground breaking effective as of July 1, 2015. No Grandfather Clause. Immediate action by the County Supervisor needs to be taken.

3. Renewable solar energy and wind technologies (as I described in my comments) and promoted by the State of California should be mandated by law for all new developments prior to any ground breaking effective as of July 1, 2015. No Grandfather Clause. Immediate action by the County Supervisor needs to be taken.

4.16

4. A Carbon Sequestration Feasibility Study using reforestation and permaculture techniques for open land spaces (where possible) should be done prior to any major development. Consultation with U.C. Riverside, U.C. Berkley Extension, WRCCA, and the U.S. EPA should start immediately.

5. The Lakeview/Nuevo Rural Village Overlays, the Lakeview Mountains RVO and the Northeast Business Overlay need to be deleted from the General Plan No. 960, as they destroy rural living, wildlife habitat, outlying forage, species corridors, and linkage. It also destroys large sections of land that historically protects, or buffers, the core preserve of the San Jacinto Wildlife Area. None of the RVO's addresses equestrian needs or live stock. Ballot initiative for Lakeview and Nuevo reinstating past zoning laws if not mitigated. Injunction to stop development until voting takes place if not mitigated.

*****All development should be put on hold until such time as California's water reserves are replenished. No one can justify dumping water on the ground for dust mitigation during a time when California's water reserves are at critical levels.***

Closing

General Plan No. 960 should completely be scraped. It is obsolete as it doesn't require new technologies such as water conservation and renewable energy that should be **mandated by law** for all new development. It doesn't include **adequate buffer zone** to protect multispecies habitat "preserves" in zoning. It **isn't forward looking** on Green House Gas Emissions or is up on the feasibility of **carbon sequestration**. The plan only favors for-profit corporate interest. Public review and comments needs to be micro managed not incorporated into a county wide comment period that convolutes and sequester public participation.

Regardless, the environmentally superior alternative is **No Build /No Growth** until such time as a more modern plan using various new technologies and ideas are incorporated or simply put, **mandated by law**. The planners need to understand system environments and human behaviors. They need to embrace new technologies and incorporate them into planning.

No Build, No Growth isn't going to stop development, it is going to **pause it**. A new plan is required that mandates new technologies for developments if any project moves forward. The use of these new technologies will create new high paying jobs in the construction industry, new service sector jobs, and give our youth a better future to look forward to.



Terry and Carol Curtiss

30646 Madrona Ct. Nuevo, Ca. 92567

CC: Western Riverside County Conservation Authority, U.S. Fish and Wildlife Service, California Fish and Wildlife Service, Center of Biological Diversity, Friends of the Northern San Jacinto Valley, the Sierra Club, The National Audubon Society,

Attachment: Legal Authorities, WRCMSHCP documents, Water saving technology information, Fact sheets, and articles.

4.16

4.17

Exhibit "A"

§ 10 permit, Funding, ITP's, Congressional intent, Obligations, Rand Corporation report, FWS Authority to Revoke

"The plain intent of Congress in enacting [the ESA] was to halt and reverse the trend toward species extinction, whatever the cost." *Tennessee Valley Authority v. Hill*, 437 U.S. 153, 175, 184 n. 29, 98 S.Ct. 2279, 57 L.Ed.2d 117 (1978).

"Objective of Endangered Species Act is to enable listed species not merely to survive, but to recover from their endangered or threatened status. *Sierra Club v United States Fish & Wildlife Serv.* (2001, CA5 La) 245 F3d 434, 52 Env't Rep Cas 1464, 31 ELR 20504."

"Endangered Species Act of 1973 (16 USCS §§ 1531-1543) was enacted to provide for conservation of domestic and endangered species of fish and wildlife through federal action and through cooperation with state endangered species conservation programs consistent with federal law. *Fouke Co. v Brown* (1979, ED Cal) 463 F Supp 1142, 9 ELR 20113."

"[T]he ESA was enacted not merely to forestall the extinction of species (i.e., promote a species survival), but to allow a species to recover to the point where it may be delisted. . . . [I]t is clear that Congress intended that conservation and survival be two different (though complementary) goals of the ESA." *Gifford Pinchot Task Force v. United States FWS*, 378 F.3d 1059, 1070 (9th Cir. 2004) (invalidating FWS's interpretation of a regulation that narrowed scope of protection commanded by clear language in ESA).⁵

"[t]he whole purpose of listing species as 'threatened' or 'endangered' is not simply to memorialize species that are on the path to extinction, but also to compel those changes needed to save the species from extinction." *Oregon Natural Resources Council v. Daley*, 6 F. Supp. 2d 1139, 1152 (D. Or. 1998).

"Congress imposed this mandatory duty to conserve endangered species on all federal agencies. *Tennessee Valley*, 437 U.S. at 180 (citing § 1531(c)(1)); see also *Defenders of Wildlife v. United States EPA*, 420 F.3d 946, 965 (9th Cir. 2005) (concluding that sections 7(a)(1) and 7(a)(2) imposed separate and distinct requirements to mandate and authorize all federal agencies to conserve endangered species and their ecosystems)."

"When Congress's intent is clear, the courts, not the agency, are charged with the basic responsibility for statutory interpretation. A contrary agency interpretation is entitled to no deference." *Pacific Rivers Council v. Thomas*, 30 F.3d 1050, 1054-55 (9th Cir. 1994) (applying *Tennessee Valley*, 437 U.S. 153, to § 7 of ESA). "[W]hile reviewing courts should uphold reasonable and defensible constructions of an agency's enabling act, they must not 'rubber-stamp . . . administrative decisions that they deem inconsistent with a statutory mandate or that frustrate the congressional policy underlying a statute.'" *Arizona Cattle Growers' Ass'n. v. United States FWS*, 273 F.3d 1229, 1236 (9th Cir. 2001) (citations omitted). When Congress had a clear intent, the court must give effect to that intent as law. *Wilderness Society v. United States FWS*, 353 F.3d 1051, 1059-60 (9th Cir. 2003) (en banc)."

"The ESA makes it unlawful to "take" or harm a listed species. § 1532(19); *Forest Conservation Council v. Rosboro Lumber Co.*, 50 F.3d 781, 784 (9th Cir. 1995) (harm is "defined in the broadest possible manner to include every conceivable way in which a person can 'take' or attempt to 'take' any fish or wildlife."); *National Wildlife Fed'n v. Burlington N. R.R., Inc.*, 23 F.3d 1508, 1513 (9th Cir. 1994) (includes habitat degradation that prevents or possibly retards recovery of species); see also § 1538(a)(1) (endangered species); 50 C.F.R. § 17.31 (extending take prohibition to threatened species); *Babbitt v. Sweet Home Ch. of Communities*, 515 U.S. 687, 696-701 (1995)."

"Section 10 of the ESA provides a narrow exception of a "regulated kill." § 1539(a)(1)(B); *National Wildlife Fed'n v. Norton*, 306 F. Supp. 2d 920, 926 (E.D. Cal. 2004). *1111 In specially-controlled situations, Congress allows the sacrifice of a certain number of creatures provided that *11281128 adequate steps are taken to minimize the detriment in a manner that ensures the continued vitality of the species involvedoverall. *Sierra Club v. Babbitt*, 15 F. Supp. 2d 1274, 1278 n. 3 (S.D. Ala. 1998) (an applicant for an ITP must submit an HCP "that will — as the name plainly connotes — help 'conserve' the entire species by facilitating its survival and recovery.".)"

"To apply for a § 10 permit, the property owner or developer must prepare a detailed application. Known as a Habitat Conservation Plan ("HCP"), it must contain specific information, analysis, and plans (including financial support) that specify how the applicant will "minimize and mitigate" the adverse impact on the protected species. § 1539(a)(2)(A)." *Southwest Center for Biological Div. v. Bartel* 470 F. Supp.2d 1118 (S.D. Cal. 2006)

"In addition to the specific standards in § 10, FWS has an overarching duty to conserve listed species by maintaining a viable population. §§ 1532(3), 1536(a)(1), (a)(2). FWS is obligated to use its authority to further the purpose of the ESA to *11291129 conserve listed species to the point that the substantive and procedural protections of the ESA are no longer required. § 1536(a)(1); see §§ 1532(6), (20) (defining threatened and endangered listings); *Gifford*, 378 F.3d at 1070. FWS must ensure that its issuance of an ITP "is not like to jeopardize the continued existence of any endangered species." § 1536(a)(2); *Turtle Island Restoration Network v. National Marine Fisheries Serv.*, 340 F.3d 969, 974 n. 9 (9th Cir. 2003); see generally *Defenders of Wildlife*, 420 F.3d at 963-67 (describing mandatory duty to guarantee "an additional, do-no-harm obligation"); *National Wildlife Fed'n v. Babbitt*, 128 F. Supp. 2d 1274, 1286 (E.D. Cal. 2000). Thus, the City's permit application must satisfy the ESA goal of conservation, which will allow the species to recover in order to "reverse the trend to extinction." *Tennessee Valley*, 437 U.S. at 153; *Sierra Club v. Babbitt*, 15 F. Supp. 2d at 1278 n. 3 ("Pursuant to section 10, the FWS may issue a permit for the 'incidental take' of some members of the species, if the applicant for the permit submits a 'conservation plan' that will — as its name plainly connotes — help 'conserve' the entire species by facilitating its *1313 survival and recovery."). "The overall effect of a project can be beneficial to a species even though some incidental taking may occur." *Friends of Endangered Species, Inc. v. Jantzen*, 760 F.2d 976, 982 (9th Cir. 1985)."

"To supplement the statutory duty to revoke an ITP when the terms have been violated, § 1539(a)(2)(C), FWS promulgated a regulation to retain control over the implementation of the ITP's conservation measures. The regulation authorizes FWS to reinstate the consultation process when the "amount or extent of taking specified in the incidental take statement is exceeded" or when "[n]ew information reveals effects of the action that may affect listed species or critical habitat in a manner or to

an extent not previously considered." 50 C.F.R. § 402.16." *Southwest Center for Biological Div. v. Bartel* 470 F. Supp.2d 1118 (S.D. Cal. 2006)

"the ITP, not the IA, defines the extent of take authorized. The Builder Intervenors rely on a simplistic reading of the phrase "Covered Species Subject to Incidental Take" in the IA as if, by itself, it grants incidental take over those species. The phrase "Covered Species Subject to Incidental Take," however, is a term of art and is specifically defined in the IA and the related documents." *Southwest Center for Biological Div. v. Bartel* 470 F. Supp.2d 1118 (S.D. Cal. 2006)

"Section 10 of the ESA requires FWS to find that the applicant "will ensure that funding for the plan will be provided." § 1539(a)(2)(B)(iii); e.g., National Wildlife v. Norton, 306 F. Supp. 2d at 926-27. The applicant cannot rely on speculative future actions of others. National Wildlife v. Babbitt, 128 F. Supp. 2d at 1294-95; Sierra Club v. Babbitt, 15 F. Supp. 2d at 1280-82. "

"The Court concludes that FWS arbitrarily concluded that the City ensured adequate funding for the plans will be provided because the City identified undependable and speculative sources for the necessary funds. § 1539(a)(2)(B)(iii). Although FWS has recited the statutory language in its findings, "merely referencing a requirement is not the same as complying with the requirement." Gerber v. Norton, 249 F.3d 173, 185 (D.C. Cir. 2002) (citation, quotations, and alterations omitted). The record does not demonstrate a rational connection between the facts — the City's shaky pledge to make an effort to find funding — and FWS's conclusion that the ESA funding requirement had been satisfied." *Southwest Center for Biological Div. v. Bartel* 470 F. Supp.2d 1118 (S.D. Cal. 2006)

"The ESA dictates that "[t]he Secretary shall revoke a permit issued under [§ 10] if he finds that the permittee is not complying with the terms and conditions of the permit." § 1539(a)(2)(C); Bennett, 520 U.S. at 172-73 (when ESA mandates an action, the Secretary must use his expert discretion to apply the relevant factors and follow the required procedures). " *Southwest Center for Biological Div. v. Bartel* 470 F. Supp.2d 1118 (S.D. Cal. 2006)

"Regarding the overall adequacy of revenue, our analysis does not allow us to conclude with certainty whether existing revenue streams will be sufficient to finance the assembly and operation of the reserve." Source; Balancing Environment and Development Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan Rand Corporation 2008

"We cannot assign probabilities to the various outcomes but note that the factors that could lead to low land values (e.g., a drop in the housing market) could also lead to low revenues (i.e., a decline in revenue from the LD MF), decreasing the likelihood of scenarios in which current revenue sources are adequate" Source; Balancing Environment and Development Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan Rand Corporation 2008

"To determine whether additional revenue instruments will be acquired, RCA should pay close attention to the changes in land prices over the next few years. If land prices fall substantially from the levels paid for comparable parcels in mid-2007 and RCA can purchase a substantial amount of acreage at the reduced prices, then it is conceivable that revenue from new sources will not be needed. If, on the other hand, land prices do not decline much over the next few

years, it will become increasingly likely that revenue from existing instruments will be inadequate and that additional revenue sources will be required.” Source; Balancing Environment and Development Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan Rand Corporation 2008

We found that individual acreage goals cannot all be met using the USFWS CRD. That said, we found that, for all but one of the vegetation communities, the sum of the acreage in the USFWS CRD across all rough-step areas exceeded the sum of the acreage targets across all rough-step areas. In other words, while there are numerous shortfalls in specific rough-step areas, there appears to be sufficient acreage in total for most of the vegetation communities. The reserve assembled by RCA will not necessarily precisely follow the USFWS CRD. We have not examined the extent to which different reserve configurations that are consistent with the land-acquisition criteria in the MSHCP would satisfy the rough-step requirements. However, our analysis shows that one configuration, the USFWS CRD, will not meet the rough-step requirements as currently written, and it is plausible that other configurations will face similar problems. It also shows that it may be worth revisiting rough-step requirements to determine whether it is appropriate to allow some fungibility of acreage requirements across rough-step areas. Source; Balancing Environment and Development Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan Rand Corporation 2008

“Our analysis suggests an additional way in which RCA may be able to substantially reduce the cost of assembling the reserve. We found that the land needed for the linkages between core habitat areas is disproportionately expensive because it runs through heavily developed areas and includes many parcels that have already been developed. Modifying the linkages to avoid existing development could reduce the total reserve-assembly costs by as much as 25 percent. In addition, rerouting linkages outside the criteria area would require an amendment to the plan, which can be a time-consuming and contentious process. Whether linkages could be modified without degrading the plan’s ecological integrity would need to be investigated. However, rerouting the linkages away from already-developed parcels warrants careful consideration, given the magnitude of the potential savings involved.” Source; Balancing Environment and Development Costs, Revenues, and Benefits of the Western Riverside County Multiple Species Habitat Conservation Plan Rand Corporation 2008

Appendix K Focused Los Angeles Pocket Mouse Survey Report

January 27, 2008

Dr. John Granston
Wildlife Management Division
California Department of Fish and Game
1416 Ninth Street, Suite 1341
Sacramento, California 95814

Yvonne L. Moore
Southern California Coordinator
Resource Assessment Program
California Department of Fish and Game
4800 Glenwood Drive, Building C
Riverside, California 92501

Subject: Wildlife License Draft, Mid County Parkway Los Angeles Pocket Mouse Trapping

Dear Dr. Granston and Ms. Moore:

This letter report documents the results of eight nights of small mammal live-trapping along the route of the proposed Mid County Parkway through western Riverside County. The trapping was done to determine the presence or absence of the Los Angeles pocket mouse (LAPM; *Perognathus longimundus brevicaudus*), a California Species of Special Concern and a conserved species under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The LAPM was found in every trapping area surveyed but not on every trapline. The positive results of one previous trapping effort along the alignment were reported to you in a letter dated September 26, 2005.

STUDY AREA

Trapping was conducted in the general vicinity of the Ramona Expressway, between Ferris Dam and Lakeview, in western Riverside County (Figure 1; all figures are attached). Vegetation on much of the study area consisted of Riverside sage scrub, but grassland and ruderal habitats predominated in eastern and southern portions of the site.

METHODS

Richard Erickson and Leo Simone were present and responsible for the entire trapping effort, pursuant to the LSA Associates, Inc. (LSA) Federal Fish and Wildlife Permit No. TE-777965-1 (May 10, 2004–May 9, 2007) and a temporary authorization from the California Department of Fish and Game (Department) (May 12, 2003–March 31, 2007), in lieu of a Memorandum of Understanding between LSA and the Department.

Three trapping sessions addressed three separate sections of the study area. The first session lasted two nights and was in the middle of the study area, in the vicinity of the Ramona Expressway/Emma Pond Road intersection. A total of 225 traps were set in 8 traplines, 100 traps were removed following the first night of LAPM captures.

One night was devoted to the second session at the west end of the study area. A total of 210 traps were set in 7 traplines.

The final session was at the west end of the study area and extended out into grassland and riparian habitat. A total of 135 traps in 3 traplines were set initially. But 25 were removed prior to the final session.

Traps were set and baited in the evening with a mixture of wild birdseed and wild rice. Captured animals were identified and released immediately the following morning.

RESULTS

Trapping resulted in 132 rodent captures involving 8 species. A summary of all of the trapping results is shown in Table A.

The LAFM was captured in each trapping area (Figures 2-4), and all of the Riverside sage scrub within the study area is considered occupied by this species. Only the grassland and riparian areas sampled by the three easternmost traplines (3-d, August 8-13, 2005) received five nights of trapping with negative results and are therefore considered unoccupied.

Please contact Leo Simone for me if you have any questions about this survey.

Sincerely,

LSA ASSOCIATES, INC.

Richard A. Erickson

Richard Erickson
Associate/Biologist

Leo Simone

Leo Simone
Senior Biologist

Attachments: Figures 1-4
Table A
CNDDB Forms

I CERTIFY THAT THE INFORMATION IN THIS SURVEY REPORT AND ATTACHED EXHIBITS FULLY AND ACCURATELY REPRESENTS MY WORK:

SURVEYOR:

PERMIT NUMBER:

DATE:

Richard A. Erickson
Richard Erickson

PE-777965-7

27 Jan 2006

Leo Simone
Leo Simone

PE-777965-7

1/27/2006

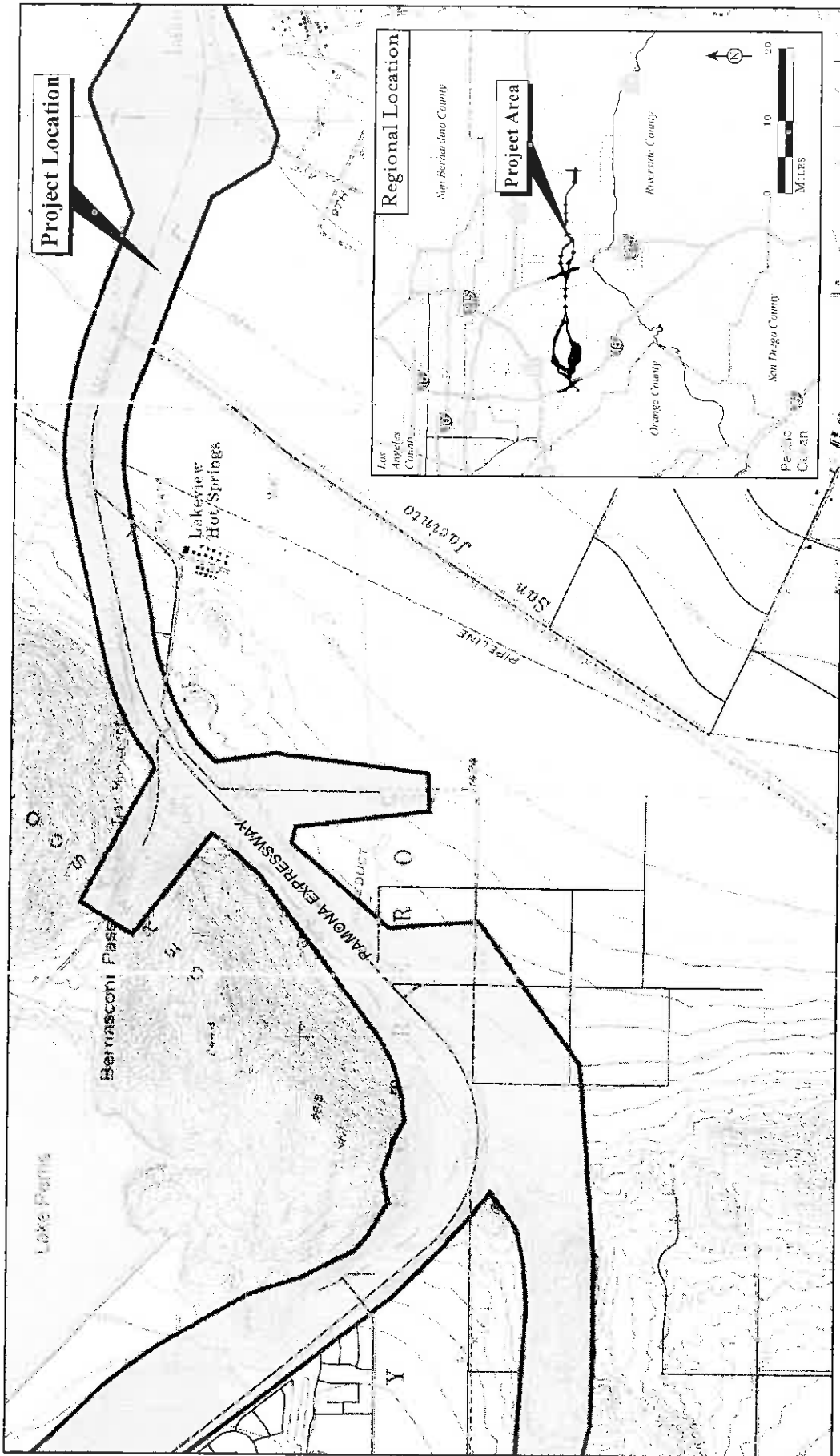
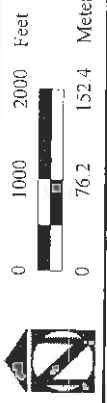


Figure 1



Regional Location

SOURCE: Jacobs (2005). USGS 7.5' Quad Lakeview & Perris, CA (79). County of Riverside, 2006



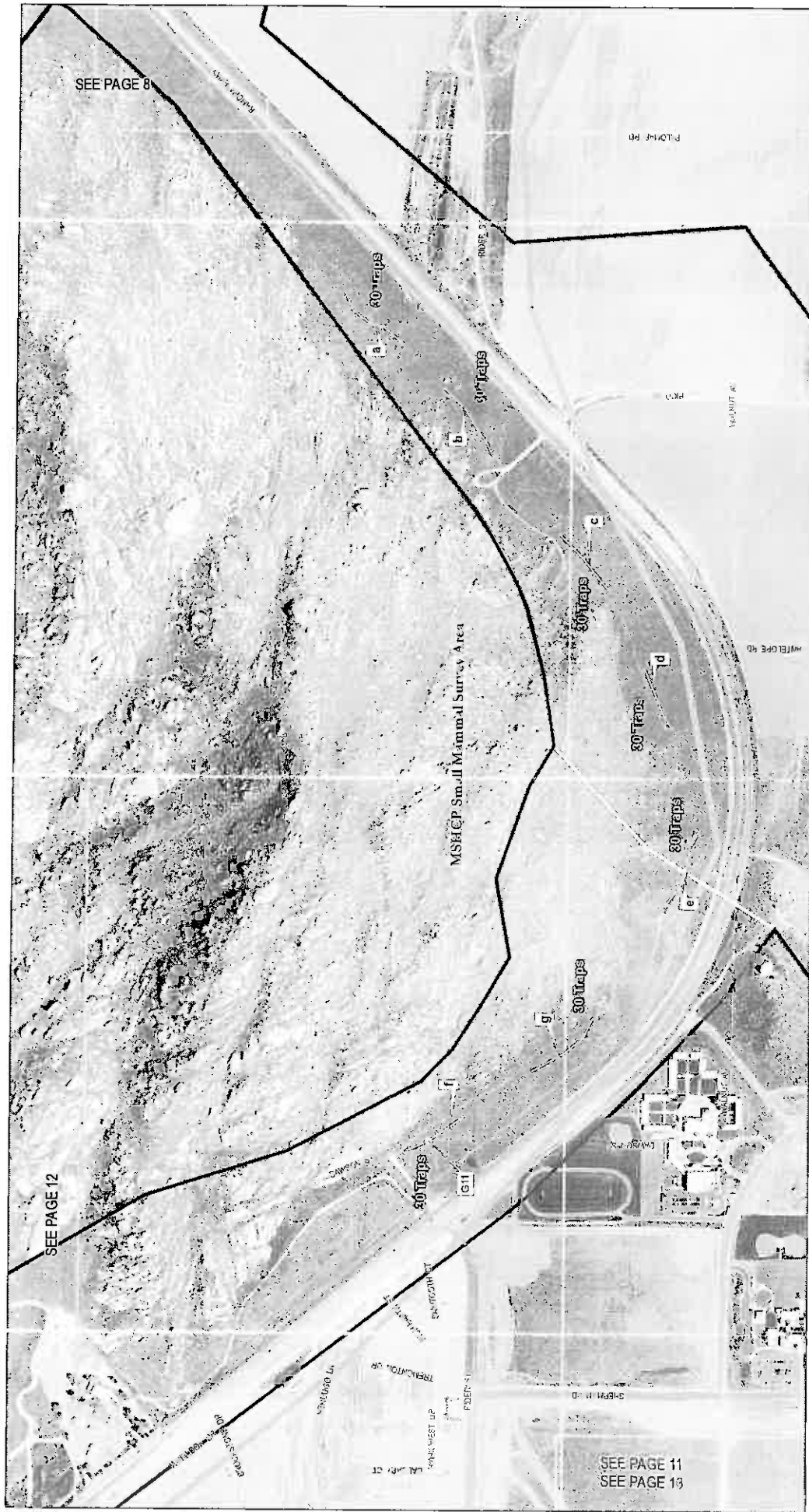


Figure 2
 July 24-25, 2005
 Tranline Locations



Small Mammal Trapping

- Legend
- MCP Buffer as of 7/14/05
 - MSHCP Small Mammal Survey Area
 - MCP Buffer as of 12/22/05
 - Traplines
 - MAP INDEX
 - L.A.P.M Capture Locations



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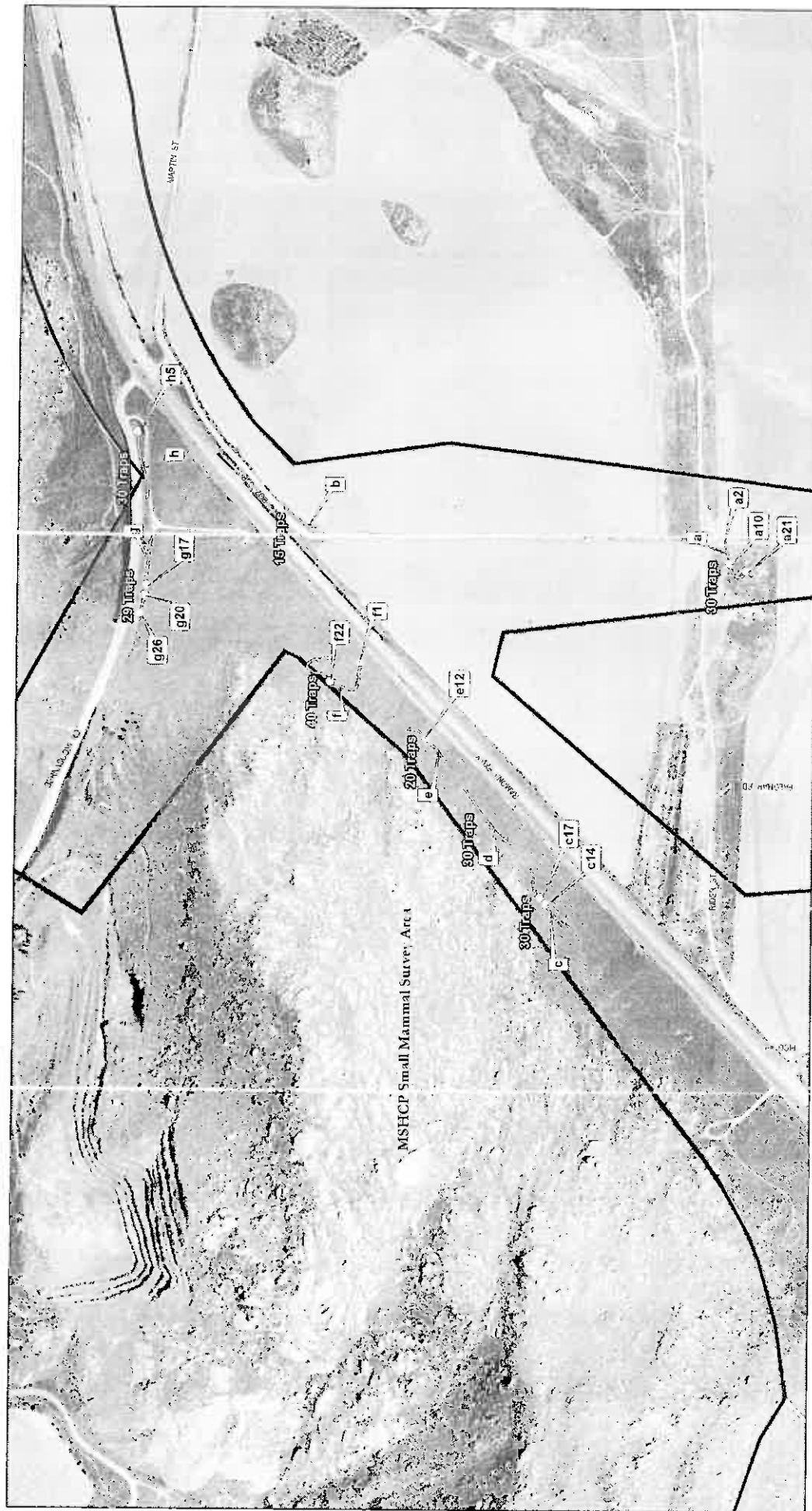


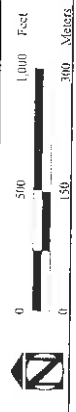
Figure 3
July 3-5, 2005
Trapline Locations



Small Mammal Trapping

Legend

- MCP Buffer as of 7/14/05
- MCP Buffer as of 12/22/05
- MSHCP Small Mammal Survey Area
- 7/4/05 LAPM Capture Locations
- 7/5/05 LAPM Capture Locations
- Traplines



SOURCE: Esri, ArcView 2004; Jacobs Engineering Group, Inc. 2005; Aerial Photo, County.



Figure 4
 Aug 8-13, 2005
 Trapline Locations



Small Mammal Trapping

- Legend**
- MCP Buffer as of 7/14/05
 - MCP Buffer as of 12/22/05
 - LAPM Capture Locations
 - MSHCP Small Mammal Survey Area
 - Traplines

SOURCE: Esri/ArcMap 2004, Incubator, June 2005, Riverside County
 0 600 1,200 Feet
 0 180 360 Meters
 R:\0331 G Field Maps the Trapping_Field Trapping-100_mammal.mxd (05/14/05)

Table A: Mid-Course Parkway Trapping Summary, July-August 2005 (Capture Totals)

Date	July 3	July 4	July 5	July 24	July 25	Aug 8	Aug 9	Aug 9	Aug 10	Aug 10	Aug 11	Aug 11	Aug 12	Aug 12	Aug 13	Grand Total
Number of Days Checked	225	106	106	210	210	150	62	62	62	62	62	62	62	62	62	350
Species																
Los Angeles pocket mouse <i>Perognathus longimulus breviceps</i>	2	0	1	1	1	2										10
San Diego pocket mouse <i>Chaetodipus fallax fallax</i>	2	7														9
Florida/San Diego kangaroo rat <i>Dipodomys agilis californicus</i>	1	2	2													5
Western harvest mouse <i>Aythya americana macroura</i>											1					1
Clayton mouse <i>Peromyscus eremicus</i>		2	1													3
Deer mouse <i>Peromyscus maniculatus</i>	10	20	0	3	11	3	2	3	5	6	3	4	3	1	3	44
San Diego desert pocket mouse <i>Peromyscus maniculatus</i>	1	2														4
Heaviside mouse <i>Peromyscus maniculatus</i>	4	0	2								2					10
Total Rodent Captures	20	22	8	11	13	8	4	5	5	7	6	4	4	1	4	170



Western Riverside County Regional Conservation Authority

Regional Conservation Authority News

Phone (951) 955-9700 - Fax (951) 955-8873

For IMMEDIATE RELEASE: December 14, 2006

Contact: Ken Graff
Regional Conservation Authority
(951) 955-9700

Conservation Authority Acquires Another Property for the MSHCP

The Western Riverside County Regional Conservation Authority (RCA) highlights its latest acquisition for the Western Riverside County MSHCP. This acquisition consists of a total of approximately 131.85 acres in the central area of the County within the Lakeview / Nuevo Area in Juniper Flats.

Lakeview / Nuevo, CA;

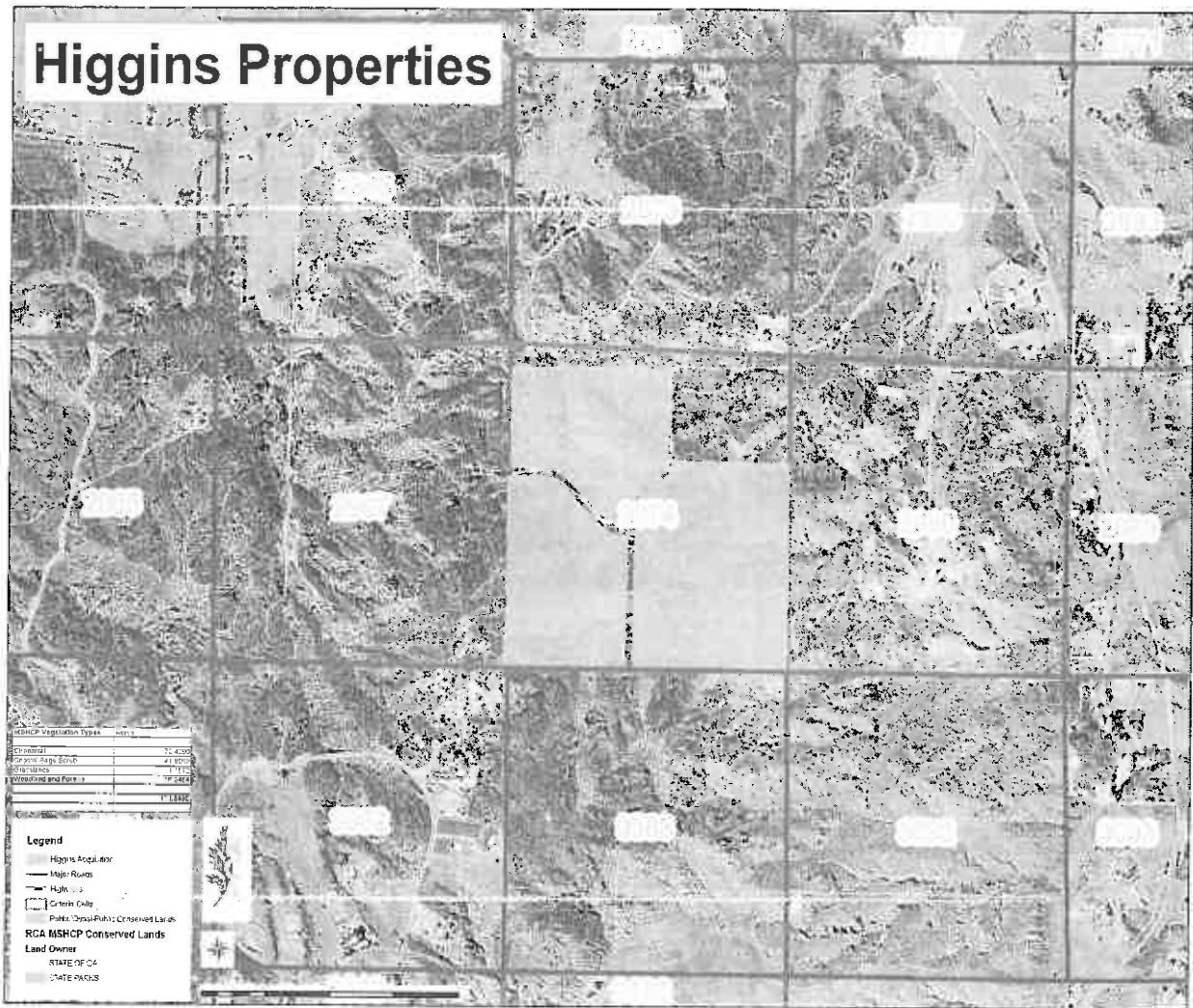
This acquisition is located north of Homeland and State Highway 74-79, east of San Jacinto and West of Hemet. The property was also known as the Bar V Ranch.

This acquisition is located within Rough Step Unit 3, in the Lakeview/Nuevo area of the County General Plan and is in the San Jacinto Management Unit for the MSHCP. This acquisition continues the RCA's efforts in acquiring properties and conserve lands in the Juniper Flats area to create the Noncontiguous Habitat Block 5 in the Lakeview Mountains. This Habitat Block is connected to other MSHCP conserved land by the Proposed Constrained Linkage 20 and are approximately 1.2 miles from the nearest connected Core (Existing Core H, Lake Perris/Mystic Lake) to the North of the Site.

The vegetation on the property consists of Chaparral, Coastal Sage Scrub, Grasslands, and Woodland Forest. The Wildlife that has been observed on the site is typical of the vegetation found in this area. Species that have been observed in this area include:

Bell's Sage Sparrow, Burrowing Owl, Bobcat, Mountain Lions and Los Angeles Pocket Mouse.

During the course of review by the RCA definitive signs of recent Mountain Lion tracks were observed on this site.



View of Higgins Property towards the West.



View of Higgins Property - Vegetation on Parcels of Chaparral and Coastal Sage Scrub.



The property consists of approximately 131.85 acres and continues the efforts of the RCA to develop and maintain a conservation reserve system within Western Riverside County.

Address:

**Western Riverside County
Regional Conservation Authority
4080 Lemon Street, Twelfth floor
Riverside, CA 92501**

Normal Business Hours:

Monday to Friday from 8:00am to 5:00pm

[Western Riverside County Regional Conservation Authority Home Page](#)

A Primer on Carbon Dioxide Emissions

In the United States, most carbon dioxide (98%) is emitted as the result of the combustion of fossil fuels. ¹ Energy hungry Americans are responsible for about 25% of global emissions of carbon dioxide (CO₂)—more than any other nation—or, on a per capita basis, 6.6 tons of CO₂ annually. ^{2,3} The following collection of statistics examines the sources and magnitudes of carbon emissions, and their relative significance in both a national and global context.

Source	CO ₂ Emissions ⁴
Residential	
Average US home (1,500 sq ft) of electricity ⁵	1.5 pounds
One kWh of electricity from coal ⁶	2.1 pounds
One kWh of electricity from natural gas	1.7 pounds
One kWh of electricity from wind/solar ⁷	0 pounds
Incandescent bulb (60 watts), used in US home for 1 year ⁸	100 pounds
Compact fluorescent (CF) bulb (15 watts), used in US home for 1 year	45 pounds
Typical household annual electricity consumption (12,000 kWh)	18,000 pounds
Estimated emissions from US residential lighting with incandescents	250 billion pounds
Total annual US residential emissions from electricity consumption	600 million metric tons ⁹
Disposal/decomposition of a year's worth of household waste	4,800 pounds
Total annual US emissions from disposal/decomposition of all US household waste	202 million metric tons
Total annual US residential emissions	1.2 billion metric tons
Driving/Transportation	
Combustion of one gallon of gasoline	20 pounds
Driving 10,000 miles a year averaging 22 mpg (Chevy Malibu)	17,000 pounds ¹⁰
Driving 10,000 miles a year averaging 44 mpg (Toyota Prius)	8,500 pounds
Driving 10,000 miles a year averaging 100 mpg (plug-in hybrid)	2,000 pounds ¹¹
A transcontinental flight (New York to Los Angeles)	1,150 pounds per person
Total annual US transportation emissions	2 billion metric tons

Where Energy is Used in America: CO₂ Emissions by Sector¹²

Transportation	33%	1934 million metric tons
Industries	29%	1730 million metric tons
Residences	21%	1212 million metric tons
Businesses	17%	1024 million metric tons
Total USA Emissions	100%	5900 million metric tons

Transportation: 33%¹³

The transportation sector accounts for about 2 billion metric tons of global warming pollution, or 33% of total US energy-related CO₂ emissions. The emissions come from four primary sources:

- ∇ Gasoline for cars and light trucks (60%)
- ∇ Diesel fuel for heavy trucks, locomotives and ships (22%)
- ∇ Jet fuel (12%)
- ∇ Heavy fuel oil for maritime uses (2.8%)

Improving gas mileage of cars and trucks has a significant impact on emissions. For example, on a 20-mile commute:

- ∇ A gasoline-powered car that gets 20 mpg releases 20 lbs of CO₂.
- ∇ A hybrid gas-electric car that gets 40 mpg releases 10 lbs of CO₂.
- ∇ A plug-in hybrid car that gets 100 mpg releases 4 lbs of CO₂.

Residences: 21%¹⁴

Residences account for 21% of US CO₂ emissions. More than two-thirds (68%) of residential emissions come from the consumption of electricity, and most of those emissions (86%) come from the burning of coal at coal-fired power plants. Roughly half of all electricity in the US is generated by burning coal in power plants; residences use this energy for lighting, air conditioning and heating, televisions and other household appliances (Fig. 1).

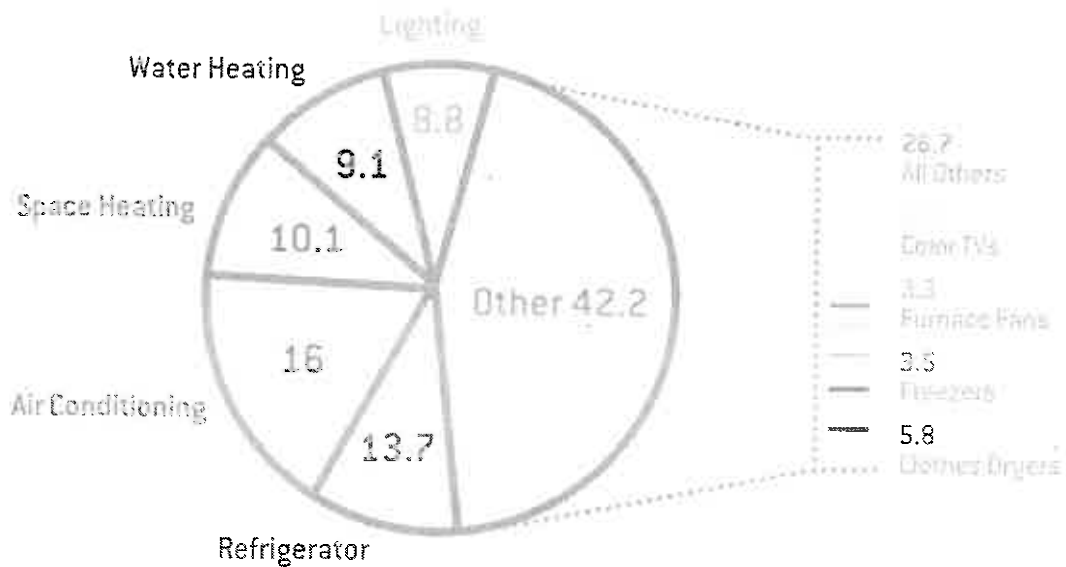


Fig. 1. Residential use of electricity in the US. Source: US EIA.

Electricity is delivered to homes from power plants via the power grid, and is used to run heaters and air conditioners, refrigerators, washer-dryers, entertainment centers, computers and many other appliances and gadgets. Most of the rest of the emissions from homes comes from garbage and the burning of natural gas and oil used for heating.

Reducing energy consumption in the home—through improved insulation and more efficient appliances—would help to reduce emissions. Even more significant would be to reduce the emissions that come from generating electricity by relying more on clean, renewable sources of energy.

Electricity Generation: 39%¹⁶

CO2 emissions from the generation of electricity account for 39% of total US energy-related CO2 emissions. Of this, coal-fired power plants account for 60%, or 31% of all US CO2 emissions.

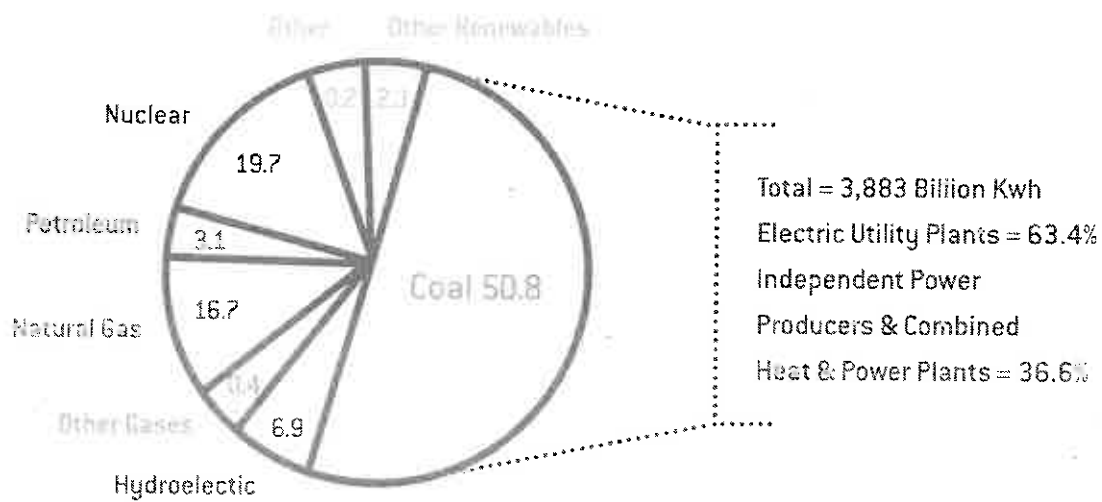


Fig. 2. Electricity generation in the US, by fuel. Source: US EIA¹⁷

Coal produces 21% more CO2 than oil per unit of energy consumption.

Coal produces 76% more CO2 than natural gas per unit of energy consumption.

Solar, wind, hydroelectric, nuclear and biomass energy sources do not result in significant CO2 emissions.¹⁸

World Coal Consumption: The Top Five¹⁹

	Millions of Tons	Global Share
China	800	31%
United States	574	22.3%
India	185	7.2%
Japan	112	4.4%
Russian Federation	111	4.3%

World Oil Consumption: The Top Five²⁰

	Millions of Tons	Global Share
United States	914.3	25.1%
China	275.2	7.6%
Japan	248.7	6.8%
Germany	125.1	3.4%
Russian Federation	124.7	3.4%

World Natural Gas Consumption: The Top Five²¹

	Millions of Tons	Global Share
United States	567	24.3%
Russian Federation	365	15.7%
United Kingdom	86	3.7%
Canada	79	3.4%
Germany	77	3.3%

Carbon Calculators²²

Greenhouse gas emissions calculators are available online from many sources. These interactive calculators vary greatly in complexity, scope, and intent. The most common kinds of calculators include:

- ∇ **Equivalency Calculators:** Translate greenhouse gas reductions into equivalent units (e.g., number of cars taken off the road).
- ∇ **Individuals:** Estimate the greenhouse gas emissions from your daily activities and learn about opportunities to save energy and money.
- ∇ **Homes and Businesses:** Estimate emissions and identify energy savings opportunities in residential and commercial buildings.
- ∇ **Alternative Energy:** Estimate the emission reduction benefits of using photovoltaics, solar water heaters, solar heated swimming pools, or choosing green power.
- ∇ **Cars and Trucks:** Calculate and compare the fuel economy, operating costs, and emissions of cars and trucks by vehicle.

Notes

¹ See <http://www.eia.doe.gov/cief/1605/ggprt/summary/carbon.html>.

² See <http://www.eia.doe.gov/cief/1605/ggcecalc/chapter1.html>.

³ Or carbon dioxide equivalents. These include the other greenhouse gases – methane, nitrous oxide, sulfur hexafluoride, perfluorocarbons and hydrofluorocarbons.

⁴ From Environmental Protection Agency's Global Warming Resource Center. See <http://yosemite.epa.gov/eair/globalwarming.nsf/content/ResourceCenter/ToolsCalculators.html>.

⁵ National average. In regions that rely more heavily on coal power, emissions are higher per kWh; emissions per kWh are lower in regions that rely more on renewables, natural gas, nuclear and hydropower.

⁶ See http://www.eia.doe.gov/cneaf/electricity/page/co2_report/co2report.html.

⁷ Wind turbines and solar panels emit a negligible amount of greenhouse gases during manufacturing.

⁸ Assumes 2,000 hours of use during the course of 1 year/5 hours per day; a 15 watt CFL bulb emits as much light as a 60 watt incandescent.

Notes

⁹ Residential electricity use accounts for more than two-thirds of all residential CHG emissions. See <http://yosemite.epa.gov/oar/globalwarming.nsf/content/ResourceCenter/PublicationsGHCEmissionsUSEmissionsInventory2002.html>.

¹⁰ Accounts for both tailpipe emissions and emissions from production and refining of fuels.

¹¹ Emissions for plug-in hybrids may be lower for vehicle trips less than 50 miles, since no gasoline will be used.

¹² See Energy Information Administration, <http://www.eia.doe.gov/ciaf/1605/ggrpt/carbon.html>.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Image source: <http://www.eia.doe.gov/neic/brochure/electricity/electricity.html>.

¹⁶ See Energy Information Administration, <http://www.eia.doe.gov/ciaf/1605/ggrpt/carbon.html>.

¹⁷ Image source: <http://www.eia.doe.gov/neic/brochure/electricity/electricity.html>.

¹⁸ See <http://www.pewclimate.org/global-warming-basics/facts-and-figures/fig10.cfm>.

¹⁹ See <http://www.pewclimate.org/docUploads/ClimateData%20Sectoral%20Epdf>, page 8.

²⁰ See <http://www.pewclimate.org/docUploads/ClimateData%20Sectoral%20Epdf>, page 9.

²¹ See <http://www.pewclimate.org/docUploads/ClimateData%20Sectoral%20Epdf>, page 11.

²² See <http://yosemite.epa.gov/oar/globalwarming.nsf/content/ResourceCenter/ToolsCalculators.html>.



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Greywater Recycling System

CANPLAS SECTION 22 13 63 GREY WATER RECOVERY

recycle water
from showers & baths

reuse it
for flushing toilets

save up to
30% of water use



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How it works



Greywater is lightly soiled water from showers or baths that is suitable for reuse when properly treated. Normally, greywater goes down the drain and mixes with blackwater (heavily soiled water from toilets or kitchen sinks) which then travels to the municipal sewage treatment plant or to a septic system. The Recover system captures the greywater before it leaves the building, applies filtration and adds a small amount of chlorine for disinfection. The greywater is then stored in a tank to be used to flush toilets.

Toilet flushing is the most suitable application for greywater since in most homes the volume of water used to flush toilets closely matches the volume of greywater produced in a day from bathing. This allows for a smaller tank size since all the greywater generated is used that same day.

The amount of fresh water that can be saved depends on the volume and frequency of greywater produced and the number of times the toilet is flushed. Our research has shown that one shower of average length (7 minutes) supplies enough greywater for that person to flush toilets for up to two days.

Dollar savings is amplified since you will reduce your indoor water use by up to 30%, and also save the same amount on your municipal sewer bill.

Toilet supplying

The plumbing lines to the toilet(s) are run directly from the Recover system and are separate from the potable water supply lines. The greywater supply lines are typically purple coloured pipe to indicate it is non potable water.

When a toilet is flushed, an efficient pump supplies the greywater to refill the toilet tank. Over the course of a year, the pump uses less than \$4.00 worth of electricity (at 10¢ per kWh) to operate.

Greywater capture

To capture greywater, **the drain pipes in the home connected to the showers and baths must be separate from the toilet or sink drain pipes.**

During a shower or after a bath, the greywater flows down the drain which terminates at the recover system. The greywater passes through a filter and is stored in the tank.

Treatment and storage

After the greywater is filtered, a small amount of chlorine is added to kill any potential viruses or bacteria present in the water. This is about half the chlorine level of a swimming pool.

The Recover system is unique in that it has a self-cleaning filter. This feature eliminates manual cleaning and saves water since it utilizes greywater during the filter clean cycle.

If the greywater goes unused for a period of 48hrs, it is automatically purged to the sewer drain in order to maintain optimal freshness in the tank.

Safety - Backflow protection

According to plumbing codes, alternate water systems within a home must be protected against backflow, meaning that the treated greywater cannot potentially mix with the potable water system. **The Recover System includes an integrated air gap device for the protection of the potable water system.** In addition to the air gap, your local municipality may require the use of a backflow protection device on the potable city water supply as a means of isolating the home from the city system.

Water savings

By capturing water from one 10 minute shower, you can flush your toilet up to 20 times. At the current rate, water bills are expected to double in the next ten years. This is a result of growing cities requiring new water infrastructure, restrictions on the amount of water a city can withdraw and increases in the cost of energy to treat and supply water.

Display

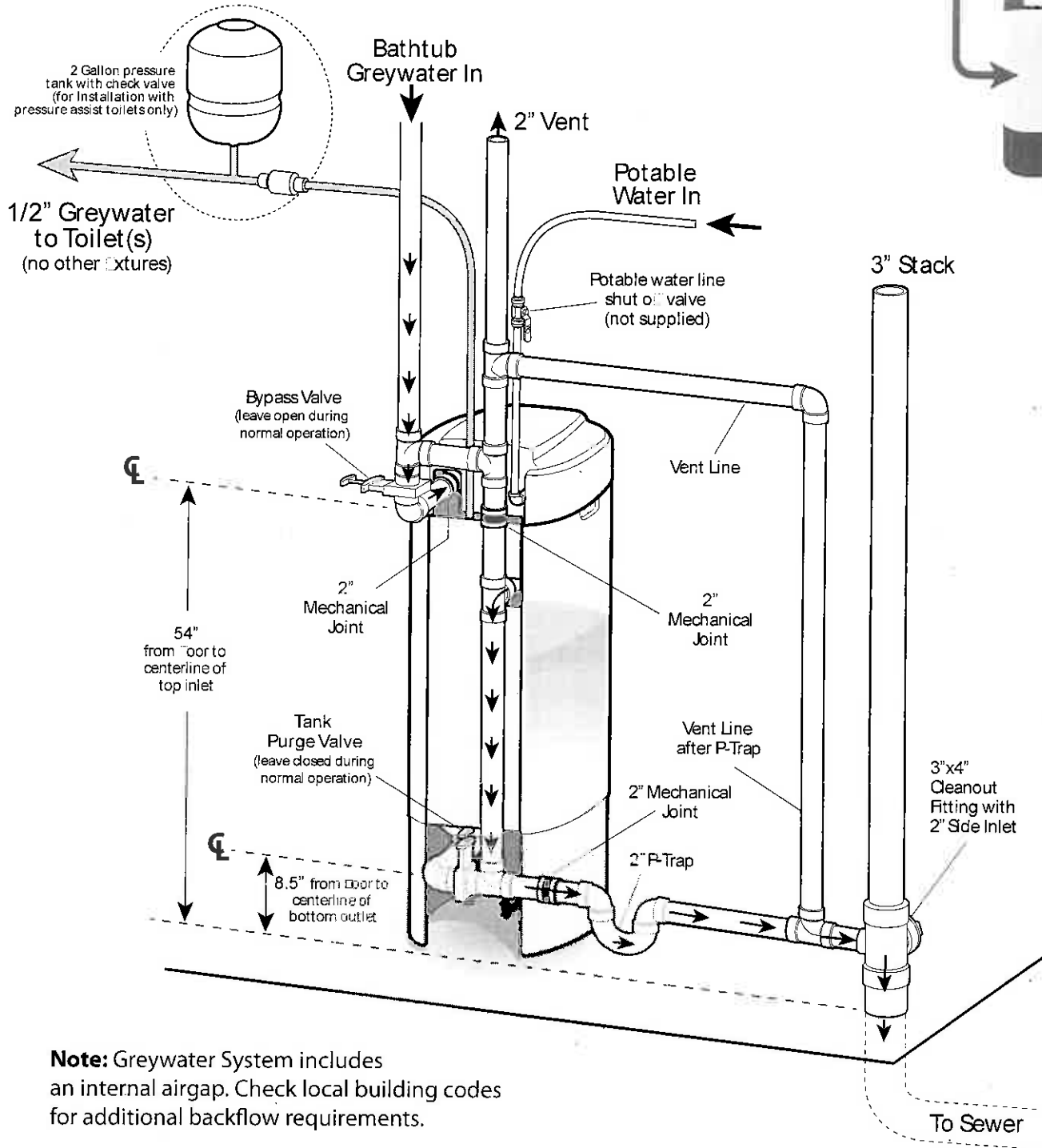
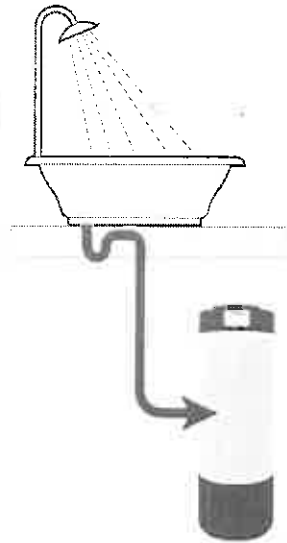
The Recover system keeps you in the know. The display provides you with information like how much water you have saved and when it is time to top up the chlorine.

In addition, smart controls allow you to conserve water while you are away (Auto-Away Mode) and it will even learn your toilet tank size so that it will limit the usage of fresh water if you happen to use up all of your greywater before your next shower.

We have found that homes who are informed and proactive find other ways to conserve water in the home, and end up saving even more water than the Recover system can do alone. It's about living sustainably.

Installation Options

Typical Gravity Fed Installation



Note: Greywater System includes an internal airgap. Check local building codes for additional backflow requirements.

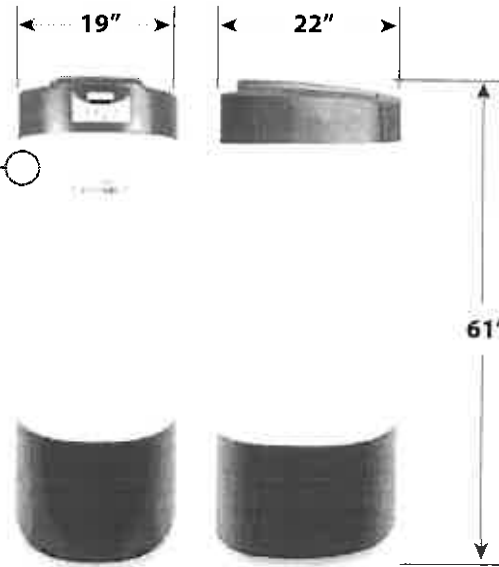
Green building certifications

Greywater systems contribute to LEED Credits for water use reduction and innovative wastewater technologies. Please refer to our website to get a complete analysis on our products potential contribution for LEED credits.

Quick reference

Self Cleaning Filter

The gravity fed 100 micron self-cleaning filter is maintenance free with disinfectant top-up only required every 4 to 6 months.




Part Number: 901000

Dimensions: 61" x 22" x 19"

Weight: 80lb (when empty)

Tank Storage Volume: 200L

Power Requirements: 15A, 115VAC plug outlet required. System runs on 24VDC power with onboard AC to DC 6.5A power converter.

Certifications:  Certified to CSAB128.1/2

Pump: 24VDC pump, thermally protected, 65PSI max output pressure, UL certified, built-in check valve

Pumped Discharge: 3.6GPM max

Filtration: Gravity fed 100 micron, self-cleaning filter element

Disinfectant: Trichlor tablets, 3" diameter, slow dissolving (pod packs)

Drain Connections: All connections 2" Schedule 40 (DAW) with mechanical rubber coupling (included)

Pressure Connections: 1/2" CS Quick connect fittings suitable for use with copper, CPVC or PEX piping

Cross Connection Control Features:

Built-in air gap for potable make-up water connection

- 28mm air gap, compliant with plumbing codes
- Vented to atmosphere
- Overflow Protection
- Temperature resistant

Outlet water dyed light blue for visual indication (NSF certified dye required)

Tank Purge Frequency: 48hrs

System Alarms: Audible and Visual indicators

with auto shut-off protection for the following alarms

- Tank overflow
- Valve stuck open/closed
- Pump over-run (exceeding 20min)
- Annual maintenance required
- Red trichlorine tablets
- Red dye liquid
- Emergency tank drain
- Tank refill valve
- Toilet flush valve leak
- Toilet fill valve leak



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- [Contact](#)

Residential Systems

The average four person single family home in a temperate climate uses over 20,000 gallons of water monthly. Over half of which is used for landscape irrigation; think about that. clean drinking water being sprayed on dirt! The same family uses nearly 3,000 gallons of water per month to flush toilets; talk about good water going after bad!

Our recycling system, will reduce that families municipal water usage by 50% to 70% with a similar reduction in their water bill. Of greater importance is the fact the family is doing their utmost to preserve one of our most important natural resources.

After installing our Residential System Ed Begley's family of three saved an average of 405 gallons of water daily, an amount verified by his Los Angeles Department of Water and Power statement. That's nearly 150,000 gallons annually.

Expand that savings to 500 families using our residential systems; 73 Million gallons annually, 1000 families nearly 150 Million gallons. That's impact!

Using our systems water becomes a reusable asset rather than a one time commodity. Take long relaxing showers without feeling guilty by knowing the water you're using today will irrigate your lawn and garden tomorrow. Think of the electricity and other resources saved because that water is not being processed at the local sewer treatment plant. Instead, after reuse it's percolating down into the water table, being recycled as mother nature has been doing for thousands of years.



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Alabama

How may we help you?

[Home](#) [Products & Features](#) [How it Works](#)

How it Works

A basic ReWater® filter package consists of a surge tank that can stand alone or be buried, a bolt-on lid that can be sealed and walked on, water-proof grommets, wastewater backflow valve, heavy-duty high pressure submersible pump, float switch, and bag filter.

Our more advanced filter packages also have an outdoor-rated fiberglass sand filter system that can be fully automated, with a fresh water valve to backwash the filter vessel, a pressure-reduced valve to provide supplemental irrigation when needed, and a reduced pressure principle device to protect the fresh water supply from a reverse flow of greywater.

Larger automated filter systems for multi-family and commercial buildings are also available. All our filter systems deliver filtered greywater to our proprietary subsurface drip irrigation network.

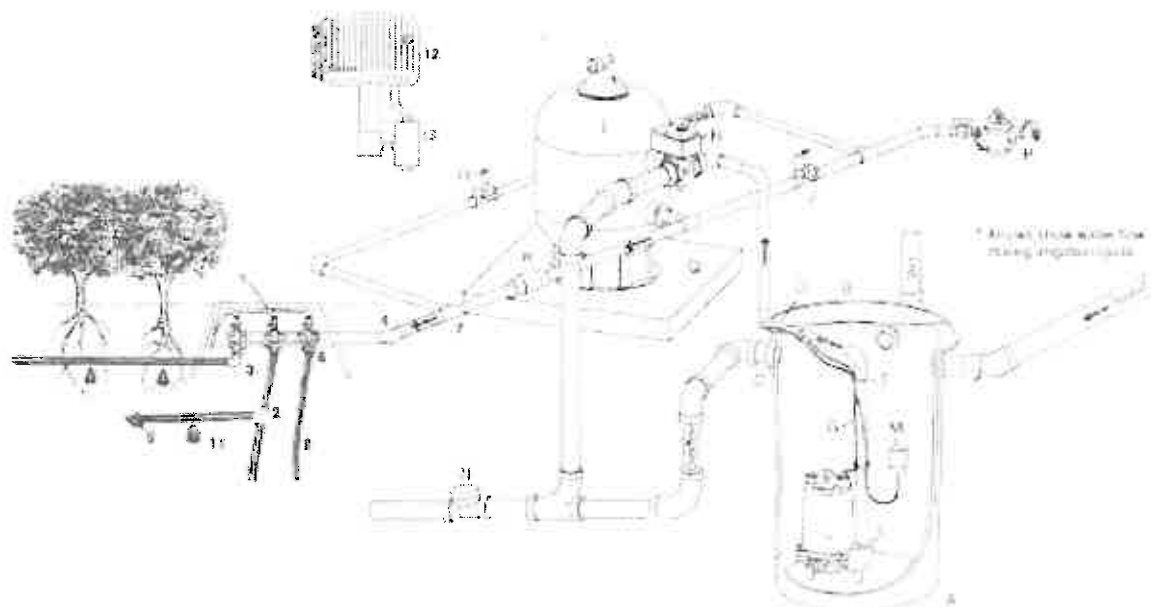
Filter and irrigation operations can be controlled by ReWater's Complete Control™ controller, which comes with every ReWater irrigation package. Our controller starts when water is available, sends water out to irrigation as programmed, and stops when the tank empties, holding its place in the program until more water becomes available. This process keeps the water fresh and full of oxygen, which is good for the filter, irrigation infrastructure, and plants.

Our outdoor rated 3, 6, 9, 12, 15, 18, and 21-station controllers have 156 features, including 4 independently operating programs, to make sophisticated irrigation easy yet highly efficient under real-world conditions. Our 33 and 45 station models have a heavy steel cabinet for more demanding neighborhoods. All our controllers have the ability to automatically supplement, after midnight, any shortage of recycled water with fresh water.

Our irrigation packages come with practically all the valves, tubing, emitters, and hundreds of little fittings you need for a landscape approximately the size you're planning, and you can customize each package. Each component has been tested over time to deliver an optimal irrigation experience over the long haul.

ReWater's systems have been chosen by discriminating homeowners for over two decades because our components and methods for their assembly have been carefully selected and evolved from our extensive experience. We guarantee our systems will give you many years of trustworthy service.

The most economic way to install a ReWater system is by plumbing only the regularly-used showers, tubs, and clothes washer into our surge tank: about 95% of the reusable water comes from these few sources. Bathroom sinks produce another 3%, and guest showers, tubs, and bathroom sinks contribute the remaining small portion.



The above view is an example of what our system looks like when installed, but there are countless iterations possible, given normal plumbing scenarios, home design, and topography.

Irrigation components

1. 1" 24 VAC solenoid valve
2. Tees (1/2", 3/4", 1" & 1 1/2")
3. 90° elbow (1/2", 3/4", 1" & 1 1/2")
4. 45° elbow (1/2", 3/4", 1" & 1 1/2")
5. 1" threaded male adapter
6. Slip reducers (1/2"x3/4", 3/4"x1", & 1"x1 1/2")
7. Reducing tees (1 1/2"x1 1/2"x1")
8. Polyethylene tubing (1/2", 3/4" & 1")
9. Polyethylene tubing Ends (1/2", 3/4" & 1")
10. Emitter
11. Emitter screens
12. Controller
13. Relay junction box

Filtration components

- A. Surge tank, 70 gallons (37"x29")
- B. Lid w/ 6 SS screws
- C. Bulkhead adapters, 3 @ 2", 1 @ 1 1/2"
- G. 1 1/2" discharge pipe
- H. 3-way Tee valve with 24 VAC actuator
- I. Filter vessel with PVC pipe adapters
- J. 1 1/2" solenoid valve for backwash
- K. 1 1/2" PVC swing check valve
- L. Pump, 1/2 hp high pressure
- M. Float switch
- N. Backflow valve with viewing port
- O. 1" reduced pressure valve for irrigation supplement
- P. Reverse pressure assembly
- Q. Platform (optional)

For a complete list of components see our [Filter Packages](#).

Comment Letter No. 4: Terry and Carol Curtiss

Note: Refer also to Comment Letter 21, submitted by Terry and Carol Curtiss, and its respective response for further discussion.

Comment 4.1 This comment serves as the introduction of the comment letter. The commenter notes support for the No Growth alternative identified in Draft EIR No. 521. Responses to specific comments are provided below.

Comment 4.2 This comment provides background on research conducted by the commenter on the Western Riverside County Multiple Species Habitat Conservation Plan (WRC-MSHCP) and is duly noted. This comment does not provide comments related to GPA No. 960, Draft EIR No. 521, or the Riverside County Climate Action Plan. Refer to further responses below.

Comment 4.3 This comment is duly noted. When the County of Riverside developed both MSHCPs, comprehensive data was collected under the purview of a scientific committee. The final conservation strategy in the MSHCPs was developed to fully mitigate impacts to sensitive biological resources. The issuance of the Section 10(a) permit by the United States Fish and Wildlife Service (USFWS) acknowledged the adequacy of the conservation programs as full mitigation.

Each covered project in the County must comply with the requirements of the MSHCPs, including conducting habitat assessments and focused surveys, mandatory conservation of lands identified to have conservation value that would support the assemblage of an extensive, interconnected reserve system within in the Western Riverside County and Coachella Valley, and payment of mitigation fees. The Coachella Valley Association of Governments (CVAG) has a daily management responsibility for ensuring that these processes occur and that sensitive biological resources are properly protected and managed in the Coachella Valley. The Western Riverside County Habitat Regional Conservation Authority (RCA), CVAG, the County of Riverside, USFWS and the California Department of Fish and Wildlife (CDFW) meet routinely throughout the year to review all actions, including project approvals, resulting conservation activities and other required mitigation measures taken under the MSHCPs. A series of meetings are held each year between all of the aforementioned agencies to ensure that the MSHCPs are successfully being implemented and managed.

As part of this process, annual reports and work plans for the subsequent year are prepared, reviewed, approved and implemented. This robust process is a combined effort by the federal, State and local governments to ensure that the sensitive biological resources found in the Western Riverside County and Coachella Valley are successfully protected and conserved for the future. This

process ensures that the ongoing conservation programs are protecting and managing sensitive biological resources as required by the federal and State Endangered Species Acts, Migratory Bird Treaty Act, and other applicable natural resources laws, as well as required by the California Environmental Quality Act (CEQA). This process also ensure continued coordination with USFWS and CDFW to ensure the success of the MSHCP process.

Ultimately, the MSHCP and GPA No. 960 are independent projects, and as such the MSHCP is not currently under consideration through the GPA No. 960 public review process. As such, this comment does not relate to GPA No. 960, EIR No. 521 nor the Climate Action Plan.

Comment 4.4

This comment is duly noted. While Rural Village Overlays will promote limited amounts of development in rural areas, the Overlay will still require projects to undergo project-level environmental review, which includes biological resource surveys and mitigation when necessary. These processes are completed by the County in coordination with RCA and CVAG to ensure that any potential biological resource impacts are appropriately mitigated to ensure the protection of the County's biological resources. Furthermore, the San Jacinto Valley crowscale is covered under the WRC-MSHCP, and as such is afforded necessary conservation under the MSHCP process. The revisions contained within GPA No. 960 are consistent with the requirements and conservation contemplated by the MSHCP.

Comment 4.5

This comment is duly noted. As noted above, the MSHCP undergoes extensive review and is the product of ongoing coordination between the RCA, CVAG and the California and United States Departments of Fish and Wildlife. However, the MSHCP is a separate project from GPA No. 960, and as such is not under consideration during the General Plan Update Process. This comment does not pertain to the General Plan, EIR No. 521, nor the Climate Action Plan. As noted above, he revisions contained within GPA No. 960 are consistent with the requirements and conservation contemplated by the MSHCP.

Comment 4.6

Of the 500,000 acres designated for preservation, about 69% (or 347,000 acres) was already designated public or quasi-public land when RCA was established in 2004. Although already designated public or quasi-public land, the Western Riverside County MSHCP affords a deeper level of protection for the 146 species named in the plan who reside on these lands, who benefit from the system of reserves that exist to protect this critical spectrum of ecosystems.

The commenter notes that the designation of habitat conservation areas have been outnumbered by development. While development is necessary to accommodate future growth of the County, the County of Riverside recognizes the importance of setting aside habitat for preservation. This is why

40% of the 1.26 million acres analyzed within western Riverside County has been set aside for preservation. RCA, along with its project partners, continue to strive towards this goal.

Comment 4.7

The commenter expresses concern that the land uses proposed as part of the Lakeview/Nuevo Area Plan will impact wildlife within the San Jacinto Wildlife Area and the overall rural character of the Area Plan. Edge effects are an important consideration for all development projects, as new development within urban/agricultural landscapes converge with native habitats. As development accommodated by GPA No. 960 would be in proximity to areas set aside for conservation, these projects would be required to address urban/wildlands interface (UWI) impacts. The protocols for UWI development are expressly identified in WRC-MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface). This section identifies a wide range of measures to be implemented to ensure that UWI development is executed in a responsible manner, ranging anywhere from guidelines for lighting plans, avoiding invasive species, implementing barriers, and noise standards. As noted in Section 6.1.4, these guidelines are intended to be implemented alongside existing regulations and policies already in place. GPA No. 960 includes a number of policies developed to protect conserved lands from new development, including Policies OS 4.9 (discourage development within 100 feet of a watercourse or riparian vegetation), OS 5.5 (preserve natural watercourses), and OS 17.2 (enforce the requirements within the MSCHP during development review). The guidelines set forth within the WRC-MSHCP, in conjunction with the proposed policies within GPA No. 960, will protect the invaluable resources located within the conserved lands of the Lakeview/Nuevo Area Plan, as well as the rest of the County.

The commenter expresses concern that the overlays proposed by GPA No. 960 will impact habitat. The Lakeview Mountains Policy Area has been removed as part of GPA No. 960. Additionally, the County of Riverside has incorporated several policies into the Lakeview/Nuevo Area Plan pertaining to the Northeast Business Park Overlay that will help preserve the rural character of this special area, including the neighboring rural community of Nuevo. For example, Policy LNAP 5.2 prohibits operational uses that would generate substantial truck traffic and reads as follows:

LNAP 5.2 Truck terminals, as well as draying, freight and trucking operations, or other industrial/ manufacturing uses which could be expected to generate substantial truck traffic, shall not be allowed.

Additionally, Policy LNAP 7.1 would ensure that new development within the Northeast Business Park Overlay adhere to high-quality design standards and reads as follows:

LNAP ~~6.17.1~~ Require development to adhere to standards established in the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.

LNAP 5.2 and 7.1 would further ensure that proposed development accommodated by GPA No. 960 will preserve the rural character of the Lakeview/Nuevo Area Plan.

With respect to the San Jacinto Valley crownscale, refer to Response 4.3, above.

Additionally, the County acknowledges that the east-west arterial roadway and bridge shown crossing the San Jacinto River between the Ramona Expressway and Nuevo Road are a new edition to the Circulation Plan and may require an MSHCP amendment should the County intend to move forward with implementation of this concept.

Comment 4.8 This comment is duly noted. Refer to Response 4.3, above. As stated in previous responses above, the County requires all projects to undergo a project-level environmental review, which includes analysis as well as mitigation for potential impacts. This process includes extensive coordination between the County, RCA and CVAG, USFWS and CDFW, as well as other relevant agencies when necessary.

Comment 4.9 This comment pertains to the Villages of Lakeview Project, which is a specific plan proposed by a private developer and is subject to a separate project-level review process by the County. The Villages of Lakeview project is not a component of GPA No. 960. Rather, the Villages of Lakeview will be required to prepare an independent EIR to address project specific CEQA impacts.

Comment 4.10 This comment is duly noted. The commenter reiterates support for the No Growth alternative in Draft EIR No. 521.

Comment 4.11 The commenter expresses concerns pertaining to the California drought. Draft EIR No. 521 was revised to include substantial new language to better account for the California drought. However, water supply is ultimately managed by local water districts and the California Department of Water Resources, and is outside of the purview of GPA No. 960 and Draft EIR No. 521. Additionally, water demand is a key component of project-level review within the County. During a project's environmental review, potential water supply constraints are analyzed within the project's environmental documentation to ensure that sufficient water supply is available for the project.

Furthermore, pursuant to SB 610 and SB 221, any project or development with over 500 residential units or non-residential development (e.g. commercial,

industrial) of a certain size and scale, must complete a Water Supply Assessment to ensure that sufficient water supply exists to serve the project. The Water Supply Assessment requires a water purveyor/supplier to provide sufficient verification that supplies are available during a normal, single-dry, and multiple-dry years within a 20-year projection. Additionally, the water districts serving Riverside County produce Urban Water Management Plans, which analyze the growth projections of district service areas in order to responsibly manage future water supplies. These plans are publicly available and are typically found on the respective water district's website. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Comment 4.12

As suggested in the comment, GPA No. 960 and Draft EIR No. 521 include various policies regarding renewable energy and energy efficiency. For example, New Policy AQ 20.11 requires energy efficient mechanical design and New Policies AQ 20.18 and AQ 20.19 encourage the installation of solar panels and other energy efficient improvements. Additionally, Policy OS 11.1 supports alternative energy sources, New Policy AQ 20.21 would provide homeowner education programs for adding solar energy capabilities, New Policy AQ 20.28 supports solar array installations and other renewable sources, and New Policy AQ 26.1 encourages solar panels. Further, New Policy AQ 28.1 includes provisions for adding solar energy capabilities to existing structures and New Policy AQ 29.2 also allows for renewable energy.

Additionally, as described in Section 7.5 of the CAP, future development projects would utilize Screening Tables to mitigate any potential project GHG emissions that exceed the threshold level. The Screening Tables require the implementation of various energy efficiency measures consistent with the policies described above. Furthermore, the implementation of solar panels with respect to residential property and commercial property by the developers can be required through the implementation of the Screening Tables or policies of the County for new development.

Comment 4.13

The comment incorrectly states that GHG reductions will be offset by consumption in the population growth. The CAP emissions inventories include future emissions from population growth and include reductions that would be required for new development. Additionally, the General Plan Policies and CAP measures would also offset emissions from existing and proposed uses.

As noted in the Riverside County CAP and Draft EIR, the CAP is designed to meet the reduction targets established by the State of California. The CAP focuses on reducing emissions to 1990 levels by 2020. However, as noted in Section 7.7 of the CAP, 2020 is only a milestone in GHG reduction planning. As Executive Order S-03-05 calls for a reduction of GHG emissions to a level

80 percent below 1990 levels by 2050, the CAP identifies the need to start planning ahead for the post-2020 period. The County of Riverside will commence planning for the post-2020 period starting in 2017, at the approximate midway point between plan implementation and the reduction target and after development of key ordinances and implementation of cost-effective measures. The new plan will include a specific target for GHG reductions for 2030 and 2050. The targets will be consistent with broader state and federal reduction targets and with the scientific understanding of the needed reductions by 2050. Additionally, Draft EIR Mitigation Measure 4.7-N3 requires the County of Riverside to adopt an updated CAP on or before January 1, 2020 that will include 2030 and 2050 Reduction Targets and updated reduction measures designed to achieve the 2030 and 2050 Reduction Targets.

Both the CAP and the General Plan include measures that address the role of the natural environment and provide opportunities for carbon capture and sequestration. CAP Reduction Measure R3-L1: Expand County Tree Planting includes the evaluation of potential carbon sequestration from different tree species. Additionally, New General Plan Policy AQ 20.16 would preserve and promote forest lands and other suitable natural and artificial vegetation areas to maintain and increase the carbon sequestration capacity of such areas within the County. Artificial vegetation could include urban forestry and reforestation, development of parks and recreation areas, and preserving unique farmlands that provide additional carbon sequestration potential. New Policy AQ 23.1 would prevent urban sprawl to maximize protection of open space, particularly forests, which provide carbon sequestration potential. New Policy AQ 25.2 would reduce GHG emissions with conservation of biota that provides carbon sequestration through implementation of the Multiple Species Habitat Conservation Plans for western and eastern Riverside County. New Policy AQ 25.2 would also preserve forest lands and other suitable natural vegetation areas to maintain the carbon sequestration capacity of such areas within the County, promote establishment of vegetated recreational uses (such as local and regional parks) that provide carbon sequestration potential and opportunities for healthy recreation, promote urban forestry and reforestation and the preservation of farmlands to provide additional carbon sequestration potential, and preserve areas of native vegetation that may contribute to biological carbon sequestration functions. Furthermore, New Policy AQ 25.2 would also protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires. In particular, New Policy AQ 25.2 would prevent the unnecessary intrusion of people, vehicles, and development into natural open space areas to lessen risk of wildfire from human activities.

Implementation Measure IM T1 (Employment Based Trip and VMT Reduction Policy) provides for telecommuting and alternative work schedules and reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks. Additionally, this implementation measure provides flexibility in scheduling such that at least 30 percent of employees participate in 9/80 work week, 4-day/40-hour work week, or telecommuting 1.5 days/week. It should be noted that these implementation measures are included in the CAP Screening Tables.

The Screening Tables provide new development projects a streamlined option for complying with the CEQA requirements for addressing GHG emissions. The screening tables are setup similar to a checklist with points allocated to certain elements that reduce greenhouse gas emissions; if the project garners 100 points (by including enough GHG-reducing elements), then the project is consistent with Riverside County's plan for reducing emissions. The screening tables are intended to provide flexibility, and not require a one-size-fits-all approach for every project.

It should be noted that the Draft EIR does not review or request approval for the Villages at Lakeview project. The Villages at Lakeview is a separate project from GPA No. 960 and, as such, requires its own environmental analysis and documentation.

Draft EIR No. 521's Mitigation Measures 4.7-A-N1 and 4.7.A-N2 require compliance with the Implementation Measures of the CAP or provide comparable custom measures backed by a project GHG study. The mitigation measures require the implementation of the CAP measures for projects to garnish at least 100 points. This process is enforced on the project level. Although the CAP Implementation Measures may be worded to sound voluntary, they would be required for projects that are using them to achieve the 100 point threshold. Therefore, once selected from the screening tables on the project level, these Implementation Measures become mandatory and would be enforced for each specific project. Alternatively, future projects may prepare a quantitative analysis and either demonstrate how a project would be below the threshold established in the Screening Tables, or how a project would reduce emissions to a level consistent with the CAP. As stated above, compliance would be enforced at the project level through the project entitlement/environmental review process. Additionally, refer to Response 3.5, above, for a discussion of how the Draft EIR and CAP incorporates and supports solar and alternative energy sources in new development.

Comment 4.14

This comment is duly noted. School needs are under the purview of the respective school district, and are evaluated on an as-needed basis. This comment does not pertain to GPA No. 960.

Comment 4.15 This comment is duly noted. The County has extensively noticed GPA No. 960, as well as Draft EIR No. 521. Public noticing efforts have included multiple public hearing notices, newspaper advertisements, outreach meetings, hearings, General Plan Advisory Committee meetings open to the public, and consistent updates on the County website. Furthermore, the General Plan update process is intended to comprehensively update the General Plan across the entire County, and as such is not intended provide detailed updates to individual communities. As shown in the Lakeview/Nuevo Area Plan, minimal updated in the General Plan in comparison to the existing 2003 General Plan.

Comment 4.16 This comment serves as a summary of the key points made in the comment letter. Refer to specific responses above.

Comment 4.17 This comment serves as a summary of the key points made in the comment letter. Refer to specific responses above.



July 28, 2015

Mr. Steve Weiss, Planning Director
COUNTY OF RIVERSIDE
4080 Lemon Street
Riverside, CA 92502

RE: COUNTY OF RIVERSIDE GENERAL PLAN AND THE CITY OF EASTVALE

Dear Mr. Weiss:

I am writing to inform you of an issue of some sensitivity to the City of Eastvale. It has recently come to the City's attention that the draft of the updated County of Riverside General Plan includes the Eastvale Area Plan and the Jurupa Valley Area Plan.

As you know, these Area Plans were adopted by the County prior to the incorporation of both Eastvale and Jurupa Valley and established policies for each area that helped shape the land uses, roadways, and other features. We appreciate the work done by the County in the years before cityhood that helped create our community.

However, with the incorporation of the City of Eastvale and the beginning of local control, the Area Plans covering the jurisdictional boundaries of Eastvale and Jurupa Valley should be removed from the proposed updated County General Plan. Eastvale adopted its own General Plan in 2012, which covers the Eastvale Area Plan and a portion of the Jurupa Area Plan.

5.1

We understand that a decision was made early in the County's General Plan update process to include the Area Plans, even after the incorporation of Eastvale and Jurupa Valley. (Our Planning Department will be addressing this decision and suggesting an alternative response in a separate communication.) Nonetheless, inclusion of areas that are now within the City will not only create significant confusion for anyone reading the County's General Plan, but also have no legal effect on the City's ability to govern its land use policy within those areas.

We therefore respectfully request that the Eastvale Area Plan and the Jurupa Area Plan (or, at a minimum, the portion of the Jurupa Area Plan that includes a portion of Eastvale) be removed from the County General Plan entirely.





Thank you in advance for your time and attention to this matter. If you have any questions, please feel free to contact me. ↑ 5.1

Sincerely,

Michele Nissen
City Manager, City of Eastvale

Copies: Mayor and City Council
John Tavaglione, First District Supervisor
John Cavanaugh, City Attorney
Eric Norris, Planning Director

Comment Letter No. 5: City of Eastvale (Michele Nissen, City Manager)

Comment 5.1

Regarding baseline data used for GPA No. 960, Draft EIR No. 521, and the CAP, the documents use the date of the NOP (April 2009) to establish the baseline for the document. The cities of Eastvale and Jurupa Valley incorporated after the GPA No. 960 baseline was established with the NOP distribution. As such, it is not practical to revise the entire GPA No. 960 and associated EIR No. 521 and CAP texts to reflect this. The County recognizes the independent jurisdiction of its local municipalities, and indicated that in GPA No. 960 on page 1 of both the Eastvale and Jurupa Valley Area Plans as well as on all relevant exhibits within the Area Plans and Land Use Element. While the upcoming 2016 GPA process will reflect the incorporation of new cities within the County, the continued inclusion of Eastvale and Jurupa Valley within GPA No. 960 in no way abridge the land uses rights of these independent municipalities.

To better reflect the jurisdiction of the cities of Jurupa Valley and Eastvale, the County proposes additional language for the disclosure in the introduction of the Eastvale and Jurupa Area Plans to further clarify the incorporation of the Cities. The text is proposed to be updated as follows:

Eastvale Area Plan:

“NOTE: The City of Eastvale officially incorporated on October 1, 2010 and now comprises the majority of the Eastvale Area Plan west of Interstate 15 to the San Bernardino County line and south to the City of Norco. Similarly, the City of Jurupa Valley incorporated on July 1, 2011 and spans that portion of the Area Plan east of Interstate 15 (Figure 1). With the incorporation of the two cities, only 16 acres remain within the unincorporated area of Riverside County and therefore under the County’s jurisdiction. Since both incorporations occurred well after the baseline established for GPA No. 960, the information presented in this Area Plan remains unaltered however, it has extremely limited application. The City of Eastvale adopted its own General Plan in 2012 which covers the vast majority of land within the County’s Eastvale Area Plan and a portion of the Jurupa Area Plan. Development proposals within the City of Eastvale shall be directed to the city as ~~T~~he County does not have jurisdiction over lands governed by ~~the~~ cities.”

Jurupa Area Plan:

“NOTE: The City of Jurupa Valley officially incorporated on July 1, 2011 and comprises the majority of the Jurupa Area Plan (Figure 1). A small section of the westerly portion of the Jurupa Area Plan includes the City of Eastvale which incorporated in October 1, 2010. The City of Jurupa Valley spans lands north of the Santa Ana River, south of the Riverside-San Bernardino County line and east of Interstate 15 and east of the City of Eastvale. Only 903 acres of Jurupa Area Plan remain within the unincorporated area of

Riverside County and therefore under the County's jurisdiction. Since both cities incorporated well after the baseline established for GPA No. 960, the information presented in this Area Plan remains unaltered however, it has extremely limited application. The City of Eastvale adopted its own General Plan in 2012 which covers the vast majority of land within the County's Eastvale Area Plan and a portion of the Jurupa Area Plan. The City of Jurupa Valley is developing a new General Plan that is expected to be approved in 2016. Development proposals within either the City of Eastvale or the City of Jurupa Valley shall be directed to the respective city as ~~the~~the County does not have jurisdiction over lands governed by ~~the~~ cities."

The County appreciates your participation in the General Plan Update process and looks forward to further coordination in the future.



August 13, 2015

Kristi Lovelady
County of Riverside, TLMA Planning Dept.
P. O. Box 1409
Riverside, CA 92502-1409

Subject: General Plan Amendment No. 960 – Eastern Coachella Valley Area Plan

Dear Ms. Lovelady:

Thank you for including the City of Coachella in the public notification for the County’s General Plan Update Project (GPA No. 960). The following comments are focused specifically on the Eastern Coachella Valley Area Plan (“ECVAP”) portion of the documents, and are submitted for consideration by the County of Riverside.

6.1

1. City of Coachella Boundaries – Figure 3 shows an outdated version of the City of Coachella city boundaries. On or about June 15, 2015 a Certificate of Completion was issued by the Riverside County Local Agency Formation Commission finalizing the annexation of 588 acres located at the northeast corner of Avenue 52 and Buchanan Street into the City of Coachella.

6.2

2. Land Use Plan – The exhibit in Figure 3 in the ECVAP is printed at a scale that makes it difficult to read. The following are comments related to the areas near the City of Coachella, notwithstanding the lack of clarity in Figure 3:

6.3

a) Vista Santa Rosa: The land use classifications shown for the Vista Santa Rosa Community do not match the 2008 Land Use Concept Plan which was worked on extensively, and the ECVAP maintains densities in Vista Santa Rosa to rural designations. Additionally, there are no apparent land use designations for neighborhood-serving commercial uses. This goes contrary to the creation of sustainable neighborhoods that promote walkability or equestrian use, to otherwise reduce the need for long vehicular trips for everyday services. Additionally, the policy statement calling for a “Community Center” designation fails to provide for neighborhood-serving commercial uses to mitigate the above concerns.

6.4

b) Augustine Reservation: The ECVAP shows approximately 650 acres of “Commercial Retail” on the Augustine tribal lands and adjoining properties at the intersection of Airport Boulevard and Harrison Street. The City of Coachella is aware of a restricted area on Harrison Street wherein the County and the Augustine Band of Indians have

6.5

agreed to allow the County to manage the zoning of tribal “fee land”. However, the City is concerned about adding several hundred acres of regional commercial to the areas near the reservation land. Further, it is impractical to designate that amount of commercial land without a corresponding critical mass of residential densities in the larger vicinity which are absent proposed in the Vista Santa Rosa and Thermal areas.

6.5

c) Airport Sphere of Influence Area: The area north of the Jacqueline Cochran Regional Airport is designated as “Light Industrial” and there appears to be a pocket of “Medium High Density Residential” on the east side of Shady Lane south of Avenue 54. The City’s General Plan, adopted on April 22, 2015 has designated all the parcels on the south side of Avenue 54 as “Urban Employment” which is a mixed-use designation allowing business/office park uses with secondary residential and restricted light industry. The area east of Shady Lane has the “Urban Employment” designation for a distance of 2,560 feet south of Avenue 54. As such, industrial uses are not envisioned as primary uses for the properties along the south side of Avenue 54. The City believes that a mixed-use designation will promote better master-planning of the area and avoid a “spot zone” of multifamily residential in the middle of industrial uses as proposed by the ECVAP land use plan.

6.6

d) Central Thermal Community: The territory bounded by Airport Boulevard, Grapefruit Boulevard, and Polk Street, appears to be designated for “Commercial Retail” under the ECVAP land use plan. This constitutes approximately 40 acres of commercial land that is not supported by a corresponding critical mass of residential densities. The City’s General Plan has designated this area for industrial uses. The remainder of the Central Thermal Community is not readable on the land use plan that is published in the ECVAP.

6.7

3. Circulation Diagram – Figure 8 entitled “ECVAP Circulation” shows an arterial roadway network within the City of Coachella that is not consistent with the City of Coachella General Plan, as adopted on April 22, 2015. The County’s circulation plan shows a network of high-volume, high-speed arterials that do not relate to the City of Coachella’s vision to preserve the older sections of the City with a small-town character, and to spread the transportation network with quarter-section arterials with open (non-gated) communities to avoid highway-type arterials throughout the region. The City’s General Plan includes policies requiring external street connectivity intervals at every 600 to 800 feet along the arterials, to encourage walking, biking, and pedestrian connectivity throughout neighborhoods. The following are some examples of inconsistencies between the City’s General Plan and the ECVAP circulation diagram.

6.8

a) The ECVAP shows Harrison as a 128-foot minimum Expressway. The Coachella General Plan designates Harrison as a “Primary Arterial with Bicycle Facilities” having a 94-foot right-of-way. Please note that the City of Coachella will be preserving Harrison Street to become a pedestrian-friendly roadway with a “Main Street” orientation near the City’s Downtown area.

- b) The ECVAP shows Frederick Street as a 118-foot “Major” street. The City’s General Plan shows Frederick Street as a 90-foot “Collector with Bicycle Facilities”.
- c) The ECVAP shows Tyler Street and Shadow View Boulevard as 152-foot “Urban Arterial” streets. The City’s General Plan shows these streets as 118-foot “Major Arterial with Bicycle Facilities”.

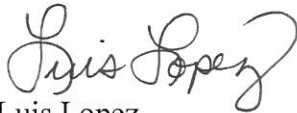
↑
6.8

It would be helpful if the County included policies in the final ECVAP to work with the City of Coachella on a mutually-agreeable Circulation diagram that would address the above inconsistencies, and would establish consistency of right-of-way designs where there are mutual City/County boundaries.

↑
6.9

Thank you for the opportunity to comment on the General Plan Amendment and please contact me at (760)398-3102 if you have further questions regarding this matter.

Sincerely,



Luis Lopez
Development Services Director

Xc: David Garcia

Comment Letter No. 6: City of Coachella
(Luis Lopez, Development Services Director)

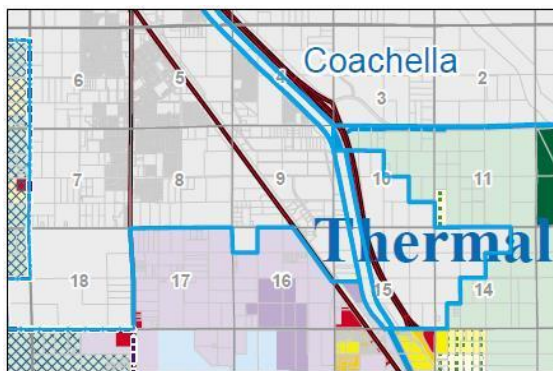
Comment 6.1 The County appreciates the City’s coordination and effort during the General Plan Update Process. Refer to specific responses below.

Comment 6.2 This comment is duly noted. Due to the broad scope of GPA No. 960, it is not feasible to update the document to reflect the adoption of all new land use documents and policies that have occurred since the outset of the General Plan update process. As such, updates to the figures and policies to reflect the noted annexation will not be included in GPA No. 960; however, the requested updates will be reviewed during the next General Plan update cycle.

Comment 6.3 This comment is duly noted. Due to the large scale of the County, is not feasible to include maps within the document that are of a larger scale than provided. The County does provide online mapping resources for analyses that may require closer evaluation. The County’s online mapping program can be accessed from the Planning Department website (planning.rctlma.org).

Comment 6.4 This comment is duly noted. The transportation modeling for GPA No. 960 included extensive refinement of the County Transportation Model (RIVTAM). The inclusion of the Vista Santa Rosa Land Use Concept Plan would have resulted in a number of issues within the County Transportation Model, and as such it was ultimately not analyzed due to timing and funding constraints. However, model refinement will be required for the next General Plan Update and inclusion of Vista Santa Rosa will be analyzed contingent upon available funding for model updates.

Comment 6.5 The 2003 Eastern Coachella Valley Area Plan (ECVAP) Figure 3 showed this area as being within the City of Coachella’s boundary, refer to Township 6 South Range 8 East Section 18 (T6SR8ESEC 18) below.

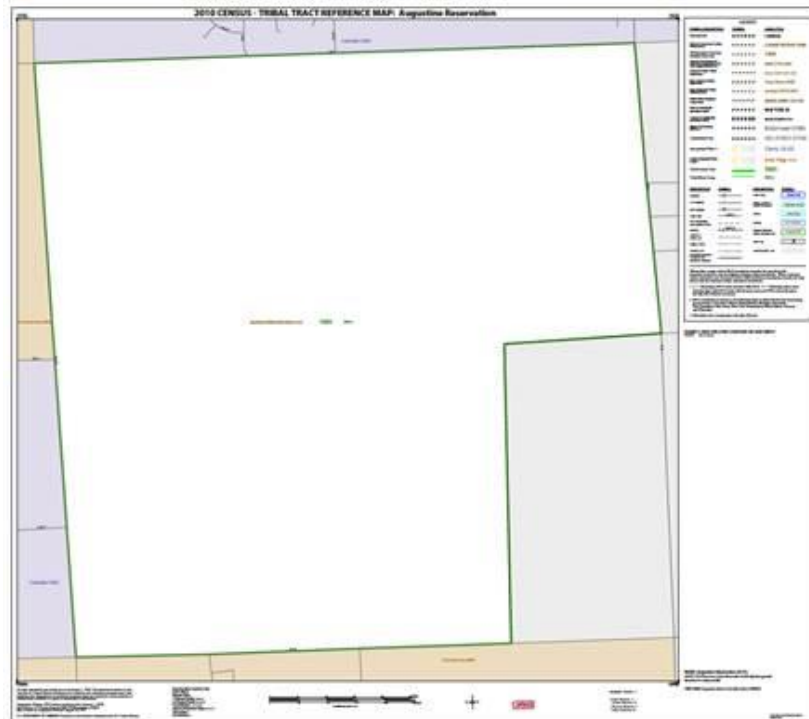


The baseline data shows this area as being within the unincorporated County and designation as Community Development: Commercial Retail.

The Augustine Casino sits on the southeast corner of the Avenue 54 and Van Buren Boulevard intersection. The 2013 Census Bureau data shows that the majority of T6SR8ESEC 18 is within the Augustine Reservation.¹ The remaining area is owned by an individual property owner.

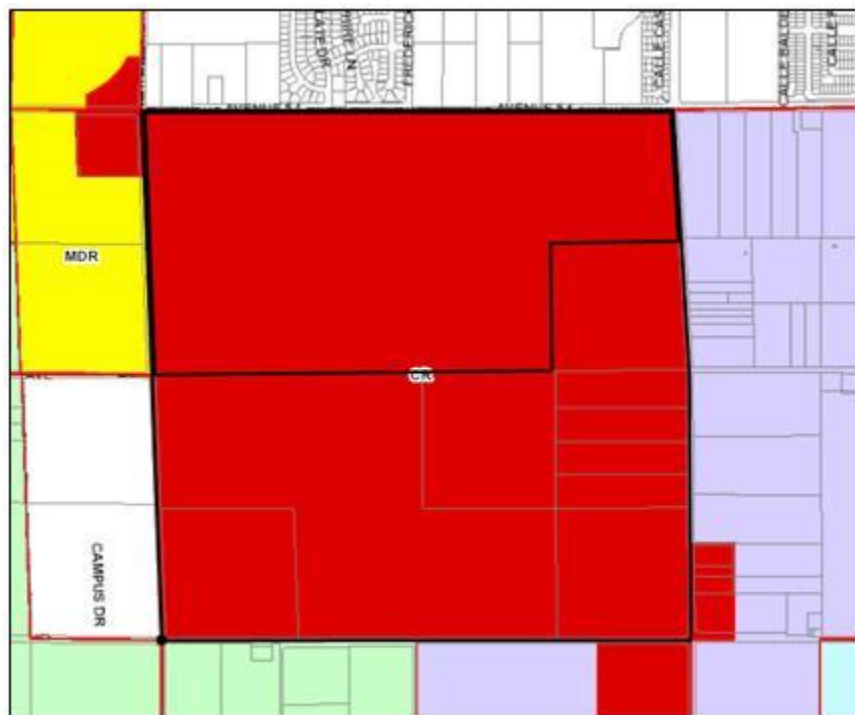
This would be an item that the County can address in the 2016 General Plan Update. The County will work with the Augustine Band of Cahuilla Indians to determine if this entire area is within the Tribe's reservation, if a MOU is necessary, and if another land use designation or designations would be more appropriate. The areas subject to Indian Jurisdiction are usually designated as "IND" in the General Plan.

2010 Census Data – Augustine Reservation



¹ http://www2.census.gov/ftp/geo/pvs/bas/bas13/aia/r0125_augustine/BAS13R49900070125_001.pdf

2009 Baseline Data – CR designation



Comment 6.6

The land use designation was amended from Community Development: Light Industrial to Medium High Density Residential (MHDR) by GPA No. 860 approved in 12/23/2008 in order to redesign an existing Mobile Home Park. GPA No. 960 is not proposing changes to this area and there are no current discussions on amending the land use designations along Avenue 54. The County will work with the City of Coachella, City of La Quinta, City of Indio and Tribal Governments when future planning/development efforts are initiated for this area.

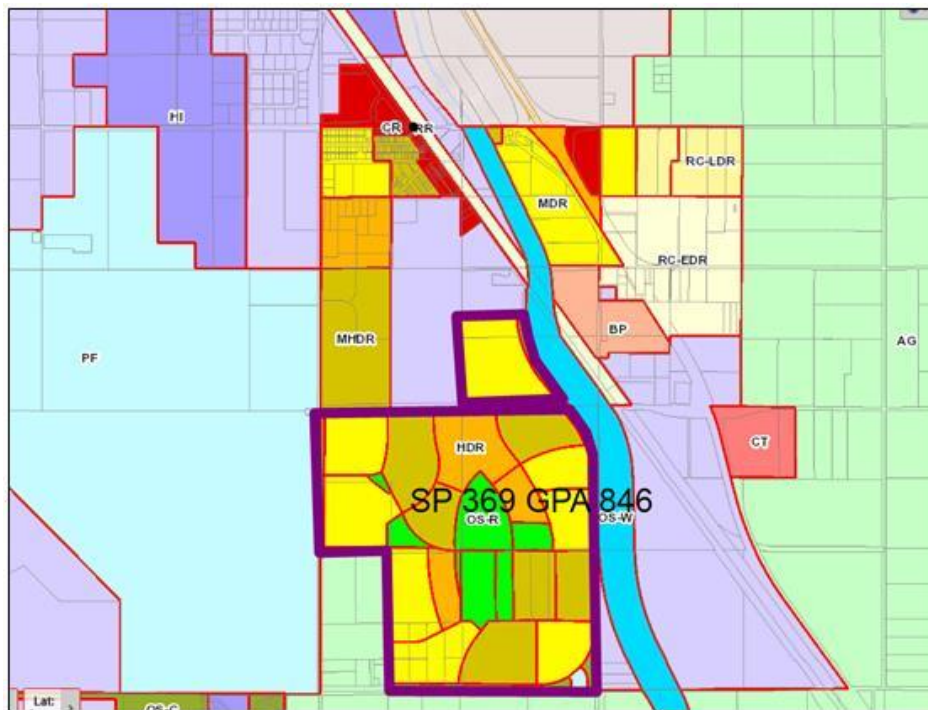
Comment 6.7

GPA No. 960 does not propose any land use changes within the Thermal Community. The area designated as Community Development: Commercial Retail near the Grapefruit Boulevard and Polk Avenue intersection is surrounded by areas designated as Community Development: Light Industrial, Heavy Industrial, High Density Residential, Medium High Density Residential, and Business Park.

Please note that Figure 3 of the ECVAP does not incorporate General Plan Amendments approved after December 2009. Additional residential units were approved south of this area through General Plan No. 846 and Specific Plan No. 369, approved on Jan. 10, 2012. The Specific Plan land use plan will establish 2,354 new homes and house an estimated 7,138 new residents. Once GPA No. 960 is adopted, the General Plan documents will

be updated to reflect all General Plan Amendments that have been approved since 2009.

Figure below shows the existing land use designations as of August 24, 2015 for the vicinity of Commercial Retail designated area bounded by Grapefruit Boulevard, Polk Street, and Airport Boulevard.



Comment 6.8

This comment is duly noted. The comments notes several discrepancies between the City's newly adopted Circulation Element, April 22, 2015, and the Circulation Element exhibits included in the County General Plan. Since the City Plan was only recently adopted, this information was not available over the years that GPA No. 960 was developed and EIR No. 521 prepared. The Circulation Element only includes roadways within cities for the purpose of illustrating system continuity. Roadways within the City's municipal boundaries are of course entirely under the City's jurisdiction and authority. While it is the intent of the County General Plan exhibits to match as closely as possible the adopted city plans, there is a wide variation in design standards from jurisdiction to jurisdiction and it is not possible to illustrate all of the nuances in the County General Plan. Circulation Policy C 7.8 specifically addresses City-County coordination on roadway design issues particularly in "edge" areas. However, it does appear that GPA No. 960 should be adjusted to more closely represent the City's current Circulation Element. At this late date it is not possible to evaluate and incorporate all of the changes at this point in time. However, the County is committed to

update the Circulation Element as it relates to the City of Coachella Circulation Element at our earliest opportunity.

We would also note that the various maps included in the County GPA and EIR documents are graphic depictions for illustrative purposes, as the following disclaimer, contained on each map, explains:

“Disclaimer: 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 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.”

Comment 6.9

This comment is duly noted. This comment suggests the inclusion of a policy in the ECVAP to collaborate with the City of Coachella regarding the discrepancies noted in Comment 7.8. As noted in the Response 7.8, Circulation Policy C 7.8 already addresses this issue on a countywide basis and as such there is no need for a specific policy to address just the City of Coachella in the ECVAP. Please refer to the following text of Policy C 7.8.

“C 7.8 Collaborate with all incorporated cities and all adjacent counties to implement and integrate right-of-way requirements and improvement standards for General Plan roads that cross jurisdictional boundaries. Detailed procedures have been developed and include the following:

- a. For development under Riverside County jurisdiction but within the sphere of influence (SOI) of a city having roadway standards different from Riverside County, city and Riverside County staff will cooperate and agree on a reasonable choice of design standards for the particular circumstances involved, and negotiate logical transitions from city to Riverside County standards.
- b. In general, for such development under Riverside County jurisdiction but within the SOI of an incorporated jurisdiction, city standards should apply if the staffs concur that annexation to the City will logically occur in the short to intermediate range future. Where annexation seems doubtful into the long-term future, Riverside County standards should apply.
- c. Transition areas at meeting points of roadways designed to differing city and Riverside County standards or differing functional classifications should be individually designed to

facilitate satisfactory operational and safety performance. Further, Riverside County should update the road standards to reflect the intent of this policy and standards agreed upon by the County of Riverside and other local agencies. (AI 4, 50)”

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE



August 14, 2015

Chair and Members
 Planning Commission
 County of Riverside
 2080 Lemon St
 Riverside CA 92501

RE: Item 4.1, August 19, 2015: General Plan Amendment No. 960, Climate Action Plan, Environmental Impact Report 521

Honorable Chair and Members of the Commission:

Endangered Habitats League (EHL) appreciates the opportunity to provide written testimony. We submitted comments on the DEIR for the 960 Update and have reviewed the responses in the FEIR. In our previous comments, we voiced serious concerns over the range of alternatives, greenhouse gas emissions and climate, fire hazard, groundwater, traffic levels of service standards, changes to the Certainty System, and other matters. Generally, these concerns were responded to legalistically, in terms of adequate CEQA compliance rather than from a policy perspective of how GPA 960 might be improved. But instead of reiterating the entire list of issues, in this testimony, I will present some discrete problems that are easily amenable to your intervention.

7.1

1. The ongoing expansion of the “wildland urban interface” is one of the most pressing issues in land use today, as it puts life and property at risk of wildlife. EHL had suggested a policy to: “*Assign land uses and densities in a manner that minimizes development in Fire Hazard Severity Zones.*” This would replicate a common sense policy in the San Diego County General Plan. We ask you to consider such a policy.

7.2

2. We also ask you to evaluate Map Change Exhibit C2-15. In this instance, private property was mis-mapped in the adopted General Plan as OS-CH and is now being assigned a new designation. The land is adjacent to property mapped OS-CH and the western portion is in MSHCP Criteria Cell 6433. The draft proposal is to re-designate 16 acres of the property as OS-RUR and the greater portion of 84 acres as Community Development (residential estate lots or EDR-CD). The latter would destroy wildlife values and prejudice MSHCP assembly. Increased fire hazard is also a concern. Thus, the 84 acres should be remapped as RR, RM, or OS-RUR.

7.3

3. Regarding policy OS 14.3, we could not get a simple, straightforward answer to our concerns. Here are staff's proposed changes:

Prohibit ~~Restrict~~ land uses incompatible with mineral resource recovery within areas designated Open Space-Mineral Resources *and within areas designated by the State Mining and Geology Board as being of regional or statewide significance.* (AI 11)

Could you please ask staff to explain how the revised language would not *prevent* the County from implementing MSHCP land uses – or indeed *development* uses – within any area that the State Board determines to be of importance? Permanent conservation or development *precludes* mining, yet the new language –“prohibit” – is *absolute*, meaning the MSHCP or developed uses could *never* be implemented in such locations. The State Mining and Geology Board would be granted a veto over the County's land use! In response, the FEIR references *other* MSHCP-related policies, but this does not address our concern, as the *mandatory* language of OS 14.3 means that it is not subject to “balancing” with other General Plan policies. We ask that necessary flexibility be returned to OS 14.3.

7.4

4. EHL also wishes to note comments from the City of Riverside (Letter 14) that detail new community development land use designations in the Lakeview Nuevo Area Plan, absent any known relationship to transit. These changes would move the jobs-housing balance further in the wrong direction. As reflected in the land use tabular summary, there would be *increases* of 1100 acres of Community Development and 400 acres of estate lots, coupled with *decreases* of almost 1000 acres of Agriculture and 600 acres of Rural. As there is no map pointing to the changes, I inquired from staff as to their location, but have not received a response. Indeed, the DEIR utterly fails here as a disclosure document, and the impacts cannot be assessed. Where are the new land uses located, what sense do these locations make for urban development, and what purpose is served by losing rural and agricultural land? We urge you to reassess and revise these new designations in the course of these hearings.

7.5

Thank you for considering our concerns, and we appreciate being able to work with you.

7.6

Yours truly,



Dan Silver, MD
Executive Director

Comment Letter No. 7: Endangered Habitats League
(Dan Silver, Executive Director)

Comment 7.1 The County appreciates Endangered Habitat League’s (EHL) continued coordination and involvement during the General Plan Update process. The County has formally responded to all of EHL’s previous comments from the February recirculation of the Draft EIR, and those responses can be reviewed in the Final EIR No. 521 *Response to Comments* section. Refer to specific responses to EHL’s August 2015 letter below.

Comment 7.2 This comment is duly noted. The County has reviewed the comments submitted related to the Wildland Urban Interface (WUI). The existing policies within the General Plan Safety Element afford similar protections for residences within the WUI as the suggested policy language within the Commenter’s submitted testimony. GPA No. 960 proposes a number of Fire Safety policies directed at reducing potential loss of development resulting from wild fires.

For example, policies S 5.1 through 5.8 provide a number of safeguards for development within high fire risk area including defensible space, topographical analysis, and site plan approval from the Riverside County Fire Department. These policies have been developed in order to reduce fire risk in the WUI. Policies S 5.1 and S 5.2 specifically address measures to reduce impacts to the WUI:

“S 5.1 Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

- a. *All proposed development and construction within Fire Hazard Severity Zones shall be reviewed by the Riverside County Fire and Building and Safety departments.*
- b. All proposed *development and* construction shall meet minimum standards for fire safety as defined in the Riverside County Building or County Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.
- c. In addition to the standards and guidelines of the California ~~Uniform~~ Building Code and California ~~Uniform~~ Fire Code fire safety provisions, continue *to implement* additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire *Code (Ordinance No. 787) Protection Ordinance*. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety

staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors.

~~Proposed development and construction in Fire Hazard Severity Zones Hazardous Fire areas shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.~~

- d. Proposed development *and construction* in *Fire Hazard Severity Zones Hazardous Fire areas* shall provide secondary public access, ~~unless determined otherwise by the County Fire Chief in accordance with Riverside County Ordinances.~~
- e. Proposed development *and construction* in *Fire Hazard Severity Zones Hazardous Fire areas* shall use single loaded roads to enhance fuel modification areas, unless otherwise determined by the Riverside County Fire Chief.
- f. *Proposed development and construction in Fire Hazard Severity Zones shall provide a defensible space or fuel modification zones to be located, designed, and constructed that provide adequate defensibility from wildfires.”*

S 5.2 *Encourage continued operation of programs for fuel breaks, brush management, controlled burning, revegetation and fire roads.*

While concerns about the WUI are noted, the Draft EIR (pages 4.13-93 to 4.13-96) and GPA (pages S-14 to S-47) both address potential fire risk and potential impacts that may occur as a result of development along the WUI.

Furthermore, projects must undergo design review by the Planning, Building and Safety, and Fire Departments prior to the issuance of permits. During this review, additional measures and design requirements are evaluated and implemented on the site-specific level in order to ensure appropriate precautions are taken for new development, especially within the WUI.

Comment 7.3

This comment is duly noted. The requested map change is included in Attachment C: Post Production Land Use Designation Changes of the GPA No. 960 Staff Report. This land use designation change, currently item B-6 of the attachment is recommended for inclusion into GPA No. 960 by County Staff. This parcel is currently under consideration by the Planning Commission. Should this Post Production Land Use change be incorporated into GPA No. 960, then the mapping concerns expressed by EHL would be addressed and the subject property would retain the existing Land Use Designation of OS-CH.

Comment 7.4

The commenter noted concerns about the use of the word “Prohibit” in Policy OS 14.3. Staff have reviewed the requested policy change and recommends amending the policy to the suggested language provided by Mr. Silver to

include the word “restrict,” instead of “prohibit” in the Policy. The Policy, if amended, would read as follows:

OS 14.3 *Restrict ~~Prohibit~~ land uses incompatible with mineral resource recovery within areas designated Open Space-Mineral Resources and within areas designated by the State Mining and Geology Board as being of regional or statewide significance. (AI 11)*

Comment 7.5 The commenter noted that this issue had been resolved with Planning Staff prior to the Planning Commission Hearing on August 19, 2015.

Comment 7.6 The County appreciates EHL’s continued coordination during the General Plan Update process and looks forward to further coordination in the future.

-----Original Message-----

From: Concierge Desk [mailto:kristen@kwconciergedesk.com]
Sent: Monday, August 17, 2015 12:05 PM
To: Thielman-Braun, Cindy
Cc: cherithompson@kw.com; Concierge Desk
Subject: LUD Change Request // Peterson

Hello Cindy,

I am writing to ask the Board of Supervisors to consider changing the LUD on my parcel and my neighbor's parcels as part of the General Plan GPA 960 project. From RR to CR. The parcels are four 1/4 acre vacant lots in the middle of commercial and industrial development just south of the Dos Lagos Shopping Center and 7 restaurants with gas stations off Weirick and the 15 fwy. They total 2 acres altogether. See attached maps. They can not be developed as RR because that requires a 5 acre minimum lot size. The zoning on our parcels is M-S-C. And the entire surrounding area is already built with commercial and industrial to the north, south and east. It does not make sense to leave this tiny patch of RR in the middle of the commercial area. Please see Aerial Map.

My neighbor and I would like to see the parcels be designated CR so we can put a small drive-thru restaurant or other similar use on the property to serve the driveby traffic that passes us on Temescal Canyon Road, especially when the 15 freeway interchange backs up and people get off right at Weirick instead. Or failing that, they should at least be MDR given the tiny lot sizes.

I am the owner of parcel APN 282-122-006, 0.25 acres, and my neighbor Mel Vander Molen owns the three adjacent 1/4 acre parcels (APN 282-122-001, 282-122-002 and 282-122-003) and is making the same request.

If you have any question, please do not hesitate to call us or our Real Estate agent, Cheri Thompson, of Keller-Williams who is forwarding this at our request. Our contact info is below. Again we all are unable to sell or develop these properties because of the LUD- Zoning mismatch. We have been running into these issues. Thank you for your consideration and time.

Sincerely,

Pete Peterson and Mel Vander Molen,
Owners

PETE PETERSON: (207)372-0632 or (207)372-2002 Email: zzaina@aol.com

MEL VANDER MOLEN; (951)741-4840 OR (951)277-1760

Real Estate Agent: Cheri Thompson, RE# 01153995 (951)271-0290 Email: cherithompson@kw.com

Continuing to bring you a
New VIP Experience,



8.1

Hello I am the owner of the parcel and I'm requesting to being included in the GPA 960 Amendment Plan, We are next the the Dos Lagos shopping center and 7 restaurants with gas stations off Werick and the 15 fwy. My neighbor next to me Mel Vander Molen also is requesting for his Lot's which run along Temescal Canyon Avenue too, He has the 3 1/4 acres also. would like to develop those lots but are unable to do so as the Land Use does not match. Please, Please Include us on your Amendment Plan GPA 960.

We are requesting to be part of the GPA 960 to LUD's for Parcel APN #282122006. From RR to CR as shown on the map this RR is only 2 acres total. The lot sizes are 1/4 acres and smaller, there for it is not able to be developed as RR which requires a 5 acre Minimum lot size. Please see map:

In addition the entire surrounding area North East and South are existing developed commercial and Industrial, thus CR is entirely appropriate for this area, Please see Aerial Map. Also see Maps for the General Plan Land Use Designation enclosed and also the Zone Classification: Manufacturing-Service Commercial Map. If you have any question, please do not hesitate to call us or my Real Estate agent. Again we all are unable to sell these properties because of the Zoning match. I Pete Peterson have moved to Main and now live with my daughter. We have been running into these issues. Mel Vander Molen is looking forward to developing this area too a little commercial project to cater to the people who get off the freeway there at Temescal to avoid the traffic and take Temescal Canyon Road instead and this would be a great asset to the Corona area.

↑
8.1

PETE PETERSON: (207)372-0632 or (207)372-2002 Email: zzaina@aol.com

MEL VANDER MOLEN; (951)741-4840 OR (951)277-1760

Cheri Thomspon (951)271-0290

Thank you for your consideration and time.

Kristen Smith
Kristen@KWConciergedesk.com
BRE# 01334371
Concierge Desk at
Keller Williams Corona

4160 Temescal Canyon Road Suite 500
Corona, CA 92883

Office: (951) 338-0241 Fax (951) 848-0582 Cell (951) 741-6725

-----Original Message-----

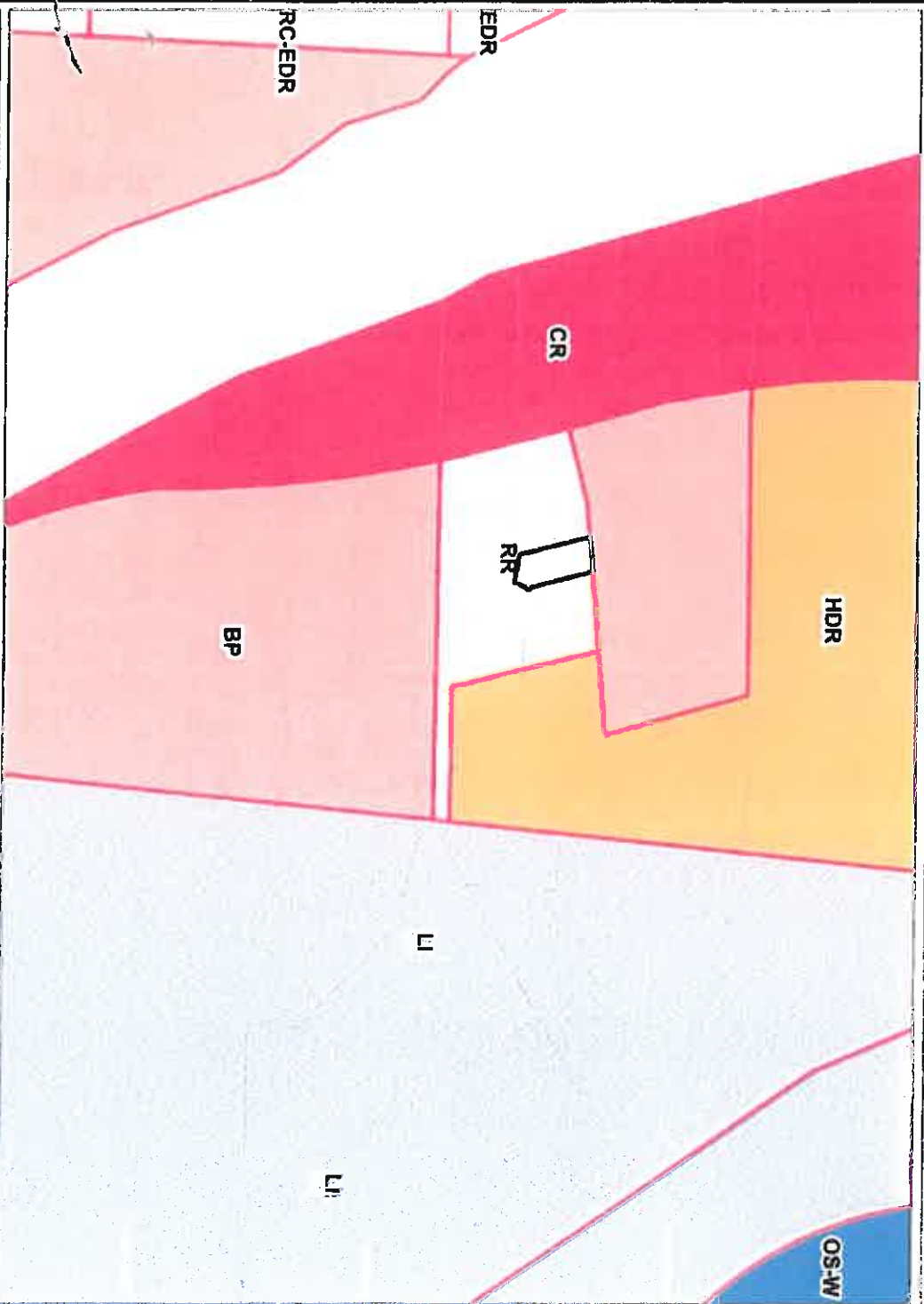
From: scanner@kwcorona.com [mailto:scanner@kwcorona.com]
Sent: Monday, August 17, 2015 12:01 PM
To: Kristen Smith <kristen@kwconciergedesk.com>
Subject: Scanned from a Xerox Multifunction Printer

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.

Attachment File Type: pdf, Multi-Page
Multifunction Printer Location: West Hall
Device Name: CQ9303 West Hall

General Plan Land Use Designation: Rural Residential (RR)

282122006



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REPORT PRINTED ON: 4/14/2015 5:12:52 PM

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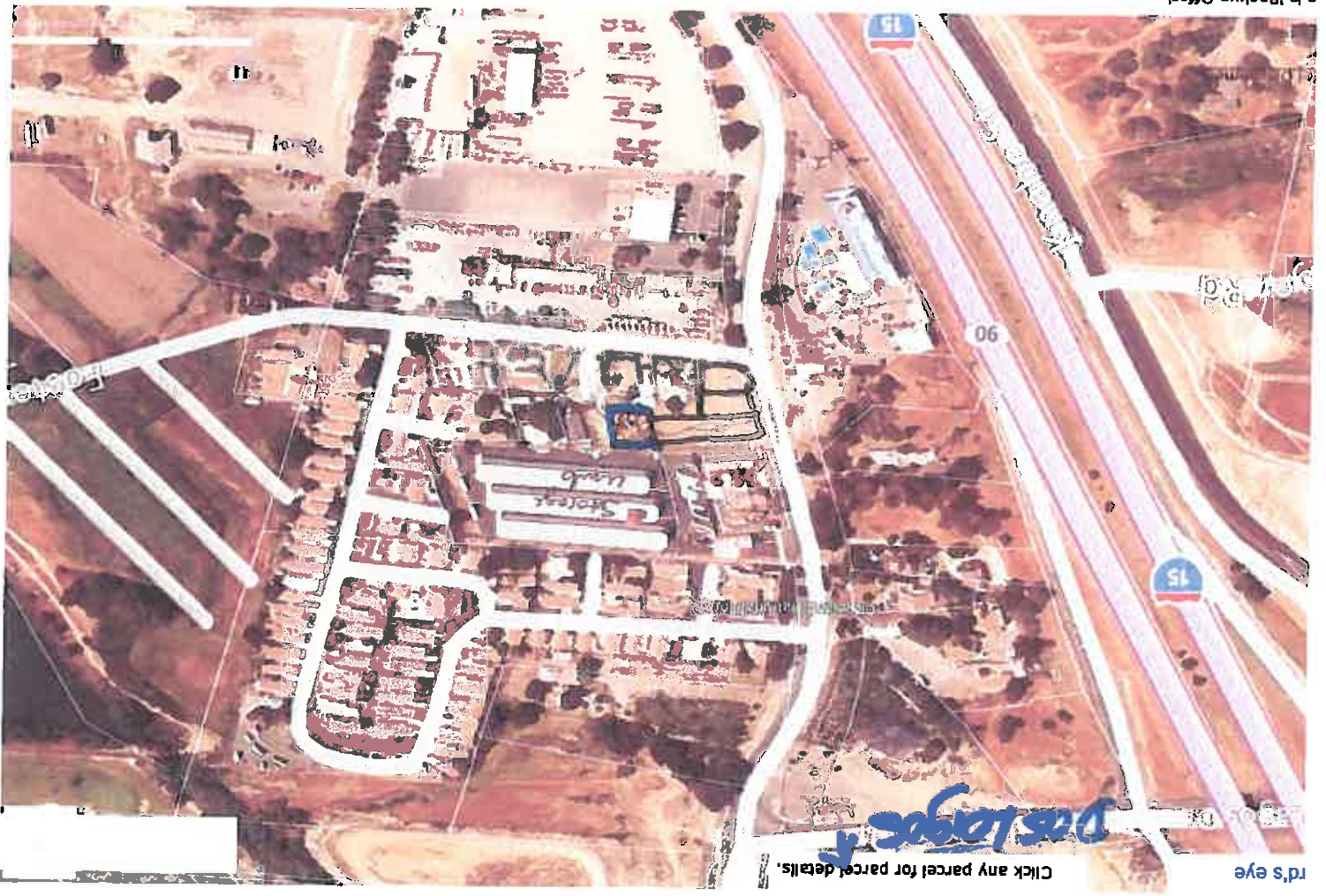


Legend	
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	Landuse
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	BP
	CC
	CO
	CR
	CT
	City
	EDR
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	Freeway
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	HHDR
	HI
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Comment Letter No. 8: Pete Peterson and Mel Vander Molen

Comment 8.1

This comment is duly noted. This request is currently listed as Figure A-15 in Attachment C (GPA No. 960 Post-Production Change Requests) of the General Plan Update Staff Report and will be considered by the Planning Commission. Staff recommends that this request is excluded from GPA No. 960 because it involves a Foundation Component land use change and such requests are considered during the eight-year General Plan review cycle per Ordinance No. 348 and the General Plan. The period for the GPA No. 960 review cycle closed on February 15, 2008. The next eight year General Plan review cycle will begin in 2016. This comment does not identify any specific concern with GPA No. 960, the adequacy of EIR No. 521, or the Riverside County Climate Action Plan.

Lovelady, Kristi

From: Backs CIV Paula L <paula.backs@usmc.mil>
Sent: Monday, August 17, 2015 4:43 PM
To: Lovelady, Kristi
Cc: Sellars CIV Bill R; Misemer CIV Robert D
Subject: RE: General Plan Amendment No. 960 and Riverside County Climate Action Plan - Public Hearing before the Planning Commission

Hi Kristi-

MCAS Yuma has reviewed the documents and provides the following comments:

The National Defense Authorization Act of 2014, P.L. 113-66, Title XXIX, Subtitle E., withdrew the Chocolate Mountain Aerial Gunnery Range (CMAGR) in California. This withdrawal transferred the administrative jurisdiction of 228,324 acres from Bureau of Land Management (BLM)to Department of the Navy (DON) and realigned the boundary to the Bradshaw Trail. Section 2912 requires that BLM file a withdrawal map with the Committees and publish it in the Federal Register. Section 2961 is the transfer of administrative jurisdiction and BLM is required to file a property description and map of the lands with the Committees and publish it in the Federal Register. These requirements are in the process of being accomplished, however, a completion date has not been set. When these requirements are accomplished, MCAS Yuma will notify your office and at that time, an amendment to the general plan may be requested to recognize these changes to the CMAGR.

9.1

If you have any questions or concerns, please contact me at (928) 269-2103. Thank you for the opportunity to comment.

Paula

Paula L. Backs
 Community Liaison Specialist
 Community Planning and Liaison Office
 Box 99106
 Marine Corps Air Station
 Yuma, AZ 85369-9106
 (928) 269-2103 Work Phone
 (928) 269-3259 Work Fax

-----Original Message-----

From: Lovelady, Kristi [mailto:KLOVELAD@rctlma.org]
 Sent: Wednesday, July 29, 2015 9:58 AM
 To: Alan Evenlov; Allison Rench; Amber Craig; Andy Hang; 'Ann McKibben'; Anna Hoover; Anne Miller; April Hung; Balderrama, Olivia; 'bcpoarc-net@yahoo.com'; Beau Cooper; Bill & Trurena Roffi; Brad Jeffreys; Brewer, Marc; Britta Graham; 'Bruce Colbert'; Carlos Alvarez; Carol & Bob Patch; Carol Webber; 'cashhovivian@yahoo.com'; Cecelia Malarkey; Celia Calderon; Cheryl Patterson; Chiriaco Summit Water District; 'chovivian@aol.com'; Chris & Amber Morley; Christien Mendez; Christopher & Karen Walls; Chuck Santone; Cindy Nance; 'cindyraglm@aol.com'; Clack, Shellie; Claudia Stoutenburgh; 'Clinton E Stoutenburgh'; CNPS President; D. Joy Gould; 'Dan Silver'; Dan Summers; Darnell Clendenen; Dave Woodward; David Suh; Debbra O'Brien; 'Dennis Chinaeff'; Dennis Itzkowitz; Dirk Meredith;

Drew Feldman; 'drmarshall@hbomfs.com'; 'earroyo@parks.ca.gov'; 'ed.sloman@kwcengineers.com'; Edd Johnson; Eduardo Guevara; 'ehikel@msn.com'; Eleni Malandrinos; Emilio Uriarte; 'Erin B. Chalmers'; Everett Price; Field, John; Gary Laughlin; Gary Long; Gary Trout; Gene Hikel; 'George Hague'; George Pham; Gettis, Aaron; Gina Gonzalez; 'glaughlin@lacivileng.com'; Glen Nelson; 'gostodas1@yahoo.com'; Grant Becklund; Gregg Cowdery; 'Hendrix, Michael K'; 'howellr@emwd.org'; Jack Rosemary; Jackie Nouwels; 'jarmkr@sbcglobal.net'; Jarrod Whitehorn; Jeff Logan; Jenise Gava; Jennifer; Jerry Sincich; Jim & Maggie Fosnot; Jim Connell; Jo Anne Barton; 'Joe Fass'; 'Joel Morse'; John & Candy Hamlet; 'John Criste'; 'John.Snell@lewisop.com'; jolliffe@dslextreme.com; Joseph L. Chiriaco, Inc.; Joyce Schwartz; Julia Maruyama; Karen Pyles; Karin S. Sowa; Kathy Sanguiner; Kay Fecko; 'kimffloyd@fastmail.fm'; Krista Mead; 'ksmigun@hotmail.com'; Kuenzi, Darcy; Larissa Adrian; Laurie Taylor; Lee Anderson; 'lee@bcincorporated.net'; Linda Piester; Lloyd Velk; Louis & Esther Munoz; Madison Demaris; Magee, Robert; Margit Chiriaco; 'Mark Balys'; 'Matthew Webb'; 'mhennelly@calwaterfowl.org'; Michelle Randall; 'Mikeeberhard@me.com'; Mosich, Nick; 'Murray, David'; Nancy Horton; Nanthavongdouangsy, Phayvanh; Nora Donston-Slater; Osur, Michael; Pam Nelson; Pam Santone; 'pamela05n@yahoo.com'; 'Patti Reyes'; Paul & Cheri Kelley; Backs CIV Paula L; 'PBattersby@sheppardmullin.com'; Perez, Juan; Peter Kienle; Piantadosi, Debra; Quiana Williams; Rick Croy; rknrrnch@aol.com; 'Robert.Hewitt@ca.usda.gov'; Robin Lowe; 'Ron Roy'; 'Ron Sullivan'; Ross, Ryan; SanchezV; 'Scott Sewell'; 'scsangor@gmail.com'; Sharon & Ernie Banks; Sharon Deuber; Shawn Beckman; 'shays@riverside.gov'; 'sky.canyon@verizon.net'; 'Stan Skipworth'; 'stan smith'; 'stan.skipworth@ci.corona.ca.us'; Stanley & Sandie Beers; Stephen Mitchell; 'Steve Corona'; 'Steve Pastor'; Straite, Matt; 'Susan Nash'; Susana De Lucas; Terry & Carol Curtiss; Thielman-Braun, Cindy; Thomas Freeman; 'Tkirk@cvag.org'; 'tmarabians@earthlink.com'; 'Tom Paulek'; Tony Ault; 'Trip Hord'; Tsang, Kevin; 'tthompson@riversidebia.org'; Vazquez, Miguel; 'vmata641@yahoo.com'; Weiss, Steven; Yvonne Saville

Cc: Stark, Mary

Subject: General Plan Amendment No. 960 and Riverside County Climate Action Plan - Public Hearing before the Planning Commission

Good Morning-

The purpose of this e-mail is to inform you that a public hearing has been scheduled for General Plan Amendment No. 960 and the Riverside County Climate Action Plan on August 19, 2015 at 9 a.m. in the Board Chambers within the County of Riverside's Administrative Center (CAC) located at 4080 Lemon Street, Riverside, CA. Please see the attached Public Hearing notice.

Beginning today, July 29, 2015, all Planning Commission meetings held within the Board Chambers of the CAC will be available for live streaming over the internet. Please see the What's New section of the Planning Department's web page at <http://planning.rctlma.org/> <<http://planning.rctlma.org/>> for the link.

On or about August 5, 2015, the following documents will be posted on the Planning Department's GPA No. 960 web page (see link above) for inspection in advance of the August 19, 2015 Public Hearing. On August 5, 2015, Paper copies of these documents can be viewed at the Planning Department's Riverside and Palm Desert offices. Please see attached notice for directions and hours of operations.

• Final EIR No. 521 including Responses to Comments and Errata

• GPA No. 960 Errata

ÿ CAP Errata

Regards,

Kristi Lovelady

Kristi Lovelady, Advanced Planning Division Manager

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside, CA 92501-3634

951-955-0781

klovelad@rctlma.org

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<<https://twitter.com/RivCoPlan>>

Comment Letter No. 9: Marine Corps Air Station Yuma
(Paula L. Backs, Community Liaison Specialist)

Comment 9.1

This comment indicates changes in the administration of the Chocolate Mountain Aerial Gunnery Range. This comment also gives notice regarding the completion of requirements including the filing and publishing of a withdrawal map, which are currently in the process of being completed. This comment is duly noted. The County appreciates your notice and looks forward to continued collaboration on future projects. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan. Therefore, no further response is warranted.

Lovelady, Kristi

From: Stark, Mary
Sent: Monday, August 17, 2015 9:40 AM
To: Lovelady, Kristi
Subject: FW: Requested action regarding General Plan Amendment No. 960 - August 19 hearing
Attachments: Map 2008.pdf; ATT00013.htm; MCP 2015.jpg; ATT00014.htm; Transportation commission to consider revised plan for parkway.pdf; ATT00015.htm; Parkway Myopia.pdf; ATT00016.htm; Comments April 2, 2015 Addendum.pdf; ATT00017.htm; Comments March 25, 2015.pdf; ATT00018.htm

Here are more comments for Planning Commission.

Mary C. Stark

TLMA Commission Secretary
County Administrative Center
4080 Lemon Street, 12th Floor
Riverside, CA 92501
(951) 955-7436
mcstark@rctlma.org

[Follow us on Twitter!](#) 

From: Bruce Colbert [mailto:colbert20@verizon.net]
Sent: Friday, August 14, 2015 4:41 PM
To: Stark, Mary
Subject: Requested action regarding General Plan Amendment No. 960 - August 19 hearing

Dear Commissioners,

I request that the Planning Commission separate the following transportation corridor planning issues from the rest of GPA No. 960, adopt the attached requested changes to the language of GPA No. 960, and submit the changes as a recommendation to the County of Riverside. General Plan Amendment No. 960 will drop planning and right-of-way preservation on the East-West Transportation Corridor and the Irvine-Corona Expressway tunnel. These projects form the only major continuous transportation corridor that can serve as an alternate to the 91 Freeway, as I-210 serves I-10, and that could connect SR-133 in Irvine to SR-79/I-10 near Beaumont. I am unable to attend the August 19 Planning Commission hearing, and therefore am submitting this request.

I am providing information about this alternative transportation corridor to the 91 Freeway, consisting of the East-West Transportation Corridor and the Irvine-Corona Expressway tunnel:

- The East-West Transportation Corridor was approved by the RCTC Board in 2003, and was called the Cajalco-Ramona corridor and the Mid County Parkway at the time. It was designed to connect Highway 79 to I-15 and to connect with the Irvine-Corona Expressway tunnel. The tunnel was approved as an MIS project by the RCTC Board in 2005, and would provide half of the lanes needed to connect to Orange County at buildout. These projects form the only major continuous transportation corridor that could serve as an alternate to the 91 Freeway. The attached exhibit shows these projects in 2008 as a green line on the map, which currently are part of the County General Plan. On the left side of the

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exhibit, one can see the Irvine-Corona Expressway tunnel connecting with the East-West Transportation Corridor at I-15 and Cajalco Road. The corridor continues east, following Ramona Expressway, and connects with Highway 79, which is an expressway that connects with Interstate 10 in Beaumont. It is easy to see from the map how these projects form the only major continuous transportation corridor that can serve as an alternate to the 91 Freeway, and that could connect the 133 Tollroad in Irvine to Interstate 10 in Beaumont.

- The 32-mile Cajalco-Ramona corridor offers more than twice the traffic benefit and more than twice the economic benefit in terms of travel time saved compared to any other alternate corridor. It also would result in improved safety and a reduction in accidents, and would cause less than one-third of the disruption to residents compared to any other alternate corridor.
- The City of Riverside is suing the County of Riverside because, without the western half of the East-West Transportation Corridor, 50,000 vehicles per day will end up on the streets of Riverside. The Villages of Lakeview project was designed to take advantage of a “major transportation corridor” – the Cajalco-Ramona corridor – outlined in the County General Plan, says the City’s lawsuit. “But that transportation corridor was cut in half, now ending at the City of Riverside’s doorstep.” (*The Press-Enterprise*, April 22, 2010, “[Three lawsuits target Riverside County for approving large housing project](#)”). The attached exhibit shows the Mid County Parkway as of 2015. GPA No. 960 would change the General Plan to reflect this half-corridor.
- The 50,000 vehicles per day traveling through the streets of Riverside will be back on those streets within nine years, even with the Cajalco Road widening, according to RCTC staff (see attached article “Transportation commission to consider revised plan for parkway”). A widened Cajalco Road cannot meet future travel demand. The Riverside residents and schools who have to deal with the impacts of this traffic along Markham St., Wood Rd., Van Buren Blvd., Alexander St., Brown St., Clark St., Martin St., and Day St. are seeking relief from this traffic congestion.
- It is not in the County's best interests to give up long-term planning on alleviating traffic on the 91 Freeway, which in turn affects the streets of Riverside. When the traffic returns to the streets of Riverside within nine years, the 20-year General Plan amended by GPA No. 960 would give the City of Riverside no recourse for 11 years to start planning for a solution to this increasing traffic (see attached article “Parkway Myopia”).
- According to the Mid County Parkway’s 2008 EIR, the need for the complete 32-mile Parkway exists even with all other County roadway improvements, including a widened Cajalco Road. Ninety-eight percent of the freeway system in the county will operate at the most congested Level of Service by 2030. Traffic around the Cajalco-Ramona corridor is expected to increase up to 500 percent by 2030.
- This 500 percent increase in traffic around the Cajalco-Ramona corridor by 2030 will need somewhere else to go than the 91 Freeway. The alternate transportation corridor formed by the East-West Transportation Corridor and Irvine-Corona Expressway would give the increasing traffic on the 91 Freeway, that would otherwise continue to travel through Riverside, an alternate transportation corridor to relieve this traffic. By continuing to plan for this alternate corridor, it will facilitate the ability to realize this new corridor. By exercising foresight today to alleviate the impending congestion, noise, worse air quality, and worse emergency response times, the Planning Commission would be ensuring that Riverside’s future is brighter, cleaner, more livable, and has a higher quality of life.
- A widened/straightened Cajalco Road cannot function as a freeway due to curve radii that affect design speed, according to the Mid County Parkway’s 2008 EIR. A 30-minute trip from I-15 to Highway 79 would be 90 minutes without the complete Cajalco-Ramona corridor.
- The 91 Freeway currently is carrying more than 300,000 vehicles per day, which is projected to increase to more than 425,000 vehicles per day by 2030. The freeway is Riverside County’s most congested transportation corridor and is one of the most heavily congested freeways in Southern California, operating at Level of Service F – the most congested. Drivers on the eastbound 91 Freeway endure the fifth-worst commute in the nation, according to an annual Traffic Scorecard compiled by the traffic-data firm Inrix. Commuters suffer in traffic for hours, preventing them from spending that time with their families.

- The accident rate for the 91 Freeway is approximately 30 percent higher than the average for comparable freeways, yet emergency response services are nearly disabled during periods of heavy congestion. On June 15, 2015, Feryl Harris, 73, was killed in a crash on the 91 Freeway, west of Monroe Street, as the vehicles were all slowing down due to traffic. On May 3, 2015, Brian Clayton was fatally injured when he collided with a vehicle jammed in traffic on the westbound 91, near Interstate 15. How many more people must die before this traffic congestion is relieved?
- The Riverside County - Orange County Major Investment Study in 2005 determined that a total of 22 lanes would be needed to serve projected traffic volumes in the Riverside County – Orange County Corridor in 2030. A total of 14 lanes are currently provided by: ten existing lanes, two planned lanes for the Toll Road, and two planned lanes through Measure A. A total of 8 additional lanes are needed to serve the projected 2030 traffic volumes. These additional lanes would be provided by corridors identified in the Study’s Locally Preferred Strategy – four lanes by a Corridor A facility in the Santa Ana Canyon and four lanes by the Corridor B tunnel from Irvine to Cajalco Road. The tunnel would provide half of the lanes needed to connect to Orange County at buildout, and would serve 105,000 vehicles per day.
- Each year, OCTA, in consultation with RCTC, issues the State Route 91 Implementation Plan, which establishes a multi-phase program of projects to improve travel between Riverside County and Orange County. The 2015 SR-91 Implementation Plan includes the Irvine-Corona Expressway (Corridor B tunnel). GPA No. 960 would drop Riverside County’s Orange-Riverside corridor planning, including for the tunnel being planned each year by OCTA.
- Both the Cajalco portion of the Cajalco-Ramona corridor and the tunnel could be privately planned, designed, constructed, and financed, as was done for the 91 Express Lanes, eliminating engineering and cost concerns. Privately conducted engineering would be able to reevaluate the previous engineering study that significantly inflated the cost of the tunnel.
- Riverside County is about to lose this vital corridor, unless the Planning Commission makes a recommendation to save it. Riverside County’s proposed General Plan Amendment No. 960 will drop planning and right-of-way preservation on the Cajalco portion of this alternate corridor and on the tunnel. As a result, all of the increasing traffic on the 91 Freeway will continue to travel through the cities of Riverside and Corona, because there will be no alternate transportation corridor to relieve this traffic. Riverside and Corona would experience more traffic and noise, worse air quality and emergency response times – in other words – a reduction in the quality of life. GPA No. 960 would throw away nine years of integrated planning that cost \$35 million. The California Supreme Court has stated that the general plan is the “constitution for all future development.” The 20-year General Plan creates policies to address future challenges, not simply to reflect current conditions or status.
- Planning and right-of-way preservation for the complete 32-mile East-West Corridor and the tunnel need to be kept in the County General Plan to avoid this traffic nightmare. Right-of-way preservation is a crucial step to make sure that the East-West Corridor can be built, and that it won’t be blocked by a development project.
- Ethanac Corridor - County residents agreed to pay \$35 million for county planning that integrated transportation and conservation. In return, the County, RCTC, city managers and city council members agreed in 2003 to construct a 32-mile, Cajalco-Ramona, East-West Transportation Corridor project, between I-15 in Corona and SR-79 near Beaumont. Six years into the project, the County broke its promise, cut the project in half, and now wants to drop this corridor altogether for a substitute corridor on Ethanac Road. Residents will pay another \$3 million to re-study the Ethanac corridor, which was rejected in 2003 as inadequate. The Planning Commission should see this as a \$38 million bait-and-switch.

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This is a pivotal moment for the County of Riverside. Either GPA No. 960 goes through unchanged and leads to a traffic nightmare for the County of Riverside, or the Planning Commission recommends that planning and

right-of-way preservation be continued on the East-West Transportation Corridor and the Irvine-Corona Expressway tunnel.

I attached changes to the language of GPA No. 960 that our Association submitted to the County to provide for continued planning of this alternate transportation corridor. These changes allow the reader to see how GPA No. 960 eliminates active planning for this corridor and how the changes correct those deficiencies. These changes can be compared to the text of [GPA No. 960, pp. C-22-C24 and C-26](#). Also attached are comments regarding GPA No. 960 that our Association submitted to the County; pages 7 through 15 provide comments relevant to the alternate corridor and references that substantiate these comments.

The Orange County Corridor was one of four CETAP transportation corridors to be planned by the County. It was never intended to be relegated to the status of a mitigation measure in the General Plan EIR. The General Plan states, "Upon completion of the MIS, the County intends to amend the General Plan to reflect the outcome of the study." The MIS Study's Locally Preferred Strategy includes planning for a Corridor B tunnel from Irvine to Cajalco Road - the Irvine-Corona Expressway. GPA No. 960 eliminates active planning for the Orange County corridor. The attached changes to the language of GPA No. 960 correct this omission.

General Plan policy C 7.6 makes clear that the Orange County tunnel and the East-West Corridor were meant to be linked, to form an alternate transportation corridor to the 91 Freeway. GPA No. 960 eliminates this linkage, and eliminates planning for the Cajalco portion of the Cajalco-Ramona corridor, thereby eliminating a transportation corridor that had been actively planned for nine years; planning now has been relegated to ad hoc projects with no connectivity, inferior benefits, and greater impacts. The attached changes to the language of GPA No. 960 correct these deficiencies.

The City of Riverside's comment letter to the County shares similar concerns as our Association's comment letter to the County. The two letters sent by the City of Riverside Public Works Department Engineering Traffic Division share our concerns regarding county policy C 7.6 - GPA No. 960's change of policy C 7.6 would support the deletion of the Orange-Riverside corridor. Also, an increase in capacity on the 91 Freeway is not a sufficient solution to improve operations between Orange and Riverside counties. The City's June 30, 2014 letter states, "Motorists using Cajalco as an alternative to SR 91 through Riverside would cause performance of the already impacted NB 15 to WB 91 ramp facility to deteriorate, while traffic operations along the 91 through Corona would remain deficient."

These attached changes uphold the County's vision and the integrated planning that was accomplished under the Riverside County Integrated Project. The changes keep the alternate transportation corridor to the 91 Freeway intact by continuing to plan for this corridor. Continuing to plan for the alternate transportation corridor to the 91 Freeway is clearly in the County of Riverside's best interest.

The Riverside County Planning Commission should repeat what it did on November 16, 2011. The Planning Commission recommended to deny the County's proposed Ridgeline Overlay Zone ordinance, affecting the communities of La Cresta and De Luz. The ordinance would have prohibited building on slopes steeper than 25 percent, which meant that the owners of 56 percent of the parcels in the Northern Escarpment Area would have had their property taken from them, as would 86 percent in the Southern Escarpment Area. On January 24, 2012, the Riverside County Board of Supervisors concurred with the Planning Commission's recommendation, and denied the County's proposed ordinance.

I am the Executive Director of the Property Owners Association of Riverside County, and am a certified urban planner. I have represented the Association on: the Riverside County Community Environmental Transportation Acceptability Process (CETAP) Advisory Committee from 1999 to 2003; the Riverside County - Orange County Corridor Major Investment Study (MIS) Stakeholder Committee in 2005; the Western County Freeway Strategic Study Stakeholder Committee from 2005 to 2008; and the State Route 91 (SR-91) Corridor

Improvement Project Stakeholder Advisory Committee from 2010 to 2012. The Riverside County Board of Supervisors recognized me for outstanding public service in 2003.

I request that the Planning Commission separate these transportation corridor planning issues from the rest of GPA No. 960, adopt these attached changes in the language of GPA No. 960, and submit them as a recommendation to the County of Riverside. Thank you.

↑
10.1

Sincerely,

Bruce Colbert

Bruce Colbert, AICP
Executive Director
Property Owners Association of Riverside County
335 E. Country Club Blvd.
Big Bear City, CA 92314
Tel: (949) 689-4480
Email: colbert20@verizon.net

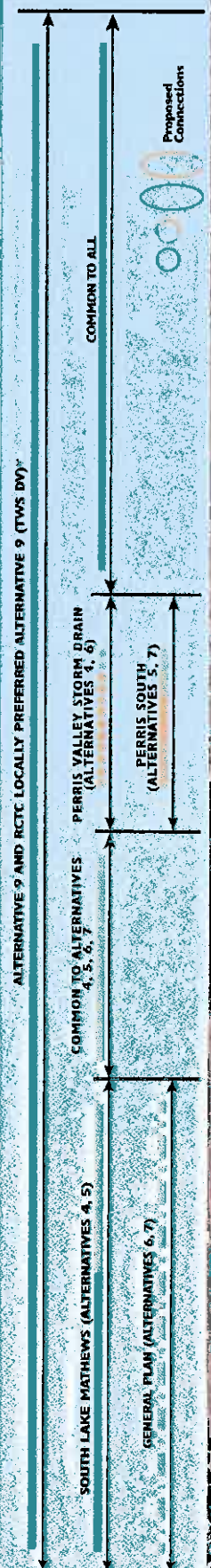


MID COUNTY PARKWAY

HOW DO THE ALTERNATIVES COMPARE?

For a description of how the studies arrived at the options below, see pages 2 and 3

ALTERNATIVE 9 AND RCTC LOCALLY PREFERRED ALTERNATIVE 9 (TWS DV)



Parkway myopia

10:00 PM PDT on Monday, June 15, 2009

Building half a road is the wrong strategy for coping with a looming traffic jam. The western half of the Mid-County Parkway is key to moving people between San Jacinto and Corona, and transportation officials need to keep that leg of the parkway in their long-range plans.

Riverside County Transportation Commission staff this month suggested building the parkway only from Highway 79 in San Jacinto to Interstate 215 in Perris. The staff wants to scrap plans to extend the road from Perris to Interstate 15 in Corona. The commission on Wednesday delayed a decision on the recommendation until next month.

The full-length, \$3 billion project is crucial to accommodating anticipated growth along the road's proposed route. The commission estimates that traffic in some areas of the parkway's path will as much as quintuple between now and 2030. Packing those cars and trucks onto the county's existing roads and highways is a recipe for aggravating congestion, increasing pollution and squandering residents' time in traffic.

The staff ascribed its decision in part to environmental and neighborhood objections to the western stretch of the project. Planners should continue working with concerned citizens to minimize the road's effects on people and wildlife. But a truncated parkway is not the answer. And commissioners should not place the interests of one group above critical regionwide needs.

Nor should the commission make a long-term decision based on a temporary economic downturn. The housing market's collapse simply pushes back the date commuters will need the parkway. But population growth and homebuilding will inevitably resume, and the county needs to follow through with its plan to handle the traffic.

Riverside County's recent history -- one of developing first and struggling to improve roads later -- underscores that point. The Temecula City Council sued the county in 2003 to revise a master plan county supervisors adopted that year which planned for houses but not roads. And drivers throughout western Riverside County endure the effects of inadequate planning every day on Highway 91, I-215, I-15 and other key thoroughfares.

The staff's half-road nonsolution would only perpetuate that tradition. If the parkway empties onto I-215 instead of I-15, Perris, Moreno Valley and Riverside will feel the adverse effects. Tom Boyd, Riverside's deputy public works director, says the proposal could add 50,000 vehicles a day to Riverside's already crowded roads -- degrading the city's quality of life and appeal to prospective employers.

The commission's staff maintains that commuters could also use Cajalco Road from Perris to Corona, after planners widen it to four lanes and straighten it. But that would be a slower and more dangerous drive than the parkway, a divided roadway with entrance and exit ramps.

The commission has spent \$35 million developing plans for the parkway, to whittle commuting times and ease congestion. The commission needs to green-light the full parkway, not invite traffic tangles by way of political expedience.

Transportation commission to consider revised plan for parkway

10:00 PM PDT on Monday, July 6, 2009

By DUG BEGLEY
The Press-Enterprise

To win support from Riverside city officials who were critical of a plan to build only half of a proposed parkway between San Jacinto and Corona, the Riverside County Transportation Commission will practically guarantee another road gets an upgrade.

A revised proposal the commission will consider Wednesday at its monthly meeting calls for the transportation commission to spend \$7 million helping Riverside County accelerate environmental clearance of a planned widening of Cajalco Road between Perris and Corona. In addition, if the county doesn't get Cajalco cleared by state and federal officials by 2013 so construction can start, the transportation commission will proceed with building a parkway of its own.

Transportation officials earlier this year backed off plans to build the proposed Mid-County Parkway, a 32-mile road linking San Jacinto in central Riverside County to Corona. The planned parkway faced stiff opposition from residents west of Perris, where the road would cut through pristine natural areas.

Officials also said the road's \$3 billion cost was prohibitive, and other transportation projects on Interstate 15, Interstate 215 and Highway 91 were more pressing.

Instead, transportation planners proposed building the parkway from Highway 79 in San Jacinto to I-215 in Perris, roughly half the original plan. The reduction in size also lowered the parkway's price to \$1.6 billion.

"If the commission approves the recommendation, the Mid-County Parkway west of I-215 is off the table," said Cathy Bechtel, project development director for the transportation commission.

To help offset the parkway ending at I-215, officials said Riverside County's planned widening of Cajalco would carry commuters from San Jacinto to Corona for at least the next 15 years. The county is widening Cajalco to at least four lanes from Perris to Corona, and straightening some of the road's curves to make it safer. Currently, Cajalco is mostly a two-lane road.

The proposal was lauded by longtime critics of the parkway.

"There is no need to bring a parkway through the area, at such a steep grade, when Cajalco Road stands to meet the traffic needs for many years to come," said Cindy Ferry, who organized opposition to the parkway.

Mead Valley residents also banded together to oppose building the road through their area west of Perris.

But scaling back the parkway also led to criticism from Riverside city officials who worried a widened Cajalco wasn't good enough. Councilman Steve Adams, a member of the transportation commission, said 50,000 cars would end up on city streets or Highway 91 through Riverside.

To win over Riverside city officials, the transportation commission also must agree to make improvements to I-15 and the 91 priorities so traffic flows more efficiently, and promise to one day plan for a parkway west of I-215 in the central part of the county.

"A future ... corridor will be restudied when demand warrants, and lots of new alignments, alternatives and improvements will likely be considered," Bechtel said.

Reach Dug Begley at 951-368-9475 or dbegley@PE.com

ALTERNATIVE

DESIGNED WITH SAN JACINTO RIVER BRIDGE DESIGN VARIATION AND BASE CASE ALIGNMENT THROUGH

Proposed Connections



Proposed Mc





**PROPERTY
OWNERS
ASSOCIATION
OF
RIVERSIDE
COUNTY**

Executive Director

Bruce A. Colbert

Board of Directors

Craig M. Collins, Esq.
Damian Gerard Curran
Ray Haynes
Dennis Hollingsworth
Jonathan Motte
Jacques S. Yeager

April 2, 2015

County of Riverside
TLMA Planning Department
Attn: Kristi Lovelady
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Re: GPA No. 960 General Plan Update Project / Draft EIR No. 521
Comments Addendum

Dear Ms. Lovelady:

The comments provided in this letter are intended to help correct current deficiencies we believe exist in the recirculated GPA No. 960 General Plan Update Project and Draft EIR No. 521. These comments are an addendum to our comment letter dated March 25, 2015.

We include recommendations of changes in the language of the GPA No. 960 Circulation Element.

The language uses the existing 2003 Riverside County General Plan as a base, incorporates much of the text proposed by County GPA No. 960, and illustrates all additions in red italics and all deletions in red strikeout.

I. County of Riverside General Plan Amendment No. 960, pp. C-22 - C-24

CETAP Corridors

As part of their advisory role to the County of Riverside, the Community Environmental Transportation Acceptability Process (CETAP) committee made recommendations relating to transportation issues for the County of Riverside to consider during the General Plan development and review process. CETAP incorporated three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element, and exploration of options for transit system development in Riverside County. ~~Four~~ ~~Three~~ corridors are being examined in western Riverside County for the preservation of right-of-way for future multi-modal transportation facilities. These include ~~the Beaumont/Banning to Temecula (north to south) transportation corridor (including the State Route 79 Realignment)~~, the Moreno Valley to San Bernardino corridor (north to south), ~~the SR-79 Realignment, and~~ the Hemet to Corona/Lake Elsinore *corridor* (east-west) , *the Riverside County to Orange County corridor (east to west), and the Winchester to Temecula corridor (north to south)* (Figure C-1).

The Circulation Plan shows preliminary CETAP alignments for each corridor. These facilities are intended to address the mobility needs for both people and goods, with the potential for incorporating the needs for highways, transit, and utilities. The expectation is that each of these alignments will be further evaluated, based on environmental impact studies being performed by Riverside County Transportation Commission (RCTC) and the Federal Highway Administration. These are intended to be major transportation facilities to support mobility and economic development in western Riverside County.

The General Plan Circulation Element seeks to preserve the right-of-way for these facilities so that they can be constructed at some point in the future. The required right-of-way will be approximately 300 feet in width, with lesser or greater amounts possibly required in some areas, based on topography. Figure ~~C-5~~ ~~C-4~~ depicts a conceptual representation of a typical CETAP corridor section. Precise right-of-way widths will be determined by the County of Riverside *and RCTC*. The Circulation Element Map in Figure C-1 shows potential alignments.

The Hemet to Corona/Lake Elsinore corridor in the Lake Mathews area is shown following an alignment ~~northerly of the lake~~, as studied in the Draft EIR/EIS for this corridor. ~~However, the current focus of this corridor appears to be an alignment~~ southerly of the lake. The final alignment is yet to be determined.

The Riverside County to Orange County corridor components are shown on Figure C-1. RCTC completed a joint Major Investment Study (MIS) with the Orange County Transportation Authority (OCTA) for a Riverside County to Orange County corridor. The MIS identified a Locally Preferred Strategy (LPS) that was adopted by the RCTC and the OCTA. The LPS listed the following components, which are shown on Figure C-1: Corridor A in the Riverside Freeway (State Route 91) right-of-way, and the Corridor B tunnel concept.

The Moreno Valley to San Bernardino corridor alignment is shown on Figure C-1. Possible extensions and improvements to Pigeon Pass Road and Reche Canyon Road into San Bernardino County are also considered components of the CETAP concept for the Moreno Valley to San Bernardino corridor by RCTC.

The Winchester to Temecula corridor shown on Figure C-1 will primarily expand the existing Interstate 15 and Interstate 215 freeways with additional lanes. Also an extension of Date Street will connect the Interstate 15 freeway and Winchester Road within the City of Temecula, and will provide additional traffic capacity that will aid in relieving congestion on the southerly portion of Winchester Road.

Although RCTC does not include the SR-79 Realignment as a CETAP corridor, this facility is part of RCTC's transportation plans and represents a significant facility for the expansion of north/south travel in the Hemet/San Jacinto area. This project will realign State Route 79 between Domenigoni Parkway and Gilman Springs Road. A preliminary alignment and study area that reflects the alternatives under review by RCTC as of 2011 has been identified on Figure C-1 to promote the preservation of right-of-way for this facility.

The ~~map~~ Figure C-1 also indicates locations of potential interchanges associated with the CETAP corridors and the SR-79 Realignment. These facilities may be constructed in phases based upon transportation demand, available funding, and Caltrans and RCTC policy.

*In addition to the corridors ~~and study areas~~ depicted ~~in~~ Figure C-1, the RCTC ~~is initiating~~ *completed* a joint Major Investment Study (MIS) with the Orange County Transportation Authority (OCTA) for a Riverside County to Orange County corridor. This corridor ~~serve~~ *has been identified* as a mitigation measure for traffic impacts identified in the ~~Draft~~ EIR for this General Plan. ~~Upon completion of the MIS, the County intends to amend the General Plan to reflect the outcome of the study, if feasible.~~*

The MIS identified a Locally Preferred Strategy (LPS) that was adopted by the RCTC and the OCTA. The ~~Execute~~ Executive Summary of the Final Report for the MIS LPS listed the following components which are also depicted on Exhibit 7 of the MIS (Appendix O):

- "Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241)."*
- "Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133),*

Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties.”

- *“Continue to evaluate costs and impacts to Corridor A in the Riverside Freeway (State Route 91) right of way through a future preliminary engineering process in cooperation with other agencies.”*
- *“Continue to study the technical feasibility of the Corridor B concept including cooperation with ... other interested agencies.”*
- *“Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate.”*
- *“Eliminate Strategic Alternative 1B (Corridor A with the Costa Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right of way impacts adjacent to the Costa Mesa Freeway (State Route 55).”*
- *“Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements.”*

II. County of Riverside General Plan Amendment No. 960, p. C-26

C 7.6 Support the development of a new internal East-West CETAP Corridor ~~in conjunction~~ with a *connecting alignment to a* new Orange County CETAP ~~Corridoreconnection~~. Such corridor(s) would be constructed simultaneously to avoid further congestion on the I-15 Freeway. Or, in the alternative, the East-West Corridor would be constructed simultaneously with major ~~capacity enhancements on the State Route 91, between Pieree St the counties of Riverside and the Orange,~~ y line, and the capacity improvement of the 15 (north) to westbound 91 overpass.

- Encourage the simultaneous construction of the East-West Corridor and the new Orange County Corridor by facilitating the private planning, design, construction, and financing of these Corridors as a single user-paid project. Or, in the alternative, the East-West Corridor between I-15 and I-215 would be combined with the new Orange County Corridor as a single private user-paid project, and the East-West corridor between I-215 and SR-79 would be planned, constructed, and financed as a separate public or user-paid project. Planning that has been performed for the East-West Corridor between I-15 and SR-79 would be applied to these specific projects as warranted.*

Ownership of the privately constructed and financed facility(s) would be transferred to the State of California prior to opening the facility(s) to traffic. Caltrans would

then lease the facility(s) back to the private partner(s) for management and operations. Maintenance and operational costs for the facility(s) would be the responsibility of the private partner(s).

The facility(s) would not have "non-compete" agreements related to existing or planned alternate transportation facilities, in accordance with state statutes.

Facilitating the private planning, design, construction, and financing of these Corridors as user-paid projects would significantly reduce design, construction, and financing cost considerations for these projects, and would speed the implementation of these vital transportation projects.

An example of a privately planned, designed, constructed, and financed transportation corridor project is the 91 Express Lanes in Orange County. An example of combining an Orange County Corridor with a segment of an east-west corridor is the extension of the 91 Express Lanes from the Riverside-Orange County Line to I-15. An example of a transportation corridor that is part-freeway and part-tollway is SR-133 in Orange County.

III. Conclusion

Thank you for the opportunity to submit comments. In order to remedy the deficiencies we have identified in the documents, we request that GPA No. 960 and Draft EIR No. 521 be redrafted so that they are adequate for meaningful public review and comment.

Sincerely,

Bruce Colbert, AICP
Executive Director

cc: Craig M. Collins, Esq., Blum Collins
Juan C. Perez, County of Riverside

Comment Letter No. 10: Property Owners Association of Riverside County

Note: Refer also to Comment Letters 12, submitted by the Property Owners Association of Riverside County, and its respective response for further discussion.

Comment 10.1

This comment is duly noted. The comment asserts that the proposed amendments to the Circulation Element eliminate further consideration of the Orange County-Riverside County Transportation Corridor, including the much touted “tunnel option.” As described in Draft EIR No. 521 page 4.18-30, this facility falls under the jurisdiction of the Riverside County Transportation Commission (RCTC), which is exploring a wide variety of CETAP options (refer to Responses 14.13, 19.4, 29.19 and Comment Letter 17). The current GPA No. 960 language reflects the fact that this option is still viable.

However, RCTC is not pursuing any current studies and instead is focusing present efforts on further improvements to SR-91. These improvements will provide capacity enhancements and increase freeway safety between Riverside and Orange County. In fact, RCTC and the Orange County Transportation Commission have completed a Major Investment Study (MIS), which prioritizes SR-91 improvements between Riverside and Orange Counties (refer to Response 29.19). This corridor is included in Draft EIR No. 521 as a mitigation measure for traffic impacts. The Draft EIR does not include the Orange County-Riverside County Transportation Corridor, as improvement dates would be highly speculative and would not represent a meaningful depiction of County build-out.

The 2003 Circulation exhibit never depicted an alignment for the Orange County-Riverside County Transportation Corridor, only a conceptual note that it might be located somewhere south of Corona. After completion of the Riverside County-Orange County MIS of the corridor it is even less certain as to the ultimate corridor alignment, if any. The RCTC is the lead agency on this corridor as the scope of the project goes far beyond the ability or authority of Riverside County to be able to implement such a project on its own initiative. However, planning for a new major CETAP corridor involves coordination with various transportation planning, programming, and implementation agencies other than RCTC, including CalTrans, Western Riverside Council of Governments, Coachella Valley Association of Governments, and the many cities of Riverside County. The County has worked very closely with the RCTC to ensure that the document accurately reflects the current status and planning for each of the CETAP corridors. Refer to the General Plan Errata, pages 4 and 5, for an updated discussion of the status of RCTC’s CETAP projects, as

well as Comment Letter 17 of the Final EIR No. 521 Response to Comments. Riverside County remains supportive of the Orange County-Riverside County Transportation Corridor concept and is committed to pursuing further study of this option. The inclusion of the CETAP Corridors in GPA No. 960 neither impairs nor influences the eventuality of the project as GPA No. 960 is not the guiding document for RCTS's CETAP projects.



**VALLEY-WIDE RECREATION
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August 10, 2015

Kristi Lovelady
County of Riverside, TLMA Planning Department
P.O. Box 1409
Riverside, CA 92502-1409

RE: GENERAL PLAN AMENDMENT NO. 960

Dear Ms. Lovelady:

Valley-Wide Recreation and Park District has reviewed the development packet for the above referenced project and has the no comments at this time. Future development projects will need to be reviewed by Valley-Wide prior to agency approval.

11.1

Should you have any questions, please feel free to contact me at (951) 654-1505.

Sincerely,


Loretta Domenigoni, Park Planner
Valley-Wide Recreation and Park District

Comment Letter No. 11: Valley-Wide Recreation and Park District
(Loretta Domenigoni, Park Planner)

Comment 11.1 The County appreciates your cooperation during the General Plan Amendment process and looks forward to continued collaboration on potential future projects. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan. Therefore, no further response is warranted.

From: [Stark, Mary](#)
To: [Lovelady, Kristi](#)
Subject: FW: Requested actions on GPA No. 960 - Circulation Element, Level of Service Standards
Date: Tuesday, August 18, 2015 2:29:54 PM
Attachments: [image001.png](#)

Here is another to add to today’s memo to the commissioners.

Mary C. Stark

TLMA Commission Secretary
County Administrative Center
4080 Lemon Street, 12th Floor
Riverside, CA 92501
(951) 955-7436
mcstark@rctlma.org

[Follow us on Twitter!](#) 

From: Bruce Colbert [mailto:colbert20@verizon.net]
Sent: Tuesday, August 18, 2015 1:36 PM
To: Stark, Mary
Subject: Requested actions on GPA No. 960 - Circulation Element, Level of Service Standards

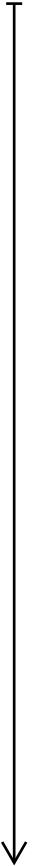
Dear Commissioners,

I would like to bring to your attention concerns regarding changes that General Plan Amendment No. 960 makes in the Circulation Element - specifically, changes to the County’s Level of Service Standards. I will first present the concerns and then present requested actions.

Level of Service Concerns

The 2003 Riverside County General Plan set a threshold below which traffic congestion would not be allowed to worsen – the County’s traffic congestion relief standard, which is the Level of Service (LOS). The LOS is a measure of the level of congestion on roadways. The LOS is graded A through F, analogous to the letters on a school report card. LOS C represents stable operation and acceptable delays. LOS D represents approaching unstable operation and tolerable delays: drivers may have to wait through more than one red signal. LOS E represents unstable operation and significant delays: drivers may wait through several signal cycles. LOS F represents breakdown operation, excessive delays, and jammed conditions.

The existing General Plan Policy C 2.1 states, “Maintain the following countywide target Levels of Service: LOS “C” along all County maintained roads and conventional state highways. As an exception, LOS “D” may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities” (2003 Riverside County General Plan, Chapter 4, Circulation Element).



12.1

Yet County staff is proposing to downgrade the County’s existing Level of Service (LOS) standard. The downgraded standard would allow traffic to become more congested before calling for needed roadway improvements to be built.

The LOS would drop from C to D along County maintained roads designated in the County General Plan Circulation Element, within any of the following Area Plans: Eastvale, Jurupa, Temescal Canyon, Lake Mathews/Woodcrest, Elsinore, Mead Valley, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, and Western Coachella Valley (*GPA No. 960, Policy C.2.1*).

LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed (*GPA No. 960, Policy C.2.1*).

Also, “the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval.” (*GPA No. 960, Policy C.2.1*).

The downgraded LOS standard would significantly increase traffic congestion, as projects such as The Villages of Lakeview are approved. The Villages of Lakeview Specific Plan was approved by the Board of Supervisors on February 23, 2010. The Villages of Lakeview master-planned community was planned as a walkable community, consisting of seven villages, which would have allowed for 11,350 dwelling units, producing over 85,000 vehicle trips per day (*The Villages of Lakeview Specific Plan No. 324*).

The project was challenged in Court and the Court issued a judgment on July 11, 2012. In that judgment, the Court directed the Board of Supervisors to set aside the approvals, which the Board of Supervisors did on August 28, 2012. Regarding the Villages of Lakeview project, Riverside County Superior Court Judge Sharon Waters writes, “The Court finds that the EIR failed to conduct adequate environmental review of the Project’s impacts on regional traffic. The record establishes that the Project will result in over 85,000 vehicle trips per day, and will add 17,000 new car trips to the 1-215 each day. Many of the residents will be driving to Moreno Valley and Riverside via the 1-215, and those commuting to Orange and Los Angeles Counties will contribute to the existing problems at the 1-15/SR91 interchange.

“The EIR failed to analyze the impacts on any of these freeways, and instead restricted its analysis based upon the Riverside County Traffic Impact Analysis Preparation Guide (TIA) and a supplemental analysis. In accordance with the TIA, County studied the area within a five-mile radius of the Project site and conducted a supplemental analysis including 17 additional intersections and 10 additional street segments. An EIR must include a description of the environment in the vicinity of the Project from both a local and regional perspective. (*Bozung vs. Local Agency Formation Comm.* (1975) 13 Cal. 3d 263, 283; *Guidelines* §15125.) By failing to analyze the Project impacts on the surrounding freeways, County failed to proceed as required by CEQA.” (*Friends of the Northern San Jacinto Valley et al. v. County of Riverside et al.* (RIC10007572), July 11, 2012).

The applicant and the County Planning Department are working on revising The Villages of



12.1

12.2

12.3

Lakeview planning documents to address the concerns expressed by the Court.

As objective traffic “standards” become subjective “discretionary” actions, the County government is moving increasingly from the “rule of law” to the “rule of men.” Objective standards treat all projects – large or small – objectively, equitably, and fairly, which is why objective standards are preferable to subjective discretionary decisions that are subject to vagaries.

12.3

The LOS downgrade from C to D would increase people’s waiting times at signalized intersections by 64 percent on all County-maintained roads and state highways – 10 minutes of waiting at lights now would become 16 minutes under the proposed standard. (*Highway Capacity Manual 2000*).

The LOS downgrade from C to E would increase people’s waiting times at signalized intersections by 145 percent – 10 minutes of waiting at lights now would become 25 minutes.

12.4

Should the Board of Supervisors choose to allow LOS F, that would increase people’s waiting times at signalized intersections by 245 percent – 10 minutes of waiting at lights now would become 35 minutes.

In June 2009, *The Press-Enterprise* wrote, “But population growth and homebuilding will inevitably resume, and the county needs to follow through with its plan to handle the traffic. Riverside County’s recent history – one of developing first and struggling to improve roads later – underscores that point.” (*The Press-Enterprise*, June 16, 2009, “Our Views: Parkway myopia”).

The City of Temecula sued the County of Riverside in 2003, accusing the County of not building enough roads to keep pace with home construction just outside the city limits. The City said that the County’s General Plan did not address increased traffic resulting from housing built in unincorporated areas bordering the city. The City and County reached a settlement agreement on April 13, 2005 in which funding for road improvements must be secured before city or county building permits in housing developments are issued, either by inclusion in a special taxing district or by the developer paying a share of the costs to improve roads. “Existing residents should not have to bear the consequences of new residents,” said Riverside County Supervisor Jeff Stone (*Los Angeles Times*, April 14, 2005, “Temecula Suit Over Traffic Needs Is Settled” and *Los Angeles Times*, October 17, 2005, “Inland Voters Use Recall as a Way to Slow Growth”).

12.5

The City of Riverside and four environmental groups sued the County of Riverside in 2010, challenging the County’s approval of one of the region’s largest housing developments – The Villages of Lakeview. In three separate lawsuits, the groups contend that the County Board of Supervisors violated the California Environmental Quality Act and the County’s General Plan in approving the 2,786-acre master-planned community. The City of Riverside is concerned about the traffic coming into and through Riverside as residents commute to work. The Villages of Lakeview was designed to take advantage of a “major transportation corridor” – the Mid County Parkway – outlined in the County General Plan, says the City’s lawsuit. “But that transportation corridor was cut in half, now ending at the City of Riverside’s doorstep.” The Riverside County Transportation Commission Board abandoned planning for the western half of the Mid County Parkway on July 8, 2009, and cut the parkway in half (*The Press-Enterprise*, April 22, 2010, “Three lawsuits target Riverside

County for approving large housing project”).

Regarding the Villages of Lakeview project, Riverside County Superior Court Judge Sharon Waters writes, “The General Plan Circulation Element establishes definite standards regarding traffic congestion, not mere guidelines or flexible goals. The County cannot establish specific traffic requirements and at the same time approve a project that will cause unacceptable congestion without taking affirmative steps to handle that increased congestion. No such affirmative steps or mitigation measures have been developed. This is particularly unacceptable given the improper/inadequate analysis concerning traffic impacts from the Project discussed previously,” in *Friends of the Northern San Jacinto Valley et al. v. County of Riverside et al.* (RIC10007572), July 11, 2012. Also, the County’s justification for an Extraordinary Amendment to the General Plan to approve the Project was inadequate.

12.5

The Riverside County Vision’s “quality of life” is meaningless when in actuality, downgrading the LOS on county roadways in the General Plan would lead to more traffic congestion, and would lower the quality of life. (*RCIP, Vision Statement*).

County staff defends the downgraded standard by saying that it is more consistent with urban land uses. Yet, staff appears to be ignoring the experience of neighboring Orange County in addressing traffic congestion in an urbanizing area. The Orange County General Plan states, “Intersection capacities usually control overall roadway capacities; therefore, the County uses LOS ‘C’ for General Plan analysis purposes. Although LOS ‘D’ is more consistent with urban land uses, it has been found that using it uniformly tends to overload intersections (usually resulting in LOS ‘E’ or LOS ‘F’ at the intersections themselves). Therefore, the practice of the County when planning the arterial system is to use LOS ‘C’ for link capacities, with the intent of maintaining LOS ‘D’ through intersections.” (*County of Orange General Plan 2005, Appendix IV-2, p. 31*).

12.6

Based on Orange County’s experience, Riverside County’s proposed LOS downgrade would, in reality, make local traffic congestion 2½ to more than 3½ times worse. Riverside County’s existing LOS C standard allows an average 20.1 to 35-second delay at intersections. Under the proposed downgrade, intersection delays would increase to 55.1 to 80 seconds for LOS E, and to 80.1 seconds and up for LOS F (*Highway Capacity Manual 2000*).

Staff also appears to be ignoring the urban/rural and the peak-hour/non-peak hour distinctions of the neighboring San Bernardino County General Plan, which states:

Policy V/CI 1.1 The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on Major Arterials below LOS C during non-peak hours or below LOS D during peak-hours in the Valley Region.

M/CI 1.1 The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on State Routes and Major Arterials below LOS C during non-peak hours or below LOS D during peak-hours in the Mountain Region.

D/CI 1.1 The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on Major Arterials below LOS C in the Desert Region (*County of San Bernardino 2007 General Plan, Section IV – Circulation and Infrastructure Element, pp. III-48, III-49, and III-52*).

12.7

Riverside County’s proposed LOS downgrade would lower the County’s congestion relief standard to a level below that of neighboring counties, making Riverside County a less desirable place to live and work than neighboring counties. Emergency response times would necessarily get worse. Travel times and trucking costs would increase. The downgraded standard would impair efforts to attract businesses and new jobs to Riverside County, which would cause more county residents to have to commute to neighboring counties for work, worsening commute times. Congestion costs the Inland Empire economy \$1.2 billion each year. (*Orange County Register*, April 24, 2013, “Eastbound 91 among nation’s worst drives, survey says” and Texas A&M Transportation Institute, *TTI’s 2012 Urban Mobility Report*, December 2012).

The General Plan must require adequate roadway improvements while it requires transit improvements, if the Plan is to be truly balanced. The Plan blames population growth for traffic congestion, when in reality it is social engineering by planners attempting to “get people out of their cars” and force people into transit through the creation of congestion that is largely to blame for traffic congestion (*GPA No. 960*, p. C-28).

If the General Plan is to be effective at planning for future growth, it must ensure the provision of adequate public infrastructure. Adequate infrastructure is provided by meeting objective standards. County residents are asking the County to relieve traffic congestion by providing adequate infrastructure for future growth.

In addition, “Increased congestion means stop-and-go traffic and longer travel and idling time for cars, buses and trucks. Congestion increases transportation costs and vehicle emissions, and frays nerves,” according to the *2003 Riverside County General Plan, Chapter 9: Air Quality Element*. The proposed LOS downgrade is inconsistent with the Air Quality Element, and is the antitheses of the Riverside County Vision. (*2003 Riverside County General Plan, Chapter 2: Vision Statement*).

Requested Actions

- 1) In order to ensure that county residents are not burdened by traffic congestion and lowered air quality, we suggest that the Riverside County Board of Supervisors keep the existing 2003 General Plan Policy C.2.1 and the existing LOS segment definitions.
- 2) Also, the County would reduce future traffic congestion by using LOS C for General Plan analysis purposes, and ought to add a new General Plan policy incorporating Orange County’s analysis methodology presented in the *County of Orange General Plan 2005, Appendix IV-2*, p. 31, discussed above.

Bruce Colbert, AICP
Executive Director
Property Owners Association of Riverside County
335 E. Country Club Blvd.
Big Bear City, CA 92314
Tel: (949) 689-4480
Email: colbert20@verizon.net

12.7

12.8

Comment Letter No. 12: Property Owners Association of Riverside County

Note: Refer also to Comment Letters 10, submitted by the Property Owners Association of Riverside County, and its respective response for further discussion.

Comment 12.1 This comment is duly noted. The comment provides an overview of Levels of Service (LOS) and restates the existing LOS Policy, while summarizing the policy as currently proposed. Refer to the responses to Comment Letter No. 31 of the Final EIR No. 521 Response to Comments for further discussion of the LOS policies within GPA No. 960.

This comment goes on to assert that the LOS will drop from C to D along the County-maintained roadways designated in the General Plan Circulation Element within several Area Plans, as proposed by the new policy. It is accurate that the target level of service will become LOS D throughout each of these Area Plans, except where, per policy, LOS E might be allowed. However, most of these areas are already designated to achieve a target LOS D per the current policy, which allows LOS D in Community Development Areas. Also, changing the LOS target does not mean that the actual LOS will change, as many locations will continue to operate at LOS A, B and C, as they do today.

Comment 12.2 This comment restates a portion of the LOS policy as recommended in GPA No. 960. No further response is warranted.

Comment 12.3 This comment provides background information on the Villages of Lakeview Specific Plan No. 324 and the lawsuit related to the County's approval of the project. The comment goes on to endorse objective traffic standards over subjective discretionary actions.

This comment does not identify specific concerns with the adequacy of the Draft EIR or any environmental issues related to the "environment" as defined by CEQA. (Pub Res Code §21060.5) Therefore, no further response is warranted. (State CEQA guidelines §15088(a), which requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Comment 12.4 This comment asserts that the changes in the LOS target from C to D will increase wait times at signalized intersections by 64 to 145 percent. Should the Board of Supervisors choose to allow LOS F, the commenter contends that wait times could increase by as much as 245 percent.

While the proposed changes in the LOS targets will allow the average delay per vehicle at signalized intersections to increase, there has been no evaluation of individual intersections and such examination is not appropriate to a macro level General Plan analysis. However, the Highway Capacity Manual does define LOS

at signalized intersections in terms of average vehicle delay. For LOS C the average delay is 20.01 to 35.00 seconds per vehicle at signalized intersections. For LOS D the average delay per vehicle increases to 35.01 to 55.00 seconds. Thus, the difference in the average delay per vehicle between LOS C and LOS D can be as much as 20 seconds. However, the resulting average delay per vehicle can also be as little as 1 second per vehicle (e.g. an intersection with a 35 second delay is still considered LOS C, while a 36 second delay is now classified as LOS D). The comment therefore takes the worst-case scenario by assuming that every intersection will operate at maximum delay that could occur between each LOS, which is unlikely. Many locations will continue to operate at LOS A, B and C, as they do today. While intersections may experience additional delay, this is part of the region and State's strategy to make the automobile a less attractive option as compared to alternative transportation modes such as public transit, bicycling or walking. The State of California enacted SB 743, which focuses traffic analysis during the CEQA process from LOS to Vehicle Miles Traveled (VMT). This new analysis standard will focus transportation analysis on whether State goals are met, as opposed to convenience of automobile travel under the LOS analysis method. Lastly, the comment also fails to recognize that LOS D is already the target LOS for much of the urbanized area of unincorporated Riverside County under current policies.

Comment 12.5 This comment cites several news articles related to housing development and traffic, as well as several lawsuits involving the same. The Villages of Lakeview Specific Plan is a separate project from GPA No. 960.

This comment does not identify specific concerns with the adequacy of the Draft EIR or any environmental issues related to the "environment" as defined by CEQA. (Pub Res Code §21060.5) Therefore, no further response is warranted. (State CEQA guidelines §15088(a), which requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Comment 12.6 The comment claims that downgrading the LOS on County roadways would lead to more traffic congestion and would lower the quality of life. It also cites the Orange County General Plan as using LOS C for General Plan analysis purposes. The values used in our capacity analysis of the traffic data produced by the RIVTAM model for the general plan take into consideration the impact of interrupted flow of arterial streets, including the various levels of access restrictions for the different roadway classifications. Also, the source cited is 10 years old, while data and criteria used in the EIR No. 521 analysis is a current as possible.

Comment 12.7 The comment suggests that certain aspects of the San Bernardino County LOS policy have been ignored, and that the proposed downgrade in LOS target will lower Riverside County's congestion relief standard below that of neighboring counties.

The language contained in the San Bernardino County General Plan Policies applies the LOS C criteria only during non-peak hours, with exception of the Desert Region. For the Valley and Mountain Regions San Bernardino County applies a target LOS D for peak-hours, consistent with the target LOS proposed in GPA No. 960. In addition, the General Plan traffic analysis is based on forecasts of Average Daily Traffic. As such, there is no distinction between non-peak and peak-hour traffic. Since project level traffic analysis is based upon peak-hour conditions, the San Bernardino County policy is consistent with that proposed in GPA No. 960.

The San Bernardino County General Plan also allows LOS E for their designated Congestion Management Program roadways, and allows LOS F on certain listed facilities as follows:

“The CMP’s level of service (LOS) standard requires all CMP segments to operate at LOS E or better, with the exception of those facilities identified in the list below. The following roadway segments have been designated LOS F in the 2001 CMP, updated in December of 2001:

A. FREEWAYS

- *I-10 Westbound, Milliken Avenue to Central Avenue*
- *I-10 Westbound, Waterman Avenue to EB SR-30*
- *I-10 Eastbound, Central Avenue to Milliken Avenue*
- *I-10 Eastbound, NB SR-15 to SB SR-15*
- *I-10 Eastbound, SB Waterman Avenue to California Street*
- *SR-60 Westbound, Milliken Avenue to Central Avenue*
- *SR-60 Eastbound, Central Avenue to Milliken Avenue*
- *I-215 Northbound, Inland Center Drive to SR-30 / Highland Avenue*

B. VALLEY EAST / WEST ARTERIAL SEGMENTS

- *Foothill Boulevard between Mountain Avenue and Archibald Avenue*

C. VALLEY NORTH / SOUTH ARTERIAL SEGMENTS

- *Citrus Avenue between Slover Avenue and Valley Boulevard*
- *Cedar Avenue between Slover Avenue and Valley Boulevard*
- *Mountain View Avenue between Barton Road and Redlands Boulevard*
- *Mountain Avenue between Mission Boulevard and Holt Avenue*

D. VICTOR VALLEY ARTERIAL SEGMENTS

- *Bear Valley Road between Amargosa Road and Mariposa Road*

- *Bear Valley Road between Hesperia Road and Peach Avenue*
- *SR-18 between I-15 (North) and Stoddard Wells Road*
- *(County of San Bernardino 2007 General Plan, Section III – Circulation and Infrastructure Element, pp. III-4 and III-5).*

County staff review indicates that all neighboring counties, with the exception of Imperial County and the Desert Region of San Bernardino County, currently have a target LOS of D.

The County's LOS policy with respect to LOS C is currently proposed as follows:

“LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, and Palo Verde Valley.”

Therefore, those adjacent areas in San Bernardino County and Imperial County which are currently governed by an LOS C policy will find that the contiguous areas in Riverside have the same target LOS.

Comment 12.8

This comment presents two requested actions: 1) Retain the existing 2003 General Plan LOS Policy; and 2) Adopt the County of Orange General Plan 2005 methodology of using LOS C for General Plan analysis. This request will be considered by the Planning Commission and Board of Supervisors during project deliberations. However, County staff are not recommending these changes for the reasons as cited in the foregoing responses to the issues raised.

FROM Albert Avetisyan

August-18-2015

Page 1
of 2

To: Kristi Lovelady
Regarding - Riverside County
Ordinance No. 348 Hearing Aug-19-2015

With all due respect, I AM
opposed, to ANY changes
to ZONING, or LAND USE
designations regarding
PARCEL 381-200-021.

17930-17932-17934 Grand Ave.
Lake Elsinore, CA, 92530

I AM UNABLE to attend
Hearing due to medical
situation. If necessary
I will pursue legal
representation. I purchased
the property in consideration
of the ZONING AND LAND
USE designations. AT the
time of purchase (AS DETERMINING
FACTORS)

Respectfully

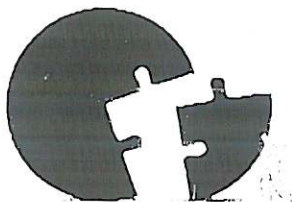
Albert Avetisyan

~~Albert Avetisyan~~

P.O. Box 40485
Mesa, AZ
85274

Cell-602-373-0017

13.1



RIVERSIDE COUNTY PLANNING DEPARTMENT

Steve Weiss, AICP
Director

NOTICE OF PUBLIC HEARING BEFORE THE RIVERSIDE COUNTY PLANNING COMMISSION AND NOTICE OF INTENT TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT

A **PUBLIC HEARING** has been scheduled pursuant to Riverside County Ordinance No. 348 before the **Riverside County Planning Commission** to consider the proposed General Plan Amendment No. 960 and the Riverside County Climate Action Plan ("Project").

Project Location: Countywide

Project Description: The Riverside County General Plan serves as a blueprint for the future of Riverside County. General Plan Amendment No. 960 (GPA No. 960) proposes a variety of revisions to the current Riverside County General Plan to update existing policies, maps and implementing directions, and provide new information and policies where needed. Various revisions are proposed for nearly all of the General Plan's Elements and Area Plans. Some items affect countywide policies, and some items affect specific parcels. Maps and data may be viewed online; see the project mapping link from the project page on the County Planning Department's website (<http://planning.rctlma.org>). The proposed revisions will ensure that Riverside County's General Plan continues to provide a clear and consistent set of directions for implementing the County of Riverside's Vision throughout Riverside County over the next eight years and into the future.

The Climate Action Plan (CAP) was developed in order to provide implementation measures for the policies within the General Plan related to Greenhouse Gas reduction, and in order to achieve the goals outlined in the General Plan Policies. The County of Riverside has committed to prepare and implement the CAP to help ensure that the impact of development on air quality is minimized, energy is conserved and land use decisions made by Riverside County and all internal operations within Riverside County are consistent with adopted state legislation pertaining to Greenhouse Gas Emissions.

The County of Riverside, as the lead agency per the California Environmental Quality Act, prepared Environmental Impact Report No. 521 (EIR No. 521) (SCH 2009041065) to evaluate the Project and provide mitigation measures where feasible to reduce impacts that may result from the Project. The recirculated Draft EIR No. 521 was disseminated for public comment from February 21, 2015 to April 6, 2015. All comments, responses, and errata to the document have been completed and are included in the Final Document, which is available for review on the County Website (<http://planning.rctlma.org>) and other locations as indicated below.

TIME OF HEARING: 9:00 AM or as soon as possible thereafter
DATE OF HEARING: August 19, 2015
PLACE OF HEARING: Riverside County Administrative Center
 Board Chambers
 4080 Lemon Street
 Riverside, CA 92502

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

Comment Letter No. 13: Albert Avelar

Comment 13.1

This comment is duly noted. All land use designation change requests will be reviewed by the Riverside County Planning Commission and acted upon by the Riverside County Board of Supervisors through the application process. This request is currently listed as Figure B-1 in Attachment C (GPA No. 960 Post-Production Change Requests) of the General Plan Update Staff Report and is recommended for inclusion into GPA No. 960 by County staff. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan. Refer to Attachment C of the GPA No. 960 Planning Commission Staff Report for further information.

Jackson | DeMarco | Tidus Peckenpaugh

A L A W C O R P O R A T I O N

August 18, 2015

Direct Dial: 949.851.7409
Email: mstaples@jdtplaw.com
Reply to: Irvine Office
File No: 4063-28900

VIA OVERNIGHT DELIVERY & E-MAIL (klovelad@rctlma.org)

Planning Commission
Attention: Kristi Lovelady, Principal Planner
County of Riverside Transportation and Land Management Agency
County Administrative Center
4080 Lemon Street, 12th Floor
Riverside, CA 92501

**Re: Domenigoni-Bartons' Comments on General Plan Amendment No. 960 and
Final Environmental Impact Report No. 521**

Dear Honorable Planning Commissioners and Ms. Lovelady:

We represent the Domenigoni-Barton entities. The Domenigoni-Bartons own property in unincorporated Riverside County ("County"), including land along Winchester Road from Keller Road on the south to Holland Road on the north ("Property"). The Property is located just west of the Diamond Valley Lake reservoir's ("DVL Reservoir") West Dam. The County has approved Specific Plan No. 310 for development of the Property.

On June 30, 2014, we submitted a comment letter and supporting exhibits on behalf of the Domenigoni-Bartons regarding the initial Draft 2008 General Plan Review Cycle Update documents, General Plan Amendment 960 ("Draft GPA 960") and Draft Environmental Impact Report 521 ("Draft EIR 521"). On April 2, 2015, we submitted a second comment letter to the County regarding the revised Draft GPA 960 and Draft EIR 521 that were recirculated for public comment in February 2015. Our June 30, 2014 and April 2, 2015 comment letters are incorporated by reference.

14.1

In response to our comments, the County revised Figure 4.11.1 in GPA 960 and the Final EIR 521 to remove the Property from the Special Flood Hazard Area zone. We appreciate the County's action to clarify and correct this very important issue in the final GPA 960 documents. However, the County did not respond to our request to remove the Property from the Dam Failure Inundation Zone (GPA 960 Figures S-9, S-10; Harvest Valley/Winchester Area Plan Figure 11; Southwest Area Plan Figure 10; and EIR 521 Figure 4.11.2.) *As discussed below, we respectfully request that the County correct the discussion of policies applicable to the DVL Reservoir inundation areas before approving GPA 960 and certifying the proposed final EIR 521. Specifically, we request that GPA 960 and EIR 521 confirm that the County's Dam Inundation Zone land use restrictions do not apply to the Property or Specific Plan No. 310.*

14.2

For the first time since the DVL Reservoir was completed 15 years ago, the County is proposing to designate that reservoir's dam inundation areas within the County's "Dam Failure Inundation Zone" in GPA 960. EIR 521 concludes that development within the mapped dam inundation zone is a potentially significant impact and lists several County policies and ordinances as being applicable to all dam inundation areas, including Policy S 4.3. (See, Draft EIR 521, pp. 1.0-42 and 4.11-57 – 4.11-58.) Policy S 4.3 calls for the County to "**Prohibit construction of permanent structures for human housing or employment** to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other low intensity uses are allowable if flood control and groundwater recharge functions are maintained."

While a determination of significant impact and land use mitigation measures are appropriate for other dam inundation areas, they are inconsistent with the conclusions of the DVL Reservoir Project's lead agency (the Metropolitan Water District of Southern California ("MWD")), as well as the California State Legislature and the County itself. As outlined in our prior comment letters, MWD, the State Legislature, and the County have all concluded that there is no discernible risk of flooding or dam failure in connection with the DVL Reservoir warranting the imposition of any land use restrictions within the DVL Reservoir's inundation areas. The Domenigoni-Bartons renew their request that the County confirm this determination in GPA 960 and EIR 521 and remove the Dam Failure Inundation Zone restrictions from the Property.

14.3

If GPA 960 and EIR 521 now propose to restrict land uses within the DVL Reservoir inundation areas, then the County has failed to disclose, analyze and mitigate the potential land use impacts on the existing, proposed and allowable future land uses of thousands of acres of land comprising the DVL Reservoir inundation areas. By imposing Dam Failure Inundation Zone land use restrictions on public and private properties within the DVL Reservoir inundation areas that have never before been subject to such restrictions, GPA 960 will create significant new land use impacts as well internal inconsistencies within GPA 960. (See attached Exhibit 1, showing the new areas within the DVL Reservoir inundation areas that would be impacted by the County's GPA 960 dam inundation flood policies and ordinances.) For example, Specific Plan No. 310 authorizes housing, employment centers and public facilities within the mapped Dam Failure Inundation Zone.

The California Environmental Quality Act ("CEQA") requires a lead agency (here, the County), to disclose, analyze and mitigate significant adverse impacts associated with a proposed project. (Pub. Resources Code, §§ 21067, 21165; *Latinos Unidos de Napa v. City of Napa* (2013) 221 Cal.App.4th 192, 195.) If GPA 960 and EIR 521 propose to apply Dam Failure Inundation Zone restrictions within the DVL Reservoir inundation areas, then EIR 521 has failed to disclose, analyze and mitigate the potential land use impacts and General Plan inconsistencies resulting from land use restrictions on thousands of acres of lands designated for housing, employment, and public facility uses, in violation of CEQA. As a result, EIR 521 deprives the public and County decisionmakers of a meaningful opportunity to consider the substantial adverse impacts resulting from the County's certification of EIR 521 and approval of GPA 960.

14.4

Additionally, the County actively participated in MWD's CEQA proceedings on the DVL Reservoir Project and was the lead agency in the CEQA proceedings on Specific Plan No. 310. By now concluding that there are significant negative impacts associated with the DVL Reservoir Project's inundation potential and that mitigation measures are required, the County would be acting outside the scope of its legal authority by simply disregarding and superseding MWD's environmental analysis in the DVL Reservoir Project EIR and the County's own environmental analysis in the Specific Plan No. 310 EIR, which concluded that the risk of dam failure is not a potentially significant impact and no mitigation measures are required. (See *Ogden Env'tl. Services v. City of San Diego*, 687 F.Supp. 1436, 1452 (S.D. Cal. 1988).)

14.5

The Domenigoni-Bartons respectfully request that the County correct EIR 521 and GPA 960 to confirm that the County's Dam Failure Inundation Zone land use restrictions do not apply to the Property or Specific Plan No. 310.

14.6

Please contact me if you have any questions, or if we may provide any additional information.

Sincerely,



Michele A. Staples

Enclosure

cc: Mr. Juan Perez, Riverside County TLMA Director*
Mr. Steve Weiss, Riverside County Director of Planning*
Mr. Dusty Williams, General Manager-Chief Engineer, Riverside County Flood Control and Water Conservation District*
Mr. Stuart McKibbin, Chief of Regulatory Division, Riverside County Flood Control and Water Conservation District*
Gregory Priamos, Esq., Riverside County Counsel*
Shellie Clack, Esq., Deputy County Counsel*
* (via email, w/Enclosure)

Comment Letter No. 14: Domenigoni-Barton Entities (via Michele Staples)

Note: Refer also to Comment Letter 22, submitted on behalf of the Domenigoni Barton entities, and its respective response for further discussion related to the Diamond Valley Lake Dam Inundation Zone.

Comment 14.1 This comment is duly noted. The County appreciates continued collaboration during the General Plan Update process. See specific responses to comments included in the Domenigoni-Barton August 2015 comment letter below.

Comment 14.2 As noted, the recirculated Draft EIR No. 521 and amended GPA No. 960 include updated flood hazard zone data as requested by the commenter during the 2014 Draft EIR circulation. In response to comments related to the Diamond Valley Lake Dam Inundation Zone policies, see the responses provided below.

Comment 14.3 This comment is duly noted. The commenter notes in her comment, and reiterates her concern in the 2014 Draft EIR Comment Period, 2015 Recirculated Draft EIR Comment Period, as well as in a letter submitted on August 25, 2015, that the concern of the Domenigoni-Barton entities is the potential for future land use constraints due to the dam inundation zone on the Domenigoni property.

Of particular concern to the commenter is Policy S 4.3, which states:

“Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other low intensity uses are allowable if flood control and groundwater recharge functions are maintained. (AI 25)”

The boundaries of the dam inundation zones are created by the dam owner (water district, government agency, private owner, etc.) and regulated by the California Office of Emergency Services (OES). As such, it is beyond the jurisdiction of the County to either remove or alter those boundaries. Figure 11 (Harvest Valley/Winchester Area Plan Flood Hazards) of GPA No. 960 is included to illustrate all of the potential flood hazards that may exist within that Area Plan, including dam inundation zones, 100-year flood zones, and drainages. The text on Page S-33 of the Safety Element clarifies that the maps compiled for the potential dam failures are created in order to implement emergency procedures required under Section 8589.5 of the California Government Code, along with required hazard disclosure statements as part of the Natural Hazard Disclosure Statement process. Policy HVWAP 20.1 merely refers back to the General Plan Safety Element for hazards related to dam inundation and other flooding hazards.

While the County understands the commenter’s concern regarding this policy, the County has determined that Policy S 4.3, which already existed and is in effect in the 2003 General Plan, does not apply to dam inundation zones, and

is included for potential impacts to structures within flood zones. The policy language within Policy S 4.3 clearly indicates the conveyance of floodwaters without property damage or risk to public safety, which would not be applicable to the failure of a dam. The policy also states that “agricultural, recreational, or other low intensity uses are allowed if *flood control and groundwater recharge functions* are maintained” (emphasis added). Again, maintaining flood control and groundwater recharge in the event of a dam failure that could “result in flooding as far away as the Antelope/French Valleys” (GPA No. 960, Harvest Valley/Winchester Area Plan, page 55) illustrates the inapplicability of Policy S 4.3 to areas located within the dam inundation zones. This interpretation is further supported by Policy S 4.2, which directly included the specific dam inundation language into the policy to make it clear that Policy S 4.2 would apply to those dam inundation zones, as well as within flood zones. Therefore, unlike Safety Element Policy S 4.2 (which clearly applies to dam inundation zones), Policy S 4.3 does not either bar or unduly restrict land uses. However, implementing projects for Specific Plan No. 310 will need to comply with all applicable laws and regulations existing at the time the project applications are submitted to the County.

Comment 14.4 Refer to Response 14.3, above. No further response is warranted.

Comment 14.5 Refer to Response 14.3, above. No further response is warranted.

Comment 14.6 Refer to Response 14.3, above. Land use restrictions have not been applied to the Specific Plan No. 310 site as a result of the dam inundation zone for Diamond Valley Lake. However, implementing projects for Specific Plan No. 310 will need to comply with all applicable laws and regulations existing at the time the project applications are submitted to the County.

Lovelady, Kristi

From: Eduardo Guevara <eguevara@chiriacosummit.com>
Sent: Monday, August 17, 2015 3:59 PM
To: Nanthavongdouangsy, Phayvanh; 'MChiriacor@aol.com'
Cc: Lovelady, Kristi; Info@
Subject: Re: GPA 1120
Attachments: 2015-08-17 - RivCo GPA Proposal.pdf

Dear Kristi and Phayvanh,

On behalf of Margit, please find attached the projected plans for future development at Chiriaco Summit. Let us know which overlay will be best for us, taking into account the ideas stated in the attached schematic - the rural village or open space. Please enter into the discussion for the hearing on the 19th, and also please schedule a meeting for us as soon as possible to discuss further. 15.1

Any question, please do not hesitate to email or call Margit (760-485-1576).

Sincerely,
Eduardo Guevara
Administrative Assistant

Joseph L. Chiriaco, Inc.
62-450 Chiriaco Rd.
Chiriaco Summit, CA 92201
(760) 227-3227 Ext. 217
(760) 600-7135 Direct Fax Line
<http://www.chiriacosummit.com>

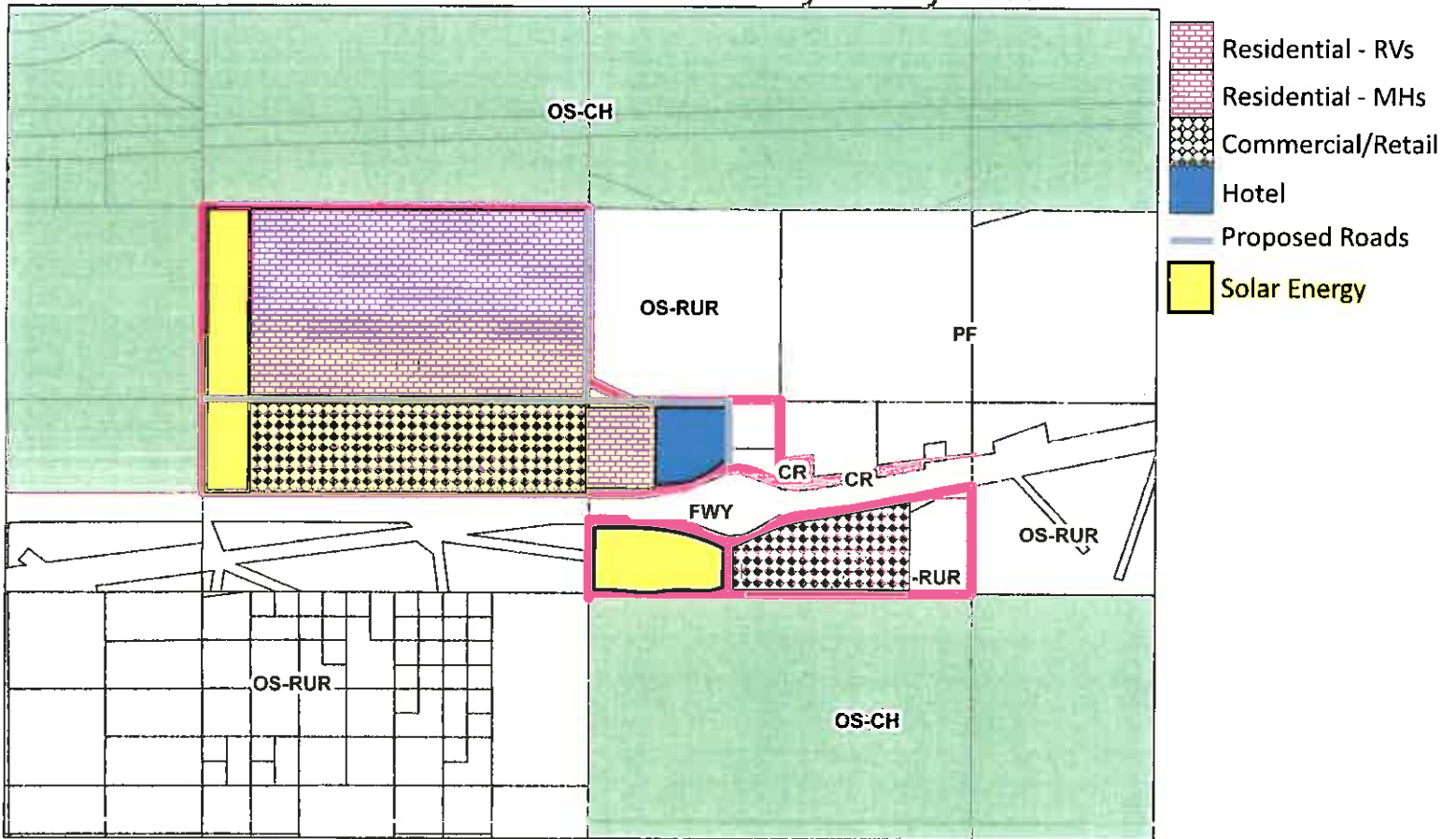
Family Owned & Operated since 1933
On 8/13/2015 4:25 PM, Nanthavongdouangsy, Phayvanh wrote:

Hi Margit,

Please find the attached map of the Chiriaco RVO and Planned Communities Policy Area. Upon your review please let me know if you have any questions.

On the map I referenced in the document General Plan 2003 Appendix E for the Rural Village Build out assumptions. The portion that I was referring to is provided below:

Chiriaco Summit Planned Community Policy Area



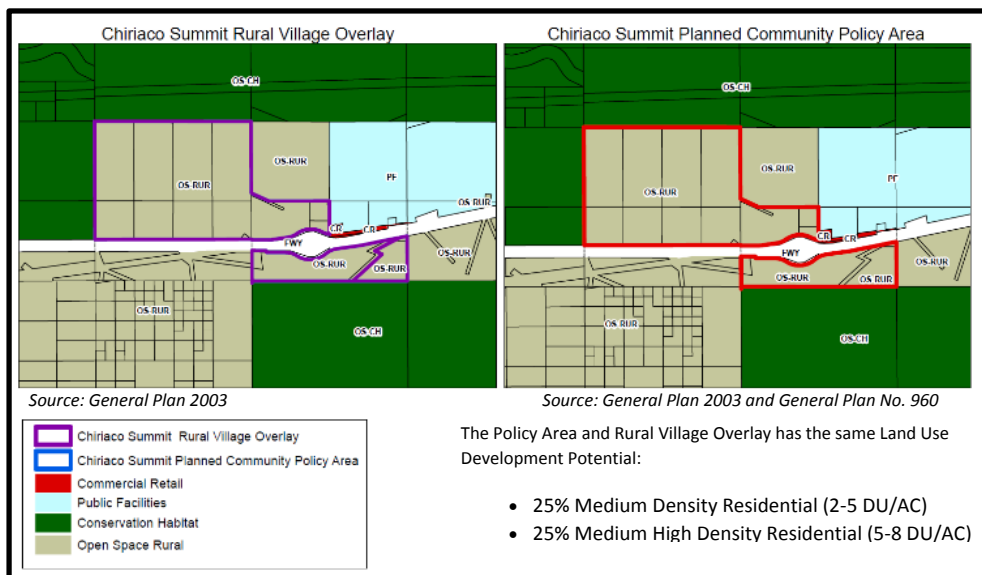
Comment Letter No. 15: Eduardo Guevara

Comment 15.1

This comment was submitted on behalf of Margit Chiriaco, regarding land use designations for potential future development at Chiriaco Summit.

As part of GPA No. 960, the Planning Department reviewed the existing Chiriaco Summit Rural Village Overlay and the existing Chiriaco Summit Planned Community Policy Area. Figure 1 below illustrates that both the overlay and policy area covers the same area.

Figure 1: Rural Village Overlay and Planned Community Policy Area



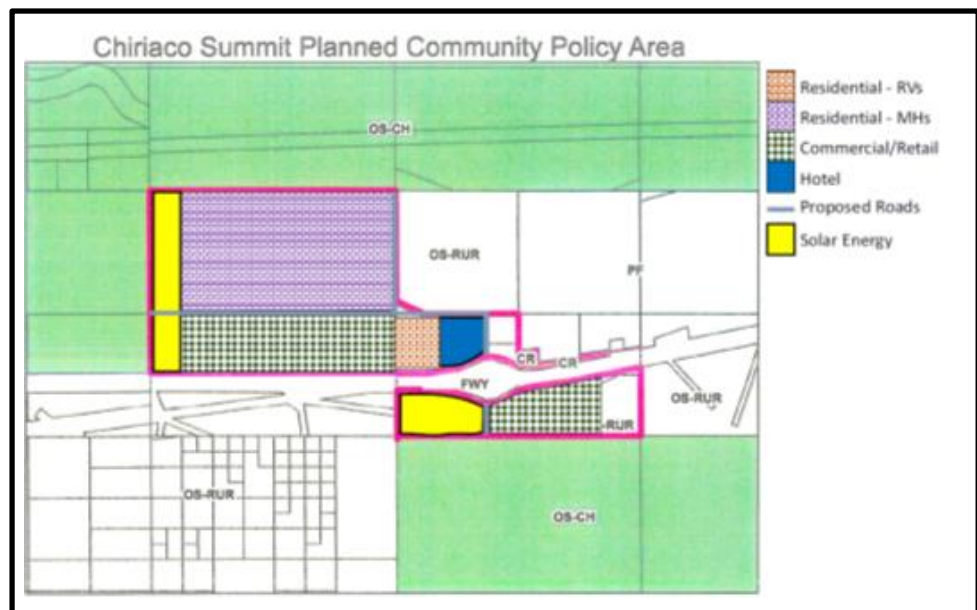
The overlay and policy area each has a set of existing policies that guide development within this area. The overlay policies are located in the Land Use Element and the policy area policies are in the Eastern Coachella Valley Area Plan and intend for the area to develop as one project. The overlay and policies would require a refined land use plan that carefully considered circulation facilities, water resources, sewer facilities and/or septic capacity exists to meet the demands of the proposed land use. Because both the overlay and the project area has the same land use assumptions and would require a refined land use map, GPA No. 960 proposed to remove the Rural Village Overlay label from ECVAP Figure 4 and keep the area as the Planned Community Policy Area – Chiriaco Summit.

The main difference between the overlay and policy area, is that the overlay allows the area to build out under either the existing land use designations or the overlay's alternative land use designations. Whereas, implementation of the policy area would result in modifying the existing land use pattern all at

once to align with a proposed project once developed by the Chiriaco Community. Development of the land use plan under the policy area is also exempt from the eight-year limit and other procedural requirements applicable to Foundation Component General Plan amendments.

On August 18, 2015, the Chiriaco community submitted a land use plan for the Chiriaco Summit area (refer to Figure 2). The Community's plan sets aside 50% of the policy area to Commercial Retail uses with the remainder 50% for residential uses. Further discussions with the community to refine the land use plan and analyses are necessary in order to incorporate the Community's vision into the General Plan.

Figure 2: Community's Land Use Plan



This comment is duly noted. The County appreciates your cooperation during the General Plan Amendment process and looks forward to your continued collaboration on future projects. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.



August 18, 2015

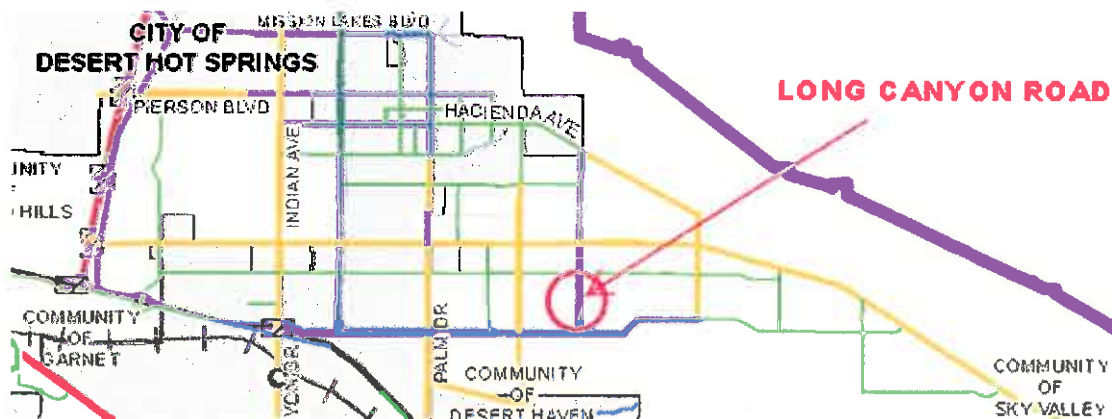
Riverside County Planning Department
 Attn: Ms. Kristi Lovelady
 4080 Lemon Street
 Riverside, CA 92501

Subject: GPA 960 – Circulation Element Roads Southeast of Desert Hot Springs
 Request to reclassify a portion of Long Canyon Road

Dear Ms. Lovelady:

I raised this issue in a letter sent to you in June of last year. A copy is attached for reference. I am writing again to request that this be considered during this month's Planning Commission and Board of Supervisor's hearings.

The essence of the request is to downsize a portion of Long Canyon Road (shown below, southeast of Desert Hot Springs) in an area where the road classifications are generally outdated and oversized. This has a bearing on the ROW dedication requirements for a recently approved Plot Plan (PP24637) for the We Care Spa that borders Long Canyon Road. It is my understanding that the Transportation Department agrees with the request in concept.



16.1

The reasons in support of the reclassification are obvious and beyond question:

- This segment of Long Canyon Road is forecasted to have 5,000 daily trips at build out.
- The current designation of "Major Highway" could convey 27,300 daily trips before exceeding LOS C (Five times the forecasted build out volume).



- The proposed change to "Collector" could convey 10,800 daily trips before exceeding LOS C (Two times the forecasted build out volume).

There is no procedural reason this request could not be incorporated into the approval at this time because:

- The traffic modelling in support of the above statements has been included in the GPA 960 environmental documentation since the beginning, so no new evidence is being introduced.
- Requests such as this, made at a public hearing, are considered part of the public record that constitutes the entire basis for purposes of CEQA disclosure and environmental analysis.
- It may be a decade again before this request can be reconsidered for approval, if the next GPA cycle mirrors the time required for GPA 960.

16.1

Given the clear basis and Transportation Department support for this request, we respectfully ask that the Planning Commission recommend reclassifying Long Canyon Road between 18th Avenue and 20th Avenue from a Major Highway to a Collector Road on the General Plan Circulation Map.

Sincerely,

Paul DePalatis, AICP
Director of Planning Services
MSA Consulting, Inc.

PRD:pd

Enclosures

Cc: Kevin Tsang
Russell Williams
Joe Praedetto
Elizabeth Marquez
Susan Lombardi
Michael Gilbert

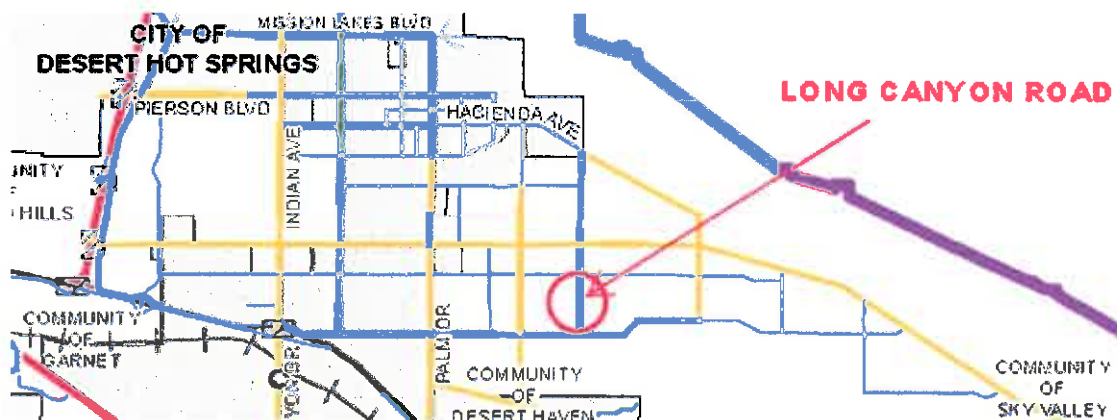
June 27, 2014

Riverside County Planning Department
Attn: Ms. Kristi Lovelady
4080 Lemon Street
Riverside, CA 92501

Subject: GPA 960 – Circulation Element Roads Southeast of Desert Hot Springs
Request to Reclassify Long Canyon Road

Dear Ms. Lovelady:

As a follow up to discussions with Russell Williams and Ken Baez on PP24637, we would request that the County evaluate the General Plan roadway system southeast of Desert Hot Springs and downgrade the roadway classifications in this area, as appropriate. In particular, we would ask that Long Canyon Road be removed entirely or reclassified as a Collector Road south of 18th Avenue as shown on the map below.



Preliminary inquiries with the Transportation Department indicate that there may be support for this in concept. Following is an excerpt from an e-mail relating to Long Canyon Road.

"A Collector Roadway can accommodate 10,400 trips prior to reaching LOS D, 11,700 trips prior to reaching LOS E, and 13,000 trips prior to reaching LOS F according to the proposed GPA 960 targets. The projected volumes of these roads in the immediate vicinity of the project appear to require no more than a Collector facility design to



maintain an acceptable LOS. It does not appear that any portion of Long Canyon Road exceeds the capacity provided by a Collector. 18th Avenue probably only requires a Secondary Highway standard within the City of Desert Hot Springs . . ."

Implementation of the Coachella Valley MSHCP Conservation Areas along with the large amounts of regionally flood-constrained land in the vicinity have clearly reduced area-wide development potential and constrained new road alignments as compared to what the General Plan originally envisioned. In addition, the attached aerial exhibit shows that flooding and natural land forms preclude connecting Long Canyon to any areas likely to generate any traffic.

Please advise how we might track this request as it is considered and, hopefully, incorporated into GPA 960.

Sincerely,

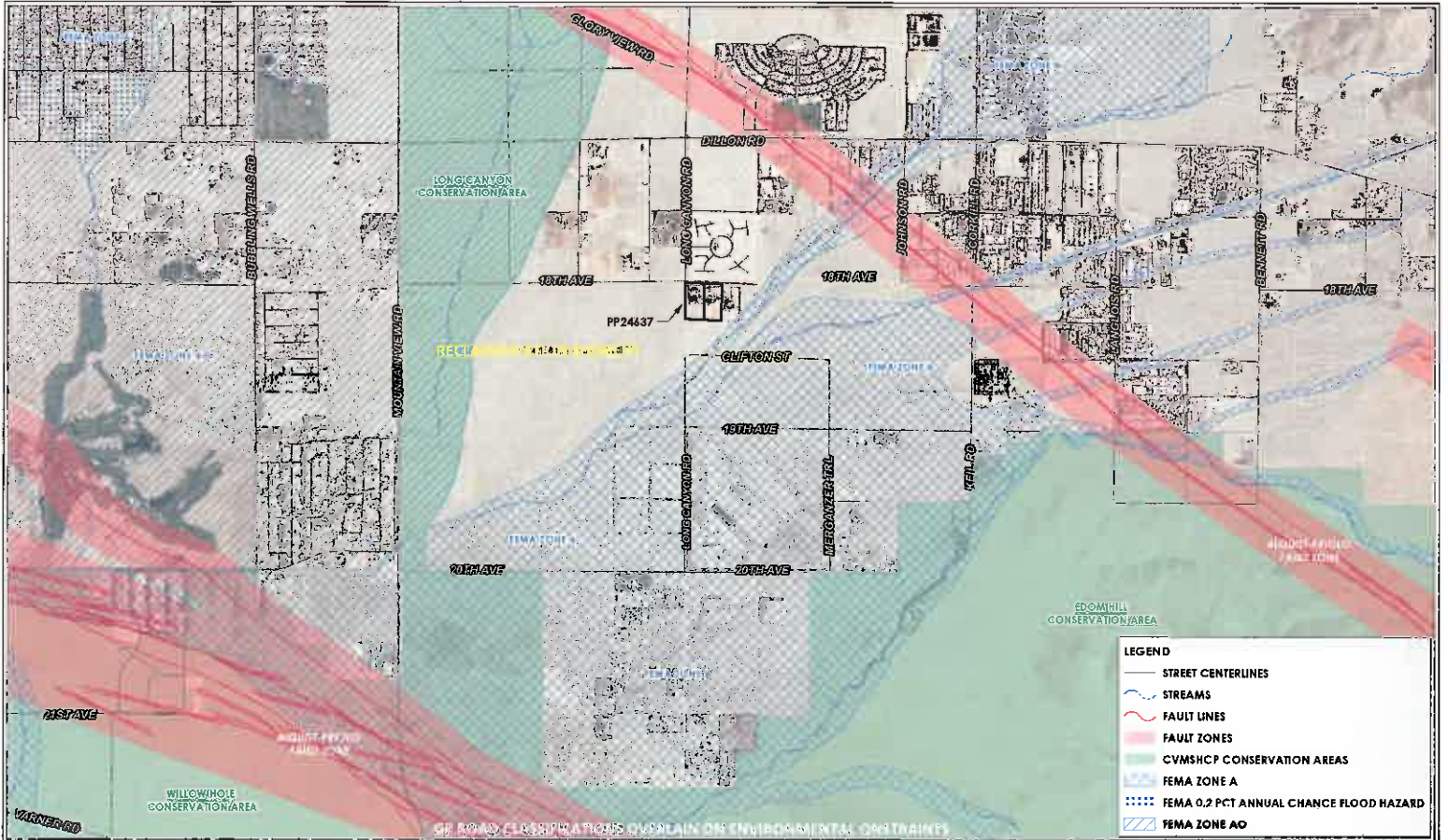
A handwritten signature in blue ink that reads "Paul DePalatis".

Paul DePalatis, AICP
Director of Planning Services
MSA Consulting, Inc.

PRD:pd

Enclosures

Cc: Ken Baez
Russell Williams
Mike Gialdini



LEGEND

- STREET CENTERLINES
- STREAMS
- FAULT LINES
- FAULT ZONES
- CVMSCFP CONSERVATION AREAS
- FEMA ZONE A
- FEMA 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- FEMA ZONE AO

**LONG CANYON ROAD
EXISTING ENVIRONMENTAL CONSTRAINTS**



DATE: 6/27/2014
DATA SOURCES: RIVERSIDE COUNTY
TUM, FEMA CVM, USGS, CDFW

MSA CONSULTING, INC.
PLANNING & CIVIL ENGINEERING & LAND SURVEYING
34220 BON HORN DRIVE • RANCHO BORGAS • CA, 92270
TELEPHONE (760) 292-9811 • FAX (760) 323-7893

Comment Letter No. 16: Paul DePalatis

Comment 16.1

This comment notes that the request for the reduction in classification of Long Canyon Road was first raised in June of last year. The comment includes a discussion of the related Plot Plan (PP 24637) and provides supporting traffic model data. This request was submitted shortly after the cutoff date for the consideration of additional amendments and well after the traffic modeling and environmental analysis of the Circulation Element had been completed. Transportation staff have reviewed the request and confirmed through the use of the traffic model that the Collector designation is adequate to accommodate the forecast traffic volumes of 5,000 ADT at buildout. Also, the amendment is considered to be minor in nature will not alter any of the findings contained in the environmental documentation. As such, staff recommends that the Planning Commission approve the inclusion of this request as part of GPA No. 960 and direct staff to make the necessary revisions to reflect such approval in the recommendations which be forwarded to the Board of Supervisors.

This request is currently included in Attachment C, Post Production Land Use Designation Changes, of the GPA No. 960 Staff Report as Item C-7.

Jackson | DeMarco | Tidus Peckenpaugh

A L A W C O R P O R A T I O N

August 18, 2015

Client Name	949.851.7409
E-Mail	mstaples@jdtplaw.com
Phone	Irvine Office
Fax No.	4063 / 30914

VIA OVERNIGHT DELIVERY & E-MAIL (klovelad@rctlma.org)

Planning Commission
 Attention: Kristi Lovelady, Principal Planner
 County of Riverside Transportation and Land Management Agency
 County Administrative Center
 4080 Lemon Street, 12th Floor
 Riverside, CA 92501

Re: Comments on Proposed Final GPA 960 and EIR 521

Dear Honorable Planning Commissioners and Ms. Lovelady:

We represent the Riverside County Farm Bureau (“Farm Bureau”). We submitted a comment letter dated April 6, 2015, with supporting exhibits on behalf of the Farm Bureau regarding the initial Draft 2008 General Plan Review Cycle Update documents, General Plan Amendment 960 (“Draft GPA 960”) and Draft Environmental Impact Report 521 (“Draft EIR 521”) that were recirculated for public comment in February 2015.

On behalf of the Farm Bureau, we thank Riverside County (“County”) for revising portions of the proposed final GPA 960 to clarify that agricultural land uses are not classified as “development” and are not subject to the policies applicable to development. Farm Bureau also appreciates the County’s responses committing to honor the safeguards for agricultural operations contained within both the Western Riverside County Multiple Species Habitat Conservation Plan (“MSHCP”) and the 2006 MSHCP Judgment entered in Riverside County Superior Court Case No INCR396565.

17.1

Our letter also included comments on changes to several policies in GPA 960 that are adverse to the County’s agricultural industry. The County did not respond to Farm Bureau’s comments on these adverse changes in its proposed Final EIR 521, saying that Farm Bureau’s comments raised policy concerns that are to be considered by the County during its deliberations on GPA 960. ***By this letter, Farm Bureau respectfully requests that the County reject the following unexplained policy changes in the proposed final GPA 960:***

- 1) The Board of Supervisors should reject the proposed deletion of the following policy, formerly Policy LU 16.8:*** “Support and participate in ongoing public education programs by organizations such as the County Agricultural Commissioner’s Office, University of California Cooperative Extension, Farm Bureau, and industry organizations to help the public better understand the importance of the agricultural industry.” ***Any plans to withhold the County’s support and participation in public education programs that teach the public about the importance of the agricultural***

17.2

Irvine Office
 2030 Main Street, Suite 1200
 Irvine, California 92614
 t 949.752.8585 f 949.752.0597

Westlake Village Office
 2815 Townsgate Road, Suite 200
 Westlake Village, California 91361
 t 805.230.0023 f 805.230.0087

www.jdtplaw.com
 1269584.1

industry should be fully vetted before this important policy is deleted from the General Plan.

↑ 17.2

2) *The Board of Supervisors should reject the proposed deletion of the following sentence in Policy LU 20.10: "It is not the County's intent pursuant to this policy to subject agricultural related uses to any discretionary permit requirements other than those in existence at the time of adoption of the General Plan." Any plans to subject agricultural land uses to discretionary permits should be fully evaluated so that the potential impacts to agricultural land uses are disclosed, analyzed and mitigated before the General Plan's clear policy direction on this issue is deleted.*

17.3

3) *The Board of Supervisors should reject the proposed deletion of the following sentence in Policy OS 5.5: "Incentives shall be utilized to the maximum extent possible." The Riverside County community has a long favored efforts to preserve habitat on private property through incentives instead of County-imposed regulatory restrictions. Incentive-based strategies strike a balance between economic productivity and environmental protection. Any plans to reverse the County's incentive-based environmental strategy should be fully vetted before omitting it from the General Plan.*

17.4

4) *Farm Bureau also requests that the Board of Supervisors direct County staff to coordinate with Farm Bureau in developing water use efficiency standards for agricultural activities and appropriate crops for recycled water use under the new Air Quality Policies of GPA 960 and the new Climate Action Plan (Policies AQ 20.13, AQ 25.1(d), (e); CAP, p. 4-9, Measures R1-E4, R1-E5; p. 4-230, Measure R3-A1). Farm Bureau's members include individuals whose agricultural operations are at the forefront of efficient irrigation practices and whose families have been farming in the County for generations. Their collective expertise will be invaluable to the County in developing water policies to ensure a sustainable agricultural industry for generations to come.*

17.5

Thank you for the opportunity to comment on the proposed final GPA 960 and EIR 521. Please contact me if you have any questions, or if we may provide any additional information.

17.6

Sincerely,



Michele A. Staples

cc: Mr. Steven A. Pastor, Executive Director, Riverside County Farm Bureau*
Mr. Juan Perez, Riverside County TLMA Director*
Mr. Steve Weiss, Riverside County Director of Planning*
Gregory Priamos, Esq., Riverside County Counsel*
Shellie Clack, Esq., Deputy County Counsel*
*(via email)

Comment Letter No. 17: Riverside County Farm Bureau (via Michele Staples)

Comment 17.1 The County appreciates the Farm Bureau’s continued coordination during the General Plan Update Process. The County has reviewed all of the suggested policy edits included within the Bureau’s August 2015 Planning Commission Comment Letter. Refer to specific responses below. The suggested amended language in the following responses would not create a significant change in the analysis or any of the impact conclusions in the EIR and would not result in a recirculation of the EIR pursuant to State CEQA Guidelines section 15088.5.

Comment 17.2 This comment is duly noted. Planning Staff recommend the inclusion of the previously deleted language in Policy LU 16.8. As recommended, the Policy would be incorporated into the GPA No. 960 document as Policy LU 20.12 as follows:

“~~LU 16.8~~ ~~LU 16.8~~ Support and participate in ongoing public education programs by organizations such as the County Agricultural Commissioner’s Office, University of California Cooperative Extension, Farm Bureau, and industry organizations to help the public better understand the importance of the agricultural industry.”

Note: Policy 16.8 was included in the 2003 General Plan, however it was proposed for deletion by GPA No. 960. This Policy, if adopted into the General Plan Document by the Commission would be included as Policy 20.12.

Comment 17.3 This comment is duly noted. Planning Staff recommend the inclusion of the previously deleted language in Policy LU 20.10. As recommended, the Policy would read as follows:

*“~~LU 16.10~~ ~~20.10~~ Allow agriculturally related retail uses such as feed stores and permanent produce stands in all areas and land use designations. *It is not the County’s intent pursuant to this policy to subject agricultural related uses to any discretionary permit requirements other than those in existence at the time of adoption of the General Plan.* ~~Where a discretionary permit or other discretionary approval is required under the County zoning ordinances in effect as of December 2, 2002, then allow such retail uses with the approval of such a discretionary permit or other approval. The following criteria shall be considered in approving any discretionary permit or other discretionary approval required for these uses:~~”*

Comment 17.4 This comment is duly noted. Planning Staff recommend the inclusion of the previously deleted language in Policy OS 5.5. As recommended, the Policy would read as follows:

“OS 5.5 ~~New development shall~~ Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. *Prohibit fencing that constricts flow across watercourses and their banks. Incentives shall be utilized to the maximum extent possible.* (AI 25, 60)”

Comment 17.5 This comment is duly noted. The County will continue to coordinate with the Farm Bureau during the implementation of measures to develop effective standards and methods for water efficiency standards for agricultural operations.

Comment 17.6 The County appreciates the Farm Bureau’s continued coordination and looks forward to further coordination in the future.

Jannlee Watson, 23043 Sunrose St., Temescal Valley

1. Under the heading “Unique Communities” in the Temescal Canyon Area Plan, the unincorporated areas of Green River, Coronita, Home Gardens and El Cerrito are identified correctly. Temescal Valley is listed as the I-15 Corridor. No fewer than eight times is our community identified as the I-15 Corridor or Temescal Canyon. This is incorrect and I ask that you change it. We have historical maps that show the Temescal Valley designation within the greater Temescal Canyon area.

18.1

2. Sadly, Temescal Valley is not treated as one area in the county’s General Plan, but is divided between two area plans – the Temescal Canyon and Elsinore plans. We’re trying to build a Sense of Community in planning the future of the entire Valley. Division based on considerations to spheres of influence is detrimental to this goal.

18.2

3. While I can understand the reason for the changes to the Level of Service in the Transportation/Circulation Element, I find it disconcerting that the LOS ratings in the amendment and the draft EIR for the I-15 Express Lanes differ. Both documents were prepared by county agencies and both address Average Daily Trips between freeway interchanges. Which is correct? This inconsistency gives rise to confusion and questions the credibility of both documents, as well as the general importance of LOS.

18.3

4. In the Circulation Element, the amendment will remove the Irvine-Corona Corridor from the General Plan and, instead, resources will be used to “support major capacity enhancements” to the 91 between the I-15 and the Costa Mesa (55 freeway). If not a tunnel with a high price tag, then why not an “up and over” route? Is it really feasible to keep pumping hard-to-come by transportation dollars into the 91 freeway, the only transportation corridor between Riverside and Orange counties? We need an alternative route in case a natural disaster shuts down the freeway – say a major earthquake or extreme flooding that would cause the Santa Ana River to overflow its channel. After the millions of dollars and time spent studying the tunnel, it makes no sense to remove the corridor from the General Plan. While I have faith in RCTC and the CETAP concept, it’s the General Plan that should hold the checks and balances for future county transportation plans.

18.4

5. And finally, the amendment places strong emphasis on alternative methods of transportation -- rail, bus lines, bike lanes, pedestrian trails and even horseback. We have no infrastructure in Temescal Valley that makes these modes of transportation available to us. I’m a little dismayed that while the importance of Temescal Canyon Road was addressed in the Area Plan, no consideration was given to the much-needed improvements, including the widening of this, the Valley’s only north-south surface street.

18.5

Thank you

Comment Letter No. 18: Jannlee Watson

- Comment 18.1** This comment is noted. Please refer to Response 18.2, below.
- Comment 18.2** This comment is noted. Staff intends to reevaluate the area plan boundaries during the 2016 General Plan Update. During this effort, staff will evaluate boundaries of communities and area plans as part of the General Plan document.
- Comment 18.3** This comment is duly noted. Discrepancies between the GPA No. 960/EIR No. 521 modeling data and the I-15 Express Lane Project Data, particularly in regards to LOS are due to a number of factors. Staff reviewed the I-15 Express Project Traffic Operations Analysis Report and LOS D is recommended as the design standard for intersections (*Traffic Operations Analysis Report*, page 2-7). This LOS target would be consistent with the LOS target in GPA No. 960. Furthermore, it is important to note differences in the modeling assumptions and horizon years between GPA No. 960 and the Express Lanes documents. Chapter 4 of the I-15 report identifies 2040 as the design year for the freeway project. This horizon year is unlikely to represent the buildout of the County General Plan land uses.
- Additionally, the socioeconomic dataset used in the model was factored in order to be consistent with the 2012 Regional Transportation Plan, which is known to have a lower growth forecast. These differences in modeling assumptions would not allow for one-to-one comparison between the I-15 Express Lane Project Data and GPA No. 960 and EIR No. 521.
- Comment 18.4** This comment is noted. The commenter is concerned about potential traffic impacts within the Temescal Valley, particularly the removal of the Irvine-Corona Expressway Project. The General Plan was updated to include further discussion on the CETAP Corridors and their current status. Staff have updated the GPA No. 960 document to best reflect the current status of CETAP projects currently under consideration by the RCTC, as future CETAP corridors are both speculative and unconstrained in nature. As described in Draft EIR No. 521 page 4.18-30, this facility falls under the jurisdiction of the RCTC, which is exploring a wide variety of CETAP options (refer to Responses 14.13, 19.4, 29.19 and Comment Letter 17). The current GPA No. 960 language reflects the current understanding of transportation planning efforts for the Orange County-Riverside County Transportation Corridor and in no way limits future development of the tunnel option. Refer to pages 4 and 5 of the GPA No. 960 Errata for these updates to the document.
- Comment 18.5** This comment is duly noted. The County continually evaluates the need for infrastructure improvements throughout communities within the County,

including roadways. While specific plans for alternative transportation are not developed along Temescal Valley Road within the General Plan at this time, these plans will be developed as demand for alternative transportation grows in the community and will continue with the implementation of GPA No. 960, which may include potential opportunities for alternative modes of transportation.

Submitted By Private Citizen
without assistance of an
attorney. I believe that
the following to be true
to the best of my ability/under-
standing
Adrian J. McFegor
PO Box 894108
Temecula, CA 92589
macgarden2004@yahoo.com
Aug. 19, 2015

Re: General Draft Central Plan
Amendment 960, Final EIR Impact
Report 521 and Draft EIR Impact
Report 521.

1. You have omitted to roll back
to 1990 carbon monoxide emissions
with the omission of the
Parsons Mapping of the
Southernly Eastern Bypass Expres
way approved since 2003,
& modified to two new mapping
in 2003-05/06
2. Over approving high den-
sity with 2002 knowledge
of lack of water to present

microporous

to other areas

1 The ~~water~~ rock found in the Temecula aquifers has limited recharge by rain or snow when over-explored, depending on hydrology. This means you do not have adequate meteoric water for immigrant workers in Riverside County's Temecula Wine Country, Sphere of Influence of the City of Temecula

2. NO # General Plan No 960, Final EIR Impact No 521 did not address these problems in 2000 to 2014. Being a lesser authority (city, town, county) you legally may not contradict a Superior authority (State, Federal Government.)

Being a

At Lesser authority - Riverside County's Board of Supervisor's 2015 ^{General} Plan is putting into General Plan that 75%

of land must be planted
in wine grapes (forcing
water usage) and mandating
a LUXURY AGRICULTURAL
CROP [not Food Crop for
nutrition. In order for
a person to be able to have
a business allowed by
land deed [pursuit of
happiness] while in
a declared Federal and
global / State of CA water

★ ^{known to you} Drought Emergency since 2002.
water to necessary nutrition crops only.

3. You are allowing Paper
Water Mandate to be given
to Developers and ^{their} concepts of
Bonus Points which violate Supreme
Court judges' ruling in
2002 that you may NOT
issue Paper water to a
Developer for a new
development and/or
concept when it takes
away from the existing
community. — Bonus Points to go.
4. You have withheld

③ meteoric water has limited recharge by rain/snowfall. when other exploded - depending on hydrology.

* ④ lack of microporous rock in the Temecula aquifers for water will not supply enough water for immigrants.

not addressed

⑤ Up river massive flooding by the City of Temecula Sphere of Influence - # map PM 33596

new green well \$50000

⑥ Selected parcels of 964-180-038, owned by the City of Temecula - I believe there are thousands of parcels not known to most, which will take all of the water away from the present rural residents during

"Crisis on top" known info of no water by 70% behind Lake Mead. Yet, you are allowing this, if not owned by city, why / who owns it parcel 964-180-038

⑦ Long usage of operational emissions due to vehicle travel in rural with ~~it~~ already exceeds national SCAQMD thresholds.

from this County Vision
a TAMP freeway impact withheld
since 2003-05. that when
completed, linking the Eastern
Bypass to the I-15 that all
low lying valleys will have
level 6 to carbon monoxide Hot Spot
levels endangering children,
seniors + health problems.

You have ignored the
Santa Margarita ^{strip} flow suit
to all cities from the ocean
to Lake Elsinore, thus causing
intrusion of salt water into
up river aquifers. And, down-
river flooding due to over building
and from Kopp past down river
2120 And with several
volcanic hot springs, Glen
Tuy, Hemet, Lake Elsinore on
Main St., Merrieta Hot
Springs. and have
the grade 3 level earth-
quake faults with known
liquefaction known as
the Baxter Rd Fault, Butter-
field ~~St~~ Faultline from
Anya Rd / 79 Hwy to Mexico,
Lake Elsinore Fault # Janders

4h
You allowed the
violation of MWD Import
Water Formula (verses)
granting over development
Bones Points development.

signed,

Mrs. Adrian J. McFague
Private citizen, without
legal representation,

giving a vision right
to take lands to improve
a ventner's vision of the
beauty of his luxury
wine grapes, if I believe
is questionable ag usage,
especially since Feb 12,
2008 RATED rancher meeting
was held. They told us
MWD never had agriculture
as a priority. Their charters
mandates urban usage
Only 1 -- Recorded
meeting available.

Comment Letter No. 19: Adrian J. McGregor

Note: Refer also to Comment Letters 2 and 20, submitted by Adrian McGregor, and their respective responses for further discussion.

Comment 19.1

This comment indicates a number of concerns related to a general lack of water, vehicle emissions exceeding thresholds, land use approvals, as well as the potential over-usage of water in Riverside County. These comments are duly noted.

Water demand is a key component of project-level review within the County. During a project's environmental review, potential water supply constraints are analyzed within the project's environmental documentation to ensure that sufficient water supply is available for the project. Any environmental impacts of future developments will also be addressed at the project level in project specific analyses. This effort is undertaken by the local water districts to ensure sufficient water supply for new development. As discussed in the Section 4.19.3 of Draft EIR No. 521 (*Existing Environmental Setting – State and Regional Water Supply*), water supplies are provided to County residents and businesses through various water retailers including municipal water districts and California Public Utilities Commission-regulated water utilities. The State of California has also enacted the Sustainable Groundwater Management Act, enforced by the State Water Resources Control Board, which requires certain groundwater basins to prepare Groundwater Management Plans.¹ Finally, groundwater is also managed in Riverside County by various watermasters, adjudications, and settlement agreements, which are described in the Draft EIR (page 4.19-103) and overseen by a collaborative effort of County and watershed stakeholders led by the Santa Ana Watershed Project Authority in Western Riverside County and the Colorado River Basin stakeholders for eastern Riverside County.^{2, 3}

Furthermore, pursuant to SB 610 and SB 221, any project or development with over 500 residential units or non-residential development of a certain size and scale (e.g. commercial, industrial), must complete a Water Supply Assessment to ensure that sufficient water supply exists to serve the project. The Water Supply Assessment requires a water purveyor/supplier to provide sufficient verification that supplies are available during a normal, single-dry, and multiple-dry years within a 20-year projection. Additionally, the water districts serving Riverside County produce Urban Water Management Plans, which analyze the growth projections of district service areas in order to responsibly manage future water supplies. These plans are publicly available and are typically found on the respective water district's website.

¹ <http://groundwater.ca.gov/>

² <http://www.sawpa.org/owow/the-plan/>

³ <http://www.usbr.gov/lc/region/programs/crbstudy/MovingForward/index.html>

Riverside County air quality is regulated by South Coast Air Quality Management District (SCAQMD) and thresholds are developed to limit the amount of emissions allowed in a given region. Specific development projects are analyzed against the SCAQMD's project level air quality significance thresholds to determine if emissions would be significant and if mitigation measures are necessary. The air quality significance thresholds used by the SCAQMD would ensure that future development projects would be consistent with implementation of the regional Air Quality Management Plan (AQMP). The AQMP outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for PM_{2.5} and ozone and relies on a multi-level partnership of governmental agencies at the federal, state, regional, and local level. The AQMP proposes policies and measures to achieve federal and state standards for improved air quality in the South Coast Air Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. Additionally, the AQMP is based on the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The analysis of carbon monoxide (CO) emissions with respect to localized hot spots is the typical reasoning for the inclusion of this level of analysis. Regarding the emissions of Carbon Monoxide (CO), it should be noted that the air quality monitoring by the Air Districts with jurisdiction of the Air Basins in which the County is located have not seen CO emissions exceed the state or regulatory standards in over a decade. Additionally, there has been no record of any level of project, General Plan or otherwise, that has resulted in a localized CO hotspot in over a decade within the GPA area. It should be noted that the Salton Sea Air Basin is designated as attainment for federal CO standards and the South Coast Air Basin has been designated as attainment/maintenance for the federal CO standard since 2007. Therefore, specific modeling of CO emissions was not warranted or included as part of the Draft EIR.

Any potential future development will be required to be reviewed and acted upon by the relevant local regulating government. Findings would be made by the regulating authorities should emission thresholds be exceeded.

All land use designation change requests regarding density and percentages of lot coverage for agricultural uses are reviewed by the Riverside County Planning Commission and acted upon by the Riverside County Board of Supervisors through the application process. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

I have written these testimonies as a private citizen without legal council believing that they might be, could be, perhaps, with my limited understanding

To the five County of Riverside Planning Commissioners for the Wed. 2015 last hearing to be held for their review of the publics' concerns and questions re: No. 960 and No520.

Written and submitted with great respect, private citizen, Mrs. Adrian J. McGregor P.O. Box 894108 Temecula, CA 92589
 macsgarden2004@yahoo.com
 951.294.0786

Signed Adrian J. McGregor

THESE are Historical Events leading up to the Temecula Wine Country 3 Tier General Plan EIR being given by a private citizen without the representation of an attorney who believes, thinks, could be, most likely, to [perhaps] and/or to the best of my understanding is presenting these facts for the County of Riverside 2015 General Plan 960 Final EIR and the rough draft of Climatic Global Impact 520 **that gaps or omissions may have occurred from No.7666 of July, 2008, regarding the areas being referred to as the Temecula Wine Country 3 Tier General Plan EIR, WHICH clearly states that Supervisor Jeff Stone had Planner Derek Hull STATE and PRESENT Supervisor's Jeffery E Stone's PERSONAL Vision for the area's Temecula Wine Country that until this hearing WAS mostly Dry Farming Historically with experimental Luxury : #5.4** "without an EIR of taking rural to Country Estates Clustering to massive development requiring sewers to be paid by bond, and the few users who will benefit from them. AND, no Sewer Proposition 218 in a Virgin Sewer Area General Election by Ballot was given to OVER 10,909 residents. We are being given Bond taxation so a few may have their needed sewers. Yet, we will have septic tanks that MWD/EMWD stated in 2008 all county septic tanks of 1.8 million are to be removed. And, then, we the current residents will be taxed for all of that as well...with no legal rights of election by ballot to accept new taxation.

20.1

2013 AT YEAR END, per the Feb. 12, 2008 Rancho CA Water District farmers and ranchers water annual meeting statements which I witnessed, guest speaker of MWD stated, "IT had NEVER been part of MWD Charter or Philosophy to supply agricultural water. They support only URBANIZED AREAS". They stated to us present and on recorded tapings, and available with word by word script to read/or listen to, THAT "No Rancho CA agriculture water rates ARE TO BE GIVEN in 2014: All RCWD users will pay full domestic drinking water rates for all waters in THREE Tier RATES per their usage (which was declared in May of 2015 at

Los Angeles City Council Meeting to be **AN ILLEGAL act to charge** for the same product a different pricing, per the radio and national news.) All monies must be returned that were over charges by tiering. RCWD (Rancho CA Water District may also in its future have to return millions of dollars for using the same practice.) Also, in 2009 Water Board Steve Corona was going to declare that **NO** more new development meters could be issued within the City of Temecula nor the unincorporated areas by RCWD **DUE TO THE LACK OF WATER** with drought forecasting in place and that they **WERE WAY** over their **IMPORT FORMULA** usage **LEGAL** amounts of water with **XXX** years of global and state drought knowledge/forecasting.") The City of Temecula Council Members and their attorney were furious demanding the removal of it, as was Jeff Stone, Etc. in attendance. It was cancelled in 2009. But, the building permits continue and the Bonus Points with **PAPER WATER IN VIOLATION OF SUPREME COURT JUDGES RULINGS OF 2002**, "That no Paper Water may be given to a Developer when the development or a development concept **WILL TAKE** away the existing waters from the existing residents."

****Councilman Albert Samuel Pratt in Dec. of 2002 wrote both his fellow Councilmen of the City of Temecula and all staff/County of Riverside Supervisors to put them on notice of violating import laws vs. high density. "** Now, I understand what a disaster is to come over Bonus Point Developer fees and over building will do to our areas. **NO WATER.**

- ◇ Withheld CETAP Freeway Stakeholder Meetings, their Parsons maps, CETAP discussion, **ANY** information **UNTIL** I alone got Patti Romo, Director of Transportation, to allow me to see the Parsons Mapping in the year 2010, when in fact in had been in place since about 2007. **THEY ABSOLUTELY** were **FURIOUS** I firmly asked my public rights to see the hidden materials of the CETAP **EXPRESSWAY**, and the entire Eastern By-Pass Expressway I-10 to I-15.
- ◇ The new CETAP presentation of 2015 on Aug. 19, 2015 shocked me that they are assigning/ using different naming. But, since staff did not present it, **THEY** did not mention that it is **ONLY** a section of CEQA inundation of enabling extensive Violations of CEQA federal demands since 2006 to roll back to 1990 emissions standards in Temecula as well as all of the Riverside County and spheres of influences.
- ◇ Withheld taxation without representation for sewers with wording: "Supervisors gave you \$2 million dollars, we'll look for grants, and ask for a government loan at the July/Aug 2012 Planning

20.1
Cont.

Commissioners Wine Country 3 Tier General Plan EIR, I believe is a liability of fiduciary abuse and a Malfeasance/Misfeasance.'.....While Vintner AD HOC Chairperson Bill Wilson stated, **We need to look at a method of cost of the sewers distribution. Rural Residents do not understand, the hotels and the City of Temecula new owned projects along Butterfield Stage are getting reduced pricing, the rural residents get at least 80% to 90% of the rural residents will pay in taxation for a few to get wealthy while they are taxed out of their homes and TAKE their inability to replenish their needed drinking water and residential domestic water needs. **The County does not have a replenishing domestic water supply to maintain the demographic Estimates of 2014 of 2,189,641 million residents. This does NOT give an available WATER SUPPLY for immigrant workers nor their families, nor supply hotels/etc. with anything but PAPER WATER, which the United States Supreme Court Judges' Ruling of 2002 clearly states: "You may not issue Paper Water to a Developer for a new development or concept, when it will take away water from the existing residents.**

- ◇ On August 19, 2015 at the County of Riverside Administrative Hearing for the 960 County of Riverside Final General Plan EIR and its Climatic Global Greenhouse 520 is recorded on tape and in front of witnesses, that Planner Kristi Lovelady did finally say when asked by a Planning Commissioner that not a 100% of all projects were within this document. That in fact, Planner for 3 years Kristi Lovelady did state, **'THAT NO NEW PROJECTS ARE INCLUDED IN THIS 20 YEAR PLAN FROM DECEMBER OF 2009 TO 2015 PRESENTLY. THIS I INTERPET TO MEAN THAT ALL CASES OF LACK OF WATER TO SUSTAIN LIFE IN RIVERSIDE COUNTY IN ALL FROM JANUARY 2010 TO AUGUST 19, 2015 BASICALLY ARE FALSIFIED WHEN TOTALS ARE NEEDED TO BE WITHIN FEDERAL CETAP, CEQA ROLL BACK CARBON MONOXIDE EMISSIONS TO 1990 USAGE. THAT THE EIR WITH DISTRICT 3 OF JEFF STONE AND POSSIBLY CITIES ARE NEITHER ENTERED AS WELL.**
- ◇ Conclusion to above: The Final Draft of 960, and the climatic global EIR of 520 are voided, as it DOES not show governance of transparency in such possible end result of catastrophic magnitude as 100% non breathable air, not enough water to sustain human life nor aquifers with limited recharge by snow or rainfall, are known as

20.1
Cont.

meteoric water, can be over exploited depending of the local hydrogeology, may draw in non-potable water or cause and have salt water intrusion from hydraulically connected aquifers, surface water bodies or down or up river water sheds. When Planner Christi Lovelady stated that as the projects are completed, they will be inserted. This was alarming, as due to the County of Riverside and its cities and unincorporated areas developments already built and more waiting ARE ON THE books who have years of extensions projects with thousands of units YET to be unbuilt, as well as those mentioned August 19, 2015 BEING withheld from this EIR and CEQA federal mandated reports of compliance. My one humanly concern is in the middle of National/Global drought and diminishing world wide snow packs up to 60%, how will our areas be inhabitable?

- ◇ Mitra Cooper stated that a Planner had the legal right to listen and hold public hearings, but has the authority to change anything at any time. I found this to be alarming.
- ◇ **Riverside County is the 10th largest county within the United States. With reduced snow packs, and no Colorado River Water to flow to it, as per "Crisis on Tap", that by or before 2021 there will be no water behind Lake Mead for California and Riverside and that the Administration had been on notice by the Federal Government since 2000 to curtail growth and to HAVE NO NEW urbanization of RURAL areas into Cities since 2006 due to CEQA, CETAP, lack of WATER, no aquifers to support life without imported waters, world catastrophic drought and lack of rainfall forecasted, and that carbon monoxide high percentages of Hot Spot pollution being the worst in San Bernardino and Riverside Basins are known to be the worst in the entire United States will most likely expand in density.**
- ◇ **The retired long term Planning Commissioners of District 1,2,3,4, & 5 now gone last year or two and this year and possibly ALL Supervisors may be facing FEDERAL Process.**
- ◇
- ◇ **Did NOT TELL THE PEOPLE DUE TO 16 LETTERS SAYING BUSINESSES/MAYBE A RESIDENT WANT SEWERS, OVER 9,606 RESIDENT COUNT OF in "JUST 2008"...WILL BE TAXED woth Bonds to pay for the new tracks of parcels along Butterfield Stage Rd. and the sewers planned with Bonus Points; needs to access**

20.1
Cont.

the new Hotels, developments NEED to be cancelled, as there IS no water to support them!

- ◇ WITHELD FROM THE 2003--2013 County of Riverside EIR are THE 2006 SOUTHERNLY BY- PASS EXPRESS WAY Stakeholder Meetings, Parson Maps Hearings, etc. and the Entire Eastern By-Pass CEQA and CETAP with emissions, etc. FROM THE 2015 CETAP and CEQA population figures and NOW add the withheld figures of over growth being withheld from the County of Riverside's Books and census, as well as NOTIFYING the County of Riverside Audit Controller on the potential of not having enough water for further growth.
- ◇ WITHELD STAFF EIR STATEMENTS OF 2005 OF CAUSE OF DEATH AND IMPACT TO THE LOW LAYING VALLEYS 6% Hot Spot Carbon Monoxide Poisoning Contamination along all low laying valleys through 2014 and possibly still including revise your figures to include ALL Projects on the books verses LACK of WATER and compliance with State and Federal Statutes.
- ◇ USING ILLEGAL SURVEY TO STRIP OUR Rural ZONING FROM 11.85 SQUARE MILES AND A LAND GRABE IN AGENDA 1077 OF RCIP GENERAL PLAN AGENDA, AND 348.4729 Ordinance possibly.
- ◇ The Temecula Wine Country Survey approved to be done by 4 or five AD HOC Committee Members in 2008 May/June ad the Stone appointed Advisory HOC Temecula wine Country Planning Panel.
- ◇ Done ON THE INTERNET AS A SURVEY WITH ADDRESS OPTIONAL AD HOC Committee rewrite our entire area right out of being RURAL. August of 2008 online with address
OPTIONAL. let anyone vote to change us to country estates so that development will follow. as the original Temecula Valley Wine Country AD HOC Planning Committee first meeting was May, then June with 5 sentence minutes, then in August with ONLY a panel of five men, all vintners with Mitra
- ◇ July 25, 2012 or Aug 2012 Wine Country Planning Commissioners EIR of Wine Country, Executive Planner Cooper states, "The success of the Survey is NOW the results of these hearings fulfilled," OF WHY the Wine Country Will Have a NEW VISION. and be changed forever.
- ◇ Ad HOC meetings hidden for nearly 1.5 years with only a five member team. Then, Stone adds representatives to AD HOC

20.1
Cont.

Committee members (I believe to have been all vintners with Chair Bill Wilson the entire time perhaps), then Jeff Stone adds a new AD HOC membership totaling 16 or 18 reps.

- ◇ AT NO time did county Planner first Olivia Barnes, then Mitra Cooper for 1.5 years tell when, or where or date of their meetings, which planner Mitra Cooper encouraged and ignored our requests to view/listen quietly, and that Olivia Barnes also had done until replaced by Mitra, and that Supervisor Jeff Stone when I told him the hiding of their meetings, he said only, "Oh, and excused himself." 20/20 Meetings began after 1.5 years of held meetings and NO RESIDENT could attend/no minutes to read, etc. I believe. I repeatedly asked to attend as an interested rancher since 1978.
- ◇ An Ad HOC Meeting has the guidelines of Who, What, When, and Where, Plus recordings and minutes, I think after reading County of Riverside Handbook Guidelines. Believe Jeff Stone, his staffing and possibly the 1.5 years of the original AD HOC team Committee withholding any information from we residents/rural and/or ranchers/farmers Violates the A-20 Board of Supervisors Guidelines for Planning Commissioners, Special appointments and Advisory HOC Committee Members. I personally asked some of them why they would not allow the residents to witness our areas planning. I think this impacts the philosophy for free choice in a rural area, where historically since 1895 due to LACK of WATER dry farming was the practice agriculture of nourishing crops, and not a luxury crop such as grapes, which were first planted on a parcel of prior dry farming in 1968 by the Cilurzo Family, my prior neighbors now moved off their lands.
- ◇ It clearly states an AD HOC Committee Member MAY NOT PROFIT FROM THEIR VOTE AND DISCUSSION MAKING OF MONETARY WEALTH AND OR WITH THEIR INVESTMENTS.
- ◇ Historically in 1994/1995 the representative board of five members, one of which is MWD employee who was instrumental with the lands needed to build Diamond Valley Dam in Hemet, Kernel Williams, as the Citrus and Vineyard CSA Road District #149 move San Diego Pipeline No. 6 approved by CA State MWD EIR in May of 1989 in 1995. IT SHOULD be verified to see if all of the reps were what type of planting farmers/ranchers at the

20.1
Cont.

- time they moved the Pipeline to Anza Rd. The data is in recorded minutes now with the Dept. of Transportation, I believe.
- ◇ The approved TUMP/WCOGG/CETAP Freeway Expressway was to follow from Hemet State St. to Rancho Road to Glen Oaks Rd to over the hills to San Diego, per the FINALIZED EIR of May 1988/89 nearly 400 pages plus and finalized map I witnessed. Our road District composed of ? five members in 1994/1995 cancelled the MWD approved project, (Williams stated he worked for Water Company), moved the San Diego Pipeline No. 6.
 - ◇ Citizens NEVER given voice: Citrus and Vineyard CSA Road District 149 moved the pipe land. DONE by two or three Vineyard owners and Kernel Williams. In their minutes of Citrus and Vineyard CSA Road District No. 149.
 - ◇ These hidden meetings seem all most like a plot against the present rural residents, vs. the original AD HOC Committee, Jeff Stone and others who hold his VISION...P.C. JohnPetty puts Ma and Pa zoning in 1999 for 5 to 10 acre parcels to be winery/wedding, etc., removes FREE Franchise in our entire areas except to Wineries? Could this truly Be?
 - ◇ In closed mute meeting on Aug. 6, 2008 Petty out of sight and with no public input, revokes deeded property rights as a Planning Commissioner. I attended. I spoke as did Gary Grant. Yet, the recording does not have our spoken words. They had no sign-in sheet. The public on July 23, 2008 Planning Hearing were told that the meeting was to be called an illegal hearing by other four planning commissioners. Commissioners tell public in audience new hearing to be held on Aug. 20th, 2008. But, that none of their sent in letters or phones calls would be included to Aug 20th, 2008. Petty before leaving to meet Stone at Thornton Winery Victory of zoning No. 1076 supposed to have happened, said quietly that let's me to planners on Aug. 6th, 2008 to talk a little more.
 - ◇ Attended hearing: With no public input or a handed out agenda of the Planning Commissioners Hearing/Discussions Petty motions, carried and voted to erase our zoning on Aug 6, 2008.
 - ◇ Two years later, there is in place an agenda discussing that it was voted upon to withdraw No. 1076 Agenda Amendment to our areas. Of 11.85 sq. miles.

20.1
Cont.

- Exceptions of 3 Tier Wine
- County General Plan EIR
- Public Hearing Presentation (PDF)* - Item 5.5
- Back to Top

5.4

Important - Free Enterprise made a monopoly for elite few on Aug 6, 2008

Break your I think

CHANGE OF ZONE NO. 7666 - No New Environmental Documentation Required (EA40322) - Applicant: County of Riverside -- **Third Supervisorial District - Rancho California Zoning Area - Southwest Area Plan: Agriculture: Agriculture (AG: AG)** - Location: Easterly of the City of Temecula, and northerly and southerly of Rancho California Road. - Approximately 7,577 Gross Acres (11.83 Square Miles) - Zoning: Citrus/Vineyard (C/V) ** exception: EIR from Rural to Urban requires a new EIR. not done*

REQUEST: The change of zone proposes to amend the language of the Citrus/Vineyard (C/V) zoning classification in Ordinance No. 348 Section 14.73 to increase the acreage requirements for special occasion facilities from five (5) acre minimum with associated onsite vineyards to ten (10) acre minimum with associated onsite vineyards. In addition, minor grammatical corrections and clarification of development standards applicable to special occasion facilities in the text of the ordinance are included in this change of zone request. ** exception: stripping away of property rights of smaller properties to be given only to Ponderosa sized holdings*

Project Planner: Derek Hull
Ph: (951) 955-9076 or E-mail drhull@rctlma.org
(Legislative)

Staff Recommendation: CONTINUE WITH DISCUSSION TO 10/1/08

ought P.C. note modeling, water rights of free enterprise

Click The Links Below to View Items Related to Agenda Item 5.4

- Staff Report (PDF)* - Item 5.4
- Environmental Assessment No. 40322 (PDF)* - Item 5.4
- Public Hearing Presentation (PDF)* - Item 5.4

I think to only large land owners. gain Betty. I was present. Ag. Mr. Fryer

6.5

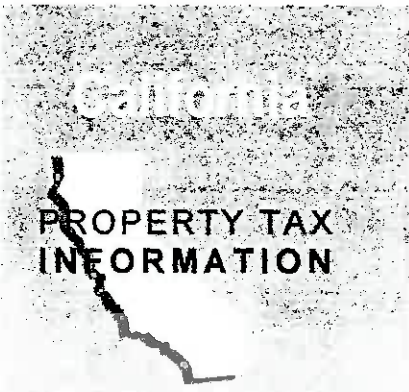
GENERAL PLAN NO. 987 - (Agriculture) - Applicant: Virginia Stoner - Engineer/Representative: VSL Engineering - Third Supervisorial District - Rancho California Zoning Area - Southwest Area Plan: Agriculture: Agriculture (AG: AG) (10)

They did not do a new EIR to my knowledge that I heard of or read.

Exception of 3 Tier Wine County General Plan EIR

Important: Free Enterprise made a monopoly for elite few on Aug 8th, 2008

not given to some counties
16 letters yes - 95 letters no.



What is Proposition 218?

requires a general election.
violate this process.

Background

In November 1996, California voters passed Proposition 218, the "Right to Vote on Taxes Act". This constitutional amendment protects taxpayers by limiting the methods by which local governments can create or increase taxes, fees and charges without taxpayer consent. Proposition 218 requires voter approval prior to imposition or increase of general taxes, assessments, and certain user fees.

The Environment Prior to Proposition 218

Proposition 13 dramatically changed the California property tax landscape after its passage in 1978. The result was a severe limitation on ad valorem property taxes (property taxes based on assessed value of property). Consequently, local governments had to look elsewhere to find money to fund public services and improvements. These agencies turned to benefit-based assessments, special taxes and user fees, which were not subject to Prop. 13 limitations. However, this resulted in increasing property tax bills, the main concern that Prop. 13 attempted to control.

Proposition 218 Tax Reform

Prop. 218 radically changes the way in which local governments raise revenues by ensuring taxpayer approval of charges and increases to existing charges. Voters are also given the ability to repeal or reduce charges by voter initiative.

Specific Features of Proposition 218

The primary changes put in place by Proposition 218 are explained below.

1. **Voter Approval on Taxes.** Prop. 218 requires all local governments, including charter cities, to get majority voter approval for new or increased general taxes. *violate Federal Law I believe*
2. **Limits on Use of "General Taxes".** Proposition 218 restricts the use of general taxes, which require majority voter approval, to general purpose governments (i.e. cities and counties). School districts are specifically precluded from levying a general tax.
3. **Stricter Rules on Benefit Assessments.** Benefit assessments by definition must be calculated based on the benefit received by the parcel as a result of the project financed. Prop. 218 created stricter rules for initiating or increasing benefit assessments. Now, an agency must determine the specific benefit the project will have on individual parcels. A general enhancement to property values can no longer serve as the benefit.
4. **Increased Notification and Protest Requirements.** Proposition 218 will require that agencies put all assessments, charges and user fees out to a vote prior to creation or increase. In most cases, the vote will require individual notices be mailed to affected property owners. A formal protest hearing is also required to move forward with the charge or increase.
5. **Restrictions on Use of Fees.** Proposition 218 prohibits local governments from imposing fees on property owners for services that are available to the public at large (like garbage collection and sewer service). In any case, fees charged to property owners may not exceed the cost of providing the service.
6. **Government Owned Property No Longer Exempt.** Proposition 218 requires government agencies to pay their fair share of a benefit assessment, if the property receives benefit from the project or service financed.
7. **Initiative Power To Repeal.** Prop. 218 gives voters the power to reduce or repeal any existing local tax, assessment, or charge through the initiative process.

none given
to my knowledge
no election

Proposition 218 gave taxpayers the right to vote on all local taxes, and requires taxpayer approval of property related assessments and fees.

Original estimate for sewer design was done by San Stephenson per RCWD + EMWD.

www.californiataxdata.com

100 Pacifica, Suite 470
Irvine, California 92618
Tel 949-789-0660
Fax 949-788-0280



TEMECULA VALLEY WINE COUNTRY Greenhouse Gas Reduction Workbook

developing and drafting standards and guidelines for determining the cumulative significance of a project's GHG emissions on global climate change. The development, adoption, and application of GHG significance thresholds is in its infancy - there is currently no single accepted industry practice or methodology for analyzing GHG impacts.

The County has determined that there are three appropriate numeric thresholds to determine significance of the proposed Project. Specifically, GHG emissions were compared to the following three thresholds:

- Mass Emissions. A threshold of 3,000 MTCO₂e per year is adopted from the recommended SCAQMD's Interim Thresholds document for commercial, residential, mixed use, and industrial development projects; projects below this threshold are considered less than significant.
- Per Capita Average Emissions. A threshold of 4.1 MT per year per person, adopted from the SCAQMD efficiency based standard, is most applicable to larger projects, such as subdivisions and other projects of potential regional influence. The threshold is calculated on an emission rate per population or employee (service population) projected for Year 2035; developments which achieve emissions below this threshold are considered less than significant.
- Reductions Consistent with State Goals. A threshold of 28.5% below Business As Usual (BAU) emissions from future development projects. Project-specific emissions shall be calculated and compared to similar hypothetical development; if an implementing project achieves a reduction of at least 28.5% with incorporation of mandatory and voluntary measures, it is considered less than significant.

Results of the GHG Study

The Wine Country Community Plan EIR analyzed GHG impacts resulting from full build-out and operation of all implementing projects assumed in the Community Plan and proposed zoning. Analysis included construction emissions from individual projects and operational emissions from mobile sources (visitors, employees) and stationary sources (wine production, agricultural uses).

PM 33596.

The findings of the GHG analysis conducted for EIR No. 524 are as follows:

Does not include hidden 964-180-038 parcel(s)

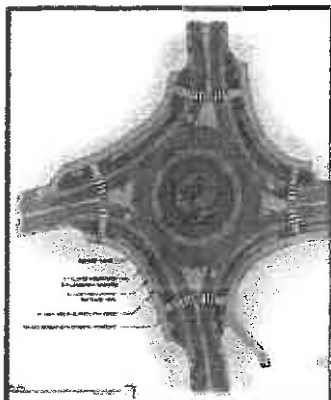
- Construction of implementing projects would result in temporary and incremental increases in GHG emissions. Construction of multiple concurrent implementing projects could result in GHG emissions in excess of annual mass emission significance thresholds. However, SCAQMD recommends that construction emissions from individual Implementing Projects be amortized and significance be assessed in conjunction with long-term operational GHG emissions.

hidden from County mapping City Boundary influences

- Construction and operation of implementing projects would result in GHG emissions in excess of the SCAQMD draft mass emission thresholds and the proposed per capita threshold; therefore, full Build-out under the Community Plan would result in potentially significant and unavoidable cumulative impacts to global climate change.

Because of a qualified: non-transparent omission in study / Aug 2012 Wine Country EIR: The Anza Rd connection to I-15

not fully funded. Over the 150 year Metro Anza Rd.



b. Roundabouts

Through the Wine Country Community Plan process, five roundabouts are proposed along Rancho California Road to maintain rural character of this region while allowing efficient traffic calming and volume capacity. The roundabout at Rancho California Road and Anza Road will be the first of five roundabouts located at La Serena Way, Calle Contento Road, Monte De Oro Road and Glenoaks Road. These roundabouts will allow vehicular, equestrian, bicycle and pedestrian traffic to interact through the intersection more efficiently and safely while keeping its natural wine county landscape. The roundabout will accommodate the estimated 41,700 of daily vehicular traffic and a peak hour vehicular traffic of over 4,000.

c. Fair Share and Phasing Assessment

Through the Community Plan process, the County has developed a traffic impact fee program specifically to ensure timely construction of transportation improvements as outlined in the Wine Country Fair Share and Phasing Assessment. This program will collect fair share contributions toward improvements within the Wine Country Policy Area and within the City of Temecula, and the County will enter into an agreement with the City of Temecula to implement the identified improvements. Additionally, implementing projects within the Wine Country Policy Area will be required to prepare a focused traffic study that will assess the following to ensure consistency:

- Trip generation comparison to estimates assumed in the WCP assessment
- Parking assessment
- Site access and on-site circulation assessment
- Interaction of driveways with adjacent intersections (if appropriate)
- Additional assessment deemed appropriate by the County of Riverside Transportation Department

In addition, EIR No. 524 includes the following mitigation measures to mitigate air quality impacts that assist the County in achieving the GHG reduction goals as well:

AQ-1 The County shall require new commercial and industrial implementing projects to develop a voluntary trip reduction program that promotes commuter-choices, employer transportation management, guaranteed ride home programs and commuter assistance and outreach-type programs intended to reduce commuter vehicle miles traveled. The program shall be submitted as part of discretionary review applications, and in place prior to Certificate of Occupancy.

AQ-2 The County shall condition all implementing projects to implement that Trails and Bikeways Systems map (SWAP Figure 8) of the Project. This map is more conducive to this region's destination places and multiple users' (bikers, equestrian, pedestrians, visitors, etc.) needs. Hence, changing the focus of land use from automobile-centered transportation would result in a reduction in vehicle miles traveled.



TEMECULA VALLEY WINE COUNTRY Greenhouse Gas Reduction Workbook

The County has determined that no analysis of GHG emissions is required for the following types of implementing projects because they will not result in any potentially significant cumulative impact on global climate change:

- Plot Plans that are CEQA exempt and not circulated and which meet the criteria of subdivision (a)(1) of Section 18.30 of Riverside County Ordinance 348.
- Landscaping Plans pursuant to, and consistent with, the provisions of Riverside County Ordinance 859
- Accessory Structures
- Cellular Towers
- Lot Line Adjustments
- Any Activity Statutorily Exempt from CEQA
- Any Activity Categorically Exempt from CEQA for which an Exception in State CEQA Guidelines Section 15300.2 Does Not Apply

Projects not defined above, are the projects or development activities that could potentially create a cumulatively significant impact on global climate change. Those projects could elect to utilize one of the following two options to achieve their fair share of GHG reductions.

Option Tables for Achieving GHG Reductions

The County of Riverside has developed option tables to assist in the analysis of GHGs for individual projects tiering off of the Wine Country Community Plan EIR. The option tables were developed based on AB 32 targets and contain measures to reduce GHG emissions at least 28.5% below Business As Usual (BAU) emissions. Individual projects have the option to use these option tables in order to demonstrate that GHG emissions from the project are less than significant. The GHG reduction measures contained in the option table are assigned points. Projects which implement enough reduction measures and achieve a 100/70 point rating are considered to be consistent with the County's GHG reduction goals for the Wine Country region.

Two versions of the Option Table have been developed to assist the project proponents of these projects, one for residential projects and one for commercial projects. The Option Tables are included in Appendix A of this workbook. As noted above the County has developed a list of specific mitigation strategies applicable to certain implementing projects. The Option Tables provide a menu of additional options that both insures consistency in implementation of the measures and flexibility on how future development projects will achieve an overall reduction of GHG emissions, consistent with the reduction target established by the County in the Temecula Valley Wine Country Community Plan EIR.

Each Option Table assigns points for specific GHG reducing strategy incorporated into a project whether by regulation, statute, or policy, as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature, including those mandated as mitigation measures in the county's EIR No. 524 and by CALGreen Building Codes. The menu of features allows maximum flexibility



TEMECULA VALLEY WINE COUNTRY Greenhouse Gas Reduction Workbook

coatings, emissions from paving or road construction activities, and other reasonably fore-seeable emissions.

- ii. For operations: The total amount of GHGs emitted by all operational activities per year including, but not limited to, emissions from use of electricity, use of natural gas, and other energy consumption, emissions resulting from water demand, vehicular emissions, and other reasonably foreseeable emissions.
 - iii. For purposes of subdivisions 1 and 2, above, a rule of reason shall apply requiring only those emissions that are reasonably foreseeable to be quantified. If a particular emission is speculative, the analysis shall discuss the issue qualitatively and explain the reasons why any further analysis would be speculative and then conclude the analysis.
2. The GHG study must describe and analyze feasible mitigation measures for any potentially significant GHG emissions. All feasible mitigation measures must be adopted for potentially significant impacts. The types of mitigation measures that may be considered and shall be imposed, if feasible, depend on the type of project that is proposed. A demonstration by the project applicant that the project has reduced GHG emissions by 28.5% or more below a business.

In connection with any of the above categories of projects, the County Planning Department may impose any or all of the following Conditions of Approval to further reduce GHG emissions:

- Use energy-efficient designs such as those found in the Leadership in Energy and Environmental Design ("LEED") Green Building Ratings and/or comply with Title 24, Part 11, the California Green Building Standards Code.
- Incorporate public transit into project design through siting, location, and transit links.
- Include vehicle-reduction measures through carpooling, public transit incentives, and linkages or electric shuttle services to public transit as well as, to the extent possible, local and regional pedestrian and bike trails.
- Retrofit the building for energy efficient purposes.
- Use energy-efficient appliances and office equipment (e.g., Energy Star compliant).
- Implement waste reduction and recycling measures.
- Incorporate on-site renewable energy production (i.e., solar installations on rooftops), and/or waste heat capture (for industrial projects to provide process and/or building heat), and/or water reuse.
- Install direct gas use or electricity projects to capture and use emitted methane (applies to landfill projects).
- Promote mixed-use, compact, and higher-density development to reduce trip distance, promote alternatives to vehicle travel, and promote efficiency in delivery of services and goods (applies to planning documents).

Riverside County Wine Country Community Plan

Table 1:

GHG Reduction Implementation Measures for Residential Development

Feature	Description	Assigned Point Values	Implementing Project Points
Implementation Measure: Energy Efficiency			
E1 Building Envelope- Insulation	Title 24 standard (required)	0 points	
	Modestly Enhanced Insulation (5% > Title 24)	1 point	
	Enhanced Insulation (15%> Title 24)	3 points	
	Greatly Enhanced Insulation (20%> Title 24)	5 points	
E2 Building Envelope - Windows	Title 24 standard (required)	0 points	
	Modestly Enhanced Window Insulation (5% > Title 24)	1 point	
	Enhanced Window Insulation (15%> Title 24)	3 points	
	Greatly Enhanced Window Insulation (20%> Title 24)	5 points	
E3 Building Envelope - Doors	Title 24 standard (required)	0 points	
	Modestly Enhanced Insulation (5% > Title 24)	1 point	
	Enhanced Insulation (15%> Title 24)	3 points	
	Greatly Enhanced Insulation (20%> Title 24)	5 points	
E4 Building Envelope- Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Title 24 standard (required)	0 points	
	Modest Building Envelope Leakage (5% > Title 24)	1 point	
	Reduced Building Envelope Leakage (15%> Title 24)	3 points	
	Minimum Building Envelope Leakage (20% > Title 24)	5 points	
E5 Building Envelope- Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. Note: Engineering details must be provided to substantiate the efficiency of the thermal storage device.		
	Thermal storage designed to reduce heating/cooling by 5°F within the building	3 points	
	Thermal storage to reduce heating/cooling by 10°F within the building	6 points	
E6 Heating/ Cooling Distribution System	Title 24 standard (required)	0 points	
	Modest Distribution Losses (5% > Title 24)	1 point	
	Reduced Distribution Losses (15%> Title 24)	3 points	
	Greatly Reduced Distribution Losses (15%> Title 24)	5 points	
E7 Indoor Space Efficiencies - Space Heating/ Cooling Equipment	Title 24 standard (required)	0 points	
	Efficiency HVAC (5% > Title 24)	1 point	
	High Efficiency HBAC (15%> Title 24)	3 points	
	Very High Efficiency HBAC (20%> Title 24)	5 points	



*Appendix A: Wine Country Option Tables – GHG
Reduction Implementation Measures (Residential and
Commercial Developments)*

*Request with respect to the County has been
- with a request for a copy of the
paper which is to be used for the
established and unestablished residents.
US Supreme Court*

Results for PP23017 as of 8/31/2012 11:08:14 PM

/w EPDw UKL TEy/

Basic Case Information

CASE NUMBER: PP23017

CASE STATUS: P

APPLIED DATE: 8/21/12

DECISION DATE:

EXPIRATION DATE:

GENERAL LOCATION: 12100 121st St, San Diego, CA 92121

DESCRIPTION

[Faint, illegible text]

August 28, 2012 County of Riverside Board of Supervisors

12. AGRICULTURAL COMMISSIONER: Renewal of the Local Emergency Declaration for Riverside County due to the spread of Pierce's Disease in the Local Vineyards.

*See Area is historically
a non-water irrigated area
farming of grapes, not
usually high usage areas
Grape Grapes.*

Planning Commission Action:
CONTINUED TO AUGUST 22, 2012

GENERAL PLAN AMENDMENT NO. 1077 (TEMECULA VALLEY WINE COUNTRY POLICY AREA); ORDINANCE AMENDMENT NO. 348.4729; and PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 524. The Temecula Valley Wine Country Policy Area is generally located in the Southwest Area Plan (SWAP) of the General Plan in the southwestern portion of unincorporated Riverside County. The policy area covers approximately 18,990 acres of land located approximately three miles north of the San Diego County border; east of the City of Temecula; south of Lake Skinner; and northwest of Vail Lake. The individual components include:

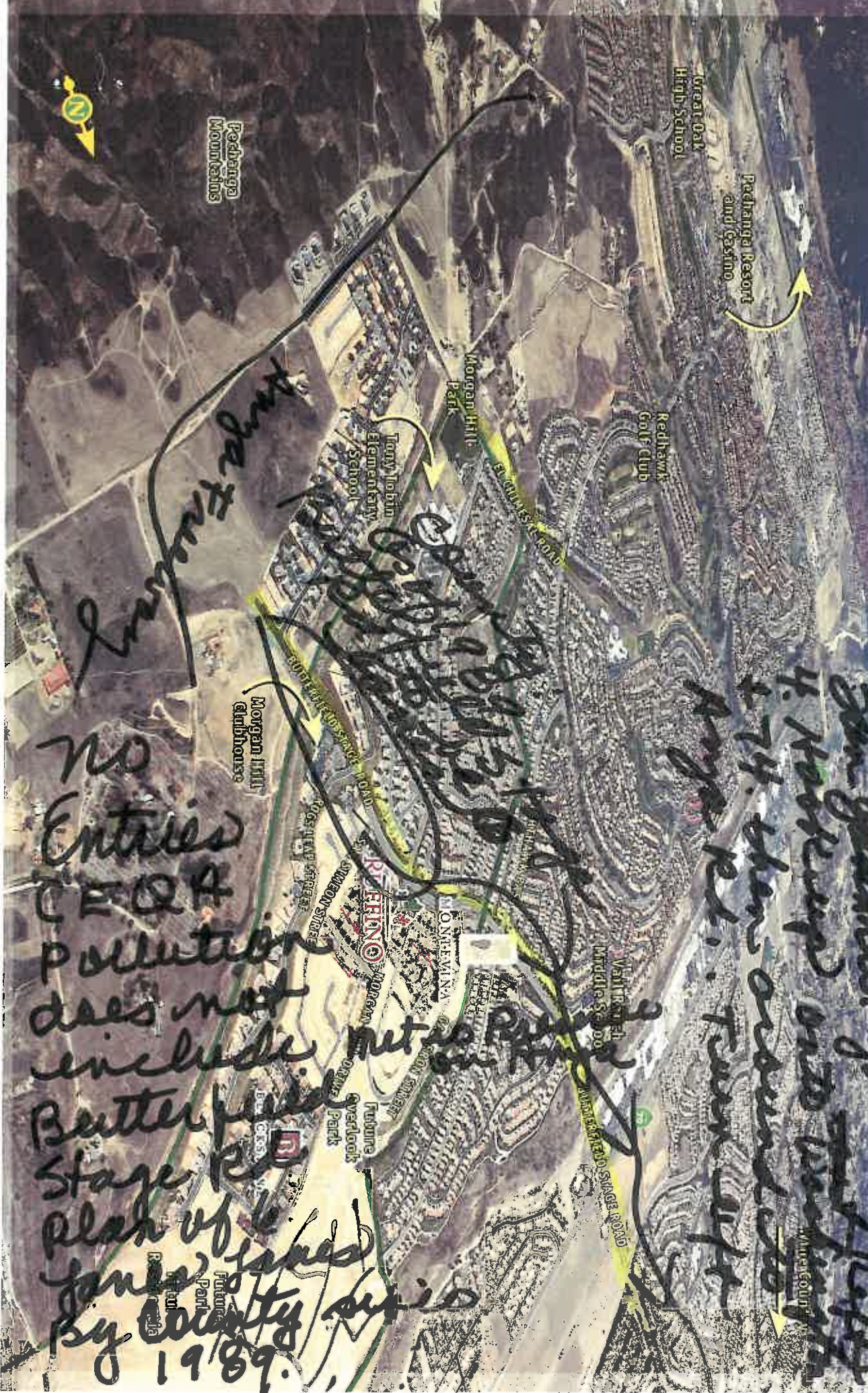
1. General Plan Amendment No. 1077 amending the existing Southwest Area Plan (SWAP) and certain elements of the County of Riverside General Plan to incorporate the Temecula Valley Wine Country Policy Area.
2. Ordinance No. 348.4729 amending Riverside County Ordinance No. 348 to add four new zoning classifications that implements the Temecula Valley Wine Country Policy Area.

AGRICULTURAL COMMISSIONER: Approval of Standard Agreement No. 11-0297-SA Providing for Glass-Winged Sharpshooter Treatment.

*1. Based on no-need
agricultural water management
by PCWD since 2011
2. Based on extended water
scarcity due to higher temperatures
3. Use a approved treatment
4. Use approved application
by A. Colunga, my neighbor
My A*

The active CEQA project is called the Eastern Redwood Creek

1. Beginning Phase map
2. Upper portion I-10.
3. Upper portion of Temecula
4. Lower portion of Temecula



No Entries
CEQA
Pollution
does not
include
Better
Plan up to
Future Park
by 1989.

Stage 1
Stage 2
Stage 3
Stage 4
Stage 5
Stage 6
Stage 7
Stage 8
Stage 9
Stage 10

MORGAN HILL AMENITIES



Morgan Hill Clubhouse A 10,000 square-foot community center with swimming and lap pools, jacuzzi, gym, meeting/conference rooms, and outdoor patio with fireplace and barbecue facilities.



Pool at the Clubhouse



Tony Tobin Elementary School



Morgan Hill Park 6-acre park with tot lot, picnic area, BBQ's, basketball court, baseball and soccer fields, restrooms & painted tile seat wall.

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



FROM: TLMA – Planning Department

SUBMITTAL DATE:
August 29, 2013

SUBJECT: TEMECULA VALLEY WINE COUNTRY COMMUNITY PLAN: PROGRAM ENVIRONMENTAL IMPACT REPORT NO. 524 (PEIR NO. 524)/ GENERAL PLAN AMENDMENT NO. 1077 (GPA NO. 1077)/ ORDINANCE NO. 348.4729/ AND TEMECULA VALLEY WINE COUNTRY DESIGN GUIDELINES AND TEMECULA VALLEY WINE COUNTRY GREENHOUSE GAS REDUCTION WORKBOOK; Entitlement/Policy – Applicant: County of Riverside – Engineer/Representative: N/A – 3rd Supervisorial District – Rancho California Zoning Area – Southwest Area Plan – Various Land Use Designations – Citrus Vineyard Policy Area and Valle de los Caballos Policy Area – 18,990 Acres – Zoning: Various

(In 2006 -- was less than 11,000 acres, per no. 7666 - now want)

RECOMMENDED MOTION: That the Board of Supervisors:

1. **TENTATIVE CERTIFICATION** of PROGRAMATIC ENVIRONMENTAL IMPACT REPORT NO. 524, based on the findings incorporated in the EIR, and subject to resolution adoption by the Board of Supervisors and;
2. **TENTATIVE APPROVAL** of GENERAL PLAN AMENDMENT NO. 1077 amending the existing Southwest Area Plan (SWAP) and Circulation Element of the Riverside County General Plan; To

[Signature]
Cardlyn Syme Luna
Planning Director

Departmental Concurrence

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (per Exec. Office)
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A	Consent <input type="checkbox"/> Policy <input type="checkbox"/>
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A	
SOURCE OF FUNDS: N/A				Budget Adjustment: N/A	
				For Fiscal Year: N/A	

C.E.O. RECOMMENDATION:

*Anga Rd Metro Prescriptive with 50 years with 5 year reviews
Bill Hughes of Temecula staff said when it all done it will be 16 lanes wide huge*

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

EIR 2015

I Believe entire circulation of the Eastern By-pass expressway, I-15 to I-15 may not have in CETAP written as Winchester to Temecula, entire members of all sections circulating and ADD Batterfield Staged (6 lanes) vehicle circulating may not be included. B.S. Rd was adopted in 1989 by

Prev. Agn. Ref.:

District:

Agenda Number:

the County of Riverside to be 6 lanes wide, per Bill Hughes. Below CEMA indicators

Change Order

Vote

mission and 2003!! hide massive federal indicators

August 29, 2013.

PAGE: 2 of 8

the SWAP deletion of the Citrus Vineyard and Valle de los Caballos Policy Areas; as well as and the associated policies SWAP 1.1 through SWAP 2.1; addition of the Temecula Valley Wine Country Policy Area; revision to the SWAP Statistical Summary Table 2; Deletion of the Citrus Vineyard and the Valle de los Caballos Policy Area boundaries and addition of the Temecula Valley Wine Country Policy Area boundary to SWAP Figure 4; addition of SWAP Figure 4a: Temecula Valley Wine Country Winery Districts; Revision to the SWAP Circulation Network SWAP Figure 7; as well as the Circulation Element Figure C-1; Revision of the Trails and Bikeway System maps SWAP Figure 8; To the General Plan Circulation Element revision to the Circulation Element Non-motorized Transportation Section policies C 15.1- C 18.3 and Figure C-7: Riverside County Proposed Trails and Bikeway System based upon the findings and conclusions incorporated in the staff report, and subject to resolution adoption by the Board of Supervisors;

3. **ADOPTION of ORDINANCE NO. 348.4729** amending Riverside County Ordinance No. 348 to add the following four new zoning classifications that implement the General Plan: Wine Country-Winery Existing, Wine Country-Winery, Wine Country-Equestrian, and Wine Country-Residential;

4. **ADOPTION of TEMECULA VALLEY WINE COUNTRY DESIGN GUIDELINES AND TEMECULA VALLEY GREENHOUSE GAS REDUCTION WORKBOOK** replacement of the existing Citrus Vineyard and Policy Area Design Guidelines with the Temecula Valley Wine Country Design Guidelines and addition of the Greenhouse Gas Reduction Workbook

withheld for Dec 2009 all projects per 8-19-

BACKGROUND:
Summary

*omit July/Aug Tem Wine Country
EIR in 2002, approved since 2003
"Orvis Road connection to 1-15 not
fully funded," OMITTED.*

PROJECT DESCRIPTION:

The Temecula Valley Wine Country Community Plan (Project) was initiated by the County Board of Supervisors in 2008 to ensure that the region develops in an orderly manner that preserves Temecula Valley's viticulture potential and enhances its economic contribution to the County over the long term. The purpose of this Project is to provide a blueprint for future growth that ensures that future development activities will enhance, and not impede, the quality of life for existing and future residents, while providing opportunities for continued preservation and expansion of winery and equestrian operations. The Project has been developed to achieve the following four objectives:

2015. statement by Kirti Jhaledy, Planner.

1. To preserve and enhance viticulture potential, rural lifestyle and equestrian activities;
2. To continue to allow for an appropriate level of commercial tourist activities that are incidental to viticulture and equestrian operations;
3. To coordinate growth in a manner that avoids future land use conflicts; and
4. To ensure timely provision of appropriate public infrastructure and services that keeps up with anticipated growth.

PROJECT LOCATION AND SETTINGS:

The Project is generally located in the Southwest Area Plan (SWAP) of the General Plan in the southwestern portion of unincorporated Riverside County. The Project covers approximately 18,990 acres of land located approximately three miles north of the San Diego County border, east of the City of Temecula, south of Lake Skinner, and northwest of Vail Lake.

withheld for perusal and project was 8-19-

2012 statement of Kirti for
Bharat.

August 29, 2013.

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This area contains some of Riverside County's prime agriculture lands within the Temecula Valley. Previous efforts to guide development in the SWAP included the creation of two policy areas in the County's General Plan – the Citrus Vineyard Rural Policy Area and the Valle de los Caballos Policy Area – intended to promote agricultural and equestrian uses respectively. In response to the increased development activity that has occurred over the past decade, the Project was developed after a comprehensive review of the region's vision and policies that are outlined in the General Plan and the zoning ordinance.

Many of the existing uses within the Project area are composed of rural residential estate lots (greater than one acre in size), vineyards, wineries and ancillary uses, citrus groves, equestrian establishments, residential uses with equestrian amenities (e.g., barns, arenas, stables, etc.), and vacant undeveloped properties. At this time, a total of approximately 42 existing wineries are located within the Project area. Ancillary uses to these wineries include bed and breakfast inns, restaurants, and special occasion facilities which are used for events such as parties, weddings, and other social gatherings.

Adjacent land uses to the Project area include urbanizing areas within the City of Temecula as well as existing residential subdivisions, retail commercial, educational and office uses in the vicinity of Butterfield Stage Road, Rancho California Road and Highway 79. Lake Skinner, Vail Lake, Pechanga Casino, campgrounds, recreational vehicle parks, as well as related recreational amenities are also located in the immediate vicinity of the Project area.

PROJECT COMPONENTS:

The Project includes the adoption of General Plan Amendment No. 1077, as well as the accompanying Ordinance No. 348.4729 to ensure consistency between the General Plan and Ordinance No. 348. The Project proposes a host of revisions to the Southwest Area Plan of the current County General Plan to update existing policies, maps, and implementation directions related to potential future development projects within the Project area. Below is an outline of the Project's components:

- i. General Plan Amendment No. 1077: An amendment of the existing Southwest Area Plan (SWAP) and other elements of the General Plan.
 - a. Revisions to the existing Southwest Area Plan
 - i. Deletion of the policies of the Citrus Vineyard and Valle de Los Caballos Policy Areas, specifically policies SWAP 1.1 through SWAP 2.1; and the addition of the Temecula Valley Wine Country Policy Area; Revisions to the SWAP Statistical Summary Table;
 - ii. Deletion of the boundaries of the Citrus Vineyard and Valle de Los Caballos Policy Areas and addition of the boundary of the Temecula Valley Wine Country Policy Area (SWAP Policy Areas Figure 4);
 - iii. Addition of Figure SWAP Figure 4a: Temecula Valley Wine Country Policy Area with Districts, this figure delineates each Wine Country District, Winery District- Overlay and existing wineries that are on less than 20 acres;
 - iv. Revisions to the SWAP Circulation Network (SWAP Figure 7);
 - v. Revisions to the SWAP Trails and Bikeway Systems map (SWAP Figure 8);
 - b. Revisions to the existing General Plan Circulation Element
 - i. Revisions to the General Plan Circulation Element Non-motorized Transportation section policies C15.1- 18.3 and Figure C-8 Trails Types Classification Details;
 - ii. Revisions to the General Plan Circulation Element Trails Network (Figure C-7) will be revised to include revisions to SWAP Figure 8 noted above; and

1

2

3

4



COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY



Richard K. Lashbrook
Agency Director

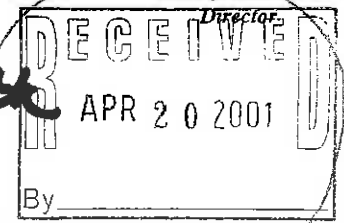
T. H. ...
Director

David E. Barnhart
Director

Aleta J. Lawrence
Director

2003-2013 Plan. Why we are in trouble now I believe:

no water, over population growth size, no clearance for CEQA nor



MEMORANDUM
CETAP

DATE: April 17, 2001
TO: Melani
FROM: Marie Teague
SUBJECT: Form 11 - re: RCIP Incentive Program

over built, over population growth, urbanizing rural to urban

many old projects

still on the books --

extending out breaks federal law of 2006

Hi Melani

Could you distribute this to the GPAC Advisory Committee for me. Thank you!!

Regards,
Marie

Do not turn Rural to Urban

put in place.

Believe illegal in that the people will be told to pay all bonds.

See Pg. 12.2

- 1 Developer given Bonus Points with paper water rights;
2 Take water from rural resident main off their wells;
3 Put Tax Bonds to pay the Developers infrastructure;
Believe this to be illegal, esp due to changing rural to Urban

Rural residential development - all must understand that they would be taxed for the hotel amenities amenities

see P.C. Hearing 03/12 on at noon

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



FROM: Transportation and Land
Management Agency

SUBMITTAL DATE: March 7, 2001

SUBJECT: RIVERSIDE COUNTY INTEGRATED PROJECT (RCIP):
General Plan Advisory Committee Recommendation Regarding RCIP Incentive
Program.

RECOMMENDED MOTION: The General Plan Advisory Committee recommends that the Board of Supervisors ENDORSE the RCIP Incentive Program for further study through the General Plan Environmental Impact Report, as an implementation program of the General Plan. Furthermore, staff recommends that the Board DIRECT staff to work with the General Plan Advisory Committee and the Planning Commission to refine the program based on the current concept, and return it to the Board for final adoption in conjunction with adoption of the General Plan.

BACKGROUND: The new Riverside County General Plan is being prepared as one of the three components of the Riverside County Integrated Project (the other two components are the Multiple Species Habitat Conservation Plan and the Community and Environmental Transportation Acceptability Process (CETAP) transportation corridor plan). The Board of

(Continued)

THE FOREGOING IS A FULL, TRUE AND
CORRECT COPY OF A MINUTE ORDER OF
THE BOARD OF SUPERVISORS ENTERED

ON March 13, 2001

Dated: March 27, 2001

GERALD A. MALONEY, Clerk of the Board of
Supervisors, County of Riverside, California

By [Signature], Deputy

[Signature]

Richard Lashbrook
TLMA Director

FINANCIAL DATA:

CURRENT YEAR COST \$

ANNUAL COST \$

NET COUNTY COST \$

IN CURRENT YEAR BUDGET: YES/ NO/
BUDGET ADJUSTMENT: YES/ NO/ FOR FY:

SOURCE OF FUNDS:

C.E.O. RECOMMENDATION:

APPROVE

County Executive Officer Signature

[Signature]

REVISED

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Mullen, seconded by Supervisor Tavaglione and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Tavaglione, Venable, Wilson and Mullen

Noes: None

Absent: None

Date: March, 13, 2001

xc: TLMA/Planning, GPAC, Planning Comm., E.O.

Gerald A. Maloney

Clerk of the Board

By: [Signature]

Deputy

Prev. Agn. ref.

Dist. 1-5

AGENDA NO.

12.2

Policy

Consent
 Consent

Department Recommendation:
Per Executive Office:

March 7, 2001

Advisory Committee

BACKGROUND: (Continued)

Supervisors appointed the General Plan Advisory Committee (GPAC) to provide stakeholder input and guidance to the County in preparing the General Plan. The General Plan will consist of 20 mapped area land use plans, and an accompanying text containing proposals and policies addressing the seven state - mandated general plan elements (Land Use, Housing, Circulation, Open Space, Safety, Conservation, and Noise), plus an Air Quality Element.

The General Plan has had extensive stakeholder and community input, and is based on a countywide Vision endorsed by the Board of Supervisors in December 1999, and General Plan Principles endorsed by the Board in December 2000. The Vision and Principles suggest many new concepts for the future development of the County that would reflect the desires of the County's citizens. These desires include the avoidance of monotonous development patterns, where growing communities become indistinguishable from one another, and blend together with little sense of community identity or character, the protection of valuable open space resources, and the development of alternative solutions to the County's ever-increasing traffic congestion problems, due in part to excessive dependence on the automobile.

The proposed new General Plan attempts to provide opportunities for solutions to these problems. The GPAC has explored numerous and varied options to implement the new General Plan. The GPAC proposes that the County adopt a Riverside County Integrated Project (RCIP) Incentive Program as one of the major cornerstones of the implementation of the General Plan. The Incentive Program would provide opportunities for landowners to develop higher residential densities in exchange for superior project designs and amenities, and funding to provide community open space and infrastructure. The program (see attachment labeled RCIP Incentive Program) would be voluntary. A landowner could develop his property in conformance with basic General Plan designations and policies and not have to put forth any additional amenities or pay any fees in conjunction with the program, beyond those normally required pursuant to other County ordinances and policies. The extra amenities and fees would only kick in if the project proponent wanted to take advantage of, and assume the risk, associated with increased densities and bold new design features. The Incentive Program would have two levels. The first level would allow for up to a 25% density increase over and above the maximum allowed by a site's Area Plan land use designation, in exchange for a fee (amount to be determined) that would be spent for acquisition of habitat or open space land. In this way, the County would have the opportunity to acquire open space land in pace with development, as it occurs. The first level would apply to any land located within the General Plan's proposed Community Development "foundation element" category. The second level would allow additional density, up to 100% of the Area Plan's land use designation for a site, where the proponent is willing to incorporate special design features or amenities into their project, plus pay a fee to address the infrastructure needs of the project. The second level density bonus would be very limited in its application; it could

RCIP INCENTIVE PROGRAM
(Changes integrated)

A POLICY PROPOSAL

DATE 09.30.98; rev. 10.20.98; rev. 07.16.99; rev. 11.21.99; rev. 03.02.00; rev. 06.19.00; rev. 06.28.00; rev. 07.18.00; rev. 08.02.00; rev. 10.18.00; rev 11.17.00; rev. 12.27.00 (added Submittal section)

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INTRODUCTION
THE RCIP

PERFORMANCE INCENTIVE/BENEFIT PROGRAM

GENERAL PLAN CONSISTENCY

PERFORMANCE INCENTIVE/BENEFIT PROGRAM
PROGRAM INTENT

GUIDING PRINCIPLES

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1. Administration and operation
 2. General Operational Terms and Conditions:
 3. Process
 4. Eligibility
 5. Valuing incentives and responses
 6. Incentive multipliers and factors for exceptional performance
 7. Submittal Requirements
 8. Appeal process
 9. Specific Plans
 10. Development Agreements
- Certainty
Ordinance 659

INCENTIVE/BENEFIT PROGRAMS

- 1.0 Density/Intensity Bonuses
- 2.0 Compact Development
- 3.0 Community Center Development
- 4.0 Land Use Designations and Density Increase Levels
- 5.0 Weighting
- 6.0 Thresholds and Scoring
- 7.0 Incentive Benefits Programs

*A charge to Developers, other
levy taxation on
residents.
Illegal process*

COLLATERAL ISSUES

- 1.0 Method for Coverage by EIR
- 2.0 Rezoning vs. Incentives
- 3.0 Public Facilities/Services Implications for Stage 2 Increases
- 4.0 Potential Nexus Issues Regarding Fee System
- 5.0 Incentives for Re-Planning Entitled Properties

- 14 The new General Plan should integrate a comprehensive Multiple Species Habitat Conservation Plan.

Excerpts from the RCIP General Plan Principles adopted by the General Plan Advisory Committee.

COMMUNITY DEVELOPMENT PRINCIPLES

4 HOUSING ELEMENT

2 We recommend a program of innovative planning combined with effective incentives for those housing types and community forms which are most efficient in land consumption and extension of infrastructure and are adaptive to transit. We further recommend incentives to promote the conversion of existing legal parcels that are currently configured in inefficient lotting patterns to more efficient configurations, through such mechanisms as density transfer and clustering.

6 REGULATORY POLICIES

1 The fundamental notions of increased densities and compact and mixed use development require a major overhaul of the current zoning standards and zoning code provisions. It must be a policy of the General Plan to develop zoning and other land use regulations that implement and permit such development types. Specific Plans, Planned Community Zoning, Planned Development Zoning and Site Planning each provide customized zoning and other development regulations, and are appropriate planning and regulatory vehicles for achieving local control over development quality and type.

7 EFFICIENT LAND USE

1. The County should encourage compact and transit-adaptive development on regional and community scales. The policy goal is to permit and encourage increased densities and intensities, and to reduce the land required for public infrastructure by reducing street widths (subject to emergency access requirements) and other such requirements, excepting land that the public has exercised its prerogative to purchase at fair market value.
2. Implementation of the General Plan Vision and its supporting policies is desirable for development and deserving of support by public institutions. Incentives should be used to encourage higher density/intensity development in appropriate areas, within the context of the General Plan, and taking market forces into consideration. These preferred development patterns must be clearly and accurately defined so that compliance with the policy to earn incentives will be neither misinterpreted nor misunderstood

COMMUNITY DESIGN PRINCIPLES

1 COMMUNITY VARIETY, CHOICE AND BALANCE

2. It is the intent of the General Plan to foster variety and choice in community development, particularly in the choice and opportunity for housing in various styles, of various densities, of a wide range of prices and accommodating a range of life styles in equally diverse community settings, emphasizing compact and higher density choices.
3. Incentives should be used within the General Plan to expand the range of choices available and to support the development of desired development types and strategies. Nothing in these principles is to be interpreted as forcing residents of the County into development options for which there is no potential market, nor is there any intent to mandate either the life style or housing choices of the populace.

PERFORMANCE INCENTIVE/BENEFIT PROGRAM

PROGRAM INTENT

Implementation of the General Plan Vision is to be advanced in critical part through the use of preferred development practices and concepts, stimulated by the application of incentives and rewards. These incentives are intended to be practical and usable, not merely symbolic. Participation in this Incentives Program is intended to be a positive choice that is mutually beneficial for the applicant and the community. The entire program is to be voluntary, market-driven and reflective of the vision for the County embodied in this Plan

GUIDING PRINCIPLES

Preferred types, practices and programs of development are to be established as a matter of County policy. All applications continue to be required to comply with the established goals, policies and standards of this Plan. However, where a project applicant is willing to exceed those standards, incentives are provided to induce such performance, for example, if it is County policy that a certain watercourse be designed through a project in a natural rather than channelized form, no incentive is involved. However, if the project applicant is willing to widen certain portions of the watercourse beyond strict engineering standards and enhance that area with recreation facilities and extraordinary landscaping, for example, incentives are appropriate.

The following principles shall be the bases for implementing the Incentives Program.

- 1 Participation in the Incentives Program is entirely voluntary, except that, once an applicant has accepted such incentives, the applicant is legally bound to comply with the approved project alternative for which the incentives were granted.
- 2 Incentives shall be earned by those projects that satisfy specified criteria and thresholds of performance, as defined

- shall be held in obeyance until the conclusion of the re-planning process.
- 2.13 Development Agreements: The incentive program is intended to stimulate development of preferred types and requires careful preparation to ensure appropriate application of the incentives on a project specific basis. It also requires a formal contract between the County and the landowner that sets forth the terms and conditions under which the incentives, benefits and commitment of the developer are clearly documented. Included would be overall schedules; the precise manner in which benefits are to be received; the phasing and methods of payment; release clauses for project components not brought to fruition and a specific monitoring program to ensure compliance with the terms of the DA.
- 3.0 Process
- 3.1 Pre-Application: Project proponents are encouraged to utilize the County's Pre-Application process which for qualifying projects will be conducted in a phased manner to accommodate early and accurate assessment of incentive issues, qualifications and the application of benefits.
- 3.2 Assessment: Projects are evaluated for their potential incentive rewards. A total point value is assigned and agreed upon by the applicants and staff. (See *Appeals Process, Section 7 for disagreements about the value and awarding of incentive points.*)
- 3.3 Incentive Program: Applicant may use the point values to design an incentive program best suited for the project. Points earned are translated into density increases and optional incentive benefits using the current "Evaluation Scale."
- 3.4 Development Agreement: A development agreement is drafted to secure the incentive benefits for the developer and ensure compliance with the incentives program for the County. At this stage the entire program is subject to review and negotiation to maximize the value to both developer and the County. 3.5 In the case of individual tracts and other small projects, applicant may elect Director approval with terms and conditions that waives the requirement for the Development Agreement.
- 3.6 Environmental Documentation: The required environmental document is prepared, mitigations defined, monitoring process defined if applicable and certification provided by the County.
- 4.0 Eligibility
- 4.1 Making certain incentives available only for fully qualifying projects, based on clearly defined thresholds of performance.
- 4.2 Making certain incentives available on a scaled or proportional basis, depending on level of conformance to criteria.
- 4.3 Establishing a scale for measurement of compliance with project characteristics earning incentives, including a benchmark value or condition that defines the beginning point for application of incentives, e.g., definition of standard improvement levels by land use category to achieve basic compliance with the General Plan without incentives.
- 4.4 Special Bonus Credits are available for those unique projects which exhibit excellence of design and possess features, programs and plans for which no incentives were anticipated but clearly comply with the intent and spirit of the incentive program.
- 5.0 Valuing incentives and responses
- 5.1 Establishing basic currencies of the incentive system, e.g., dollars, density/intensity, time.
- 5.2 Identifying legal constraints on the application of incentives, e.g., whether certain fees are fixed or whether and under what circumstances property taxes may be waived.
- 5.3 Establishing guidelines and criteria for preparation of environmental documents so as to facilitate reaching determinations of no significant impacts.
- 6.0 Incentive multipliers and factors for exceptional performance
- 6.1 Identifying project factors that merit extraordinary incentives.
- 6.2 Establishing multiplier factors to be applied to incentives for projects meeting the established criteria.
- 7.0 Submittal Requirements
- The following documents are required elements of the submittal for project approval under the Incentive Program. The basic requirement is to provide a detailed analysis that illustrates, records and presents for critical review the criteria used to qualify for the incentives, the scoring of each criteria, and the measurement techniques used (illustrated) so that duplicate calculations may be performed.
- 7.1 Executive Summary: Provide an executive summary of the proposed incentive program, its salient features, the density increases requested and a description of the benefits to accrue to the general public for the granting of the incentives.
- 7.2 Project Description: Narrative form, enumerating the nature of the project and its relationship to the Incentive Program. Provide written explanations of how the incentives are used, how they relate to the project and how the project is enhanced and/or benefits from the incentives.
- 7.3 Criteria Validation: Each criteria must be validated as to its application, calculation and specific interpretation for the project in question. This may be combined with the Project Description for small, simple projects. Provide a complete list of the specific features, amenities, or components of the project that respond directly to the requirements of the Incentive Program. At a minimum the following types of information must be documented.

10.0 Development Agreements:

- 10.1 Development Agreements are currently viewed as the most effective tool for controlling the various interests involved with the Incentive Program.
- 10.2 The DA is a contract between parties, created within the provisions of contract law and enforceable under state's civil code.
- 10.3 Issues addressed would include schedules of performance for both the county and the project, terms and conditions under which the benefits would be issued and the relationship between benefits and performance, default provisions and the terms governing partial performance, etc.

The following are areas of the General Plan and other County regulations and policies that require examination as to the impact of the Incentive Program on their administration.

Certainty: The issue of zone changes quickly arises as the notion of a 100% density increase is considered. The system falls apart when a rezone can achieve the same result as the bonus, but required no payment of fees and no additional compliance with design criteria. It is recommended that the zones and area designators in the proposed General Plan be accepted as *prima facie* evidence of a deliberate and extensive process of determining appropriate land uses. Special and extenuating circumstances ought to be provided as findings to validate any up-zone in density over the General Plan basis.

Ordinance 659: As a component part of the incentive program, specific fees are proposed to be credited, eliminated or deferred as a function of their nexus to the performance criteria. A careful and detailed review of applicable fees must be accomplished to determine where and under what circumstances the payment of fees may be modified.

INCENTIVE/BENEFIT PROGRAMS

The following incentives shall be available, individually or in combination, as a means of inducing applicants to design or revise projects in a manner more consistent with the preferred development intent, policies and practices under this Plan. Many of the incentives will require some form of accounting system, as part of individual project files and/or through a countywide system.

1.0 Density/intensity bonuses

Density/intensity bonuses are considered a powerful incentive and as such carry particular weight in terms of stimulating preferred development types. Further, a related program of the Multi-Species Habitat Conservation Plan is the desire to privately conserve especially valuable habitat lands; particularly those within core preserves and necessary linkage areas.

To further these two aims, jointly and in combination, density/intensity bonuses require payment of a per unit fee. This fee will be pooled for purchase of high value habitat lands, "must have" entitled properties, permanent open space community edges, seed funding for infrastructure and financing for common amenities and features occasioned by the increased intensity of development. Density/intensity increases allow an applicant to achieve greater yields, in terms of housing units per acre than otherwise would be available under a given land use designation. It is the intent to provide density/intensity bonuses that are realistically usable, within the bounds of market acceptability and appropriate planning policy with a maximum increase of 100% set as a matter of policy. In both stages of the following incentive programs, the actual fee is purposefully set much lower than the cost of actual land acquisition. Therein lies the fundamental power of the incentive.

The acquisition of additional development rights does not release the developer from compliance with all applicable development regulations, except for the density/intensity increase granted by right for participating in the program. However, the county must, as a matter of zoning consistency, also revise a number of development standards so that the increased densities/intensities can be reasonably developed under the provisions of the applicable zone. In part this is accomplished through adoption of the proposed Town/Village Design Code.

2.0 Compact Development: Maximum 25% Density/Intensity Increase

This program is limited to encouraging development of more efficient land uses by increasing basic density by up to 25%. (Similar programs exist for affordable and seniors housing authorized by State law.) Because intensification is but one of many preferred development types, and because the intent of the program is to stimulate full use of preferred development types, this component is both costlier and less flexible than the rewards for fuller use of incentives. Developers may purchase these additional development rights through payment of a standard fee.

A special feature of this program is the "rolling density increase" available to rural properties exclusively in which the program begins with a single property and as additional properties are aggregated, the 25% bonus is cumulative. (Refer to Oregon program researched by Dan Silver.)

Fees collected under this Compact Development program are reserved for the purchase of high value habitat lands, "must have" entitled properties, and/or permanent open space community edges.

6.0 Thresholds and Scoring

The notion of thresholds is fundamentally the method by which additional benefits are allocated but should not impact the awarding of density increases. For example, a project that scores 850 points ought to qualify for an 85% density increase and whatever benefits accrue to those passing the 750 point threshold.

Points scored	Density/Intensity Increase	Additional Benefits Qualification Criteria	Evaluation Criteria
COMPACT DEVELOPMENT			
≤250	Max. 25% by right	None	CGP and Area Plan policies
COMMUNITY CENTER DEVELOPMENT			
250 - 500	Min 250 points required. Every 10 points equals 1% increase in density or intensity of use.	1 program	Comply with the Town & Village Design Code
500 - 750		2 programs	
750 - 1000		3 programs	
1000 - 1250		4 programs	
1250 - 1500		5 programs	
≥1500		6 programs	

7.0 Incentive Benefit Programs

7.1 Fees and Exactions

- a Forgiveness of fees, dedications and other exactions: This is the simplest, most direct form of inducement. Each of these costs has a financial value that can be readily calculated.
- b Credits for fees, dedications and other exactions. Credit for otherwise customary exactions can be applied to gain relief from some other project-related obligations.

7.2 Tax Relief

- a Property tax credits: Credits would be offered to private landowners engaged in best conservation land management practices without agency assistance.
- b Pre-paid property taxes. Vouchers would be issued in the same manner as fee credits, but would be obligated to reflect present value against future taxes.

7.3 Public Financing

- a Public/redevelopment-financed infrastructure: This relieves the developer of significant financial burden, and makes possible assumption of greater costs in other aspects of a project.
- b State Infrastructure Bank. Priority will be sought for projects qualifying under established criteria. This could include reduced interest rates, expedited processing and clear qualification criteria to applying jurisdictions.
[NOTE: This may require state legislation.]

7.4 Regulatory Relief

- a Fast-track processing: This reduces the carrying cost of land during the entitlement and permitting phases. It can be a particularly effective incentive in the case of previously entitled projects being re-planted/re-entitled with no new impacts, so that environmental review can be expedited.
- b Development-friendly regulations: Implement appropriate portions of the 120-point regulatory reform package developed by the Building Industry Association, Riverside County Chapter (copy attached),

7.5 CEQA/MSHCP Certainty

- a Environmental approvals: Program EIRs and other master planned program documents will reduce time, cost and redundancy in processing. Program EIRs include project-level development within the parameters of the EIR, so projects not exceeding these parameters should be able to make use of a Negative Declaration or, at the very most, a focused EIR. Where implementation occurs over a number of years, additional environmental review may become necessary but should be minimized to the greatest extent possible.
- b Limit on appeals: Appeals of approvals under this Plan shall be limited to those concerned with substantial issues. Timing and procedural constraints shall be placed on such appeals, and procedures established for proceeding with processing in cases where the remedy would not stop or alter the proposed development but only would result in additional conditions to any approval.
[NOTE: This may require state legislation.]

7.6 Planning and Design Assistance

Plan formulation: Especially for smaller projects, professional assistance may be provided and/or some costs may be reduced, in connection with planning or re-planning the project. Assistance also may be provided in developing implementation programs for community amenities and facilities associated with the project.

Issues:

- 1 *Is 1000 out of 2500 points a reasonable score to qualify for the maximum density increase?*
- 2 *Is 1500 out of 2500 points a reasonable score to qualify for the maximum additional benefits?*
- 3 *Is it reasonable to require a minimum threshold of 250 before any additional benefits are awarded?*

Supervisory District: ALL
Team: TLMA/Integrated Planning Project
Project Planner: Jerry Jolliffe

WORKSHOP: Discussion of Quality
Communities, Efficient Land Use, and Density
in the General Plan.
Planning Commission: February 28, 2001
Agenda Item No.: 3.1

COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY STAFF REPORT

INTEGRATED PLANNING PROJECT REPORT:

BACKGROUND:

On November 22, 2000, the Planning Commission conducted the latest in a series of workshops to discuss the proposed Riverside County Integrated Project (RCIP) Incentive Program, and its implications for land use planning under the County's new General plan. Planning Commission members raised numerous questions and issues about the proposal at the workshop. Staff has summarized and grouped those questions and issues by common subject area, and has provided responses below for those matters that can be addressed at this time. Many of the issues raised by the Planning Commission will require additional study before they can be fully addressed.

The RCIP Incentive Program will continue to undergo a great deal of review and refinement by staff, the consultant team, and the General Plan Advisory Committee (GPAC), prior to its presentation to the Planning Commission and Board of Supervisors for final adoption. The GPAC voted to recommend that the Board of Supervisors approve the RCIP Incentive Program, in concept, recognizing that the additional refinement is necessary. Staff will provide the GPAC and Board of Supervisors with the comments and suggestions of the Planning Commission, to ensure that the concerns of the Planning Commission are addressed as the proposal moves forward.

Subject No. 1: Number, Locations, and Boundaries of Community Centers.

Issues Raised by Planning Commission: Concerns were expressed about existing development precluding a community center proposed in East Hemet, and in general, about the potential viability of the proposed locations of other community centers. The concern was also expressed that the community centers need to have clear, ultimate boundaries defined to ensure that traffic and other potential impacts can be adequately resolved, and to ensure that the community centers will be compatible with surrounding areas.

Staff Response: The community centers have been proposed for small areas that represent existing or potential cores of communities, and have the potential to serve as local hubs for transit services. Staff has reviewed the community centers and concurs that the East Hemet community center (and a later proposal to shift its location to the Valle Vista area) should be withdrawn from further consideration. No changes are proposed for any of the other community centers at this time; however, following the traffic modeling for the area plans that will be conducted soon, additional modifications may be made in response to issues associated with the potential volumes of traffic and the potential transit/automobile ridership mix that could be anticipated in these areas.

Staff Responses:

1. It is recognized that it may be many years before the community centers are developed, and some of the proposed centers may not experience any of the type of development contemplated under the community center concept, at all. Also, the community centers vary greatly in their status regarding parcelization and existing level of development. Some overlie existing or currently proposed specific plans (ex.: Domenigoni-Barton Specific Plan); some involve large parcels and mostly vacant land (ex.: I-215 north of Scott Road); and others are divided into numerous parcels, and contain a substantial amount of existing development (ex.: Winchester core). Each of these circumstances should be treated differently in recognition of their individual characteristics.

In the first two examples, with a limited number of landowners and a variety of potential development options, general community center objectives and policies could be incorporated into the affected area plans, and specific plans could be required prior to development, whereby the County would work closely with the developer to flesh out a detailed program for community center implementation. In the case of Winchester, the concept is complicated by the presence of small parcels and different ownerships. Here, the challenge would be to prepare an overall development plan, either without a specific plan or with a County – sponsored specific plan, while allowing incremental development to occur. Here, we propose to establish a community center “overlay” designation. Underlying land use designations would identify primarily residential, commercial, industrial, etc., areas and overall community theme policies that would apply to individual development proposals, with the intent of ensuring that they could contribute to the community center concept, if it is ever fully developed. The overlay designation could be used as the basis for incentives and collaborative planning between interested property owners and the County on implementing the core features of the community center, including infrastructure, major transit features, and the highest intensity land usage.

2. Guarantees of mixed usage and other outcomes may be difficult to bring about, as they will be dependent upon a number of factors that the County and affected landowners will have little control over, such as marketplace interest and timing of land absorption. However, mixed-use objectives can be jointly outlined and agreed to by the developer and the County, and development agreements can be used to ensure that the mixed-use products that the County is seeking will be pursued during the lifetime of the agreement.

Most of the community centers will have the capacity to include at least a small amount of low-density residential development, preferably along their edges. This would be desirable since it would allow for a transition between higher density community center cores and surrounding primarily low-density residential areas. Some of this residential development could occur early, provided that it does not preclude the ultimate development of the core community center. The design and the development agreement for such an area might include provisions for infrastructure and transit loop interfaces with the core area of the community center.

Staff Responses:

1. The proposed Transit Oasis concept builds upon and would provide alternatives to enhance the usage of the existing Metrolink and transit services in the County. It would rely primarily on a rubber wheeled system that would be flexible in its locational deployment, relatively inexpensive, and implemented in steps as development occurs. All of these factors would increase the feasibility of the transit system. If high-density housing is developed, the planning for that housing should include assurances that transit will be made available to serve it. If transit service cannot be made available in any form, then the viability and continued designation of the community center should be reviewed.
2. The main benefit of transit would be to reduce peak hour commuter trips. The traffic generation expected in the community centers and the potential effects of that traffic after the deployment of the Transit Oasis concept will be modeled in the next phase of the RCIP progress. At that point, we will know what the potential traffic impacts will be in the community centers, and whether any adjustments are needed in the planning for land use, roads, and the transit system.

Subject No. 4: Viability of the Community Centers and their Commercial Elements

Issues Raised by Planning Commission: The Planning Commission raised the following issues regarding the viability of the community centers, especially their commercial areas:

1. Would commercial enterprises be interested in the type of development envisioned in the community centers? Small shops are not going to be effective in reducing traffic generation. People will want the type of development inherent in larger centers that they will need to drive to, such as supermarkets, drug stores, etc. Have studies been done regarding the viability of the amount of commercial acreage being proposed for the Winchester Community Center? How do we know that this will work better than the Rubidoux situation?
2. There needs to be more public awareness of the plan, including media focus. Have commercial developers been queried to determine whether they'd be interested in the type of development proposed in the Community Centers? Have lenders been queried about the proposal?
3. Would anyone be willing to put high-quality development near a bus station? Mixed-use zoning may be opposed by residents of the adjacent 7,200 square foot and larger lot neighborhoods.

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Subject No. 5: Environmental Impact Report (EIR) and EIR Assumptions.

Issues Raised by the Planning Commission:

1. Will there be a decision on proceeding with the Incentives Program prior to issuance of the draft EIR? Won't that be necessary to ensure that the EIR is adequate? Will the proposed density bonuses associated with the two levels of the Incentives Program – 25% and 100% be addressed in the EIR?
2. How do we know that the impacts that we are trying to avoid will actually be avoided with the use of the Community Centers? We have problems with traffic, sprawl, lack of character, loss of security, and air quality. How do we know that the community centers will not exacerbate these problems? Is there any data to demonstrate that these centers will have the desired effect?
3. If we base the EIR analysis on the ultimate build-out at the highest density, wouldn't that lead to the over sizing of infrastructure that may never be needed?

Staff Responses:

1. Although the Incentives Program will require extensive refinement that will likely require many months of work through the General Plan Advisory Committee, the consultant team, and staff, it is a critical component of the Riverside County Integrated Project (RCIP) and the new General Plan, and should be assessed as a part of the RCIP and new General Plan through the EIR. Staff will present the recommendation of the GPAC to proceed with the Incentives Program, in concept, to the Board of Supervisors in March. If the Board directs staff to proceed with further refinement for the Incentives Program, the program will be fully addressed in the EIR, including all provisions for density bonuses.
2. The potential impacts associated with community development areas and community centers within them will be evaluated through the EIR. If there are significant, unmitigated impacts, staff will explore ways to modify the Community Centers, as needed and appropriate to reduce or eliminate the impacts. It should be noted that increases in residential densities, up to 25% would generate fee revenue that would be dedicated to the purchase of open space, and increases above that, up to 100% would produce revenue earmarked for the development of infrastructure needed to support the Community Centers. Therefore, we can expect to have the ability to finance solutions to some degree, of infrastructure needs generated by the Community Centers.

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3. It is true that revenues would be reduced during recessionary times. However, the urgency of open space acquisition would probably be reduced, also. Nevertheless, it is important to ensure that the County has a long-term source of revenue to purchase open space in pace with development as a community builds out over a 20 to 30 year period.

Subject No. 7: Compact Development Issues

Issues Raised by the Planning Commission. Do we want to encourage more 4,500 square foot (and smaller) lots? How do we ensure that we don't wind up with wall-to-wall 4,500 square foot lots if everyone in the community development area develops with a density bonus? It would appear that the new development would not be different, just more compact.

Staff Response: The 25% bonus would require the open space fee, but not project amenities beyond that. The 25% bonus, by itself, would not be sufficient to produce 4,500 square foot lots, on average (within the Low Density Residential Designation). To produce many lots of that size, or smaller, a developer would need to take advantage of the second density bonus level (up to 100% bonus). To do so, he would need to incorporate a variety of project amenities or design features that would set the project apart from conventional development at the same density. The end effect would be to produce both compact and better designed development.

Subject No. 8: Housing Issues

Issues Raised by the Planning Commission: What is being done to ensure that land will be available for low to moderate income housing?

Staff Response: The new General Plan includes a new Housing Element. The Housing Element is now under preparation, and has included input from the public and the County's Housing Technical Advisory Committee. The Housing Element will include an assessment of land available for low to moderate income housing, and barriers to the provision of such housing. The Incentives Program can be expected to provide increased opportunities for the development of housing accessible to different income groups.

Los Descendientes de Santa Bárbara

Bienvenidos, primos y primas, come join us in preserving the heritage of our ancestors who participated in the founding of the Santa Barbara Presidio and our beloved Pueblo.

The purpose of this organization:

- To preserve the heritage of the early Californians who lived in Santa Barbara prior to the 28th of December, 1846.
- To conduct research on genealogy and civil, religious, military, and cultural activities in Alta California.
- To provide representation in regard to Santa Barbara's history and culture by means of oral, written, pictorial, or other methods prescribed by the Board of Directors in an effort to provide an accurate and authentic interpretation of Santa Barbara's history.

Benefits of membership:

- Five potlucks and one barbecue every year (there is a cost for the latter).
- Subscription to *Noticias de Los Descendientes*.
- News of your *parientes*.
- Honorary membership in the Santa Barbara Trust for Historic Preservation which includes a subscription to *El Periódico*. Learn about the reconstruction of *El Presidio de Santa Bárbara*, our ancestral home, and the restoration of *La Casa de la Guerra*.



From:

first class
postage

Check here if this is a change of address.

A
5

Los Descendientes de Santa Bárbara

P.O. Box 91834

Santa Barbara, CA 93190-1834

El Capitán - My grandfather was in charge of the fort. Owned one of the largest ranches in early CA (all of Santa Barbara County)

Real Presidio de Santa Bárbara
Founding Garrison*
April 21, 1782

Teniente José Francisco Ortega
Alférez José Darío Argüello
Sargento Ignacio Olivera
Sargento Hermengildo Sal
Cabo Alejandro Sotomayor
Cabo José María Ortega

Soldados

Luis Lugo
Alejo Ruiz
Julián Guerrero
Felipe Gonzales
Martín Reyes
Anastacio María Félix
Francisco Lugo
Joaquín Higuera
Ignacio Olivera
Francisco Paula García
Melecio Valdez
Ignacio Lugo
Manuel Orchaga
Juan Andrés Montiel
Francisco Calvo

José Carmen Arana
Ignacio María Ortega
Mariano Cota
Tomás Gonzales
Victorino Félix
Agustín Leyva
José Velarde
José Ontiveros
Francisco María Ruiz
Juan Olivas
José Gonzales
Ignacio Rodríguez
Guillermo Soto
José María Samaniego
Fructuoso Ruiz
Rosalino Fernández
Vicente Quijada
Juan Ignacio Martínez
José Villa
Francisco Xavier Mejía
Ildefonso Domínguez
Victorino Patiño

The Great Drought of 1836's + 1840, nearly killed 800,000 head of cattle. Thus, ending the era of Hides & beef in early CA. Drought is not new to California.

**from list of the Santa Barbara Company, July 1, 1782*

Escolta of Mission San Buenaventura**
March 31, 1782

Sargento Pablo Antonio Cota
Cabo Alejandro Sotomayor
Cabo Juan Ignacio Valencia
Soldados
Luis Peña
José Miguel Flores
José Lobo
José Esteban Romero
Efigenio Ruiz

Justo Hernández
José Parra
José Polanco
Eugenio Valdez
Francisco Lugo
Joaquín Rodríguez
José Manuel Valenzuela
Loreto Salazar

*** from the 1782 and 1783 baptismal, marriage, and burial records of Mission San Buenaventura*

compiled by Mary Triplett Ayers, (805) 525-5958, m3ayers@aol.com

submitted 2015

Expressway

Submitted again on Sept 24, 2013

Omitted: CETAP 8-19-2015

Responses to Comments on the Draft EIR

Now, in 2015, is being called, CETAP: Wenechester to Temecula / when in fact it is Banning Beaumont off-ramp I-10 to I-15.

The Southernly Bypass Expressway named so, until Aug 19, 2015 CETAP: Wenechester to Temecula now named / referred to



Tony Carstens Agency Director

COUNTY OF RIVERSIDE TRANSPORTATION AND LAND MANAGEMENT AGENCY



Robert C. Johnson Planning Director

Planning Department

Staff on-site from Dec 2012 on - 1/31/13

January 31, 2015

City of Temecula ATTN: Mr. David Hogan, Principal Planner 43200 Business Park Drive Temecula, CA 92592

LETTER 10

Over 75,000 residences violates import water laws, per 2002 letter by

RE: NOTICE OF COMPLETION/NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF TEMECULA GENERAL PLAN UPDATE

Dear Mr. Hogan:

Thank you for providing the Riverside County Planning Department the opportunity to review the draft Program Environmental Impact Report (PEIR) for the City of Temecula General Plan Update (hereafter "Project"). As indicated in the PEIR, subsequent activities which may be considered within the scope of this PEIR may include: revisions to the City's Development Code; rezoning for consistency with the updated Land Use Policy Map; approval of specific plans, development plans, development agreements, facility and service master plans, public improvement projects and resource management plans; acquisition of property by purchase or eminent domain; issuance of municipal bonds and permits for public and private development projects as well as other permits necessary for implementation of the General Plan. This letter provides County staff's comments on the draft PEIR, and the County reserves the right to provide further comments on the City's General Plan and any other subsequent implementation activities.

The PEIR indicates that the Project Planning Area consists of approximately 62 square miles (or 39,680 gross acres), of which approximately 28 square miles (or 17,955 gross acres) lie within the city limits of the City of Temecula. The remaining 34 square miles of planning area are located in the unincorporated areas of Riverside County and includes approximately 24 square miles (or 15,360 gross acres) of properties located within the City's sphere of influence and approximately 10 square miles (or 6,400 gross acres) of properties located outside its sphere of influence. The Riverside Local Agency Formation Commission (LAFCO) has no current proposal to change the City's sphere of influence, but is overseeing the preparation of Municipal Service Reviews (MSRs) as part of a reassessment of spheres of influence.

Under Population and Housing, the PEIR indicates that approximately 77,460 persons resided in 24,984 residential units within the corporate City limits in 2004. Future development over the next 20 years, or to 2025, pursuant to the proposed General Plan may result in an additional 25,005 new residential units (Includes detached single-family residential, attached single-family

more General Pract

10-1 Murietta about 1,200,000

Update in 2012 Over 105,000 live in Temecula

Do not include entire Eastern Bypass vehicle circulation?? not circulation of Butterfly Stage Rd. Map PM 33596 parcels 964-180-038

Recorded

Riverside Office - 4080 Lemon Street, 9th Floor P.O. Box 1409, Riverside, California 92502-1409 (951) 955-3200 • Fax (951) 955-3157

Indio Office - 82-675 Hwy 111, 2nd Floor Room 209, Indio, California 92201 (760) 863-8277 • Fax (760) 863-7555

Murrieta Office - 39493 Los Alamos Road Murrieta, California 92563 (951) 600-6170 • Fax (951) 600-6145

2012 W.C. EIR Planning Commissioner's EIR Hearing in Temecula

A Wza Rd connection to the I-15 Hearing not fully funded "Omitted" now W.C. Greenhouse Count. W.C.

may be differential judgment of the law. Not raised even

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residential and multi-family residential) and 36.2 million square feet of net new nonresidential development, resulting in up to 54,687 total residential units and 78.3 million square feet of nonresidential development and provide for a total population capacity of 169,184 persons within the Planning Area.

10-1
CONT.

County Planning staff offers the following comments for your consideration and incorporation into the draft PEIR:

1. Approximately 34 square miles of the Planning Area lie outside the city limits, within the unincorporated area of Riverside County. The City's proposed land use designations do not reflect existing County land use approvals within the unincorporated areas. For example, the site of an approved high-density senior housing project is proposed for the City's Rural designation (maximum intensity 0.2 dwelling units per acre). (See the discussion under item 15 below.) Failure to reflect existing County land use and land division approvals may be expected to lead to an underestimate of overall, cumulative impacts on traffic, air pollutant emissions, noise, water supply, and nonrenewable resource consumption.
2. The Alternatives analysis should include consideration of an alternative that utilizes the City's proposed land use designations within its existing jurisdictional boundaries and the County's land use designations within its existing jurisdictional boundaries. This study is merited in that it would provide an analysis of potential development in the event that the City were to adopt its proposed General Plan, but not annex any additional land.
3. The portion of the Planning Area outside city limits includes approximately 10 square miles of unincorporated areas not currently located within the City's sphere of influence. The Project Description of the draft PEIR should cite under what authority the City is including the 10 square miles of area outside its sphere of influence as part of its Planning Area and whether the City intends to file a proposal to expand its sphere of influence and annex this area.
4. There are inconsistencies throughout the draft PEIR when discussing population, dwelling units, and nonresidential square footage within the City limits and Planning Area. For example, the Executive Summary discussion of the Land Use Element identifies total nonresidential development pursuant to the proposed General Plan as 78.3 million square feet (page 1-3), while the Project Description on page 3-8 identifies total nonresidential development as 75.4 million square feet (page 3-8). Such discrepancies need to be resolved.

10-2

10-3 documentation of sphere of influence not reflected

10-4

10-5

10-6

5. The environmental document utilizes Southern California Association of Governments (SCAG) 2000-2025 growth forecasts, build-out capacity of the proposed General Plan within the City limits and within the Planning Area, the City of Temecula 2004 Population Profile for Cities of Temecula (for areas within City limits only), Murrieta and Western Riverside County, and the 2004 State Department of Finance City/County Population and Housing Estimates (for areas within City limits only). Please include a comparison table for these different factors in the Executive Summary or Project Description Section of the draft PEIR so that the reviewer can clearly understand the relationship between these factors and whether they support the analyses and findings in various parts of the draft PEIR.

Based only on 2004 projections

Sense 2009 with held projects into the County of Riverside @ 2015 General Plan EIR, statements of #5 invalid

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6. Page 4-1, under Environmental Setting, identifies the unincorporated portions of the Planning Area as being comprised of 16,480 acres (or 28 square miles). Please provide an explanation of why this number is inconsistent with the Project Characteristics discussion in the Executive Summary of the PEIR.

10-7

7. On Page 5-1, under Environmental Impacts and Mitigation Measures, the draft PEIR states that mitigation, in addition to measures that the lead agency will implement, can also include measures that are within the responsibility and jurisdiction of another public agency pursuant to CEQA Guidelines Section 15091(a)(2). To cite the applicable CEQA section:

"No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding."

10-8

gn 2005

It is a violation of CEQA to defer mitigation. This section clearly does not excuse the lead agency from identifying all feasible mitigation and considering a reasonable range of alternatives to reduce significant impacts resulting from the lead agency's authority to use its discretionary powers.

Violates CEQA by omitting Anza Bypass sections) Being now called CETAP: Winchester to Temecula as recorded Aug 19, 2015 #4.0, + 4.1 On agenda P.C. Hearing recorded.

8. Under Section 5.2 Agricultural Resources, the draft PEIR states that the project will result in a less than significant impact with regard to Williamson Act contract lands, as there are no Williamson Act contracts in the Planning Area. This statement is incorrect. There are a number of agricultural preserves located in the unincorporated areas of the Planning Area. Consequently, there are numerous parcels located within the boundaries of an agricultural preserve, many of them under active Williamson Act contracts. Easterly of Butterfield Stage Road, there are several large development projects currently being processed through the County of Riverside, each involving large lot residential development and proposing cancellation of the affected agricultural preserve contracts.

10-9

9. Please indicate in the discussion under Carbon Monoxide Hot Spots in Section 5.3 Air Quality whether all existing roadways that are currently operating below an acceptable level of service (LOS-D), as well as all future impacted roadways, were monitored and included in Appendix B. If all impacted roadways haven't been evaluated and/or if factors used to calculate traffic impacts are revised, this study should be revised accordingly and included in the appendix and draft PEIR.

10-10

10. The discussion under 5.4 Biological Resources states on page 5.4-17 that implementation of the City's proposed General Plan will result in "significant and adverse" impacts on rare, threatened, and endangered species. The discussion under 5.9 Land Use and Planning states on page 5.9-1 that the General Plan "was found to conflict with" the adopted Western Riverside County Multiple Species Habitat Conservation Plan. However, both sections then make the finding of less than significant impact to biological resources and to an adopted regional plan with implementation of mitigation measures. One such mitigation measure is that future projects comply with the MSHCP. For example, if a future proposed project is inconsistent with the MSHCP because avoidance of riparian/riverline areas or vernal

10-11

(called Southernly Bypass Expressway until CETAP presentation, Winchester to Temecula Aug 19, 2015 now being referred to. CETAP: Winchester to Temecula Aug 19, 2015

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pools is unfeasible, a finding of biologically equivalent or superior preservation must be made in accordance with guidelines contained in the MSHCP. Therefore, a finding of less than significant impact to biological resources cannot be made at this program level due to the lack of future projects' specificity.

10-11
CONT.

11. Section 5.10 Noise uses level of service (LOS) C for adjacent roadways to estimate maximum level future noise impacts. However, Sections 5.3 Air Quality and 5.13 Transportation indicate that several intersections and freeway ramps are currently operating at LOS E and LOS F. These intersections and ramps will be further exacerbated by additional traffic resulting from ultimate build-out of the Planning Area. Future traffic will also impact new areas of the existing roadways by exceeding acceptable levels of service. The analysis in this section of the PEIR should utilize a realistic level of service in determining project and cumulative noise impacts. Please revise Appendix E and the Noise Section of the draft PEIR.

10-12

12. Under Section 5.13 Transportation, it appears that existing traffic conditions were based on studies conducted within the City limits and not within the proposed Planning Area to arrive at average daily trip (ADT) volumes. These ADTs were then added to future ADT volumes based on residential and nonresidential build-out under the proposed General Plan. The traffic analysis should address existing conditions of the Project Planning Area, within the City and unincorporated areas. Please revise the analyses under this section as well as all affected sections of the draft PEIR (i.e., air quality, noise, etc.).

10-13

13. Under the Environmental Setting and Section 5.13 Transportation, the draft PEIR identifies several intersections and freeway ramps that currently operate at LOS E and LOS F. Impacts to these same intersections and freeway ramps resulting from implementation of the proposed General Plan are then determined not to be significant since unacceptable LOS already exists at these roadways and no new impacts will result from the additional ADT volumes. Implementation of the Project will result, at a minimum, in doubling existing ADTs. It cannot accurately be stated that the Project will not have direct impacts on existing roadways resulting from increased ADT volumes. This is an inappropriate application of CEQA, where it states that the environmental baseline is established at the time the Notice of Preparation is distributed to the public. This section of the draft PEIR is inadequate and fails to fully disclose and analyze existing and future traffic impacts. Please revise this section as well all affected sections of the draft PEIR (i.e., air quality, carbon monoxide hot spots, noise, etc.) and identify mitigation measures which will reduce said impacts.

10-14

14. The draft PEIR identifies that implementation of the Project will result in significant, unavoidable, project-level and cumulative impacts to Air Quality and Transportation, but that noise impacts will be less than significant with mitigation. However, page 1-44 of the Executive Summary states that "increased traffic noise may have significant impact ... in the long term" and that "residual impacts will remain significant." Please clarify whether or not noise impacts will be significant and adverse and include mitigation measures to reduce said impacts.

10-15

15. The draft PEIR and the City's Land Use Policy and Focus maps should be revised to reflect the following existing County land use approvals within the unincorporated area.

10-16

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a. An 11.51-acre area at the southeast corner of the intersection of Rancho California Road at Rancho Vista Road (Assessor's Parcel Numbers 951-140-018 through 951-040-018) is the site of a senior housing and health care complex approved through Public Use Permit No. 791, as modified by Substantial Conformance No. 1. This property is designated Very High Density Residential (14-20 dwelling units per acre) within the Community Development Foundation Component on the Southwest Area Plan. The City proposes a designation of Rural – 0.2 dwelling units per acre on the City's proposed Land Use Map, within Rural Preservation Area No. 2. This site should be designated High Density Residential (13-20) on the City Plan. However, whether or not the City chooses to acknowledge this approved project in its Land Use Plan, any cumulative impact analyses and traffic models need to reflect this project approval.

10-16a

b. An 84.34-acre area southerly of the Morgan Hill development (Assessor's Parcel Numbers 952-250-008, -012, and -044 through -046) is the site of a 143-lot subdivision map approved through Tentative Tract Map No. 29473. This property is designated Medium Density Residential (2-5 dwelling units per acre) within the Community Development Foundation Component on the Southwest Area Plan. The City proposes a designation of Vineyards/Agricultural on the City's proposed land Use Map, within Rural Preservation Area No. 3. This site should be designated Low Density Residential (0.5-2.9 dwelling units per acre) on the City Plan. However, whether or not the City chooses to acknowledge this approved project in its Land Use Plan, any cumulative impact analyses and traffic models need to reflect this project approval.

10-16b

16. The boundaries of the Rural Preservation Areas should be modified, at least to the extent necessary to recognize existing County approvals pre-dating the release of this Plan.

10-17

17. The above specified projects in the Rural Preservation Areas reflect only the major projects that have been approved. There are a number of other projects in process that may need to be addressed in cumulative impact analysis. Staff offers the following information for your consideration:

Rural Preservation Area – Temecula Wine Country/East Rancho California

Consider the area bounded by De Porcia Road on the north, Anza Road on the east, State Highway Route 79 South on the south, and the Temecula city limits on the west. This area is designated for Community Development Foundation Component uses on the Southwest Area Plan – Medium Density Residential (2-5 dwelling units per acre) and Commercial Tourist. The City proposes a designation of Vineyards/Agricultural (0.1 dwelling units per acre). In this area, the eight westerly parcels are designated Medium Density Residential, but are not the site of any major planning cases. However, the easterly area is characterized by smaller parcels, and those in the southerly portion have been the location for a number of planning cases. These include an approved Imani Temple on APN 952-170-005 located northwesterly of the Calle Amaz cut-de-sac. The parcel located at the northwesterly corner of State Highway Route 79 South and Anza Road (APN 952-170-007) was formerly approved for a church through Public Use Permit No. 764. That permit has since expired, but the County is processing a change of zone and conditional use permit (Change of Zone Case No. 6654 and Conditional Use Permit

10-18

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No. 3357) to establish a gas station, mini-mart, and car wash at this location, which is designated Commercial Tourist.

Except for the areas southerly of De Portola Road and the Public Use Permit site referenced above, the County designations within the area identified by the City as East Rancho California or Temecula Wine Country fall within the Rural Community and Agriculture Foundation Components. However, there are a number of differences between the County and City provisions.

The County designates properties located westerly of Anza Road, southerly of Pauba Road, and northerly of De Portola Road as Estate Density Residential – Rural Community (EDR-RC: one dwelling unit per two acres). The City proposes to designate this area as Rural Residential with a density standard of 0.2 dwelling unit per acre, or one unit per five acres, with a small area along the northerly side of De Portola Road designated Vineyards/Agriculture (0.1 dwelling unit per acre). However, a review of existing lot size patterns indicates that the predominant lot size in this area, other than the area along the northerly side of De Portola Road, is in the 2½ - 5 acre range. Thus, use of the density standard of 0.2 dwelling units per acre may result in an underestimate of the actual intensity of this area, with consequent impacts on the accuracy of projected levels of traffic and secondary impacts on the accuracy of noise and air quality modeling. (The area on the northerly side of De Portola Road is characterized by larger lot sizes; however, this area is also designated EDR-RC on the County's Plan.) It is recommended that this area be designated and modeled as within the City's Very Low (density) Residential, 0.2 – 0.4 dwelling units per acre.

10-18
CONT.

Northerly of Pauba Road is a large area designated as Agriculture within the Citrus Vineyard Policy Area on the SWAP, with some exceptions in the area southerly of Rancho California Road. This Policy Area flanking Rancho California Road between Butterfield Stage Road on the west and Anza Road on the east differs from most agricultural areas in the County in its allowance for a five acre minimum lot size for tract maps and parcel maps. In contrast, the City's proposed Vineyards/Agriculture designation provides for a maximum development intensity of 0.1 dwelling units per acre (one dwelling unit per ten acres). While some of the area depicted as Citrus Vineyard on the SWAP is proposed as Very Low Residential or Rural Residential on the City's Land Use Policy Map, most of this area is proposed as within the Vineyards/Agriculture designation on the City's Map. It is recommended that this area retain the Vineyards/Agriculture designation, except where the County designation is for a higher intensity than Agriculture, but that the development intensity for this designation be changed to 0.2 dwelling units per acre.

Northerly of the Citrus Vineyard Policy Area is another area designated Estate Density Residential – Rural Community on the SWAP. The portion of this area southwesterly of Calle Contento is proposed for a designation of Rural Residential (0.2 dwelling units per acre) on the City's Plan. It is recommended that this area be designated as Very Low (density) Residential, 0.2 – 0.4 dwelling units per acre on the City's Plan.

Rural Preservation Area – South Anza Road @ SR-79

Tentative Tract Map No. 29473 referenced in 15b. above affects five of the parcels within an area of fifteen parcels located southeasterly of the Morgan Hill development

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and designated Medium Density Residential on the SWAP. At this time, there is no urban development within this area. However, tentative tract maps have been filed on five of the other ten properties (APNs 952-250-005, 006, 007, 013, and 015). These tract maps (32226, 32227, 32778, and 32988) together propose 276 lots on 93.2 acres. These tract maps are presently in the review process, although none is ready to be scheduled for hearing as of this writing. An additional four parcels established through Parcel Map No. 28289 (APNs 952-380-001 through -004) are five acres in gross area. Only one of the fifteen parcels is 10 acres or larger and is not the subject of a proposed subdivision.

We recommend that the area designated Medium Density Residential on the SWAP be removed from the Rural Preservation Area and be designated for Low or Low Medium Density Residential development on the City's Land Use Policy Map. In any event, consideration should be given to the County designations of this land in cumulative impact analysis and traffic modeling.

The County does not object to the inclusion of the remainder of the depicted area southerly and easterly of the Morgan Hill development within the Rural Preservation Area, as depicted. However, bearing in mind that the majority of this area is designated Rural Residential on the SWAP, the City should either designate the properties Rural Residential or change the density within the Vineyards/Agricultural designation to 0.2 dwelling units per acre as recommended above.

The City's Policy Map and Focus Map differ with respect to the treatment of the area located on the south side of State Highway Route 79 South, westerly of Anza Road. The Focus Map depicts this area as being included within the Rural Preservation Area, while the Land Use Policy Map depicts this area as being designated for Low Medium and Low density residential development. We recommend that the area located southerly of State Highway Route 79 South, northerly of Temecula Creek, and westerly of Anza Road be removed from the Rural Preservation Area.

10-18
CONT.

French Valley Future Growth Area

In general, the City's proposed land use designations for this area appear to conform to County land use designations. Given the differences in ranges between the City and County designations, direct comparison for the urban density areas is not simple. However, we have identified one area where there are discrepancies. The northeast quarter of the northwest quarter of Section 4 consists of sixteen parcels, each about 2½ acres in size. This area is designated as Estate Density Residential within the Rural Community Foundation Component (one dwelling unit per two acres) on the SWAP. The City proposes a designation of Rural Residential (0.2 dwelling units per acre); however, if a residence is allowed on each existing lot, this area will build out at a density of 0.4 dwelling units per acre. This should be considered in analyzing cumulative impact and traffic analysis. Given the existing lot size pattern, we recommend that this area be designated Very Low density Residential on the City's Land Use Policy Map.

The City may also wish to consider re-designation of the southeast quarter of the southwest quarter of Section 33 as Very Low density Residential, as this area is also designated Estate Density Residential - Rural Community on the SWAP.

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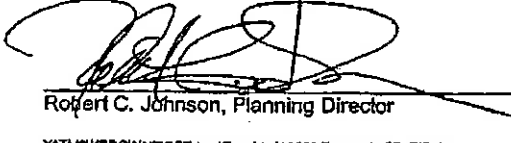
The Draft PEIR provides an analysis of the potential environmental impacts of the City's proposed General Plan. As the General Plan is a policy document, many of the mitigation measures identified to mitigate potential impacts are policies and may not be effective as mitigation. The draft PEIR should clearly identify actions required by the City to make said policies viable (i.e., resolution, ordinance, etc.).

10-19

Thank you for considering our comments and for the opportunity to review the draft PEIR for the City of Temecula General Plan Update. If you should have any questions regarding these comments, please contact Kathleen Browne, Urban Regional Planner III, at (909) 955-4949.

Sincerely,

RIVERSIDE COUNTY PLANNING DEPARTMENT



Robert C. Johnson, Planning Director

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10. Robert C. Johnson, Planning Director, County of Riverside, Planning Department. January 31, 2005.

Response 10-1

This comment provides an introduction to the County of Riverside, Planning Department's comments on the Draft EIR. The introduction summarizes the Project and indicates that the Riverside Local Agency Formation Commission (LAFCO) has no current proposal to change the City's sphere of influence. This comment does not address an environmental issue nor raise any question regarding the analysis or conclusions in the EIR. No response is required.

Response 10-2

As stated in the Draft General Plan, under California law, every city must adopt a comprehensive, long-term General Plan to guide physical development within the incorporated area, as well as to plan for land beyond the municipal boundaries that bears a relationship to the city's planning activities. The City of Temecula believes that the identified Planning Area provides a reasonable measure of the City's present region of interest.

The comment further indicates that City land use designations within the unincorporated areas of the Planning Area do not reflect approved County plans and adopted land use designations for the area, and that this inconsistency may underreport and analyze incorrectly cumulative project impacts.

The City has purposefully chosen to assign lower intensity land use designations in part of its Sphere of Influence area and other unincorporated areas of the Planning Area than current County plans provide, as these designations are consistent with overall City objectives for outlying areas specified throughout the Draft General Plan. The thrust of the updated General Plan is to concentrate new development as infill within the established City framework, and to apply smart growth principles and reduce greenfields development. Since infill places new development closer to existing services and complementary land uses, this approach has the ability to reduce overall impacts.

Response 10-3

The City has previously considered using the County's land use designations within the areas that have been identified for rural preservation. However, this was rejected through the Plan development process because of the greater impact to the environment and the inconsistency with the City's long-term goals. A preliminary study indicated that using the County's more intense land use designations would add an additional 38,000 average daily trips to the City's circulation system. Using the County's designations is also expected to result in greater noise and air quality impacts. These increased impacts are not mitigated by the County General Plan.

Per Section 15126.6 of the CEQA Guidelines, the Draft Program EIR examines alternatives which "would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate comparative merits of the alternatives." Given that the County's land use designations in some parts of the unincorporated portions of the City's Planning Area allow for higher intensity uses than proposed City policy, and given that such higher intensity may result in greater traffic, air quality, public service, and noise

impacts than would the Project, such an alternative would not work to reduce significant impacts of the Project. Thus, CEQA guidelines do not support evaluation of such an alternative, and the alternative is not examined in the Draft EIR. This is clarified in Section 7.0 of the Final EIR.

Response 10-4

The comment states that the Planning Area includes approximately 10 square miles of unincorporated areas not currently located within the City's sphere of influence and that the City should cite under what authority the City is including these areas outside of the sphere of influence. As per California Government Code §64300, each City is required to prepare and adopt a long-term general plan for physical development of the city, "and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning."

As stated on page I-2 of the Draft General Plan, "While properties beyond the City limits are under the jurisdiction of Riverside County agencies, they bear a critical relationship to Temecula's planning activities, and from a visual standpoint, form a significant backdrop to the community. One day, they may become part of the City, and planning for service extensions, integrated infrastructure, and high design quality is timely and prudent."

The majority of the area outside the sphere of influence but within the Planning Area consists of vineyards and agricultural uses located east of the City. As noted on pages LU-20 and LU-21 of the Draft General Plan, these locations are designated Vineyards/Agriculture, a designation "intended to promote rural, agricultural, and vineyard uses of properties located to the east of the City within the Planning Area. Continued operation of vineyards and agricultural businesses on these properties is vital to the economic health of the City. Through this designation, they are set aside for these purposes in the future."

No specific proposal to annex or pre-zone these areas or to expand the City's sphere of influence is contemplated at this time. However, the City acknowledges that these interim steps would be required prior to full implementation of the General Plan within the identified areas. The City will work with the County and Riverside County LAFCO to achieve these long-range objectives.

Response 10-5

In response to the comment the following revision has been included on page 1-3 of the Final EIR:

During this time, approximately 36.2 million square feet of net new nonresidential development is expected to be developed, resulting in just over ~~78.3~~ 75.4 million square feet of nonresidential development within the Planning Area.

The revision does not affect any of the impact conclusions contained in the EIR.

Response 10-6

As described in the comment, the EIR analysis includes population data and growth forecasts from different sources. The following summary accounts for the population data sources that were utilized in the EIR.

The General Plan's estimated population increase to 113,421 persons by the year 2025 is based on planned land uses – specifically, new housing units. The Southern California Association of Governments (SCAG) growth forecasts are analyzed in *Section 5.11, Population and Housing*, but the build-out capacity of the proposed General Plan was used to describe the environmental effects of the project due to the following inconsistency with the SCAG growth forecast.

SCAG's projections for the region allocate to Riverside County a proportionally greater increase in population in the future, when compared to Temecula. SCAG estimates that the County's population will increase by 76 percent between 2002 and 2025, while Temecula's population will increase by 33 percent. However, historical trends indicate that Temecula has typically experienced a much greater rate of growth than the County. For example, Temecula grew at an average of 3,062 people a year from 1990 to 2000, an increase of 113 percent. Between 1990 and 2000, the County population grew by 32 percent. This is expected to change over the next decade as the City becomes substantially built out. Considering these factors, Temecula's future population appears to be better represented by estimates derived from the land capacity established within the General Plan. Therefore, the proposed General Plan buildout population of 113,421 persons was used for the analysis in *Section 5.11, Population and Housing*.

California Department of Finance (DOF) data were used to describe the existing population since DOF bases population estimates on approved housing units, whereas SCAG data utilizes projections. Thus, the DOF data is better suited to describe existing conditions.

The SCAG growth forecast was used in *Section 7, Cumulative and Long-Term Effects* because the Regional Growth Projections Method is the appropriate methodology for evaluating cumulative impacts for a project such as a General Plan, as it provides general growth projections for the region and considers long-term growth. The SCAG growth forecast data that were used for the cumulative impacts section included the Western Riverside County Council of Governments (WRCOG) region

The environmental effects of the project are most reliably predicted using General Plan buildout estimates. As each of the other sources is used for a limited purpose, no comparison table is required.

Response 10-7

In response to the comment, the following revision has been made to page 4-1 of the Final EIR:

The unincorporated portions of the Planning Area, comprising ~~16,480~~ 15,360 acres (~~26~~ 24 square miles), are more rural and agricultural in character.

Response 10-8

The Program EIR for the updated General Plan analyzes the impacts and identifies all feasible mitigation measures to reduce the impacts associated the implementation of the General Plan. Impact mitigation has not been deferred, and a reasonable range of alternatives was considered.

Response 10-9

The City acknowledges that numerous parcels within the unincorporated areas of the Planning Area are located within the boundaries of a Williamson Act contract. In response to this comment, the sentence regarding Williamson Act contract lands has been deleted on page 5.2-1 of the Final EIR.

The City's proposed General Plan emphasizes the preservation and protection of prime agricultural lands. Many such lands are designated as part of one or more Rural Preservation Areas in the Land Use Element, discouraging their conversion to urban uses.

Mitigation measure AG-1 (General Plan Implementation Program OS-28) in the EIR requires the City to recognize existing agriculture preserve contracts and promote additional preservation contracts for prime agricultural land in rural preservation areas. This measure illustrates the City's commitment to agricultural preservation. With mitigation incorporation, implementation of the Draft General Plan will have a less than significant impact on Williamson Act contracts or other agricultural lands within the Planning Area.

Response 10-10

As described on page 5.3-11 of the Draft EIR, selection of intersections to be analyzed for carbon monoxide hot spots was limited to those intersections experiencing the worst level of service (LOS) conditions, in combination with proximity to sensitive receptors. The following intersections these criteria and were analyzed within the Draft EIR:

- Rancho California Road and Old Town Front Street
- Ynez Road and Rancho California Road
- Ynez Road and Rancho Vista Road
- SR-79 North and I-15

No significant impacts from carbon monoxide hot spots were identified.

Response 10-11

The Initial Study and the Draft EIR concluded that the Project could conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) since areas of the MSHCP might lie within the City boundary and other portions of the Planning Area. The General Plan is a guide for development and conservation. The MSHCP seeks to conserve flora and fauna species and habitats. As noted on page 5.4-16 of the Draft EIR, Draft General Plan policies require development proposals to identify significant biological resources and provide mitigation, including the use of adequate buffering and sensitive site planning techniques, selective preservation, provision of replacement habitats; and other appropriate measures to protect sensitive habitats (General Plan Policy OS-3.1). The Draft General Plan also calls for the City to work with nonprofit groups, the County, and other interested parties to set aside and enhance areas containing significant biological resources (General Plan Policy OS-3.2). One of the key features of biological resource protection is the City's inclusion of MSHCP policies and programs within the Draft General Plan. As a signatory agency, the City will continue to work with the County of Riverside and other implementing agencies to ensure that sensitive biological areas throughout the County

are protected from future development and habitat conservation measures are incorporated into the development review process.

Additionally, biological resources mitigation measures B-1 through B-11 require the execution and monitoring of MSHCP requirements within the General Plan Planning Area. Thus, given the programmatic nature of the Draft EIR and the long-term time frame for the General Plan, the goals, policies, and implementation programs within the General Plan and the mitigation measures in the EIR serve as effective and appropriate means of addressing any potential impacts. At the programmatic level, impacts associated with the MSHCP will be less than significant with mitigation incorporation, supported by the goals and policies of the General Plan. Significance of impacts to the MSHCP resulting from specific future development projects pursuant to the General Plan will be determined on a project-by-project basis. If project-level impacts are identified, specific mitigation measures will be required per CEQA.

Response 10-12

Noise analysis in the Draft EIR is based on roadway traffic volumes rather than level of service (LOS), as indicated by the comment. The existing and future noise contours found in Appendix E of the Draft EIR were calculated using average daily traffic (ADT) volumes per roadway segment. LOS measures are used in the analysis contained in *Section 5.3, Air Quality* and *Section 5.13, Transportation*. However, the analyses completed for air quality and transportation are independent of the noise analysis found in *Section 5.10, Noise*.

The comment appears to refer to noise mitigation measure N-5, and the City's practice of utilizing LOS C to estimate future noise impacts. The LOS is used in this case for noise mitigation since it estimates free-flow roadway conditions and produces the maximum community noise exposure (CNEL).

The use of ADT for noise analysis is standard practice; no further analysis or revisions are required.

Response 10-13

The comment correctly notes that existing conditions were summarized for roadways within the City limits. However, future conditions were derived from the City's traffic model, which includes all of western Riverside County. Hence, the future ADTs were not derived from any additive process in which existing volumes formed a base. Rather, the future ADTs were actual future modeled volumes for future land uses as defined within the Draft General Plan Land Use Element.

The existing peak-hour intersection analysis addresses only those locations identified as Principal Intersections, as described in the Draft Circulation Element. The number and location of Principal Intersections will change over time as local conditions change. All are currently located within the existing City limits.

Response 10-14

The comment states that as per CEQA, the baseline is established at the time the Notice of Preparation (NOP) is distributed. In the case of this EIR, the NOP was distributed on June 4, 2003. Therefore, the existing conditions or baseline of the project for traffic conditions is 2003. The traffic data were collected during 2002 for this project and at the time of the baseline traffic analysis, the

following three study intersections did not meet the City's performance standard of LOS D, as described on 5.13-6 of the Draft EIR:

- Jefferson Avenue at Winchester Road – LOS E at P.M. peak hour
- Nicolas Road at Winchester Road – LOS E at A.M. peak hour
- Old Town Front Street at Rancho California Road – LOS E at P.M. peak hour

Additionally, the following three ramps did not meet Caltrans' performance standard of LOS E (maximum 1.00 V/C), as described on page 5.13-7 of the Draft EIR.

- SR-79 South Northbound On-ramp – LOS F at A.M. peak hour
- Winchester Road Southbound Off-ramp – LOS F at A.M. and P.M. peak hours
- Rancho California Road Southbound Off-ramp – LOS F at A.M. and P.M. peak hour

These three intersections and three freeway ramps are currently deficient. Over time, development pursuant to General Plan land use policy will result in the addition of trips at these currently deficient locations. In recognition of the existing deficiencies and anticipated further deterioration in the absence of any improvements (due to project traffic and regional traffic, as noted on page 5.13-15 of the EIR), the General Plan Circulation Element includes extensive roadway system improvements to address the long-term impact. Table 5.13-9 beginning on page 5.13-20 of the EIR identifies these planned improvements, as they are part of the project.

With implementation of the project, the intersection of Old Town Front Street and Rancho California Road will be the only intersection among the three currently deficient intersections that will continue to operate at LOS E in 2025. Implementation of roadway improvements pursuant to the Draft General Plan is anticipated to improve the operation of the intersection from 0.96 ICU in 2002 to 0.91 ICU in 2025. The project does not create a new LOS E condition at this intersection or worsen its operation to LOS F. Impact to Old Town Front Street at Rancho California Road is therefore less than significant.

In the future, the SR-79 northbound on-ramp, Winchester Road southbound off-ramp, and Rancho California Road southbound off-ramp will continue to operate at LOS F in 2025. Long-range implementation of the General Plan does not create a new LOS F condition at these ramps, although the project will add traffic and increase the V/C at these locations. However, this impact does not meet the City's criteria for significance. No Statement of Overriding Considerations is required.

New roadways and intersection improvements are identified in the proposed Roadway Plan described on pages 5.13-9 through 5.13-11 of the Draft EIR. Table 5.13-5 on page 5.13-13 of the Draft EIR compares the existing and future (2025) Planning Area land use and trip generation. Additionally, Table 5.13-6 on page 5.13-15 of the Draft EIR describes how new roadways and freeway connections proposed in the Roadway Plan will have a key role in expanding system capacity because existing facilities, particularly Winchester Road and Rancho California Road, currently operate near capacity. The Draft EIR provides a comprehensive discussion of existing and future traffic impacts, and no further analysis is required.

Response 10-15

In response to the comment the following sentences have been removed from the EIR, as shown on page 1-45 of the Final EIR. The revision is made to be consistent with *Section 7, Cumulative and Long-Term Effects*.

~~Future development will generate construction noise from individual development projects that may affect adjoining uses in the short term. Increased traffic noise may have significant impact to residences and schools near the freeways in the long term. While policies included in the Draft General Plan will reduce these impacts to the extent possible, the residual impacts will remain significant.~~

Response 10-16a

This comment requests a technical change to the Draft General Plan Land Use Policy Map and does not raise any environmental issues associated with the General Plan EIR. Proposed General Plan Land Use Policy Map and other technical changes to the General Plan will be considered by the City. The City recognizes that change should be made to the Land Use Policy Map at this location. This recommendation will be made to the Planning Commission and the City Council at the public hearings scheduled for adoption of the General Plan.

Response 10-16b

This comment requests a technical change to the Draft General Plan Land Use Policy Map and does not raise any environmental issues associated with the General Plan EIR. Proposed General Plan Land Use Policy Map and other technical changes to the General Plan will be considered by the City. The requested change represents a potentially significant increase in average daily trips and is contrary to the goals of the General Plan. See also Response to Comment 10-3.

Response 10-17

The opinion stated is acknowledged. The requested boundary changes for Rural Preservation Areas found on the Land Use Focus Areas figure in the Draft General Plan do not raise or address any specific environmental issue raised within the EIR. Any concerns regarding the Land Use Focus Areas Map in the Draft General Plan should be expressed to the Planning Commission and the City Council at the public hearings scheduled for adoption of the Draft General Plan.

Response 10-18

Please refer to Response 10-17. The City has purposefully chosen to assign lower intensity land use designations within the identified Rural Preservation Areas and other unincorporated areas of the Planning Area than current County plans provide. This approach is consistent with overall City objectives for outlying areas specified throughout the Draft General Plan and mitigates the environmental impacts of unplanned development. Any concerns regarding the Draft Land Use Focus Areas Map and the City's planning objectives within the identified areas should be expressed to the Planning Commission and the City Council at the public hearings scheduled for adoption of the Draft General Plan.

Response 10-19

The Draft EIR contains mitigation measures for all environmental issues areas that are directly related to the City's General Plan Implementation Program, as referenced at the end of each mitigation measure. All of the Draft EIR mitigation measures are General Plan Implementation Programs. The City's General Plan Implementation Program identifies specific actions to achieve the goals, policies, and plans in the General Plan. The mitigation measures in the EIR will be recorded and tracked through the Project's Mitigation Monitoring and Reporting Program, as required by CEQA.



COUNTY OF RIVERSIDE
TRANSPORTATION AND
LAND MANAGEMENT AGENCY
Transportation Department



George A. Johnson, P.E.
Director of Transportation

January 31, 2005

Mr. David Hogan, Principal Planner
City of Temecula
43200 Business Park Drive
Temecula, CA 92590

LETTER 11

**RE: Draft Environmental Impact Report (DEIR) for the City of Temecula
General Plan Update**

Dear Mr. Hogan,

The Riverside County Transportation Department has reviewed the Draft EIR for the City of Temecula General Plan Update. We appreciate the opportunity to review and comment on this document.

In ongoing discussions with the County, the City has been an advocate of developing strategies to address the impacts of growth on the regional arterial and freeway system throughout southwest Riverside County. The City has consistently emphasized the need to plan and implement a circulation system (regional arterials and freeways) that can accommodate future traffic. As such, the City has challenged the County to develop a performance based circulation improvement program to ensure adequate capacity will be provided on the arterials and freeways to accommodate growth in the region. The City's General Plan does not evaluate freeway capacity or impacts. The proposed General Plan also lacks a performance based infrastructure improvement program. Please show us how the City intends to address the freeway and regional arterial challenges with an adequately funded infrastructure phasing program.

11-1

Based upon our review of the document, the Transportation Department has the following comments:

1. The traffic analysis does not address traffic impacts to the freeway system. Neither the Existing ADT Volumes (Figure 2-1), nor the 2025 ADT Volumes (Figure 4-1) indicate any traffic volumes on either I-15 or I-215. There is no analysis anywhere in the report of impacts to the freeway mainline. The only analysis of freeway impacts is limited to local access interchanges. The

11-2

4080 Lemon Street, 3th Floor • Riverside, California 92501 • (951) 955-6740
P.O. Box 1090 • Riverside, California 92502-1090 • FAX (951) 955-3198

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analysis should be expanded to evaluate and address impacts to the freeway system.

11-2
CONT.

2. ~~Land use assumptions for the unincorporated area of French Valley are inconsistent with the County's Highway 79 Policy Area (C 2.7, copy enclosed), which calls for a 9% reduction in residential trip generation. The plan should be revised to recognize and implement this trip reduction strategy for the French Valley area.~~

11-3

3. The traffic analysis for the unincorporated portions of the City's plan should also be consistent with the County's policy relative to commercial development (LU 23.2, copy enclosed). The policy requires that once 40% of all designated commercial properties have developed, further commercial development must demonstrate a market need, as well as provide for the full mitigation of traffic impacts. It is further assumed that the remainder of the commercially designated properties may need to convert to medium density residential. County policies call for a program to monitor and implement such limitation, as should the City's General Plan for the unincorporated areas.

11-4

4. The Draft EIR Summary of Environmental Impacts and Mitigation Measures (Table 1-1) indicates that the City will implement certain procedures and programs to monitor and mitigate impacts to transportation infrastructure, however, there are no policies contained in the General Plan nor in the Draft EIR which would indicate a commitment to implement such procedures and programs.

11-5

The table further indicates that six interchange locations will operate at LOS F. Additionally, the levels of service reported in Table 1-1 do not coincide with levels of service reported in the traffic study or in other sections throughout the draft EIR. These inconsistencies must be reconciled.

Further, the statement attached to Table 1-1 that mitigation measures are required to reduce the level of impact is vague and ambiguous. Mitigation measures should be specific and performance-based to link infrastructure improvements to development impacts.

5. The Roadway Plan (Figure 3-3) contains a number of inconsistencies when compared to the County General Plan Circulation Element (copy enclosed) for the unincorporated areas included in the City's General Plan.

11-6 a

a. SR 79 (Winchester Road) in the City's Roadway Plan is designated as an 8-lane Urban Arterial within the City, and as a 6-lane Principal Arterial in

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incomplete data

the County Area. The County currently has an MOU with Caltrans and the City of Murrieta (copy enclosed), which defines future access, right of way and improvements for SR 79 between Hunter Road and Domenigoni Parkway. The MOU calls for a 184' r/w from Hunter Road to Keller Road, and a 220' r/w from Keller Road to the Domenigoni Parkway. Both typical cross sections call for 6-lane improvements that could be expanded to accommodate 8-lanes within the designated right of way. The City's plan should be revised to be consistent with this MOU.

11-6a
CONT.

contradiction

AO
b. The City plan has upgraded the designation of Anza Road to a 6-lane Principal Arterial as the planned roadway approaches the new planned interchange on I-15 southerly of SR 79 South. We agree with this revision and commend the City for this circulation network enhancement. However, the City plan designates Anza Road in the unincorporated area as a 2-lane Rural Highway, while the County designates Anza Road as a 4-lane Major Highway. The remainder of the City portion carries a similar 4-lane Major Arterial designation. Anza Road, in combination with or as an alternative to Butterfield Stage Road, could function as the "Eastern Bypass" which has been the topic of much discussion between the City and the County. The traffic analysis assumes that the 2-lane Rural Highway has a capacity of 20,000 vehicles per day. Our analysis and experience with such 2-lane rural roadways indicates that this is an overly optimistic estimate of capacity, which is more in the range of 13,000 vehicles per day. More over, the 2025 forecast traffic volumes on the northerly reach of Anza Road indicates daily traffic volumes approaching nearly 30,000 vehicles per day. By either standard, the forecast volumes clearly exceed 2-lane capacity. It is our recommendation that the City adopt a designation that more closely reflects the County 4-lane Major Highway designation.

*Anza Rd
6 Lane
11-6b But, is
assigned
in 2006
METRO.
So, within
50 yrs. would
16 lanes.*

c. Rancho California Road in the City Roadway Plan is also designated as 2-lane Rural Highway. The County designates this facility as a Mountain Arterial (110' r/w), which has a number of optional cross sections ranging from two to three to four-lanes, depending upon traffic demand and local conditions. At present the road is already 3-lanes, which includes a center left turn lane. It is our recommendation that the City develop a standard to match the County's Mountain Arterial designation.

11-6c

6. The traffic study utilizes the ICU methodology to calculate level of service and indicates, on page 2-5, that the ICU values are calculated on the basis of ideal operating conditions, while suggesting that physical constraints may prevent ideal conditions from occurring. The use of the ICU methodology to

11-7

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calculate level of service is inconsistent with current transportation industry standards for traffic impact analysis and the City's own guidelines for the preparation of traffic impact studies. The County of Riverside requires Highway Capacity Manual (HCM) methodologies to assess the level of service measurement.

We believe that the use of the ICU method produces unrealistically optimistic results at several locations. For example, the study reports an existing LOS C at the I-15 N/B ramps/ Winchester Road intersection. The HCM method for this same location indicates LOS E, which is more consistent with actual observed operations at this intersection. Similarly, the Winchester Road/Margarita Road intersection is reported to operate at LOS D for the existing PM peak hour. The HCM method indicates LOS F, again more consistent with actual observed operation. As such, we believe that the ICU method has consistently understated traffic impacts for both existing conditions and future year forecasts.

11-7
CONT.

In addition, the Draft EIR is internally inconsistent with respect to the methodology used to determine traffic impacts, as the Noise and Air Quality sections of the Draft EIR have used the HCM method and report different levels of service for the same intersections. We recommend that the level of service calculations be revised to consistently utilize the HCM method throughout the document.

incomplete data

7. The traffic analysis only addresses impacts within the City boundaries, while other elements such as Noise and Air Quality consider the entire Planning Area, including unincorporated areas adjacent to the City. Omitting the analysis of traffic impacts for the unincorporated areas is inconsistent with the remainder of the draft General Plan. The traffic study needs to be revised and expanded to address the whole Planning Area.

11-8

8. The baseline data used to establish existing conditions is very outdated (2000/2002). Generally baseline data should be no more than one year old. The baseline data needs to be updated to reflect current traffic volumes.

11-9

9. The traffic study forecasts future volumes only to the year 2025. It is typical when analyzing General Plan impacts to evaluate build out of the General Plan. While the City may assume that the entire City area will be buildout by 2025, that is not a reasonable assumption for the surrounding area. We recommend that the analysis be revised and expanded to include a buildout scenario.

11-10

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RE: DEIR for City of Temecula General Plan Update
Page 5

10. The traffic study, page 1-1, indicates that the traffic forecasts for the analysis were derived from the City of Temecula Traffic Model. We would like to verify that this model is consistent with the County's RCIP traffic model, particularly with respect to land use and network assumptions for the adjacent County unincorporated areas, as the future year forecasts do not appear to match with forecasts obtained from the RCIP model.



11-11

For example, the future year peak hour volumes at the Winchester Road/Murrieta Hot Springs Road intersection are very low compared to forecasts which have used the RCIP model as a basis. Specifically, the northbound left turn movement is shown to be 0 and the eastbound left turn is shown as 100 vehicles, while recent count data indicates current volumes of 187 and 315, respectively. We can see no logical explanation such a drastic reduction in turning movements for future year scenarios. All RCIP model output has projected significant increases in volume for future years.



Violating CEQA

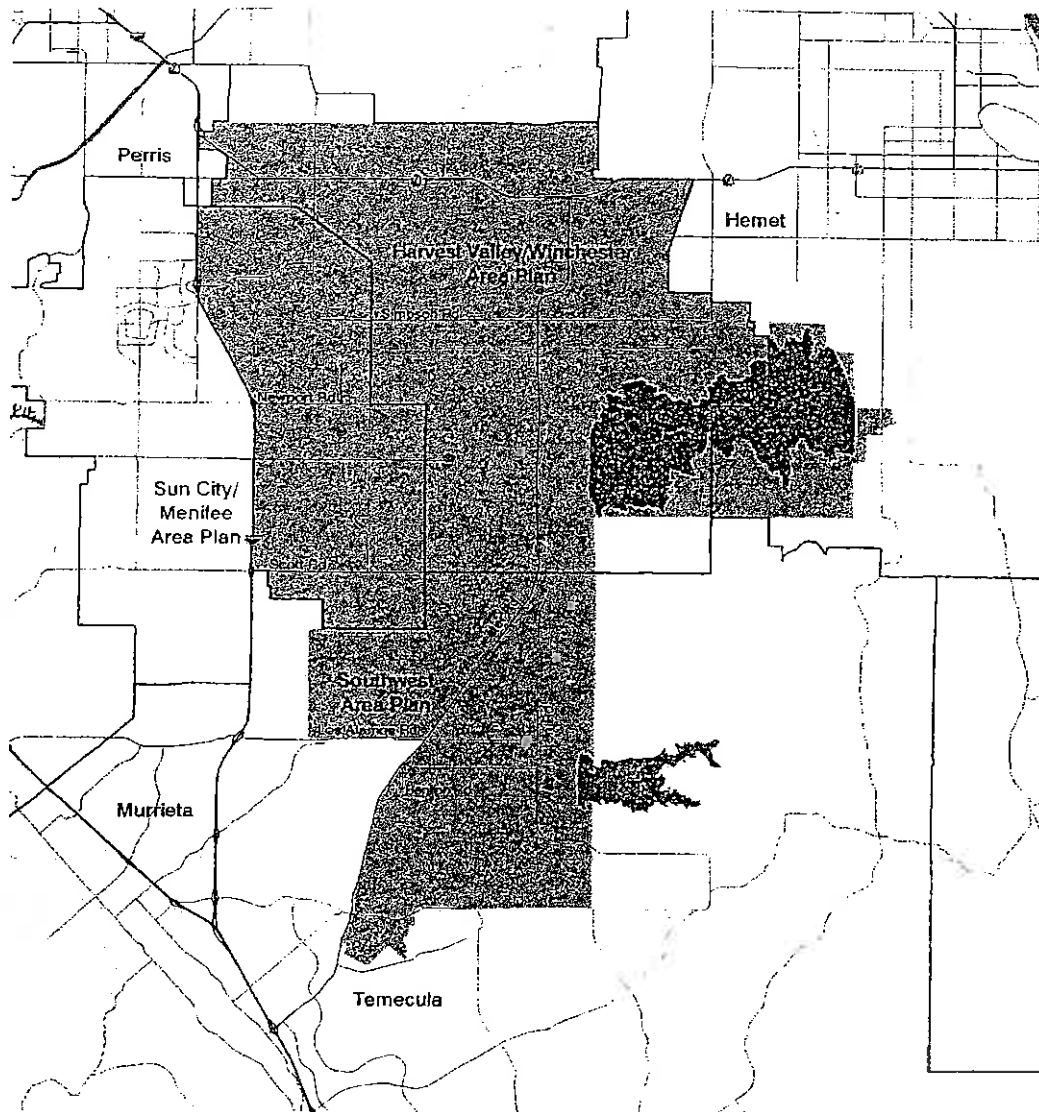
★ We recommend that the traffic analysis be reviewed for consistency with the RCIP model. *as of Aug 19, 2015 leaves out all new projects from Dec 2009 on for entire*
We are prepared to work with the City to address these issues and reach a mutual understanding of the traffic impacts associated with the City's new General Plan, along with the City's approach to policies and programs which the City plans to implement in order to mitigate traffic impacts.

COB R, per 11-12 [Signature]



Please feel free to contact Ed Studor, Administrative Manager, at (951) 955-8767 should you have any questions or wish to discuss these comments further.

Sincerely,
George A. Johnson
George A. Johnson
Director of Transportation

GAJ:ES:es
Enclosures
cc: Supervisor Jeff Stone, Third District
Tony Carstens, TLMA Director
Greg Neal, Agency Program Administrator



Source: Riverside County Planning Department
 The County has a long history of planning. The County's first comprehensive general plan was adopted in 1961. The County's current general plan, the Riverside County General Plan 2015-2035, was adopted in 2015. The County's general plan provides a framework for the County's future growth and development. The County's general plan is a living document that is updated periodically. The County's general plan is a key tool for guiding the County's future growth and development. The County's general plan is a key tool for guiding the County's future growth and development. The County's general plan is a key tool for guiding the County's future growth and development.

 Highway 9 Policy Area
 Area Plan Boundary



**RIVERSIDE COUNTY
 HIGHWAY 9 POLICY AREA**

Figure C-2





County of Riverside General Plan


Circulation Element

- C 2.5 The cumulative and indirect traffic impacts of development may be mitigated through the payment of various impact mitigation fees such as County Development Impact Fees, Road and Bridge Benefit District Fees, and Transportation Uniform Mitigation Fees to the extent that these programs provide funding for the improvement of facilities impacted by development.
- C 2.6 Accelerate the construction of transportation infrastructure in the Highway 79 Policy Area (Figure C-2). The County shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County shall coordinate with cities adjacent to the policy area to accelerate the usable revenue flow of existing funding programs, thus assuring that transportation infrastructure is in place when needed.
- C 2.7 Establish a program to reduce overall trip generation in the Highway 79 Policy Area (Figure C-2) by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trip per day from that which would be anticipated from the General Plan Land Use designations as currently recommended. The policy would generally require all new residential developments proposals within the Highway 79 Policy Area to reduce trip generation proportionally, and require that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth.



County of Riverside General Plan
Land Use Element

Commercial Retail (CR) - The Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses. Commercial Retail uses will be permitted based on their compatibility with surrounding land uses, and based on the amount of Commercial Retail acreage already developed within County unincorporated territory. The amount of land designated for Commercial Retail development within the County's land use plan exceeds that amount which is anticipated to be necessary to serve the County's population at build out. This oversupply will ensure that flexibility is preserved in site selection opportunities for future retail development within the County. Floor area ratios range from 0.2 to 0.35. (In order to more accurately project the actual potential for retail development within the County unincorporated areas, and the traffic and environmental impacts that would result from it, the statistical build out projections for the General Plan EIR assumed that 40% of the area designated Commercial Retail might ultimately develop as commercial uses. It was further assumed that the remaining 60% of the area designated CR would likely develop as residential uses within the Medium Density Residential range.)



Floor Area Ratio (FAR) is measured by dividing the number of square feet of building by the number of square feet of the parcel. For example, a three-story, 60,000 square-foot building (20,000 square feet per floor) on a 20,000 square-foot parcel has a FAR of 3.0.

Commercial Tourist (CT) - The Commercial Tourist land use designation allows for tourist-related commercial uses such as hotels, golf courses, recreation, and amusement facilities. Commercial Tourist uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.2 to 0.35.

Commercial Office (CO) - The Commercial Office land use designation allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services. Commercial Office uses will be permitted based on their compatibility with surrounding land uses. Floor area ratios range from 0.35 to 1.0.

Policies:

The following policies apply to commercially designated properties within the Community Development General Plan Foundation Component, as further depicted on the area plan land use maps.

LU 23.1 Accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps. (AI 2, 6)

Community Design

LU 23.2 Once 40% of the area designated Commercial Retail within any Area Plan is built out, commercial retail development applications that are proposed within that Area Plan will only be considered for approval based on demonstrated market need, as well as a demonstrated ability to accommodate the traffic impacts the development will generate. (AI 1)

LU 23.3 Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity. (AI 3)

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

904 B



FROM: TLMA - Transportation Dept.

SUBMITTAL DATE:
June 7, 2004

SUBJECT: State Route 79 MOU with Caltrans

RECOMMENDED MOTION: APPROVAL of Memorandum of Understanding with Caltrans for State Route 79 North (Winchester Road)

BACKGROUND: The Transportation Department has been involved in on going discussions with Caltrans relative to access and right of way for State Route 79 in the French Valley Area. These discussions have lead to a general agreement relative to the ultimate right of way configuration and access control along the route. Caltrans previously entered into a similar agreement with the City of Temecula regarding the portion of Route 79 within the City from I-15 to Hunter Road. The subject MOU picks up the route at Hunter Road and continues through the French Valley Area to the intersection with the Domenigoni Parkway. The MOU describes the ultimate right of way for the route which is planned to be 184' from Hunter Road northerly to Keller Road. Between Keller Road and Scott Road the ultimate right of way is planned to transition to a 220' right of way and remain at this width all the way to Domenigoni Parkway. This width is consistent with current planning for the State Route 79 realignment, which is under study at present to the north through the Cities of Hemet and San Jacinto.

The MOU also describes the ultimate access configuration for the route, with access generally limited to minimum half-mile intervals. Some existing access points are planned to be eliminated in the ultimate configuration, as development occurs in the area.

FORM APPROVED
COUNTY COUNSEL

JUN 03 2004

BY: *[Signature]*
ASSISTANT COUNTY COUNSEL

[Signature]
George A. Johnson
Director of Transportation

EDS:jas

(Continued On Attached Page)

DATE: 6/15/04

Departmental Communication

*approved map
Parsons pulled
#32 million
throw away
change
Butterfield
Stage Rd to
Ango Rd.
City of Temecula
+ Ron Roberts
do -- and
Robin Jones
of Hemet throw
Parsons map out
to open 2005
alternate*

- Policy
- Policy
- Consent
- Consent
- Dept's Recomm.:
- Per Exec. Off.:

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Venable, seconded by Supervisor Buster and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Tavaglione, Venable, Wilson and Ashley
Noes: None
Absent: None
Date: June 15, 2004
xc: Transp., Caltrans, Co.Co., HR.

[Signature]
Nancy Romero
Clerk of the Board
Deputy

*cost us
#64 million
to throw
away 2
Parson
maps*

Prev. Agn. Ref. | District: 1 & 3 | Agenda Number:

3.18

Why?

The Honorable Board of Supervisors
RE: State Route 79 MOU with Caltrans
May 28, 2004
Page 2 of 2

New access points are planned and several existing access points will be modified to improve geometrics and sight distance; in some cases access will be restricted to right in-right-out only. All planned access points are for public street connections. The MOU prohibits any private driveway connections to the highway. During the time period that this MOU was under development, the City of Murrieta has annexed a portion of this segment of the route and is now a party to the MOU. The MOU has been executed by both Caltrans and the City of Murrieta. The Department recommends the the Board of Supervisors approve the three party MOU to aide us in the review of development proposals adjacent to the highway and provide consistency with respect to access and right of way requirements among the jurisdictions involved with this important artery.

Memorandum of Understanding

08-Riv-79-PM R6.0/15.8
Hunter Road to Domenigoni Parkway

City of Murrieta
County of Riverside
State of California, Department of Transportation

May 2004

MEMORANDUM OF UNDERSTANDING
STATE ROUTE 79, HUNTER ROAD TO DOMENIGONI PARKWAY

This Memorandum of Understanding (MOU) is between the State of California, Department of Transportation (hereinafter Department); the City of Murrieta (hereinafter City); and the County of Riverside (hereinafter County). This MOU constitutes a guide to the respective obligations, intentions and policies of the City, County and Department to follow in reviewing, approving and conditioning new development along State Route 79 between Hunter Road and Domenigoni Parkway. This MOU addresses the existing facility and acknowledges planning efforts for the ultimate construction of State Route 79 to a 6-lane controlled access expressway by the City, County and Department. This MOU does not authorize funding for project effort, nor is it a legally binding contract, but is designed to provide pertinent criteria upon which development review decisions may be based.

Development review criteria:

I. Upgrade of Existing State Route 79 to the Ultimate Concept Facility

The City, County and Department concur with the ultimate concept facility requirements stipulated in the approved Transportation Concept Report for State Route 79 that designates State Route 79 as a 6-lane divided expressway with partial control of access. The alignment will generally follow the existing centerline; however, the ultimate facility should be evaluated for a potential new alignment southerly of Keller Road. Existing and future access locations are depicted in Exhibits A and B.

II. Interim Improvement Projects

Interim improvements to the facility include widening of the facility from two to four lanes and a two-way left turn lane, and the signalization and widening of local street intersections. Additional spot improvements are anticipated as traffic demand increases. (Exhibits A, B and C).

III. Local Jurisdiction's Plans for Existing Alignment of State Route 79

The City and County agree to preserve right-of-way along the existing alignment for an ultimate 6-lane expressway: three travel lanes in each direction. The City and County shall hereafter protect right-of-way for 56.12 meters (184-feet) from Hunter Road to Keller Road, per Exhibit D, and 67.2 meters (220-feet) from Keller Road to Domenigoni Parkway, per Exhibit E, for the 6-lane expressway through development review, and condition development through their land use planning and permit process.

IV. Intergovernmental Review/National Environmental Protection Act (IGR/NEPA)/Permits

The City and County will actively participate in the project notification process and will submit new development plans to the Department. The Department will evaluate the impact on, and the mitigation of impacts to state transportation facilities. The Department will ensure that impacts to infrastructure under its jurisdiction are fully disclosed and that reasonable mitigation is recommended and implemented.

V. Improvements and Access Control--Existing State Route 79

The City and County agree to limit access to State Route 79 in accordance with the Department engineering standards. Any proposed or reuse driveway access will be restricted and any proposed street or local road intersections will be subject to negotiation with the Department (See Exhibit A).

VI. Intentions


The following criteria and related intentions have been identified and agreed upon by all parties:

- The Department, City and County will jointly not approve new access along State Route 79 within the limits of this MOU where access can be gained from a local road.
- All existing private driveway access will be eliminated. In the interim, where access driveways cannot be eliminated, due to a lack of existing alternate parcel access, access must be combined to serve multiple properties, wherever possible, and shall be restricted to **right-turn in and right-turn out only**. Raised medians, acceleration and deceleration transition lanes will be utilized where appropriate. Implementation of these control measures will be determined on a case-by-case basis.
- The City and County will condition developers for dedication of the right-of-way widths (as addressed in Section III above) within their jurisdictions as adjacent parcels develop along this route segment.
- Negotiations will continue between the Department, the County, and the City for the reconstruction and realignment of interim improvements to the state facility.
- Cooperative agreements may be required in the future to accommodate improvement projects unknown or unforeseen at this time.

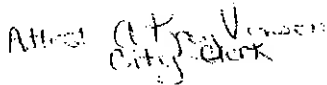
This MOU may be modified at any time by the agreement of the parties hereto.

Attachments (Exhibits A, B, C, D, E)

Approved:


ANNE MAYER, District Director
Department of Transportation
District 8


HONORABLE RICHARD OSTLING Mayor
City of Murrieta

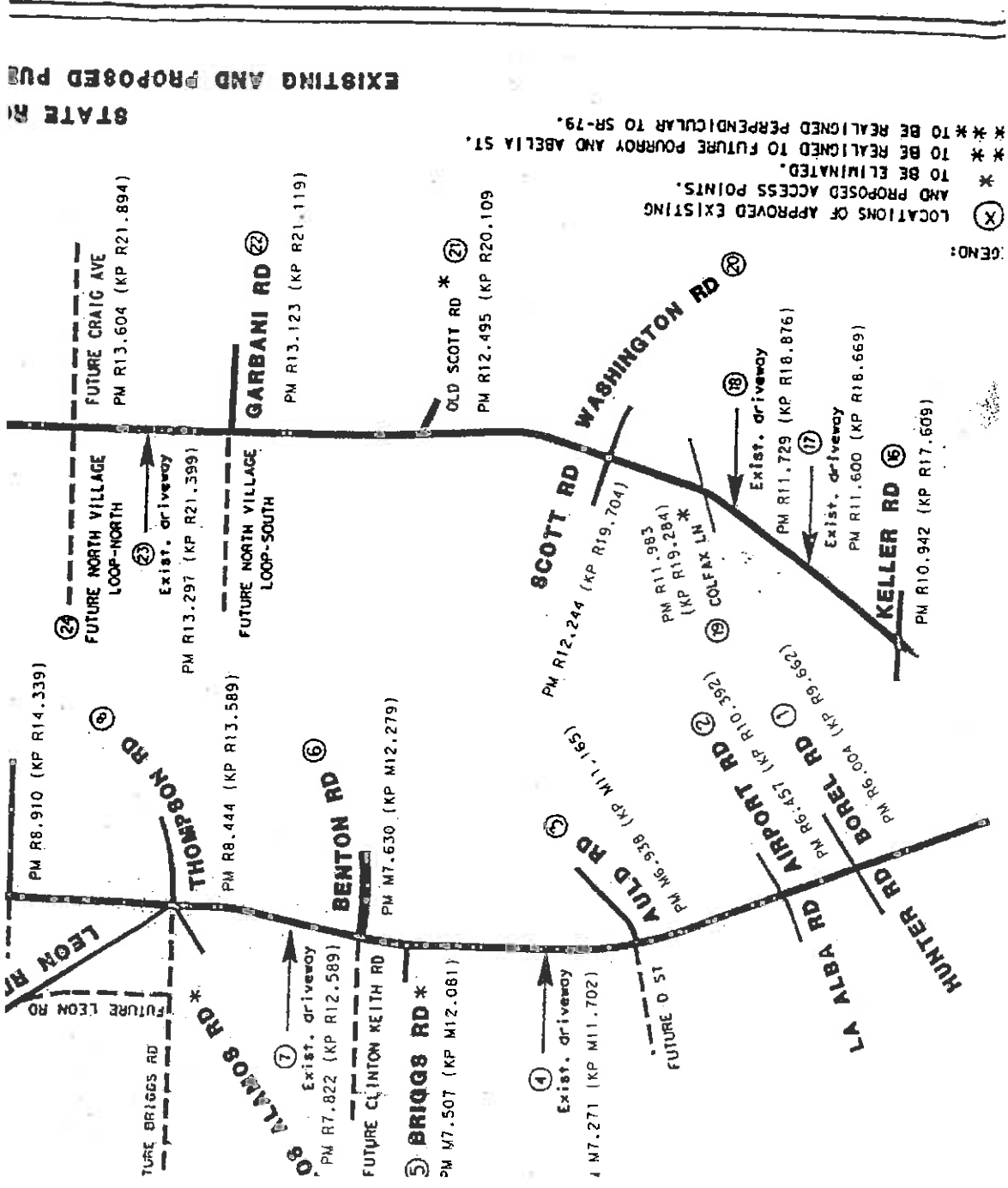

Alvin A. Kravits
City Clerk

ROY WILSON, Chairman
Board of Supervisors
County of Riverside

CURRENT AND FUTURE ACCESS POINTS TO SR-79 BY TYPES AND LOCATIONS						
ITEM NAME	PM	KP	TYPE	EXISTING LOCATION	FUTURE	
1 Hunter Rd./Borel Rd.	R 6.004	R 9.662	Intersection	4-Leg	R & L	Signal-Full access, 4-Leg
2 La Albal Airport Rd.	R 6.457	R 10.392	Intersection	4-Leg	R & L	Signal-Full access, 4-Leg
3 Auld Rd.	M 6.938	M 11.165	Intersection	3-Leg	R	Signal-Full access, 4-Leg
4 Dirt Road (Driveway)	M 7.271	M 11.702	Driveway	3-Leg	L	Eliminate
5 Briggs Rd. (Old Benton Rd.)	M 7.507	M 12.081	Intersection	3-Leg	L	Eliminate
6 Benton Rd./Future Clinton Keith Rd.	M 7.630	M 12.279	Intersection	3-Leg	R	Signal-Full access, 4-Leg
7 Dirt Road (Driveway)	R 7.822	R 12.589	Driveway	3-Leg	L	Eliminate
8 Thompson Rd./Leon Rd. *	R 8.444	R 13.589	Intersection	5-Leg	R & L	Signal-Full access, 4-Leg
9 Algrave Rd.	R 8.910	R 14.339	Intersection	3-Leg	R	Closed Median-right in/right out, 4-Leg
10 Future Jean Nicholas Rd./Skyview Rd.	R 9.546	R 15.363	Intersection	N/A	N/A	Signal-Full access, 4-Leg
11 Future Pourroy Rd.	R 9.889	R 15.931	Intersection	N/A	N/A	Signal-Full access, 4-Leg
12 Pourroy Rd.	R 10.172	R 16.370	Intersection	4-Leg	R & L	Eliminate
13 Abelia St./Pourroy Rd. North	R 10.399	R 16.736	Intersection	3-Leg	R	Signal-Full access, 4-Leg
14 Dirt Road (Driveway)	R 10.619	R 17.099	Driveway	3-Leg	L	Eliminate
15 Dirt Road (Driveway)	R 10.744	R 17.289	Driveway	3-Leg	R	Eliminate
16 Keller Rd.	R 10.942	R 17.609	Intersection	4-Leg	R & L	Signal-Full access, realign approaches
17 Dirt Road (Driveway)	R 11.600	R 18.669	Driveway	3-Leg	R	Eliminate
18 Dirt Road (Driveway)	R 11.729	R 18.876	Driveway	3-Leg	R	Eliminate
19 Cofax Ln. (Existing dedication)	R 11.983	R 19.284	Intersection	N/A	R & L	Eliminate
20 Scott Rd./Washington Rd.	R 12.244	R 19.704	Intersection	4-Leg	R & L	Signal-Full access, 4-Leg
21 Old Scott Rd.	R 12.495	R 20.109	Intersection	3-Leg	R	Eliminate
22 Garbani Rd./North Village Loop-South (SP310)	R 13.123	R 21.119	Intersection	4-Leg	R & L	Signal-Full access, 4-Leg
23 Dirt Road (Driveway)	R 13.297	R 21.389	Driveway	3-Leg	L	Eliminate
24 Craig Rd./North Village Loop-North (SP310)	R 13.604	R 21.894	Intersection	3-Leg	R	Signal-Full access, 4-Leg
25 Hollister Rd.	R 14.137	R 22.751	Intersection	4-Leg	R & L	Signal-Full access, 4-Leg
26 Construction Rd./Future A St. (SP322)	R 14.664	R 23.983	Intersection	3-Leg	R	Signal-Full access, 4-Leg
27 Dirt Road (Driveway)	R 14.845	R 23.891	Driveway	3-Leg	L	Eliminate
28 Dirt Road (Driveway)	R 15.032	R 24.191	Driveway	3-Leg	L	Eliminate
29 Newport Rd.	R 15.150	R 24.381	Intersection	4-Leg	R & L	Signal-Full access, 4-Leg
30 Patton Rd.	R 15.840	R 25.169	Intersection	3-Leg	R	Closed Median-right in/right out, 3-Leg
31 Dormigoni Pkwy./Newport Rd.	R 15.887	R 25.569	Intersection	3-Leg	R	Signal-Full access, 4-Leg

NOTE: Existing access points confirmed in field, 6/24/2003.

EXHIBIT A
Revised 6/24/2003



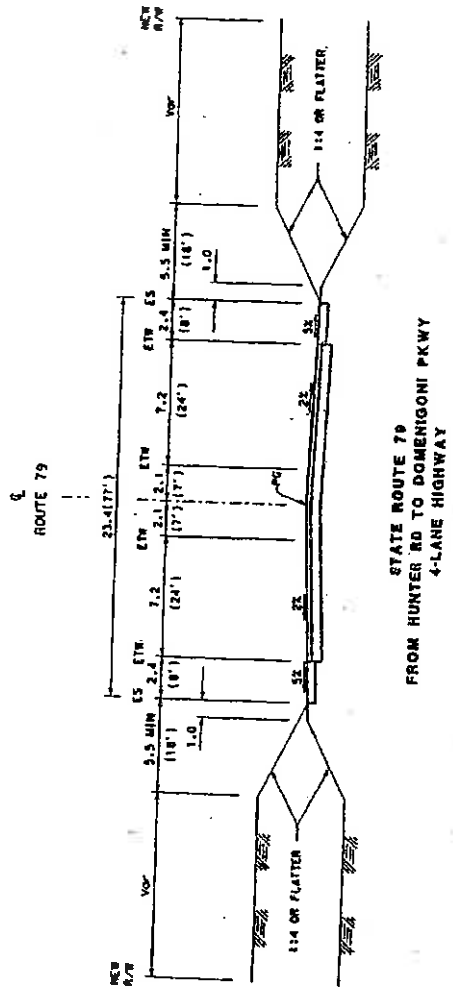
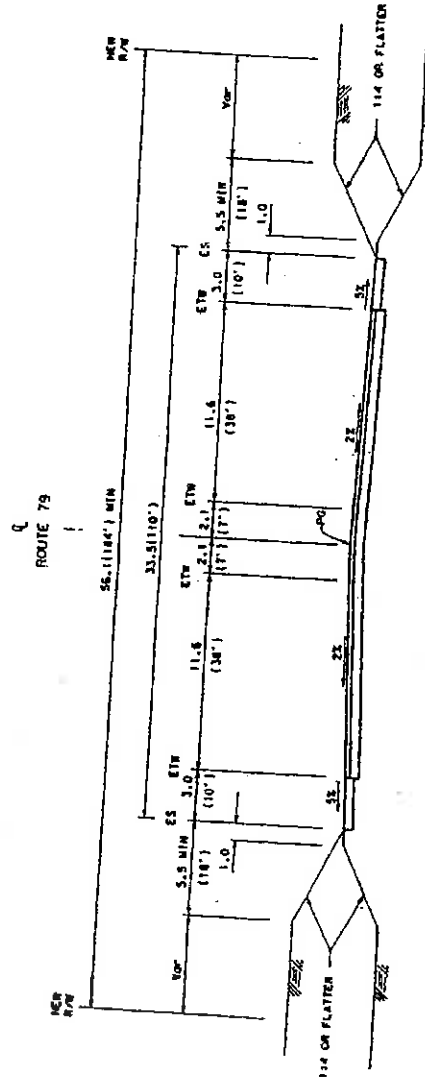


EXHIBIT C
TYPICAL CROSS SECTION
NO SCALE



STATE ROUTE 79
 FROM HUNTER RD TO KELLER RD
 8-LANE HIGHWAY

EXHIBIT D
 TYPICAL CROSS SECTION
 NO SCALE

11. George A. Johnson, Director of Transportation, County of Riverside, Transportation Department. January 31, 2005.

Response 11-1

The comment is correct that the City's General Plan does not address freeway capacity or impacts. The commentor requests that the City analyze impacts to the freeway. The General Plan establishes a policy framework to guide City land use, circulation, economic development, and related decisions through the year 2025. No new development projects are specifically proposed by the Draft General Plan. Furthermore, the General Plan does not provide for significantly increased planned land use intensities that would negatively impact freeway capacity within the Draft General Plan.

As stated on pages 5.13-1 of the Draft EIR: "Temecula's circulation network includes freeways, principal arterials, and a well-developed local road system. Interstate 15 (I-15) bisects the western portion of the Planning Area and provides connections to other regional freeways in Riverside County, San Diego County, San Bernardino County, and beyond. Interstate 215 (I-215), located north of the Planning Area, provides direct access to the communities of Moreno Valley and Riverside." These freeways are beyond the City's jurisdiction. The City recognizes the need to address regional impacts to the freeway network. As a result, the City is participating in an inter-agency process to address and mitigate impacts to local freeways.

In addition, the traffic analysis conducted for the Draft EIR evaluates the impact of General Plan land uses upon the freeway through analysis of 15 freeway ramps located within the City, and the General Plan Circulation Element includes the following goal and policies regarding regional traffic impacts:

Goal 2 A regional transportation system that accommodates the safe and efficient movement of people and goods to and from the community.

Policy 2.1 Actively pursue the construction of system improvements outside the City's jurisdiction in cooperation with Caltrans, the City of Murrieta, Riverside County, the Pechanga Band, and local developers. Measures should be taken to preserve anticipated right-of-way needs and to identify funding mechanisms for needed interchange and regional arterial improvements.

Policy 2.3 Actively pursue improvements to current freeway interchanges within the City and construction of new overpasses as required to achieve performance standards.

Implementation Program C-10

- Work with the Riverside County Transportation Commission (RCTC), Caltrans, South Coast Air Quality Management District (SCAQMD), and other regional agencies to coordinate local street improvements with major transportation system improvement projects such as additional access to I-15 and construction of a bypass route around Temecula.

It is the practice of the City of Temecula to apply conditions of approval on projects to construct and/or fund in whole or in part necessary traffic improvements associated with the proposed project, through the assessment and collection of traffic impact fees. As applicable, individual development projects will be required to determine a project-specific impact on freeway facilities and identify specific mitigation measures to reduce such impact as part of the City's standard review process. Project-by-project review, combined with implementation of General Plan policies and programs, will ensure a less than significant impact to freeway facilities. No further analysis is required.

Response 11-2

Please refer to Response 11-1.

Response 11-3

The County's Highway 79 Policy Area assumptions and procedures differ substantially from the City's purpose and objectives in adopting the Draft General Plan and specifying planned land uses within the French Valley Future Growth Area.

The primary reason that the City of Temecula has elected not to incorporate the County's Highway 79 policy into the Temecula General Plan is because the City's Land Use and Circulation Elements are internally consistent. This means that land uses and the roadway network serving Temecula have been analyzed under the same assumptions and conditions. The reason the Highway 79 policy was developed for the County General Plan was because the County's Land Use and Circulation Elements are substantially inconsistent. As a result, the policy was needed to reduce the disparity between the two elements. The policy is therefore not a necessary component of the City's General Plan.

Response 11-4

The County's policy relative to commercial development, as described in the comment, differs substantially from the City's purpose and objectives in adopting the Draft General Plan and specifying planned land uses within the French Valley Future Growth Area. Therefore, the City has purposefully chosen to assign different land use designations within unincorporated areas of the Planning Area than current County plans provide. Furthermore, the City has chosen not to implement the County's policies relative to commercial development, as these are inconsistent with overall City objectives for outlying areas specified throughout the Draft General Plan.

Additionally, the City of Temecula has elected not to require a monitoring system for commercial development because the City has created Land Use and Circulation Elements that are consistent with one another. As stated in Response to Comment 11-3, the City's systems have been developed to balance each other. The reason the Highway 79 policy was developed for the County General Plan was because the County's Land Use and Circulation Elements are substantially inconsistent. As a result, the policy was needed to reduce the disparity between the two elements. The policy is therefore not a necessary component of the City's General Plan.

Response 11-5

The Draft General Plan Implementation Programs represent commitments of the City to implement policies stated throughout the General Plan. Many of the Draft Implementation Programs are required as mitigation within the EIR and further stress the City's commitment to implement the goals, policies, and plans described in the Draft General Plan.

As stated in the Draft EIR on pages 5.13-18 and 1-14, long-range implementation of the General Plan will create new deficiencies at six freeway ramps. Both of these conclusions are consistent with Table 4-2, Peak Hour Ramp Volumes – 2025 on page 4-6 of the December 14, 2004 Circulation Element Traffic Study prepared by Austin-Foust Associates, Inc.

Typographical errors on pages 5.13-18 and 1-14 of the Final EIR have been revised to read as follows:

- Winchester Road northbound off-ramp – LOS F at A.P.M. peak hour

In response to the last paragraph of this comment, the following sentence has been added to the paragraph before Table 1-1 on page 1-7 of the Final EIR.

Table 1-1 summarizes the environmental effects associated with the adoption and long-term implementation of the General Plan, the mitigation measures required to avoid or minimize impact, and the level of impact following mitigation. The mitigation measures will be implemented through various City departments or other responsible parties and the City will monitor and report on each particular mitigation measure upon certification of the General Plan EIR.

Given the programmatic nature of the EIR and the long-term time frame for the General Plan, the policy statements, Implementation Program, and mitigation measures serve as effective and appropriate means of addressing impacts. In particular, please refer to implementation measures C-3, C-4, and C-6.

Response 11-6a

This comment requests changes to the Roadway Plan in the Draft General Plan Circulation Element and does not raise any environmental issue associated with the Draft EIR. The recommended change will be incorporated into the final Circulation Element. Any concerns regarding the Draft Roadway Plan map should be expressed to the Planning Commission and the City Council at the public hearing scheduled for adoption of the Draft General Plan.

Response 11-6b

This comment addresses designation of portions of Anza Road on the Roadway Plan contained in the Circulation Element of the Draft General Plan. It does not raise any specific environmental issue related to the Draft EIR. The City concurs that the current designation of Anza Road within the unincorporated portions of the Planning Area as a two-lane Rural Highway may be inadequate to handle the future volumes anticipated for that roadway without further clarification.

The City will clarify the ultimate function of this roadway segment as a segment of the "Eastern Bypass" and may take steps in the future either to reclassify the roadway as a four-lane Secondary Arterial or to clarify that the Rural Highway designation is an interim designation for the roadway, specifying that at least an 88-foot right-of-way must be provided to enable a future redesignation of the roadway as a segment of the bypass. The Rural Highway designation allows for a right-of-way of 88 to 150 feet, thereby providing future capacity for additional lanes. Any concerns regarding the Draft Roadway Plan map should be expressed to the Planning Commission and the City Council at the public hearing scheduled for adoption of the Draft General Plan.

Response 11-6c

The City's Rural Highway classification, as described in the Draft Circulation Element and on page 5.13-9 of the Draft EIR, accommodates the County's Mountain Arterial designation. The Rural Highway class allows for a right-of-way of 88 to 150 feet, and while typically the roadway is designed as 2 lanes undivided, it has capacity for additional lanes.

Response 11-7

Both ICU and HCM methodologies are industry standards for traffic analyses. The HCM is typically used for existing conditions or for short-range impact analyses. The ICU methodology is used for long-range planning where detailed traffic operations parameters are not known. The traffic report recognizes this and on Page 2-5 states the following:

"ICU values are calculated on the assumption of ideal operating conditions. Short roadway sections, which cause vehicle queues to block adjacent intersections or inadequate turn pockets, can prevent ideal conditions from occurring. Examples are Winchester Road on both sides of the I-15 Freeway interchange and Rancho California Road on both sides of the freeway interchange."

For 2025 conditions, the study does not attempt to speculate on signal timing and phasing or signal progression, etc., and uses the ICU methodology which establishes volume/capacity (V/C) ratios and hence shows how much future capacity is being used at the principal intersections. Reporting the amount of delay (e.g., LOS D versus LOS E is 55 seconds versus 57 seconds) may be understandable to traffic practitioners, but is not useful or understandable in a long-range planning context where capacity is the issue.

Response 11-8

The traffic study gives future average daily traffic (ADT) volumes for the entire Planning Area. The existing peak-hour intersection analysis addresses only those locations identified as principal intersections, as described in the Draft Circulation Element. The number and location of principal intersections will change over time. All are currently located within the existing City limits.

As areas are annexed into the City, the principal intersections will be expanded and as noted in the Draft Circulation Element, this will be an administrative action rather than a General Plan Amendment. As part of the General Plan's implementing mechanisms, the principal intersections will be monitored over time, and new intersections added to the list as appropriate.

Response 11-9

Per Public Resources Code §15125, Environmental Setting, the baseline for existing conditions are “the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published.” The Notice of Preparation for this EIR was published on June 4, 2003. The existing conditions data for traffic for this EIR was collected during 2002 and are acceptable for use as baseline traffic data.

Response 11-10

When analyzing General Plans, it is typical to choose a horizon year for which a formal set of demographic or land use forecasts exists for areas outside the City. The traffic forecasts then are used to evaluate a future scenario in which the City is built out in that horizon year and the land use forecasts outside the City are used as background for that analysis. At the time the traffic study was carried out, demographic projections were available for 2025, and since they were the basis for the countywide RCIP traffic forecasts, they were also used in the General Plan Traffic Study. Use of this data provided consistency with the RCIP and ensured that traffic forecasts were set in a regional context of accepted and documented land use projections for the surrounding area.

Response 11-11

The City of Temecula Traffic Model, as described in the traffic model documentation, is consistent with the County’s RCIP traffic model. It essentially provides a finer-grained derivative of the RCIP traffic model with the ability to provide more detailed forecasts within the primary area. The forecasts do not match exactly with those from the RCIP model for two reasons. First, the City’s model employs a more detailed network and zone system. For example, the RCIP does not include some Circulation Element roadways, and the RCIP’s large zone system is adequate for regional level forecasts, but not for detailed intersection level analysis. Second, the land use forecast data for the Draft General Plan, as derived from the Draft Land Use Element, are not exactly the same as the RCIP data for the primary area.

With respect to the Winchester Road and Murrieta Hot Springs intersection, the diagram in the Draft EIR and traffic report inadvertently gave the wrong location for intersection #31. (It is actually at French Valley Road somewhat to the north.) The Murrieta Hot Springs Road intersection with Winchester Road is #30, and the 2025 intersection capacity utilization (ICU) data is summarized on the next page.

30. Winchester & Murrieta

2025 Proposed Circ. (Base Case)						
		CAPACITY	AH PM LOSA VOL W/C	TH PM LOSR VOL W/C		
NEL	1	1750	20	100	230	1.1
NWC	1	2100	510	100	2230	1.02
NBR	1	1750	20	100	10	1.01
SBL	1	1750	120	10	20	1.02
SPT	1	1750	1000	100	99	1.0
SBR	1	1750	1000	100	1000	1.04
EBL	1	1750	20	10	60	1.02
EBT	1	1750	100	100	100	1.0
EBR	1	1750	20	10	20	1.0
NBL	1	1750	20	100	10	1.0
NBT	1	1750	100	100	100	1.02
NBR	1	1750	20	100	10	1.0
Right Turn Adjustment			SBR	100	SBR	1.02
Clearance Interval						1.02
Note: Assumes Right-Turn Overlay for SBR						
TOTAL CAPACITY UTILIZATION			.95		1.25	

31. French Valley & Murrieta

2025 Proposed Circ. (Base Case)						
		CAPACITY	AH PM LOSA VOL W/C	TH PM LOSR VOL W/C		
NBL	1	1750	20	100	10	1.0
NBT	1	1750	100	100	100	1.02
NBR	1	1750	20	100	10	1.0
SBL	1	1750	120	10	20	1.02
SBT	1	1750	1000	100	99	1.0
SBR	1	1750	1000	100	1000	1.04
EBL	1	1750	20	10	60	1.02
EBT	1	1750	100	100	100	1.0
EBR	1	1750	20	10	20	1.0
NBL	1	1750	20	100	10	1.0
NBT	1	1750	100	100	100	1.02
NBR	1	1750	20	100	10	1.0
Right Turn Adjustment			SBR	100	SBR	1.02
Clearance Interval						1.02
TOTAL CAPACITY UTILIZATION			.91		1.32	

In this regard, it should be noted that the Draft Circulation Element includes an east/west roadway connection between Winchester Road and French Valley Parkway just south of Murrieta Hot Springs Road. At one time, French Valley Parkway was planned to intersect with Winchester Road at a point north of Murrieta Hot Springs Road. That is no longer feasible because of development approved by the County, and the intersection between Winchester Road and Murrieta Hot Springs will have inadequate capacity in the future, as can be seen from the ICU. Hence, this new roadway link has been added to allow special circulation/operational plans to be developed to address the problem. The intersection forecasts reflect this, and operational configurations using the two roadways will be studied in detail with the City of Murrieta sometime in the future. The ICU calculations displayed on the next page for the four intersections involved show an example of how this might operate, but the concept has yet to be explored in detail.

Responses to Comments on the Draft EIR

30. Winchester & Murrieta

2025 Proposed Circ. (w/Parallel Rd)						
	LANES	CAPACITY	AM PK HOUR	PER HOUR	PER HOUR	PER HOUR
NBL	3	2400	100	100	100	100
NBT	3	2400	100	100	100	100
NBR	1	1750	200	100	200	100
SBL	3	2400	100	100	100	100
SBT	3	2400	100	100	100	100
SBR	1	1750	200	100	200	100
EBL	3	2400	100	100	100	100
EBT	3	2400	100	100	100	100
EBR	1	1750	200	100	200	100
WBL	3	2400	100	100	100	100
WBT	3	2400	100	100	100	100
WBR	1	1750	200	100	200	100
Right Turn Adjustment					100	100
Clearance Interval					100	100
Notes: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION			.84	.93		

31. French Valley & Murrieta

2025 Proposed Circ. (w/Parallel Rd)						
	LANES	CAPACITY	AM PK HOUR	PER HOUR	PER HOUR	PER HOUR
NBL	3	2400	100	100	100	100
NBT	3	2400	100	100	100	100
NBR	1	1750	200	100	200	100
SBL	3	2400	100	100	100	100
SBT	3	2400	100	100	100	100
SBR	1	1750	200	100	200	100
EBL	3	2400	100	100	100	100
EBT	3	2400	100	100	100	100
EBR	1	1750	200	100	200	100
WBL	3	2400	100	100	100	100
WBT	3	2400	100	100	100	100
WBR	1	1750	200	100	200	100
Right Turn Adjustment					100	100
Clearance Interval					100	100
Notes: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION			.74	.79		

47. Winchester & Parallel

2025 Proposed Circ. (w/Parallel Rd)						
	LANES	CAPACITY	AM PK HOUR	PER HOUR	PER HOUR	PER HOUR
NBL	3	2400	100	100	100	100
NBT	3	2400	100	100	100	100
NBR	1	1750	200	100	200	100
SBL	3	2400	100	100	100	100
SBT	3	2400	100	100	100	100
SBR	1	1750	200	100	200	100
EBL	3	2400	100	100	100	100
EBT	3	2400	100	100	100	100
EBR	1	1750	200	100	200	100
WBL	3	2400	100	100	100	100
WBT	3	2400	100	100	100	100
WBR	1	1750	200	100	200	100
Right Turn Adjustment					100	100
Clearance Interval					100	100
Notes: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION			.54	.68		

48. French Valley & Parallel

2025 Proposed Circ. (w/Parallel Rd)						
	LANES	CAPACITY	AM PK HOUR	PER HOUR	PER HOUR	PER HOUR
NBL	3	2400	100	100	100	100
NBT	3	2400	100	100	100	100
NBR	1	1750	200	100	200	100
SBL	3	2400	100	100	100	100
SBT	3	2400	100	100	100	100
SBR	1	1750	200	100	200	100
EBL	3	2400	100	100	100	100
EBT	3	2400	100	100	100	100
EBR	1	1750	200	100	200	100
WBL	3	2400	100	100	100	100
WBT	3	2400	100	100	100	100
WBR	1	1750	200	100	200	100
Right Turn Adjustment					100	100
Clearance Interval					100	100
Notes: Assumes Right-Turn Overlap for SBR						
TOTAL CAPACITY UTILIZATION			.77	.78		

For the Draft General Plan, the important component is the new east-west roadway, which will provide options for solving this problem, which was created when the northerly extension of French Valley Parkway was made infeasible by the development approval noted above.

Response 11-12

The comment is noted. The City will continue its efforts to work with the County of Riverside Transportation Department, as stated in Draft General Plan policy statements and Implementation Programs, to coordinate transportation improvements within the Planning Area.

Wine grape crop success in Napa
Sonoma requires 2% of Northern CA
lesser salt waters to keep Napa
Sonoma Grape Vines alive. said
type also influences the growing of
grapes.

The 2% N.S. Grape water formula
(less salt)
to keep our Temecula Wine Country
grapes alive most likely will not
be attainable any longer due
to the diminishing California
snow pack.

I do not know if there
~~there is~~ no mentioning
within the 3 Tier Temecula Wine
Country Plan finalized EIR
Plan that addresses the 2%
waters needed, nor the 2007
Federal Supreme Court judges'
Ruling, "No issuing of Paper
water". Nor is it in the NO
960 General Plan for the
entire County of Riverside Final
EIR General Plan.

Rancho CA Water District
Declares Stage 4a
Extreme Water Supply
Warning effective
June 7, 2015.

Requires 2 to northern
California lesser salt
waters to keep Napa
Sonoma grape water
Formula to keep luxury
wine crop grapevines alive.
Also, soil is a factor.
Temecula most likely
will not be able to receive
this 2 to N.C. waters with
diminished snow pack of CA
and no Colorado River waters
per 2000 or 2021. (see "Crisis on Top")
This is not entered in the Temecula
General FIR Plan

Rancho Ca Water District, who imports water from MWD, per their allotment, RCWD has declared Stage 4a Extreme Water Supply Warning effective

June 1, 2015

MWD charter philosophy does not support distribution of ag waters. Their charter philosophy stated Feb 12, 2008 at RCWD offices annual Farmer/Rancher meeting, that MWD only supports urbanized areas, and not ag water crops. I attended the meeting. It is recorded.

And, you can not take paper water and assign it to new hotels, I believe, if as Supreme Court judges Ruling of 2002 in LA Times Newspaper, ~~the~~ ~~it~~ ~~takes~~ water "You may not issue paper water to a Developer to give to a development or building concept of new construction. If it takes water away from the existing community."

And, noted 2002 Sept 12, 2002

we'll wash the down river away with the project alone will
 write legal agreement with the riparian Santa Margarita
 with shed down river agreement not to build massive
 high density to prevent bad flooding. Each road to cement
 asphalt, will make the water run 50% faster down
 river. There is one one drain here in the valley
 well flood old town, French Valley, French Valley
 PM33596



County, fake Skinner
 Vail Pam over flooding
 Old Town

Santa Margarita water
 shed. Has sued the
 City of Temecula for
 over dumping their
 aquifer, French

Selected parcel(s):
 964-180-038

- SELECTED PARCEL
- CITY
- CITY BOUNDARY/SPHERE
- INTERSTATES
- CITY SPHERE
- HIGHWAYS
- PARCELS

Is only drain out of
 town

IMPORTANT

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.

STANDARD REPORT

APNs
 964-180-038-7

OWNED NAME / ADDRESS

PM33596



Selected parcel(s):
964-180-038

CITY BOUNDARY/SPHERE

- SELECTED PARCEL
- CITY
- INTERSTATES
- CITY SPHERE
- HIGHWAYS
- PARCELS

IMPORTANT

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.

STANDARD REPORT

APNs
964-180-038-7

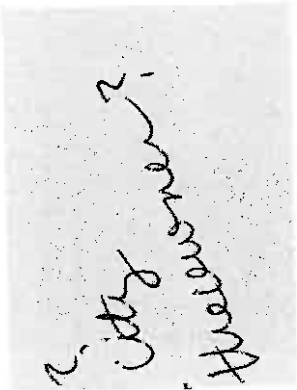
OWNED NAME / ADDRESS

OWNED NAME / ADDRESS

CITY OF TEMECULA
ADDRESS NOT AVAILABLE

MAILING ADDRESS

(SEE OWNER)
P O BOX 9033
TEMECULA CA. 92589



LEGAL DESCRIPTION

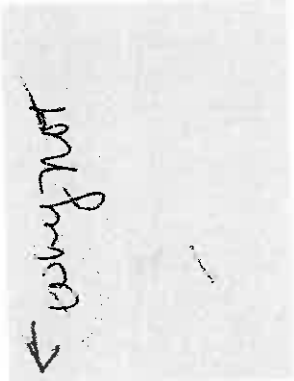
LEGAL DESCRIPTION IS NOT AVAILABLE

LOT SIZE

RECORDED LOT SIZE IS 179.21 ACRES

PROPERTY CHARACTERISTICS

NO PROPERTY DESCRIPTION AVAILABLE



THOMAS BROS. MAPS PAGE/GRID

PAGE: 929 GRID: E6, E7, F6, F7, G6, G7

CITY BOUNDARY/SPHERE

CITY OF TEMECULA
NOT WITHIN A CITY SPHERE
ANNEXATION DATE: NOT APPLICABLE
LAFCO CASE #: NOT APPLICABLE
PROPOSALS: NOT APPLICABLE

MARCH JOINT POWERS AUTHORITY

NOT IN THE JURISDICTION OF THE MARCH JOINT POWERS AUTHORITY

INDIAN TRIBAL LAND

NOT IN A TRIBAL LAND

SUPERVISORIAL DISTRICT 2011 (ORD. 813)

JEFF STONE, DISTRICT 3

SUPERVISORIAL DISTRICT (2001 BOUNDARIES)

JEFF STONE, DISTRICT 3

TOWNSHIP/RANGE

T7SR2W SEC 21

ELEVATION RANGE

1208/1412 FEET

PREVIOUS APN

964-180-014

PLANNING

LAND USE DESIGNATIONS

Consult with the city for land use information.

SANTA ROSA ESCARPMENT BOUNDARY

NOT IN THE SANTA ROSA ESCARPMENT BOUNDARY

AREA PLAN (RCIP)

SOUTHWEST AREA

GENERAL PLAN POLICY OVERLAYS

NOT IN A GENERAL PLAN POLICY OVERLAY AREA

GENERAL PLAN POLICY AREAS

NONE

ZONING CLASSIFICATIONS (ORD. 348)

See the city for more information

ZONING DISTRICTS AND ZONING AREAS
RANCHO CALIFORNIA AREA

ZONING OVERLAYS
NOT IN A ZONING OVERLAY

HISTORIC PRESERVATION DISTRICTS
1.0

SPECIFIC PLANS
NOT WITHIN A SPECIFIC PLAN

AGRICULTURAL PRESERVE
NOT IN AN AGRICULTURAL PRESERVE

REDEVELOPMENT AREAS
NOT IN A REDEVELOPMENT AREA

AIRPORT INFLUENCE AREAS
NOT IN AN AIRPORT INFLUENCE AREA

AIRPORT COMPATIBILITY ZONES
NOT IN AN AIRPORT COMPATIBILITY ZONE

ENVIRONMENTAL

CVMSHCP (COACHELLA VALLEY MULTI-SPECIES HABITAT CONSERVATION PLAN) CONSERVATION AREA
NOT IN A CONSERVATION AREA

CVMSHCP FLUVIAL SAND TRANSPORT SPECIAL PROVISION AREAS
NOT IN A FLUVIAL SAND TRANSPORT SPECIAL PROVISION AREA

WRMSHCP (WESTERN RIVERSIDE COUNTY MULTI-SPECIES HABITAT CONSERVATION PLAN) CELL GROUP
NOT IN A CELL GROUP

WRMSHCP CELL NUMBER
NOT IN A CELL

HANS/ERP (HABITAT ACQUISITION AND NEGOTIATION STRATEGY/EXPEDITED REVIEW PROCESS)
NONE

VEGETATION (2005)
AGRICULTURAL LAND
CHAPARRAL
COASTAL SAGE SCRUB
DEVELOPED/DISTURBED LAND
GRASSLAND
RIPARIAN SCRUB, WOODLAND, FOREST
RIVERSIDEAN ALLUVIAL FAN SAGE SCRUB

FIRE

HIGH FIRE AREA (ORD. 787)
NOT IN A HIGH FIRE AREA

FIRE RESPONSIBILITY AREA
STATE RESPONSIBILITY AREA

DEVELOPMENT FEES

CVMSHCP FEE AREA (ORD. 875)
NOT WITHIN THE COACHELLA VALLEY MSHCP FEE AREA

WRMSHCP FEE AREA (ORD. 810)
IN OR PARTIALLY WITHIN THE WESTERN RIVERSIDE MSHCP FEE AREA. SEE MAP FOR MORE INFORMATION.

Rancho CA
name has not
existed since
1989 --

ROAD & BRIDGE DISTRICT
SOUTHWEST AREA D

EASTERN TUMF (TRANSPORTATION UNIFORM MITIGATION FEE ORD. 673)
NOT WITHIN THE EASTERN TUMF FEE AREA

WESTERN TUMF (TRANSPORTATION UNIFORM MITIGATION FEE ORD. 824)
IN OR PARTIALLY WITHIN A TUMF FEE AREA. SEE MAP FOR MORE INFORMATION. SOUTHWEST

DIF (DEVELOPMENT IMPACT FEE AREA ORD. 659)
SOUTHWEST AREA

SKR FEE AREA (STEPHEN'S KANGAROO RAT ORD. 663.10)
IN OR PARTIALLY WITHIN AN SKR FEE AREA. SEE MAP FOR MORE INFORMATION.

DEVELOPMENT AGREEMENTS
NOT IN A DEVELOPMENT AGREEMENT AREA

TRANSPORTATION

CIRCULATION ELEMENT ULTIMATE RIGHT-OF-WAY
IN OR PARTIALLY WITHIN A CIRCULATION ELEMENT RIGHT-OF-WAY. SEE MAP FOR MORE INFORMATION. CONTACT THE TRANSPORTATION DEPT. PERMITS SECTION AT (951) 955-6790 FOR INFORMATION REGARDING THIS PARCEL IF IT IS IN AN UNINCORPORATED AREA.

ROAD BOOK PAGE
129

TRANSPORTATION AGREEMENTS
NOT IN A TRANSPORTATION AGREEMENT

CETAP (COMMUNITY AND ENVIRONMENTAL TRANSPORTATION ACCEPTABILITY PROCESS) CORRIDORS
NOT IN A CETAP CORRIDOR.

HYDROLOGY

FLOOD PLAIN REVIEW
NOT REQUIRED

WATER DISTRICT
EMWD

FLOOD CONTROL DISTRICT
RIVERSIDE COUNTY FLOOD CONTROL DISTRICT

WATERSHED
SANTA MARGARITA

GEOLOGIC

FAULT ZONE
NOT IN A FAULT ZONE

FAULTS
WITHIN A 1/2 MILE OF
MURRIETA HOT SPRINGS FAULT
SANTA GERTRUDIS FAULT
UNNAMED FAULT IN ELSINORE FAULT ZONE

LIQUEFACTION POTENTIAL

LOW
MODERATE
VERY LOW

SUBSIDENCE

who will fund the part...

few suit again Tem. already in affect from Santa Margarita water shed

cracking will occur due to well pumping. Historically already happening

Faults: Mu. is volcanic Butterfield Lake, Elsinore, Boston Rd

Per the Rancho CA News and other local newspaper articles on microfiche historical data at the local library in Temecula, the massive flooding within 1979 and 1980 is available for documentation, was also given to MaryAnn Edwards, City Council Woman of the City of Temecula. I gave her entire packets regarding the extensive flooding all over the areas on Nicolas Rd., Rancho CA Road, Winchester Rd. and all of the areas, as she was putting a presentation together for the City of Temecula and Murrieta Areas to present to the County of Riverside Supervisors. Her staff on the City of Temecula claimed no knowledge of the 200 to 300 flooding which occurred in our areas in 1979 to 1980. MaryAnn included my microfiche printouts within her presentation in 2008 to the Board of Supervisors, then took it onto Washington, DC, where she presented the same presentation, which now included "the unknown flooding disasters" within Murrieta and the Temecula city and unincorporated areas.

The National Guard had to rescue residents in many areas due to complete loss of roads. They airlifted feed for animal/livestock within the areas, as well as for humans.

In 1979/1980 I worked with friends at the Linfield Christian High School. Vern Stallion and her husband and daughter lived on the corner of Liefer and Nicolas Road. The dorm parents of Linfield and teachers, Judy and George Fikejs and their four children were renting a mobile home back where the road forks and goes to the left in 2010...as dirt roads.

Both families were witnesses to the massive flooding, as were the Mann's family, the Tom and Laurie McAllister with their four daughters, and the Champion family with their family and seven show horses. I met the McAllister's at church at St. Catherine's in the early days from 1978 on and also through our McGregor, Dennis and Adrian McGregor and three children's active membership in the Rancho Raiders' 4-H Club. We met the Champion daughters in the Rancho Raiders' 4-H Equestrian Group for Horse safety and showmanship. The Mann Family we also met in Rancho Raiders.

In 1979/1980 the flooding became so massive with a 100% French Valley Flood Plain in place and the Johnson Ranch 1709 acre ranch with the starting source of the Seasonal Dry Creek of San Gergitus River (?spelling). We saw the family home on the corner of Nicolas Rd. and Winchester Rd. that sat below the street in the corner by the bridge airlifted three to four times by helicopter to save the family from drowning.

Vern Station came into work in the kitchen at Linfield after several days of being isolated on their Liefer and Nicolas Road corner property on the other side of the dry creek bed that runs all the way from Johnson Ranch and other Wine Country areas STILL today when it rains. She was hysterical when she got into the dorms. She told Georgette Nicholson, Margie Quigley, myself, Adrian McGregor, and the Fikejs once they could walk out from the massive flooding within the Roripaugh Ranch areas and the few families living in the Nicholas Valley below the Lake Skinner Dam Reservoir.

Vern told us that "IF" her husband had had his way with the placement of their mobile home on their 5 acre ranch in the front of the property on Liefer and Nicolas Road, that

they would have been swept away with their home when Lake Skinner EMWD opened the gates of Lake Skinner upon all of them down river of the dam. But, Vern had won her selection of placing their mobile home on the back furthest part of their property so she could see the Sunset each evening.

Vern said that the flooding roar had increased immensely during the early evening. About midnight they had gone out to see if livestock and dogs/cats were alright, and/or to see if they could hook animals be swept down river out of the high rising nor longer creek...but, now a raging river. About midnight they were walking in pouring down blankets of rain to see if they were in danger. **Without the sirens being sounded that stand below Lake Skinner Flood Gates, the Lake Skinner opened the gates to Lake Skinner to save the integrity of the dam which had raised too high from the flooding waters behind the dam. She said that a massive wall of water came thundering down the valley like a giant earthquake. The water was running 200 or 300 feet across the now developed Nicolas Valley...that "only" has about a 25 or 30 foot flood channel today in 2010.**

The wall of water swept away permanently about 2.5 acres of their 5 acre parcel. Across the Leifer Rd. on the south side of Nicholas Valley Rd. the Champion family's Ranch laid at harms way. Vern said that the river changed course and out of its banks. The Champion family's Show Horses' Barn had a wall of water go through it sweeping the seven horses away down river. They were NEVER found. The family barely got out with their lives. They relocated out of the Nicholas Valley to another temporary home, and later moved away.

The Station family moved to Las Vegas, if my memory is recalling. I will check with Georgette.

The Fikejs had to walk out from their rented home for over six months. So, Linfield Headmaster, Mr. Thomas, allowed their entire family to move into the dorms until the situation improved.

The local newspaper of the time, Rancho News covered the founding throughout the valleys extensively for over a year.

We lost our driveway in a down pour in the night. We had to carry food for livestock and ourselves for nearly six months. Some roads did not get repaired for over two or three years. On the West side up in DeLuz/LaCresta....roads were "just gone".

One family was swept away down river in the Temecula Creek trying to cross it.

Presently, MaryAnn Edwards, City Council Woman, told me in 2008 that there is a Federal Mandate that was given to all cities and unincorporated areas to PREPARE for 300 Year Flooding to occur as "normal events" in 2010...FROM NOW ON due to the Global Greenhouse Climatic Warming changing our weather. Excessive flooding going

on in Oregon, back east, Ohio, Chicago, etc. WILL BE considered “normal” acts of nature.

What is most alarming is that the City of Temecula knows that the gates of Lake Skinner were opened in 1979/80 flooding. Yet, they were choosing not to include the historical data available to them. I found this alarming, as I had presented it to the City of Temecula during the Johnson Ranch Project hearings held in 1995. Why were they NOT including them as “established” historical flooding events?

MaryAnn Edwards thanked me for the information which I gave to her in 2008 for her flooding presentation in Washington, DC. In 2008 she told me that the City of Temecula had only put one phase of flood control in place. But, that due to all of the development now in place, there should have been three entire more flooding phases in place. The Federal Government declined to pay for what developers had not if I understand the “selective infrastructure” fees being waved and/or collected. Our valleys are at risk.

As a final statement it took me 1.5 years to get MWD in Los Angeles to state “what” a dam is required to do to protect residents/properties down river. By law, all that the dam has to do as they lift and open flood gates is to pick up the phone and tell the local police or fire department **“That the flood gates are being opened as we speak.”** The CEMA flood plain map shows two shaded of blue representing where a property will flood. No permanent structure should NOW be placed in the 100 year flood plain as the 1980 Map by CEMA shows, as **PER THE MANDATE OF ALL AREAS OF OUR COUNTRY TO PREPARE FOR 300 YEAR FLOODING AS “NORMAL” WAS NOT PUT INTO PLACE IN THE MAPPING THAT THE City of Temecula has used down river from Lake Skinner for the Butterfield Stage Rd. “arterial roadway which will inundate the residents of this small rural homes....from the 1970’s to present day.**

Also, it is a law ...that you may NOT place permanent structures into a flood plain “except” mobile homes, which could “possibly” float away.

2015 Update: The City of Temecula has completely stripped all of the properties of over I estimate 3000 acres of any natural ground coverage, put in drainage plastic everywhere. Planning to make this their NEW ISLAND and green belt, they will completely flood Old Town and low laying areas, are violating down river The Margarita Water Shed, and camp Pendleton, which we flooded with downriver from the Temecula/Murrieta Creek. Neither entities know they have done this I presume. As of August 19th, 2015 after attending the County of Riverside Planning Commissioners County of Riverside Final hearing/presentation, Draft General Plan Amendment No. 960, Final Environmental Impact Report No. 521 and Draft Climate Action Plan, I am going to send the Sphere of Influence hidden mapping of the City of Temecula to both of them, Map PM33596, City of Temecula Sphere, #964-180-038, Riverside County TLMA GIS, which as of 12/3/2013 is not shown in the County of Riverside GS Mapping of the County at their computer station at their County of Riverside Administrative Offices.

The regular clerk at their mapping station was absent. The person attempting to help me, could not locate what I was looking to find in the Temecula Wine Country. There were OVER 25 persona waiting to have the check-in clerk. So, when she saw that I would not be helped for over a hour and a half, she called up stairs and asked woman computer person who knew the new data software of county mapping (she inputted the data) to come help me as a special favor.

She could not locate by searching the mapping areas ANY DATA. The new county software was BLANK in the Johnson Ranch, etc. areas. We tried together, but NO mapping was there. She used a phone, called up to a friend to go to her desk, look...to find her pass code of... and read it to her. She did this to save time. After she downloaded her password codes into the county system, STILL nothing came up. She told me, this is truly strange that nothing will print out of this area's mapping. I am going to go to a different printing area and attempt to print out for you. This took about 25 minutes.

When she got back she was standing back from me holding the papers leaning against the wall looking at me. We gave each other eye contact. After what seemed a long time of many minutes she came over to me and said, "IF I give you these papers, YOU never met me, I never gave these to you, You don't remember what I look like, our meeting NEVER happened. Do you agree? I answered to her with my hand extended out to her, "I don't know why you have come to speak to me. I am waiting for someone to help me." She handed me these maps and descriptions, we silently looked at one another, then, she walked away."

Signed,

**34 Year Resident of the Temecula Valley
Mrs. Adrian J. McGregor
P.O. Box 894108
Temecula, CA 92589-4108
e-mail: macsgarden2004@yahoo.com
951.676.5024**

As a private citizen, these are statements without the advise of an attorney. the microfische/film is true. My statements are based on gathered knowledge and my believe of them to think, I believe, could be, might be statements.

Please place into public records the above Statements into Public Record for the zoning placement at "harms way" for the project which would be a church. I believe that the placement of another church on the edge of flooding in normal downfalls, would cause possible loss of lives, as well as hold back flood waters that would then make more structures to be in peril as well.

This is not issues of whether or not a church may be permitted. This is the usage of improper historical data by the City of Temecula and possible in put by the County

of Riverside. I say this “because”, I witnessed the “massive flooding” that the staffing of the City of Temecula may possibly have “forgotten to use”, as they have done for the City of Temecula Old Town being in down river flooding...The City of Temecula in 1993 had only Eight (8) inches of rain when the Temecula Creek came out of its banks and made National News with \$9 Million dollars of damages. This was with a “partial” flood plain not developed in the unincorporated areas. For each new roof line the volume of water flow goes 50% FASTER down to the one bath tub plug we have in Temecula, the Temecula Creek, which is connected to the Santa Margarita Water Shed which floods through Bonsal/Camp Pendleton to the ocean.

These historical fact MUST be shown by what Patrick Richardson, Chief Planner seems to continue to ignore.

Respectfully, Adrian J. McGregor

BRIEFS

Truck driver blamed for crash

A truck driver's failure to heed the flashing lights, ringing bells and lowered gates at an Illinois railroad crossing caused a fatal collision with an Amtrak train, safety officials said Tuesday.

The driver, John R. Stokes, may have been overtired when he tried to beat the train through the crossing in Bourbonnais, Ill., the National Transportation Safety Board said in its final report on the March 15, 1999, crash that killed 11 people. Stokes had worked more hours than allowed.

Bush proposes 'charter forests'

The Bush administration wants Congress to approve a plan for "charter forests," a new category of federal forest land that would be managed locally.

The new plan is similar to charter schools, which typically operate outside of regular education bureaucracies. Though the proposal is vague, the budget said certain national forests or portions of them could become separate entities that would be overseen by local trusts rather than the Forest Service.

Critics say it's an attempt to circumvent environmental protections.

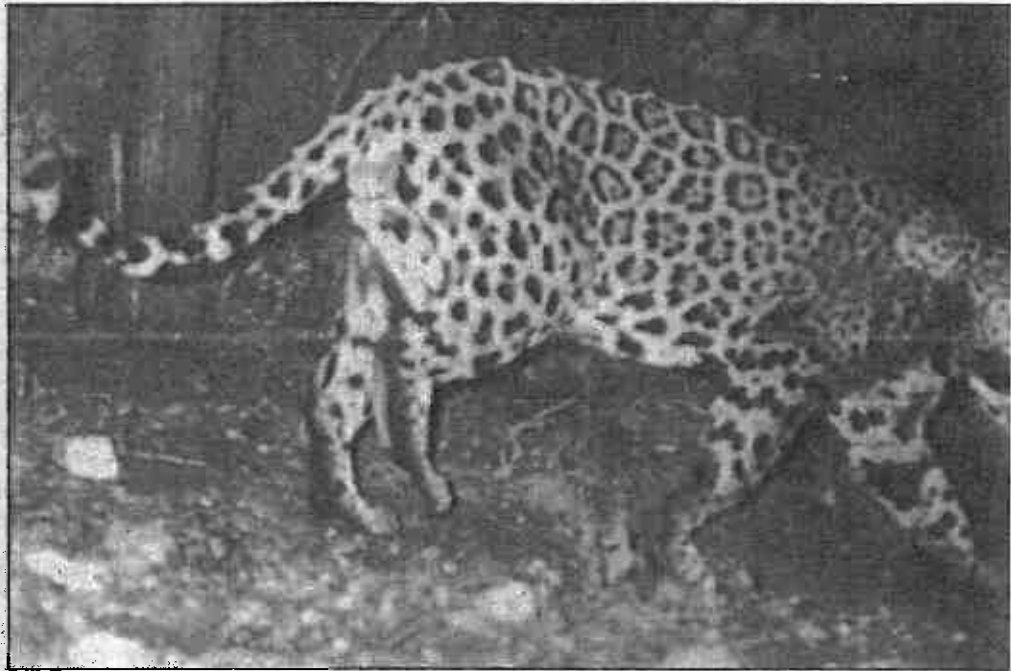
Satellite launched

A NASA spacecraft that was damaged in testing and then grounded by rocket problems soared into orbit Tuesday nearly two years late on a mission to study the most powerful explosions in the solar system.

The spacecraft, named Hessi, short for High Energy Solar Spectroscopic Imager, was released from a modified jetliner above the Atlantic, more than 100 miles offshore. A Pegasus rocket attached to Hessi fired five seconds later, sending the craft into a 373-mile-high orbit from which it will observe solar flares.

FROM NEWS SERVICES

ARIZONA SIGHTING



A jaguar is seen in a motion-activated camera photo taken in December by Arizona Game and Wildlife Department officials near the Arizona border with Mexico. The photo provides new evidence that the big cat is still in the Western Hemisphere. There were no reported sightings in the region since 1996.

Press-Enterprise

El Niño here, experts say

A 4-2-6-2002

COX NEWS SERVICE

ATLANTA—El Niño is back. The National Oceanic and Atmospheric Administration reported Tuesday that the much-maligned shift in global weather has been born anew in the tropical Pacific Ocean.

Scientists at NOAA's Climate Prediction Center said the telltale signs of high ocean surface temperatures off the coast of Ecuador and Peru have confirmed that the cyclic disruption of the climate, whose reach is felt around the world, has begun.

"The warming represents an early stage of El Niño's onset," said NOAA Administrator Vice Admiral Conrad Lautenbacher Jr. "It will be several more months before mature El Niño conditions develop."

Lautenbacher said it will take at least a month for NOAA to gauge the severity of the emerging episode and its impact.

But the predictability of the

CLIMATE FACTOR

El Niño (pronounced el NEEN-yo) means "little boy" in Spanish. Peruvian fishermen noticed its impact more than a century ago on their catch around Christmas time and named the phenomenon after the baby Jesus.

cycle itself — recurring every three to five years and lasting for 12 to 18 months — all but guarantees that El Niño will be a featured factor in global weather patterns.

In Southern California, El Niño cycles have often brought wet years but also been blamed for unusually dry conditions.

Even though the El Niño from 1997 to 1998 was a relatively mild one, it was blamed for 2,100 weather-related deaths worldwide and at least \$33 billion in property damage. It also helped

make 1998 the warmest world had ever recorded.

Weather fostered by Niño caused devastating fires in Malaysia, produced much smoke that drove motorists to turn their headlights on during the day.

The effects of El Niño, however, are not all bad.

"Bad weather is really in the eye of the beholder," Lautenbacher said. "If you live in the Midwest and don't like the snow, El Niño will give you the opportunity to live in Florida and watch drought-ravaged reservoirs fill. In the United States, El Niño will produce that too."

The effects of El Niño are most obvious in the United States. For example, most El Niños are mild over the West and parts of the United States and wet in the southern United States, from Texas to Florida.

Comes from concentration - up reason - war bees not collected. Stone have ad-hoc committee assign in other areas to pay. Believe illegal taxation

An automated dialing system then called our home a few times. Strangely, the phone's computer did not complete the connection until about 10 seconds after I answered. I then got to talk to someone who wanted to sell me a home security system.

Would it really be too backward to propose dumping all this telephone junk, along with those dial 1 if you want to scream at someone corporate answering systems that eliminated friendly receptionists?

Hemet business consultant Howard Rosenthal predicts that the next new thing will be hiring real people to answer phones.

I think I'll be progressive and hunt through my garage until I find one of those old rotary phones that now look awfully appealing.

More telephone trouble

Many more Riverside County property owners paid property taxes with credit cards, which require a \$15 fee, than Bank of America Versatel cards, which debit a checking account without the fee.

Cheryl Lea of Mira Loma had an explanation.

"I tried to use the tax phone line to pay with Versatel at least five times, using not only my card, but also my husband's," she wrote. "Each time I was told that the cards were not recognized by the system and we should contact our bank. Imagine that — we have been customers of Bank of America for over 23 years and bank nearly exclusively by Versatel and I know our balance was at least twice the amount needed for the tax payment.

"Since I waited until Dec. 8 for my final try — as suggested by the mailer, after normal business hours for easiest access — I had to have my daughter take the payment down on Dec. 9 to be sure to make the deadline.

"It would be a shame to lose a potentially good program to the inefficiency of the system."

Nancy Lindsey of Canyon Lake said she attempted to pay her bill with a Bank of America Versatel card, but couldn't complete the transaction over the phone.

She later learned that the card had a \$700 limit, even though she had much more money in the account.

She believes low card limits unnecessarily limit the use of Versatel cards. She paid with a check.

Contact Bob Pratte by calling (909) 927-5785, faxing (909) 654-3978 or by writing in care of The Press-Enterprise, 1520 S. San Jacinto Ave., Suite 4, San Jacinto, Calif. 92583.

Winds gusting from 35 to 40 mph will hit the mountains as well as the western end of the county.

In the west, temperatures will dip possibly below freezing tonight and tomorrow night with lows expected upper 20 to mid 30s.

The desert will get cold nighttime weather as well with temperatures in the mid 30 to 40s through Tuesday and daytime highs in the 60s.

This winter's local rainfall is already well ahead of last year's pace. In Idyllwild, 12.76 inches of rain has fallen in the season to date, compared to 2.96 inches last year. Riverside has recorded 4.02 inches to date, compared to .23 inches last winter. Teme-

state's reservoirs that provide Southern California with much of its water.

"We'll have a healthy reservoir storage going into '97," said Bob Gomperz, a spokesman for the Metropolitan Water District, Southern California's major water wholesaler.

The impressive rainfall is finally resulting in some new snow after the warmer rains of last week apparently melted much of the snow pack in the Sierra Nevada.

If the heavy rains do come, residents along the Norco Bluffs are hoping they aren't as heavy as two years ago.

Riverside County supervisors will hold a public hearing Tuesday on proposals to stop the erosion.

Rain gauge

Place	1-day total ending Sunday	Season to date	Last season to date	Total season average
Banning	0.30	10.76	1.15	18.77
Corona	0.10	7.34	1.20	13.17
Hemet	0.25	5.45	1.30	9.68
Idyllwild	0.40	12.76	2.96	22.49
Lake Elsinore	0.11	3.32	0.56	10.64
Moreno Valley	0.30	6.65	1.25	10.14
Murrieta	0.08	1.95	0.45	16.74
Riverside	0.16	4.02	0.23	9.82
Sun City	0.23	3.17	0.42	10.83
Temecula	0.15	4.80	0.65	12.26
Yucaipa	Trace	6.20	0.93	14.74

Temecula - Weather

Computer age offers another wrinkle to cheating

By Felix Sanchez
The Press-Enterprise

RIVERSIDE

Recent changes to academic cheating policies at Riverside Community College and UC Riverside come on the heels of similar moves at a handful of other California and U. S. universities.

But Riverside-area higher educators say intentional cheating, the focus of changes at other campuses, is not on the rise at their institutions.

While there have not been national surveys on the issue of academic dishonesty, a 1992 study of 6,000 students at 31 colleges and universities by the Graduate School of Management at Rutgers University showed 67 percent admitted to cheating at least once during their college careers.

Most students know cheating is wrong

and unacceptable, and know the consequences, but they choose to cheat anyway, according to a 1995 study by Texas A&M University.

Dean of RCC student services, Richard Ramirez, said the two-year college averages around 15 students a year disciplined for academic dishonesty.

Lance Gilmer, director of the UCR Student Conduct Committee, which handles academic dishonesty cases, said 38 student cases of possible academic dishonesty were reviewed last year.

In two of those cases, enough evidence was found to show the students were not guilty of cheating, Gilmer said. In the other cases, students received a failing grade for the examinations or assignments, or for the course.

Besides a primary focus on plagiarism and abuse of group assignments by UCR

and RCC, RCC also toughened its cheating policy because of a fear of students abusing the increasing availability of computer technology on campus.

Eileen Colapinto, an RCC counselor and chairwoman of the RCC Academic Senate's Academic Standards Committee which put together the revised RCC cheating policy, said faculty were concerned their policy was not extensive enough.

Previously, the only reference to cheating was that a student was subject to discipline for "dishonesty, such as cheating or knowingly furnishing false information to the college."

Now the RCC policy details the various kinds of cheating, including several passages about abusing computing equipment. Students cannot enter into a file or transfer it without authorization, use another person's identification or password without

permission, use faxes or phones without authorization or use computers to send obscene or abusive messages.

The temptation to cheat likely has increased because of the relative ease in using a computer to download already written papers and essays and pass them off as one's own, instructors said.

At least one term paper web site, called School Sucks, already exists, and has prompted concern among many educators that students will take advantage of the free site, which has a slogan, "Download Your Workload."

Operators of the web site, based in South Florida, insist the materials are there only to inspire ideas for students at a creative roadblock with their own assignment. Professors fear students will just shop for what they need and turn it in with little or no change.

CHEATING

Continued from B-1

The confusion lies in the more subtle, ambiguous situations where students use materials from previously published sources to form ideas or conclusions for their assignment; and when students work on take-home examinations, papers and research.

The English department has always included a statement in its syllabus explaining plagiarism, said John Briggs, UC Riverside director of composition and basic writing.

And while Briggs emphasizes there is

not a "plagiarism epidemic," the potential for a problem exists. He attributes that to the increase in students going to college, a decline in the amount of writing that is required, and a growing pressure on students to succeed.

Briggs suggests, however, that instead of a "plagiarism police force," instructors should find more creative ways of teaching.

Requiring students to do assignments in stages, or assigning a variety of topics for a student to choose from rather than an open-ended assignment are among ways to combat plagiarism, Briggs said.

"The better teachers we are, the less plagiarism will occur," Briggs said.

Meanwhile, educators say the pressure for students to perform may be the reason some students abuse group assignments.

Unauthorized group work, UCR's policy says, happens when a student works with other students to study, do lab work, review books or develop a presentation or report but the instructor has not given clear permission to do so.

The problem is, some faculty members have different standards for group work. Some encourage it, others forbid it.

"What one instructor may view as a collaboration may be seen as cheating by another," the new UCR academic dishonesty policy reads. "It's the student's

responsibility to ask the instructor for very clear and specific direction."

Some instructors say it is OK to talk about the work assignment with each other, but students cannot jointly do the final assignment to be turned in. Unless otherwise specified, students are not allowed to copy or take credit for work done by another student.

Briggs said students can interact, reading each other their drafts for opinions and discussing assignments with their peers.

"It is possible for (someone) to say, 'I don't understand the last half of your paper, and you should rewrite it,'" Briggs said.

2008 - City of Temecula put on notice for 500 year or more flooding. City only had phase I work planned. Did not keep up with approved planning on the books nor development along with other cities. Also, does not reflect development along with other cities.

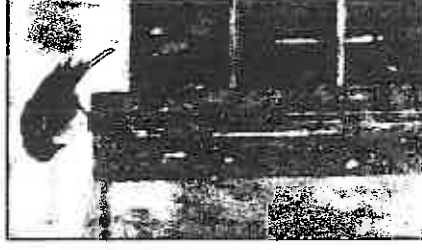
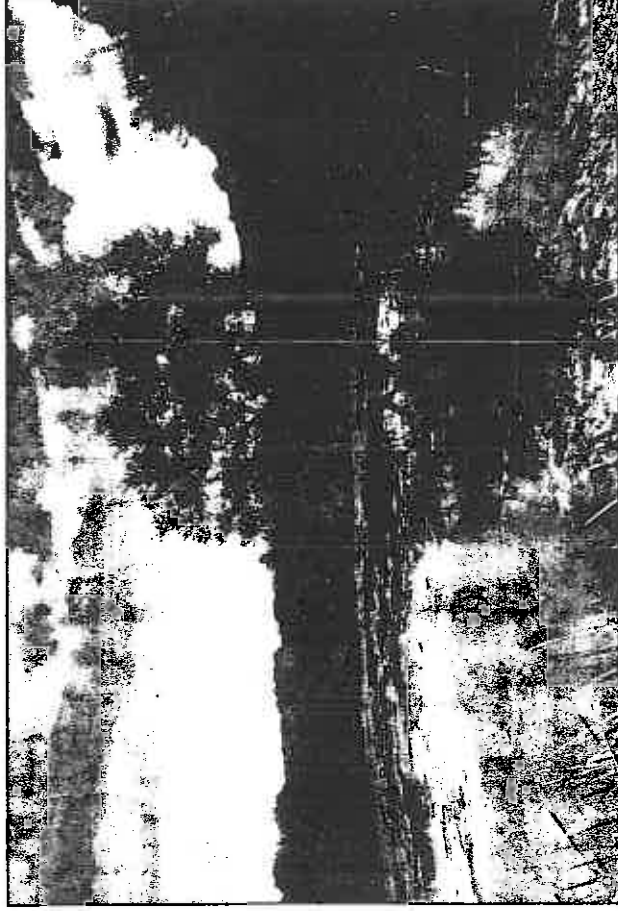
not on assessor Books of the City of Temecula. How many people???

Temecula-Murrieta

and the Region

Temecula
05-27-98

Restored pond makes meadows sylvan indeed



A thistle, top, surrounded by wild mustard, blooms near a restored cattle pond in the Sylvan Meadows area of the Santa Rosa Ecological Reserve west of Murrieta. The pond, above, is a project of a volunteer group called Team Stream, coordinated by Carole Bell of the Nature Conservancy. It has brought back ducks, turtles and native grasses.

Another sign of nature's resurgence is the return of the red-winged blackbird to the area. At far left, blackbird eggs line a nest in reeds near the pond. At left, an adult blackbird on a fence post sounds an alarm.

Thomas Kelsey / The Press-Enterprise

5-27-98

Temucula



Year 1 was - Murrrieta - 1995

Photos by Carla Conti Bender / The Press-Enterprise

Bones reveal old secrets of Murrieta

By Lisa Adke
The Press-Enterprise
01-21-95

MURRIETA
A split-second, the time it takes to step into The Murrieta Museum, can take you back about 800,000 years.

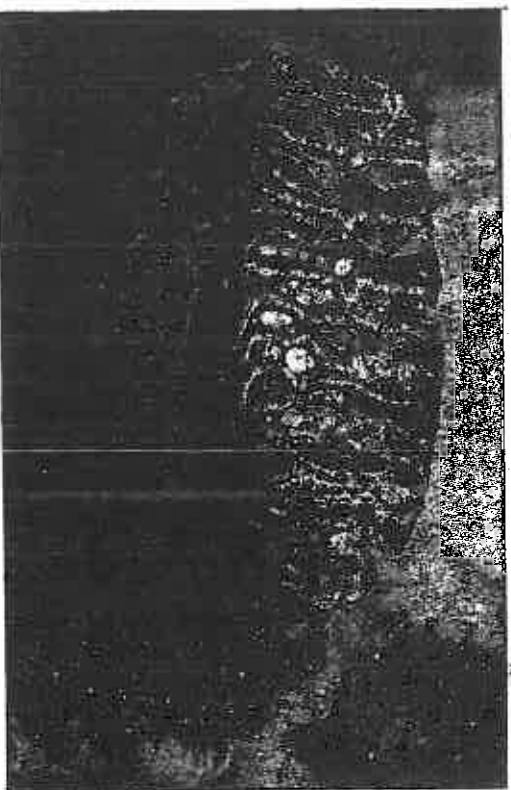
Outside, contemporary life along Alta Murrieta Drive rolls along.

But inside the museum, the cracked leg bones of an extinct horse lie on a folding table. An Imperial mammoth's tooth, twice the size of a brick, rests next to part of a rib bone and a vertebra.

On Saturday, the temporary home of The Murrieta Museum will open for one day in donated space at the Murrieta Town Center.

The celebration will include an ice cream social and tours. Although the site now serves as both an office and museum, organizers hope to establish a larger permanent museum in a few years.

The open house is 10 a.m. to 6 p.m. in the Murrieta Town Center, 39815 Alta Murrieta Drive, Suite C-2.



An Imperial mammoth's tooth, found in Murrieta, is held by Jean Keller.

In the days before the official opening, museum founders are painting walls, laying out bone fragments and hanging murals of prehistoric animals.

Jean Keller, an archaeologist and member of the committee that has tried to set up a museum in Murrieta for several years, said the museum's exhibits relate directly to life in the Murrieta area, whether it was life a few decades ago or

much farther back in time.

"What's neat is that all of these things were alive and roaming around the valley three quarters of a million years ago," Keller said.

Just a few feet away from the bones, the exhibits jump forward in time, from 800,000 years ago — when mammoths lumbered across Murrieta — to earlier this century. Please see **MUSEUM, B-5**

Continued from B-1

A tin drinking cup belonging to one of the first employees at the Murrieta Hot Springs Resort sits next to a railroad spike found in the area.

Keller and fellow archaeologist Paul Principe plan to use part of the office space to clean and catalog bones found in the area. Until the local museum gets enough storage space, climate control and display space, the bones will be sent to a museum in San Bernardino, Keller said.

For now, The Murrieta Museum will have to be half-office, half-museum.

Exhibits will be divided into six areas: archaeology, history, biology, geology, education and paleontology.

Keller said the museum will set up a regular schedule after Saturday's open house. The office probably won't be open every day until the museum has enough volunteers, she said.

After the schedule has been set, visitors can come back and see the cleanup work in progress if one of the archaeologists is in the office, Keller said.

9-21-95

MUSEUM

Kangaroo —

where the kangaroo rat can dig its system of burrows.

"If we didn't do this, what we are doing now, this species would surely become extinct," Stine said.

Several varieties of kangaroo rats live in the dry, open country of the southwestern United States. But the Stephens variety is one-of-a-kind because of subtle differences including the shape of its skull and the hairs on its tail.

"They are a very distinct species. It's endemic to the western Riverside County area. It's the only place on earth this species can be found," he said. "They have adapted to the grassland habitat of the San Jacinto and Perris valleys."

More than two-thirds of what was historically the animal's habitat has been destroyed, the biologist said. About 7 percent of the historical population lives in areas large enough to support it over a long period of time.

"Most of what still remains (of the habitat) is broken into small parcels and is surrounded by developing areas," Stine said. "The chances of a sustaining population there is small."

Some of the best remaining habitat is being studied for a Stephens kangaroo rat preserve of about 27 square miles. Outside the preserve, developers who want to build on a kangaroo rat's home would be allowed to do so if they pay a fee of \$1,800 per acre toward the purchase of preserve property.

"We are trying to minimize the impact on the local communities," Stine said and added that once some guidelines are set up things should go smoothly.

"Bear with the situation," he said. "It's only been listed for a month and a half."

(Continued from A-1)

"It's one of the marks of the quality of our culture. That's what we are talking about, something that is more important than the site of our pocketbook," Galles said.

The Stephens kangaroo rat was added to the list Oct. 31. Since then it has effectively done what more than 100,000 Riverside County voters tried to do but failed. The rat has temporarily slowed the growth of the county.

Measure B was placed on the county ballot through the initiative process. It would have limited growth in the unincorporated areas of the county by tying the number of building permits issued to the statewide growth rate.

But a campaign heavily financed by real estate agents and developers plastered the county with "No on B" signs and defeated the measure.

Now a furry rodent few people have ever seen has turned the tables.

City and county officials are prohibited from issuing permits to build anywhere that would disturb the rodent's habitat which is much of western Riverside County.

The Endangered Species Act provides penalties of up to \$25,000 for civil violations and up to \$50,000 and a year in jail for criminal violations.

"We have a law enforcement division. They are well aware of the situation," Stine said.

For now, any work that disturbs the soil is prohibited. But Stine said guidelines should be worked out within weeks that will allow most smaller projects, including construction of single houses, to proceed.

"Most of the controversy will be eliminated," he said. The areas that must be preserved are large expanses of undisturbed grassland and a hill.

Femur - Endangered - 100 lbs

Experts say rat worth saving

12-15-1988

Why save the Stephens kangaroo rat?

"You'd have to ask why is there an endangered species list, I guess," said Peter Stine, senior staff biologist for the U.S. Fish and Wildlife Service.

An endangered species list was created because a lot of people in this country feel animals are worth saving, Stine said.

The list was established by the Endangered Species Act of 1973. This year the act was re-authorized by Congress with the approval of large majorities in both the Senate and the House of Representatives.

Once an animal is added to the federal list of about 400 plants and animals, the same precautions are taken, no matter what it is. A tiny rodent known for its ability to hop away from predators gets the same status as an ugly car-eating condor with a 13-foot wingspan.

"There are a variety of scientific, philosophic, ecological and educational reasons for seeing that a species does not become extinct," Stine said. "Those four reasons are all valid considerations and things that were taken into account."

While many people call the effort ridiculous, others defend it. Hemet High School biology teacher Joe Salles said it would be a mistake not to try to save the Stephens kangaroo rat.

(See Kangaroo, Page A-19)



(Pete Flory)

A naturalist holds a kangaroo rat.

Storm to stay around

HEMET — Light rain fell across the Hemet-San Jacinto Valley today and a National Weather Service forecaster at the University of California in Riverside said this morning the storm's here to stay for a while.

"Right now we're looking at about an inch of rain across the county and the snow level could drop to as low as 1,000 feet Saturday when the storm is predicted to move across the county," Forecaster Nancy Dean said.

"We're in for more rain tonight, Friday and Saturday with the storm possibly moving out of the county sometime Sunday afternoon or night," Ms. Dean said.

According to the forecaster, the storm is presently centered mostly over land between Central California and western Nevada.

"We expect it to move off the coast

12-15-98

Fossils of biggest bison discovered

U your news



Kathleen Springer of the San Bernardino County Museum displays one of the fossils of the longhorn bison found at the Domingoni Valley reservoir site.

► Domingoni Reservoir dig south of Hemet yields rare evidence of Ice Age grazers on what then was lush pasture.

By George Rooney Oct 21, 1997

REDLANDS

The Bison latifrons, or longhorn bison, was the largest bison that ever existed, standing about 8 1/2 feet tall at the hump with horns that spanned six feet from tip to tip.

During the later Ice Age, these giants wandered around what is now Winchester, grazing on lush grasslands fed by streams and marshes. That 30,000-year-old picture has emerged recently to the paleontologists who have been collecting fossils unearthed at the 4,500-acre Domingoni Valley reservoir, the Metropolitan Water District is excavating south of Hemet.

Fossil evidence of up to seven of these extinct creatures has been found, including five during the past month. This is the largest collection of longhorn bison ever discovered at a single site, said Kathleen Springer, curator of paleontologic resources at the San Bernardino County Museum. The evidence includes two skulls as well as lower jaws, horn cores and a partial skeleton, Springer said. The MWD has contracted with the museum to analyze and care for the paleontological finds, which include prehistoric animals and plants.

The five recent longhorn bison discoveries were made near the Nature Reservoir's east dam. Evidence of at least one Bison latifrons was discovered last year near the west dam.

A total of only seven specimens of the species had been discovered anywhere else, Springer said. One of the reservoir fossils is believed to be a female. If this is confirmed, it would be the first evidence found of a female of the species, which migrated into North America from Asia about 120,000 years ago by crossing the Bering Strait. Most of the longhorn bison's range during the Pleistocene Epoch, or Ice Age, was in the Midwest, but isolated populations probably inhabited areas of the Southwest and Pacific Northwest, Springer said.

The Pleistocene extended from about 11,000 to 120,000 years ago. The longhorn bison is believed to have become extinct about 30,000 years ago. Radiocarbon dating will be used to determine the age of the bison fossils, sometimes within decades, Springer said. Please see FOS 11, B-12

FOSSIL

Continued from B-1

When fossils are unearthed, they are marked for examination by the paleontology team. Significant specimens are wrapped with thin wet paper, then encased in a mixture of plaster and burlap. Gypsum, a lacquer that serves as a hardening agent, is later applied to the fossils. Eventually, attempts are made to reconstruct skeletons.

The longhorn bison is probably the oldest animal discovered at the reservoir, she said. Other major Ice Age discoveries include: the partial skeleton of a mastodon, a primitive relative of the elephant; fossils of mammoths, camels, horses, lions and dire wolves; and a complete ground sloth skeleton. One specimen of another species of bison, Bison arizonae, the ancestor of the modern American bison, has also been discovered.

Like the camels and other mammals found beneath the future reservoir, the longhorn bison were herd animals, Springer said. "There had to have been enormous

grasslands" to support the herds, she said. "There probably was a small lake and a large marshy area."

The longhorn bison fossils were found about 40 feet beneath the surface, about the same depth where an underground wall of peat contains a bountiful repository of ancient wood, insects, seed pods and other organic materials. The black organic peat runs for several hundred yards near the east dam and provides a record that can help identify ancient plants and animals of the area.

Some of the plant and animal remains in the peat confirm the existence of the bison and other herding animals, Springer said, primarily because of the residue of collagen, the fibrous protein found in bone cartilage.

A proposed Western Center for Archaeology and Paleontology would serve as a future repository and research center for the material collected at the reservoir site.

The new reservoir is expected to be completed in 1999 and filled with water five years later.

6-21-1997

1-11-95

TEMECULA-MURRIETA EDITION

THE PRESS-ENTERPRISE

Wednesday, January 11, 1995 • Serving Riverside County, California, Since 1878 • 25 cents

500-year storm slams state Street flooding widespread in Riverside County

Temecula-Murrieta motorists had tough drive on slick roads; more rain is in the forecast

By Skip Morgan
The Press-Enterprise

A major winter storm made driving treacherous in the Temecula-Murrieta area yesterday. Flooding streets in Old Town Murrieta.

Street flooding was widespread throughout western Riverside County last night. Many residents filed sandbags to protect their homes.

In Pedley, residents trapped by waist-deep water inside their home had to be pulled to safety by a swift-water rescue team.

A motorist was killed when his vehicle went out of control during the downpour on Interstate 15 north of Fontana in San Bernardino County, but officials were not sure the accident was rain-related.

Riverside County

After a brief chance to dry out today, another storm system is expected to hit Riverside County sometime tomorrow, according to the National Weather Service.

That storm, which could dump an additional inch of rain on the already soaked county, may not be the end of the wet weather. A southward shift in the jet stream over the Pacific has put Riverside County and the rest of Southern California directly in the path of what could be a long series of wet-winter storms, said Art Horton, a meteorologist at the National Weather Service office at the University of California, Riverside.

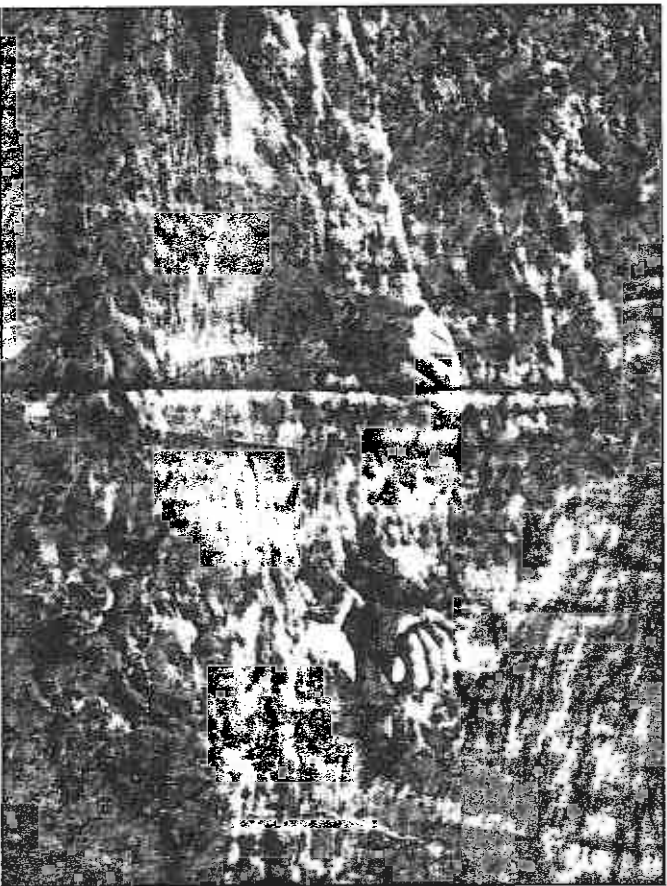
Horton said the high-altitude jet-stream winds, which push storm systems across the Pacific Ocean, could keep Riverside County in their sights for a few days, a few weeks or hang around until March.

Horton said it is not unusual for the jet stream to drop this far south during January, usually the wettest month of the year in western Riverside County.

In Old Town Murrieta, there were the usual road closures and some flooding was reported.

The main artery east of Temecula was shut down. Winchester Avenue north of Murrieta, Hot Springs Road was closed because of flooding, cutting off the main route between Temecula and Hemet.

By 7 p.m., Patty Brunsch, owner of Clip & Snap Please see RAIN, A-6



The Associated Press
rescued yesterday morning. More than a dozen people have been pulled from the river so far.



Steve Mead / The Press-Enterprise

In Riverside County: Gabriel Pintado, 12, places sandbags to divert water from his home on Jurupa Road in Mira Loma yesterday. His mother Eileen and brother David, 11, fill more sandbags.



The Associated Press

In Northern California: A couple embrace as they prepare to be evacuated by helicopter from Guerneville where heavy flooding has forced the evacuation of hundreds of residents.

Helicopters help thousands flee rising water; Sacramento area drenched

By Michelle Locke
The Associated Press

GUERNEVILLE

Deadly storms lashed Northern California again yesterday, flooding more Riverside communities, dispatching as many as 6,000 residents, cutting major highways and killing five people.

Worst hit was northern Sacramento County where approximately 5,000 of the 20,000 residents in and around Chico Linda were ordered evacuated, with hundreds sent to shelters in elementary schools and churches. About 30 were taken out by boat or helicopter.

"Water is almost to the top of street signs in some locations," said sheriff's spokeswoman Sharon Tallies

Northern California

Neighboring Placer County officials reported "devastation" in Roseville, while along the Russian River, Army National Guard Chinook helicopters plucked more residents out of isolated Guerneville after waters crested at 17 feet above flood stage.

Brothers Brian and Dave Ridley were on one of the first flights out. They were cold and hungry.

"Our house is gone," Dave said. "I've been inside my truck for three days." The rains eased around Guerneville yesterday, but storms pounded other

From Santa Barbara down to Laguna, rain leaves region awash

From staff and news services

A powerful storm that cut a path from Alaska to the beaches of Laguna yesterday, sending rivers overflowing, shutting some streets in mud, rock, and submerging others in inches of water.

At least one person drowned dozens were rescued.

"This was a 500-year rain event," Gary Ryan of the National Weather Service.

Another storm is poised over the Pacific and forecasters expect it to hit southern California tonight

"I don't think it is as late as this storm," said Tim McClung, National Weather Service meteorologist. "But any rains on top of the saturated soils and rivers that have spilled their banks will only aggravate the problem. It's going to be like it stopped raining."

Forecasters said another storm by the weekend with a break from Meantime, coastal areas brace today's predicted 10-100 waves. Commuting was a nightmare yesterday as intersections and off-ramps closed. Lanes of freeways, including Highway 118, Interstate 405, Inland 15 and Highway 126, had to be closed because of flooding or mud.

"It was a hellish morning," California Highway Patrol Sgt. Garcia in Los Angeles County, the received a record 304 accident between 5 and 10 a.m. Other offices also reported an increase number of calls that contributed to the evening commute.

The storm dropped more than an inch of rain in some areas. In the state the body of a man was pulled from the Ventura River, which had overflowed its banks and submerged an abandoned mobile home park.

Earlier in the day, a transfer was plucked by helicopter from a river which wiped out a homeless man who was swept away. His friend "I tried to help him, but I couldn't grab him. He just went," said George Struck. County officials could not confirm that the body was Struck's friend, but police spokeswoman Debbie Solomon said the was storm-related.

Throughout the day, several on small islands in rushing river streams grabbed harnesses to help from helicopters and were lifted safely. By late afternoon, the Riverside County Sheriff's Department reported 33 people, many of them homeless live in what are normally dry beds, had been rescued.

"There were people on Islanding to trees," said Ventura sheriff's Sgt. Bob Johnson. Highway and railroad routes submerged, creating a transit nightmare. Please see SOUTH, B-6

INSIDE: **►Comment:** Where the trouble expected to be this morning.

►Insurance: Homeowners' flood insurance might not be what's hoped. **Business:** D-1.

NORTH: Helicopters help thousands flee floods

Continued from A-1
ties along the coastline as the brunt of the storms moved south toward Central and Southern California, said Pacific Gas & Electric Co. officials. Repairs were difficult, said Diana Gapuz.

In Yountville, near Napa, 350 elderly people were temporarily evacuated when Hopper Creek spilled over its banks, sending four feet of water surging through mobile home parks.

"The darned rain just kept coming and coming and coming. It was scary," said Carl Thomas, 72, as he returned to Gateway Mobile Home Lodge.

Grape growers said they were concerned about erosion of soil and the prospect of phylloxera, a root louse.

"Some people are worrying about flood waters spreading phylloxera. But a lot of people have already replanted" vineyards with phylloxera-resistant rootstock, said Rob Hunter, winemaker at Markham Vineyards. "Anyone who's going to get phylloxera has probably already got it."

In San Francisco, city officials

closed parts of Golden Gate Park, fearing uprooted trees would fall on visitors. But a homeless man named John shrugged off the storm as he stumbled out of the park yesterday morning after spending the night in a grove of trees.

"It wasn't no blizzard," he said. Across San Francisco Bay, busy commuter corridor Interstate 880 was flooded and shut down, turning into what local wags dubbed "Lake Fremont."

And further inland in the Central Valley city of Modesto, a section of roof at a Target Store collapsed under the weight of the rain around 2 p.m., police Sgt. Skip McKune said.

While the flooded area north of San Francisco received a brief respite from the heavy rain yesterday, heavy storms took aim further south in the Santa Cruz mountains and Monterey.

Several hundred people were evacuated from creekside areas in Santa Cruz County, said Richard Andrews, director of the state Office of Emergency Services. Others

tried to protect their homes as streets and yards turned into lakes.

The storm sent 10-foot boulders hurtling down onto Highway 17, preventing Santa Cruz residents from reaching jobs over the mountains in San Jose and Silicon Valley.

Commuters who made it to San Jose found the downtown was a maze of detours as creeks and rivers overflowed and flooded streets and major highways. The city declared a local state of emergency.

Steve Connell, owner of Bennett's Automotive Service, came into work to find eight inches of mud on the floor of his creekside business.

"It was just pure mud, and everything was all over the place — garbage cans, nuts and bolts," he said.

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ATTENTION! 5 out of 10 cars on the road
now have a dead or plugged catalytic

Flooding

Rising Lake Elsinore

Level must rise 5 more inches

By Sandy Stokes
The Press-Enterprise 1-14-95

LAKE ELSINORE

The water in Lake Elsinore was still rising yesterday — but ever so slowly.

Yesterday storm water had to push the lake level up only five more inches before water would start flowing through the outlet channel — something lake watchers view as the first test of the Lake Elsinore Management Project.

Water district administrative employee Mary Brown could see the outlet channel from her office window yesterday. "Nothing's happening," she said. There were

standing puddles — leftovers from the rain — but no flowing water. District officials expected it to flow to start yesterday. But it was creeping up almost imperceptibly throughout the day.

Even so, sometime soon, possibly even today, the lake level will reach the 1,255-foot level that will send water down the outlet channel, said Mark Dennis, spokesman with the Elsinore Valley Municipal Water District. Yesterday, the lake level was 1,254.59 feet.

Under construction for nearly years, the levee, inlet and outlet channels finished last year were designed to tame a lake inclined to flood the city that sits on its shore.

Now, instead of inundating homes as in years past, the outlet channel is supposed to drain out the lake through the outlet channel. Once water leaves the lake

CALIFORNIA'S GREATEST FLOOD

by WILLIAM McCAWLEY

Those who think it never rains in California have never heard about the floods of 1862. It began raining on November 11, 1861, and continued for 15 days, dropping more than 4 inches of rain. But this was just a prelude. The downpours returned on December 24 and continued uninterrupted for more than a month, dropping another 34 inches of rain on the waterlogged countryside.

California was awash. The Sacramento and San Joaquin Valleys, inundated by rainfall and runoff from the Sierra Nevada and Coast Ranges, became a vast inland sea 250 miles long and more than 20 miles wide, covering almost 6,000 square miles. The city of Sacramento remained flooded for more than three months, forcing the legislature to relocate to San Francisco.

In the south, inhabitants of Ventura sought shelter in the church when a torrent cut a 15-foot-deep channel through the town. One man lost his life in a landslide. In Los Angeles, adobe buildings collapsed when the pueblo flooded with water waist-deep. Huge quantities of driftwood carried down the Arroyo Seco clogged the riverbeds, causing the water to spread across the plains below the pueblo.

Communities along the Santa Ana River were especially devastated. Anaheim was submerged beneath a lake four feet deep and three miles wide. Silt and debris buried many vineyards, and at least 14 people drowned.

The greatest damage occurred on the night of January 22, 1862, when the community of Agua Mansa, located between Riverside and Colton on the Santa Ana River, was completely washed away. Miraculously, no one was killed. The town's 500 inhabitants, warned of the approaching flood by a vigilant priest who rang the church bell, fled to the Chapel of San Salyador, located on high ground.

Total personal and real property loss throughout California from the floods of 1862 was estimated at \$50-100 million; more than 200,000 cattle may have been drowned. The January 22, 1862, event was the worst flood ever recorded on the Santa Ana River system. Hydrologic investigations conducted during the late 1960s estimated the river's peak discharge during the 1862 flood at 320,000 cubic feet per second and established the need for an expanded flood control system on the Upper Santa Ana River Basin.

Today the Santa Ana River system is being expanded and upgraded, including the construction of Seven Oaks Dam near Redlands, improvements to Prado Dam and the rebuilding of downstream flood control channels. When completed in 1996 or 1997 the new flood control system will help protect San Bernardino and Orange Counties from a recurrence of the 1862 disaster.

William McCawley is a freelance writer from Mid-

FEDCO REPORTER ■ NOVEMBER 1994

1994

The bag of choice in floods

► Little things like learning how to fill sandbags and how to construct a wall with them can make a lot of difference when the skies open up.

By Joe Vargo
The Press-Enterprise 01-06-97

LAKELAND VILLAGE
Life in the shadow of the Cleveland National Forest provides Ed Dahlke one priceless and spectacular view.

But with the majesty comes two worries never far from the mind of the 65-year-old Lakeland Village resident — fire and flood.

In June, a fire seared the hills above him.

Now each winter rain brings new worries for the Southwestern Riverside County homeowner.

A downpour could send torrents down the slopes scorched in a 650-acre blaze and leave Dahlke staring at a river of mud coursing through his kitchen.

So when state and Riverside County officials offered a class on how to build a sandbag wall to divert water and mud, Dahlke was one of the first people to sign up.

"It's very important to know that it could help keep me from getting flooded," Dahlke said. "It's my home that's at risk."

Several major brush fires ravaged more than 25,000 acres in and near Idyllwild, Banning, Temecula, Hemet and Cabazon last year. Residents living near those blackened areas need to pay extra attention before heavy rains strike, emergency officials say.

Without trees and brush to hold the soil, hills and slopes denuded by fire become vulnerable to flooding and mudslides.

Not just those living on fire area fringes, but anyone living near creeks or hills or low-lying areas needs to be wary, authori-

Please see **SANDBAGS, B-3**



Thomas Keisey / The Press-Enterprise

Instructor **Rick Burnett** of the Department of Water Resources talks to Riverside County and Lake Elsinore

city firefighters at the Butterfield Recreation Center in Lakeland Village on preparing homes for flooding.



Kathy Hoppel hands a sandbag to Travis Alexander during flood preparation class.

Temecula-weather

There likely is a storm out there with our name on it

By Carl Love
The Press-Enterprise 01-06-97

It's not over yet. Although Southern California has so far eluded the disastrous rains and floods that have deluged the northern half of the state and much of the West, forecasters say that may change.

It is typical, said meteorologist Ted MacKechnie, for Northern California to get soaked first. "Then a few weeks later or maybe a month, it's in Southern California the second time around."

MacKechnie is bracing for the worst. "We're going to have a rich mix of cold fronts, subtropical fronts and Santa Anas," he predicted. "We're on guard for the revenge of the tropics, so to speak."

First, though, comes the cold front. Sunday night the snow level dipped to 3,000 feet dusting Victorville and Apple Valley and dumping about three inches in Idyllwild where residents experienced a

"thundersnow," similar to a thundershower but with snow. The rare condition happens only about once a year, said meteorologist Mark Moede.

Snow Summit ski resort near Big Bear Lake reported receiving two inches of new snow Sunday evening with more on the way overnight.

The California Highway Patrol began requiring chains on Highway 330 from Running Springs to Onyx Summit Sunday about 9 p.m., according to a dispatcher.

The western end of the county saw sprinkles of rain and there was a brief hail storm in Murrieta Sunday night.

The rain is expected to taper off but will be replaced by cold temperatures and wind through Wednesday, when the weather will begin to warm and the winds will decrease, Moede said.

In the mountains, temperatures will be in 20s at nighttime and in the 30s during the

Please see **STORM, B-3**

1-6-97

PRATTE

Francie called several times, but all she reached was my parents' answering machine that clicks on when they use their phone.

Francie, a former nurse who now is a marriage and family therapist, returned to work and turned off her call forwarding so she could take an emergency call.

I continued to call my mother, but kept getting the answering machine.

I tried calling Francie. There was no answer. She forgot to set her phone to ring. I couldn't page her either because to reach her answering service, her phone must be on call forwarding.

I finally reached my father, who rushed home.

While all this was going on, I received a call from a credit card company. Someone had gotten hold of our card number and was trying to use it over telephone lines.

While this phone theft was being explained to me, Francie called on another phone in our home, reached our answering machine and started asking me questions through its speaker.

I got off the line with the credit card investigator, with no idea how to call her back, to tell Francie I didn't have any news about my mother.

As it turned out, my sister was concerned about a bruise near the incision. My mother was fine, but the odd phone day continued.

When I checked our answering machine, I could hear our daughter, Alexis, attempt to call me collect. The automated calling system, unlike understanding operators confronted by kids calling home without dimes, wouldn't let her voice go through to leave a message.

Later that night, when I tried to call her at a friend's house, the phone rang but no one answered.

They didn't respond to their call-waiting beep, so the caller thinks no one's home.

Later, Alexis called, but our cordless phone malfunctioned and I couldn't answer. The call kicked over to an answering machine, figuring we weren't home.

An automated dialing system then called our home a few times. Strangely, the phone's computer did not complete the connection until about 10 seconds after I answered. I then got to talk to someone who wanted to sell me a home security system.

Would it really be too backward to propose dumping all this telephone junk, along with those dial 1 if you want to scream at someone corporate answering systems that eliminated friendly receptionists?

Hemet business consultant Howard Rosenthal predicts that the next new thing will be hiring real people to answer phones.

I think I'll be progressive and hunt through my garage until I find one of those old rotary phones that now look awfully appealing.

More telephone trouble

Many more Riverside County property owners paid property taxes with credit

SANDBAGS

ties say. They need to know the steps to protect their property and to have materials on hand to build temporary barricades against water.

The awesome power of unleashed water is playing out this season in the flood-ravaged Pacific Northwest. Closer to home, parts of Lake Elsinore flooded after heavy rains in 1995. Only quick action by the California Department of Water Resources and local volunteers saved a mobile home park on the city's north side and several other residences.

And the memories of the 1993 floods that claimed the lives of six people remain fresh in the minds of Temecula area residents and emergency workers who lived through the ordeal.

"The time to think about protecting your home is not when the skies are pouring," said Rick Burnett, a flood specialist from the California Department of Water Resources. "Have a plan. Things are going to be hectic when the rains come."

Not even the stoutest levee or sandbag wall will hold back a cascading river or rampaging mud slide, said Burnett, who conducted the recent sandbag classes.

But even a simple sandbag barrier to divert runoff can sometimes buy property owners enough time to spare their homes and businesses until the worst of the crisis passes, he said.

If practical, residents should keep sandbags and sand at home, he said. Businesses in strip malls or shopping centers should have a common plan to divert water and mud around their property.

How many sandbags to have on hand

STORM

day through to Wednesday, Moede said. Winds gusting from 35 to 40 mph will hit the mountains as well as the western end of the county.

In the west, temperatures will dip possibly below freezing tonight and tomorrow night with lows expected upper 20 to mid 30s.

The desert will get cold nighttime weather as well with temperatures in the mid 30 to 40s through Tuesday and daytime highs in the 60s.

This winter's local rainfall is already well ahead of last year's pace. In Idyllwild, 12.76 inches of rain has fallen in the season to date, compared to 2.96 inches last year. Riverside has recorded 4.02 inches to date, compared to .23 inches last winter. Teme-

Flood

depends on the size of the building to be protected and how close it is to a creek or low-water crossing. But a good number is about 200. Tightly-woven burlap bags are as good as any but in a pinch, plastic ones can be used.

When filling a sandbag, it's best to shovel just four or five scoops of dirt before tying the bag.

Burnett said many people make the mistake of overfilling sandbags. That can cause a huge pain in the back.

"When the Mississippi River flooded in 1993, the people who made the most money were the chiropractors," he said. "Filling a sandbag too much can tire you out quickly. It's not an exact science. You've got to use common sense."

Bags should be placed as flat as possible and stomped down to ensure they form a tight seal. Sandbag barriers should be built at least a foot higher than projected water levels, officials say. To give the barrier stability, it should be shaped like a half pyramid with the highest level of sandbags closest to the building.

Pete Dawson, who sells marine supplies used by sports and recreation enthusiasts at Lake Elsinore, knows water-loving residents can never be too prepared if storms hit.

Dawson is a member of the Lakeland Village Community Advisory Committee, which worked with state and county officials to bring the recent flood-fighting classes to the area. Like Dahlke, he is worried that because of earlier fires, homeowners need to be wary of potential flooding.

"Nobody is going to be as close to the action as the property owner," he said. "No one has as keen an interest in saving their property."

Temecula weather

cula has recorded 4.80 inches to date, compared to 0.65 inches last year. And Hemet has recorded 5.45 inches to date, compared to 1.30 inches last year.

The abundance of rain has filled the state's reservoirs that provide Southern California with much of its water.

"We'll have a healthy reservoir storage going into '97," said Bob Gomperz, a spokesman for the Metropolitan Water District, Southern California's major water wholesaler.

The impressive rainfall is finally resulting in some new snow after the warmer rains of last week apparently melted much of the snow pack in the Sierra Nevada.

If the heavy rains do come, residents along the Norco Bluffs are hoping they aren't as heavy as two years ago.

Riverside County supervisors will hold a public hearing Tuesday on proposals to stop the erosion.

Using sandbags to control flooding

When flood waters rise, sandbags can be used to protect homes and property. Here are directions on how to fill, tie and stack sandbags.

Bag holder: Bend at waist until elbows rest on knees

Shoveler: Use four scoops of fill until the bag is one-third full.

1. FILLING:

Filling sandbags is done best by two people. One holds the bag open; the other shovels. Fill close-weave burlap bags one-third to half full with heavy bodies or sandy soil.



2. TYING:

In most cases, sandbags are used with the open end folded (see below). Sometimes, sandbags will have to be tied. Here is how:



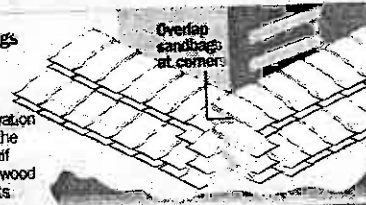
3. STACKING:

If properly stacked, sandbags can provide protection of homes or structures along lake shores and in similar situations where water is rising with little or no current.



Protecting buildings with sandbags

Build walls at least a foot above the predicted water elevation and far enough off the ground to form a half pyramid. Secure plywood over doors and vents.



Sources: Army Corps of Engineers and Emergency Services Division of Riverside County

Knight-Ridder Tribune and The Press-Enterprise

Rain gauge

Place	1-day total ending Sunday	Season to date	Last season to date	Total season average
Banning	0.30	10.76	1.15	18.77
Corona	0.10	7.34	1.20	13.17
Hemet	0.25	5.45	1.30	9.68
Idyllwild	0.40	12.76	2.96	22.49
Lake Elsinore	0.11	3.32	0.56	10.64
Moreno Valley	0.30	6.65	1.25	10.14
Murrieta	0.08	1.95	0.45	16.74
Riverside	0.16	4.02	0.23	9.82
Sun City	0.23	3.17	0.42	10.83
Temecula	0.15	4.80	0.65	12.26
Yucaipa	Trace	6.20	0.93	14.74

Computer age offers another wrinkle to cheating

By Felix Sanchez
The Press-Enterprise

and unacceptable, and know the consequences, but they choose to cheat anyway.

and RCC, RCC also toughened its cheating policy because of a fear of students abusing the increasing availability of computer

permission, use faxes or phones without authorization or use computers to send obscene or abusive messages.

TEMECULA-WEATHER

Area temperatures

Temecula				Lake Elsinore				Sun City			
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high
May 5	92	54	82	May 5	93	51	88	May 5	91	55	87
May 6	90	57	85	May 6	93	54	89	May 6	92	55	89
May 7	89	57	77	May 7	93	55	94	May 7	90	59	84
May 8	87	58	78	May 8	93	55	87	May 8	90	60	84
May 9	91	56	78	May 9	94	54	83	May 9	95	58	83
May 10	88	56	90	May 10	94	55	94	May 10	91	60	83
May 11	88	52	na	May 11	94	56	97	May 11	94	59	101
May 12	80	62	84	May 12	96	59	95	May 12	95	60	97
May 13	86	63	85	May 13	91	58	87	May 13	91	62	90
May 14	88	59	na	May 14	94	58	82	May 14	90	62	87
May 15	97	61	82	May 15	97	56	85	May 15	97	60	86
May 16	81	62	78	May 16	101	56	78	May 16	99	62	79
May 17	90	63	86	May 17	99	61	87	May 17	93	64	87
May 18	80	57	83	May 18	89	63	82	May 18	86	63	87
May 19	79	64	75	May 19	90	60	81	May 19	82	63	80
May 20	81	62	77	May 20	86	61	85	May 20	85	62	83
May 21	85	63	78	May 21	91	58	82	May 21	82	61	83
May 22	88	62	78	May 22	91	57	74	May 22	85	62	75
May 23	83	62	74	May 23	82	55	74	May 23	84	61	79
May 24	88	74	65	May 24	83	58	70	May 24	74	62	69
May 25	79	61	70	May 25	83	56	71	May 25	81	60	71
May 26	88	60	78	May 26	92	56	77	May 26	90	57	80
May 27	95	60	72	May 27	97	58	74	May 27	94	61	75
May 28	97	62	80	May 28	100	62	80	May 28	100	63	80
May 29	97	63	80	May 29	101	58	80	May 29	99	64	80
May 30	92	61	78	May 30	100	62	74	May 30	97	63	77
May 31	93	62	79	May 31	100	59	83	May 31	95	63	85
June 1	88	61	95	June 1	94	60	91	June 1	88	63	95
June 2	84	64	87	June 2	88	60	92	June 2	86	63	102
June 3	86	64	94	June 3	88	57	95	June 3	86	62	100
June 4	82	62	90	June 4	88	58	94	June 4	83	61	95
June 5	76	64	84	June 5	86	55	90	June 5	75	62	95

Temecula				Lake Elsinore				Sun City			
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high
May 5	92	54	82	May 5	93	51	88	May 5	91	55	87
May 6	90	57	85	May 6	93	54	89	May 6	92	55	89
May 7	89	57	77	May 7	93	55	94	May 7	90	59	84
May 8	87	58	78	May 8	93	55	87	May 8	90	60	84
May 9	91	56	78	May 9	94	54	83	May 9	95	58	83
May 10	88	56	90	May 10	94	55	94	May 10	91	60	83
May 11	88	52	na	May 11	94	56	97	May 11	94	59	101
May 12	80	62	84	May 12	96	59	95	May 12	95	60	97
May 13	86	63	85	May 13	91	58	87	May 13	91	62	90
May 14	88	59	na	May 14	94	58	82	May 14	90	62	87
May 15	97	61	82	May 15	97	56	85	May 15	97	60	86
May 16	81	62	78	May 16	101	56	78	May 16	99	62	79
May 17	90	63	86	May 17	99	61	87	May 17	93	64	87
May 18	80	57	83	May 18	89	63	82	May 18	86	63	87
May 19	79	64	75	May 19	90	60	81	May 19	82	63	80
May 20	81	62	77	May 20	86	61	85	May 20	85	62	83
May 21	85	63	78	May 21	91	58	82	May 21	82	61	83
May 22	88	62	78	May 22	91	57	74	May 22	85	62	75
May 23	83	62	74	May 23	82	55	74	May 23	84	61	79
May 24	88	74	65	May 24	83	58	70	May 24	74	62	69
May 25	79	61	70	May 25	83	56	71	May 25	81	60	71
May 26	88	60	78	May 26	92	56	77	May 26	90	57	80
May 27	95	60	72	May 27	97	58	74	May 27	94	61	75
May 28	97	62	80	May 28	100	62	80	May 28	100	63	80
May 29	97	63	80	May 29	101	58	80	May 29	99	64	80
May 30	92	61	78	May 30	100	62	74	May 30	97	63	77
May 31	93	62	79	May 31	100	59	83	May 31	95	63	85
June 1	88	61	95	June 1	94	60	91	June 1	88	63	95
June 2	84	64	87	June 2	88	60	92	June 2	86	63	102
June 3	86	64	94	June 3	88	57	95	June 3	86	62	100
June 4	82	62	90	June 4	88	58	94	June 4	83	61	95
June 5	76	64	84	June 5	86	55	90	June 5	75	62	95

Location holds key to weather

The Press-Enterprise

It could have fooled some.

"It looks like a marine layer but it's not," Ted MacKechnie, meteorologist with the National Weather Service, said Thursday. "It's a cool upper-level low."

The weather pattern was blamed for thunderstorms that pelted Los Angeles and Ventura counties Thursday with light scattered rain.

It will bring mild to moderate temperatures, overcast skies, showers and thundershowers to

the Inland area for today through Sunday. But what happens depends on the location.

Partly cloudy skies are predicted for western Riverside County and the San Bernardino area, forecasters said. Low temperatures are forecast in the mid-50s and highs in the mid-70s. No rain is expected in the area.

But "showers and thunderstorms could be popping up over the mountains and deserts," MacKechnie said.

Dense clouds are forecast for

today through Sunday in the Inland area mountains, with low temperatures dipping into the 40s then climbing into the 50 and 60s during the day.

Overcast skies are predicted for the Riverside County desert, with low temperatures forecast in the 60s and highs in the upper 80s and lower 90s today through Sunday. There is a slight chance of thunderstorms in the San Bernardino County desert today through Sunday, with lows in the 50s and highs near 80.

"It's all due to the upper-level low," MacKechnie said.

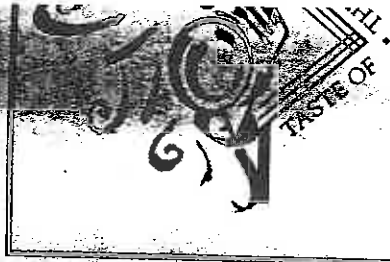
Officers hugged each other. A red-tailed hawk soared near the grave as three CHP helicopters led four single-engine CHP planes overhead in a "missing man" formation. And a rifle tear

Continued from B-1
"Dan," he said. "Dan, for us." "leaf tip"



June 6, 1997

which were used in the movie theater. Albert said the hurt not only the but those who the property. Aside from two run ultra property and has the there.



In Support of Community Recreation Co



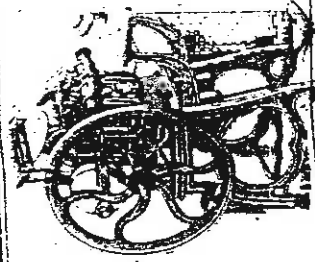
Admission (Children 12 and un Tasting Tickets Individual tastes range)

Toast To The Friday, June 5:30 million th Sponsored by Exchange Bank For tickets and info (909) 699-

rears Havoc Here

WCHD

CHORNIA, TEMECULA,



NEWS

MURRIETTA, LAKE ELSINORE AND SURROUNDING AREAS

MAKING TWAIN NEVER WORKED FOR THIS PAPER



151

JANUARY 31, 1980

TEMECULA, CALIFORNIA 92590

Chosen

The Year

were made to those people who ad-
ded an important dimension to the
organization as a whole. These
special awards were presented by
Frank Boyer to: Jan Solbeck,
Shirley Monroe, Frank Friesman,
Dick Sam and Boyer himself
received them.

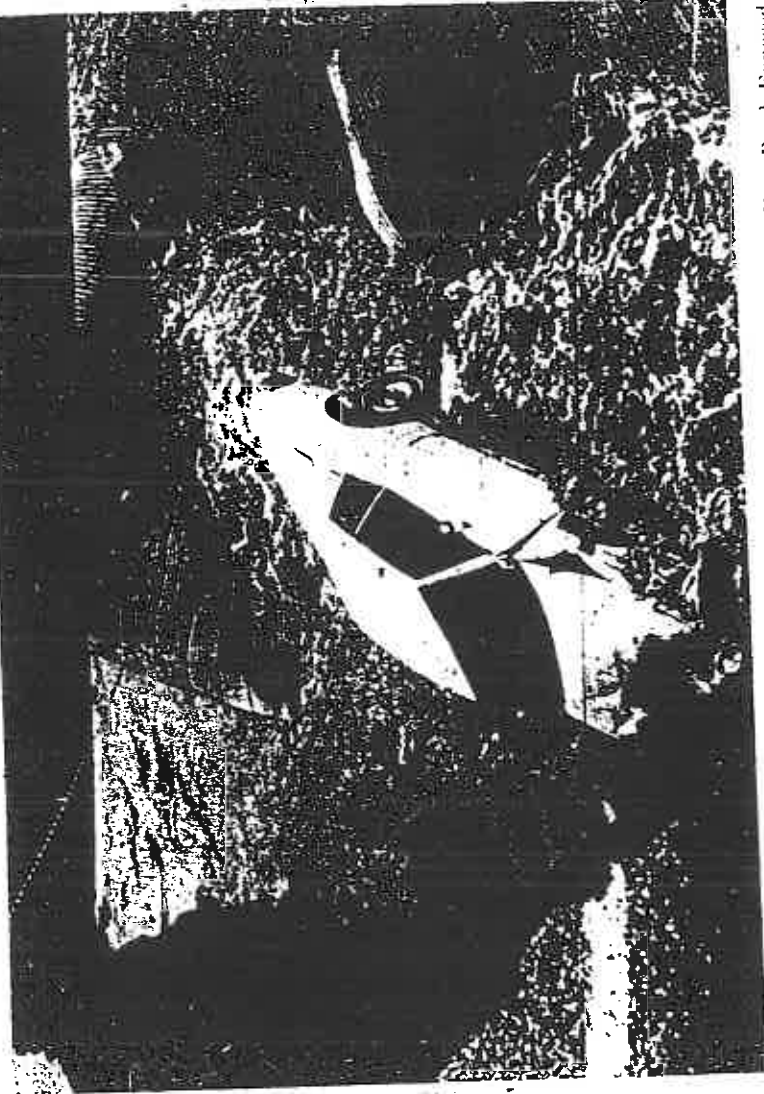
Four prizes of \$50 in special
script, spendable only at local
retail establishments which are
members of the Chamber, were
won by John Mariani, Ann Sim,
Bill Harker and Rocky Ridge. Bob
Cannon of Callaway Vineyards,
donated a bottle of wine which was
presented to Rocky Groves.

Following dinner and the award
ceremony, an evening of
dancing to the music of Rod Cradit
and the Credit Union.

More Of Rancho Picked Up Under Realignment

Supervisor Walt Abraham
gained a small area of Rancho
California when the Board of
Supervisors recently realigned the
Supervisorial District. Bonnie
daries. Abraham now represents
all of the Rancho California area
except a small portion on the east
side which still remains in the
Third District represented by
Clayton Herford.

Abraham will be serving as Vice
Chairman of the County Flood
Control and Water District and



PONTIAC GRAND PRIX driven by Tom Wilson at
the bottom of gully created when Rancho California

Road washed out, just east of Ynez Road. Exposed
water main can be seen at top of picture. (staff photo)

County Declared Disaster Area Due To Storm Damage

The heavy rains and winds
which occurred late Monday night
and early Tuesday morning,
created many problems for local
residents and businesses.

The Murrieta Temecula creek

Fire Department, the big drains
either came apart or sprung a leak
and the water undermined the
road.

Similar problems were expected
elsewhere in the area

Calls coming into the NEWS
Tuesday afternoon reported the
following roads closed: Rancho
California Road in three places,
Murrieta Hot Springs Road, Win-
chester Road, Nicholas Road, Jet
Person Avenue, and Highway 79

Jan 31, 1980

KTHDCHD news

Flask -
Temecula

Jan. 1980 (31)

DISASTERS
FLOODS

and Publisher

JAN 24 1993
Worthy of aid

When the rains finally stopped last week, the slow process of cleaning up the more than \$20 million worth of flood damage done in Riverside County by the recent storms began.

It's going to be an arduous job, and one made all the harder for owners of damaged homes and businesses that weren't insured for flood damage. They are experiencing a personal state of emergency.

That was recognized by Governor Wilson last week, who declared a state of emergency in Riverside County. The declaration allows the county to seek state reimbursement for much of its cleanup work. It offers a lesser degree of aid to beleaguered residents, in the form of low-interest home repair loans.

But it also clears the way for the governor to seek federal disaster aid. State emergency officials were in the county's hardest-hit areas last week, compiling damage information. Based on that information, the governor could make his emergency request to Washington this week.

Federal disaster aid would not be a panacea, either. Its primary benefit, too, would be the offer of low-interest loans for property repairs.

Disaster aid can't undo the damage, disruption and death done by this month's floods. It can help those suffering the most from the floods recover a little faster.

Governor Wilson should pursue federal disaster aid for California, Riverside County included, as soon as possible.

JAN 24 1993

Tom Miller - 1993

Feb 21, 1980

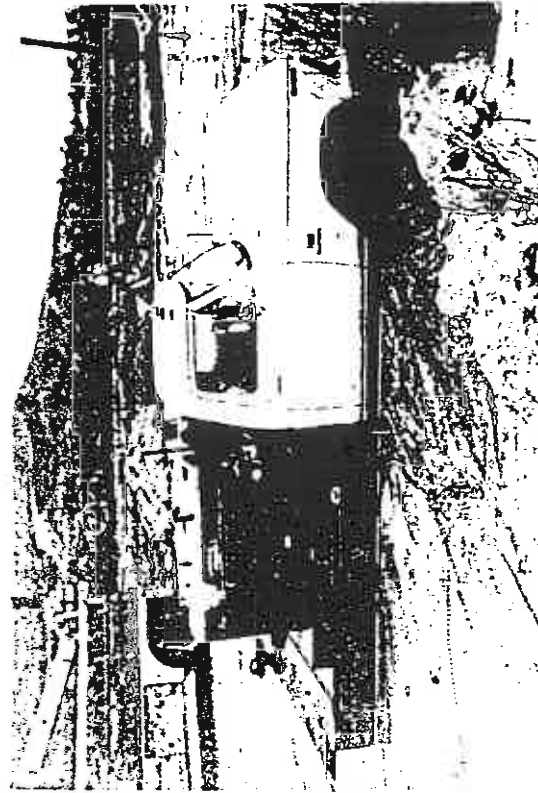
February 21, 1980

RANCHO NEWS

And The Rains Came Down



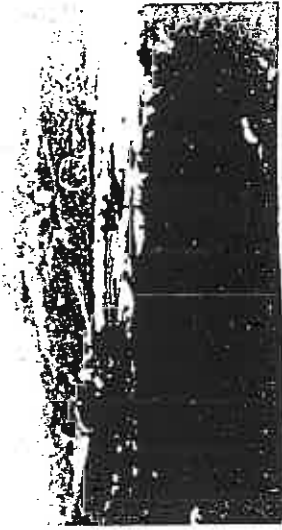
TRAVEL ON JEFFERSON Avenue early in the storm illustrates how many of the roads in the area were eaten away by subsequent rains. (staff photo)



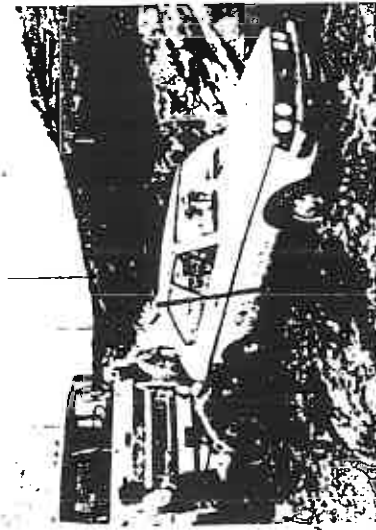
IT'S BEST to stay on the roadway during heavy rains lest you become rust in mud as happened to the unfortunate driver of this truck. The heavy load did not help matters any. (staff photo)



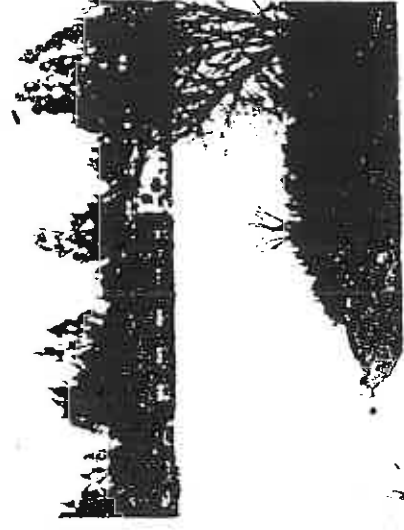
NICHOLAS ROAD washed out a short distance past Liefer Road. Churned in several feet deep mud about 300 ft. across. Stunned residents can be seen standing near the bank on the far side. (staff photo)



ONCE A PASTORAL SCENE, the area on the left half of this photo has been transformed into a rough river bottom by the dam that gave way at Indian Oaks. Recreational vehicles at Indian Oaks can be seen in the upper background. Flood was caused by failure of other upstream dams that broke and filled Indian Oaks pond above capacity. (staff photo)



SEARS ROEBUCK to the rescue! This incident occurred on De Portola near GlenOak Hills. (staff photo)



WATERFRONT motel rooms, anyone? (staff photo)

Feb 21, 1980

Feb 20
Jan Jacinto Leves
Break Skinner gates
gate closed 12:00 am
this out 11 am at best. Illus

Flood Tommors

Walt Grove

As the rains from Arizona Indian Gales began going out last Friday during the heavy rains, residents and animals in the Tehachan Valley and Sagehen became isolated when sections of road were washed away.

In the most severely affected areas there are many thoroughbred horse ranches and other prize live stock. Steve Hill of Radio Station KRTM first became aware of the situation when he began receiving phone calls from the residents who were running out of feed for their animals. Hill began broadcasting the problem late in the day Friday in the area.

He finally put in a call to Don Edwards at the Riverside County Disaster office and asked for help. Edwards in return attempted to get assistance through the State Disaster offices in Sacramento, but was told nothing could be done as the local area had not at that time been declared a disaster area.

Edwards then contacted the National Guard and plans were worked out over the weekend for an emergency airlift by helicopter to pick up feed and supplies at the Rancho California Airport at noon Monday.

Arrangements were then made with West Valley Feeds for hay and sacked feed. Walt Grove,

from West Valley Feeds, arrived at the airport around 11 a.m. Monday with a truck and trailer loaded with 110 bales of hay and eight bags of sacked feed. Additional supplies arrived for use by the stranded residents and shortly before noon a National Guard Chinook CH-53A helicopter from Las Alamos landed at the airport.

The helicopter crew were Capt. Phillip 'Chip' Washington, Pilot in Command; Capt. David Skala, Copilot; and S.F.C. Dick Katick.

The first load of feed and supplies, destined for Indian Oaks and the Champion Ranch, departed from the airport at 12:30 pm accompanied by Lorie Evans who served as spotter for the crew who were unfamiliar with the area. Several volunteers also went along to assist in the unloading operations.

On this flight's four children evacuated from the area were brought back to the airport where they were met by relatives.

A second flight was made to deliver the balance of the feed and supplies to the Balingsworth Ranch and the Evans Ranch where Lorie was left to rejoin her family.

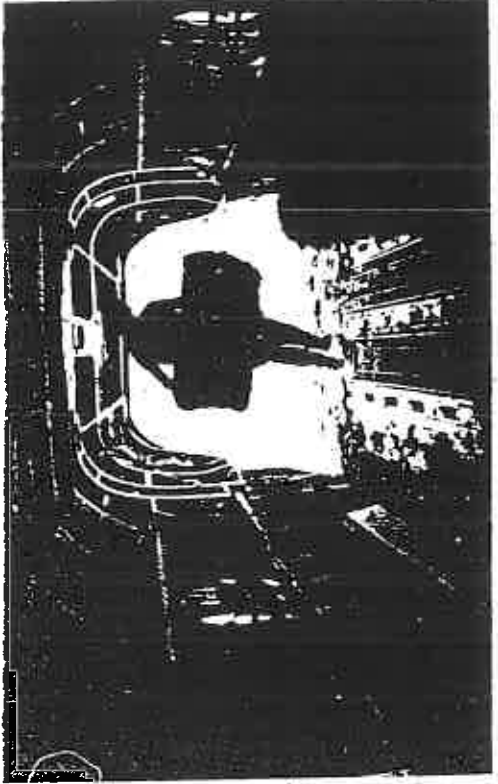
The volunteers on the second flight were returned to the airport and the helicopter then departed for its home base at Las Alamos.



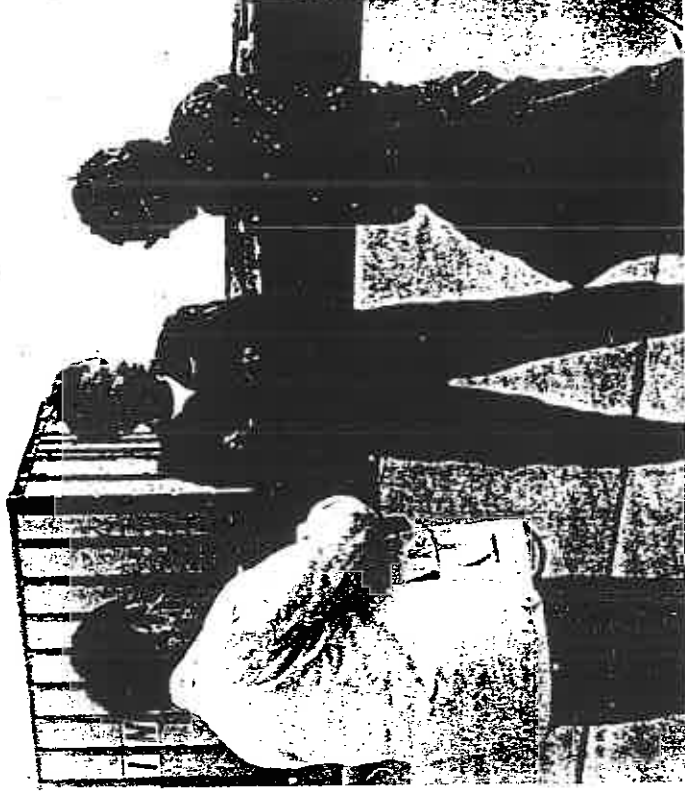
BILL HOLLEN of Horse and Rider magazine discusses an airift operation with Lorie Evans from Radio Station KRTM (staff photo)



LOADING OPERATIONS begin as Walt Grove hoists baled hay into rear of helicopter. (staff photo)



LAST BALEFS of hay go out rear door of National Guard helicopter. (staff photo)



NATIONAL GUARD Capt. Phillip 'Chip' Washington, Command Pilot, chats with volunteers during loading of helicopter at Rancho California Airport. Wayne Cobb is on the right. (staff photo)

staff photo

In view of the current helicopter for RCWD) use came up again but was tabled for further discussion at the next meeting.

It was brought out that disaster funds might be reimbursable from federal funding for 75% to 100% of actual costs. These are the funds now being used under emergency arrangements on an as needed basis.

In other business the board announced the vacancy created on the board by the resignation of director Sim would be filled by appointment at the March meeting. So far three people have been nominated for the position. They are Sandy Wilkinson, Jeff Minkler and Bob Woodward.

According to Mills, no new information has been received from MWD on their 5 acre minimum parcel size to qualify for the agricultural rate although the MWD proposal has been approved with some amendments.

With respect to the sphere of influence modifications proposal required by state law, the Elsinore Valley area would come under Santa Rosa West and the Golden Triangle would be included in the Eastern Municipal Water District which was formerly under RCWD since RCWD has been wholesaling water to EMWD for Murrieta Hot Springs. The proposed modification was approved by motion, but will still require approval by LAFCO.

More than 60% of the property owners in Tonalja have petitioned to have a Tonalja special assessment district formed so water service can be extended to the area permitting property development. The district would be initially financed by a bond issue to cover costs of installing the service and would be retired through assessments. Formation of such a district will require Board of Supervisors approval however. The RCWD board adopted a resolution by motion to request formation of a special assessment district in the Tonalja area.

Finally, plans were made to hold a special workshop seminar in water rate setting for members of the board.

Michael said.

The Temecula-made units were also utilized prominently during the mighty medal presentation ceremonies, held out of doors on frozen Lake Placid throughout the Olympic week.

Compliance with the

Coping With Disasters

The Riverside County Office of Disaster Preparedness is responsible for planning and making maximum use of County resources to deal with the effects of a disaster and to recover as quickly as possible afterwards.

In order to fulfill this responsibility, the office works with all levels of government, from the Federal Emergency Management Agency to the local Special Districts.

As an example, when the roads were washed out during the heavy rains of early 1978, badly needed animal food and personal supplies were air lifted to the Teneja station area west of Temecula by Marine Corps helicopter.

In the Rancho Temecula area, the office works with the Rancho California Water District.

These efforts constitute a mutually beneficial arrangement whereby the Office of Disaster Preparedness assists the Water District in the procurement of surplus government property that is needed by the District, thereby saving the taxpayers many thousands of dollars.

The District is then in a better position to keep its services operating during a disaster. The district has also provided storage for basic emergency supplies for the Office of Disaster Preparedness that might be used during disasters.

While Director Robert J. Harrigan hopes that the need never arises, it is comforting to know that organizations such as the Rancho California Water District are taking steps to prepare themselves to meet future emergencies. This, Harrigan says, is what disaster preparedness is all about.

ceremonies here during the Winter Olympics, announced this week that other Pichel Lighting units will be featured in his 1980 Independence Day Spectacular at Anaheim Stadium, and at other future events of prominence.

Pichel noted that the ABC Television Network has expressed great delight with his lighting displays and has requested "Sky Trackers" for use during its television of the 1980 Academy Awards presentations.

Kiwanis Recognizes Rotary

The Kiwanis Club of Rancho-Temecula-Murrieta will be joined by members of the Rotary Club of Rancho Temecula at a special joint meeting on Thursday, February 28, in honor of the 75th anniversary of the founding of Rotary International.

Rotary International, which was established February 23, 1905 in Chicago, Illinois, is the oldest of the service organizations. Today Rotary numbers 850,000 members in 18,300 clubs in more than 150 countries.

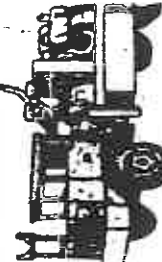
In announcing the special Rotary anniversary event, Bob Gurney, president of Kiwanis Club of Rancho-Temecula-Murrieta characterized Rotary as the "trail-breaker in the concept of community service coupled with fellowship."

He said this concept inspired the formation of similar organizations-like Kiwanis-so that today the service club movement is numbered in the millions, and is worldwide in scope.

He quoted LIFE Magazine as saying the service club movement was "the most distinctive of all of North America's contribution to the achievement of the Twentieth Century."

may have an unusual display area. Put and Pick feel they will now be able to offer even better service

OF/DJ-4310
BARRAMAN, ARZA
LICENSURE No. 144374



There is a different California Pools.

Ronnie Done has had the Done Floor Covering business in Hemet for a long time and is an expert in estimating a job—he realizes of an accurate estimate when selling a professional service. Pools gave Ronnie not only an estimate that was accurate and the also provided him with professional drawings and choices in the custom pool and spa. Ronnie told us this is why he decided to go with California Pools rather than another pool builder. We're professionals through and people recognize and appreciate it. That's the difference between us and them.

TURBO-CLEAN AUTOMATIC SYSTEM

You have the fun. It does the work.

Turbo Clean is the completely automatic built in pool cleaning system by Master Pools. Installed in your pool floor Turbo Clean is all but invisible. There is no floating apparatus, no extra tracks, no hoses to wear out, nothing to run on or off. Turbo Clean quietly and evenly circulates heated water from the floor of your pool and works with a pool cover or solar heater. Ask California Pools about Turbo Clean and how you save electricity, gas, money, and time.



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"Our 28th Year in Business"
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15 TO 20 YEARS FINANCING AVAILABLE

NOW IN RANCHO CALIFORNIA/
27780 Front St. Suite 4-A Lic. #185102 / 67



Handwritten text: Rancho California Pool

Handwritten signature: Tommie

Where to get sandbags

If you need sandbags or have flooding problems, help is available in some areas:

In Banning:

- Banning city yard, 176 E. Lincoln St., from 8 a.m. to 4:30 p.m. After 4:30 p.m., bags are available at Banning Fire Station No. 1 at 174 N. Murray St. and Station No. 2 at 5261 W. Wilson St.
- During major flooding, Banning residents can call the Police Department at 922-1290 and bags will be delivered to the home.

● In other parts of the San Geronlo Pass and vicinity:

- Fire Station 20, 1550 E. 6th St., Beaumont.
- Fire Station 66, 628 Maple Ave, Beaumont.
- Fire Station 24, 14580 Broadway, Cabazon.
- Fire Station 21, 906 Park Ave, Calimesa.
- Fire Station 22, 10055 Avenida Miravilla, Cherry Valley.
- Fire Station 63, 46305 Poppet Flats Road, Poppet Flats.

In Corona:

- The city yard, 806 East Vicentia Avenue and at 806 Buena Vista Avenue. The yard is normally open weekdays from 6:30 a.m. to 5 p.m., but will stay open if storm conditions become imminent. The station will supply bags, sand, shovels, and assistance to those who need it. Corona seniors can get filled bags delivered by calling 736-2301. The limit is 20 bags.

In Hemet:

- Ryan Field forestry station, Stetson Avenue at Hemet-Ryan Airport.
- Valle Vista forestry station, 25175 Fairview Ave.
- Little Lake forestry station, 25954 Stanford St. Ten sandbags per household.
- Sage forestry station, 37381 Sage Road.

In Lake Elsinore:

- California Department of Forestry Stations No. 10 and 11 hand out free sandbags during emergency situations only.
Station 10, located at 410 W. Graham Ave., Lake Elsinore, gives out about 10 sandbags to each person.

1979/1980

FEB 16 '93 TEM ONLY

Temecula recovering from floods

By Robert Scally
The Press-Enterprise

TEMECULA

One month ago today flood waters raged through Old Town Temecula, damaging many of the historic district's stores and antique shops.

But now Old Town appears to be on its way to recovery. Many shops have reopened and this weekend's business was bustling again, merchants said.

"It's was a good week all along. It's been a normal weekend," Sharon Powers, owner of Main Street Antiquities located in the Emporium Building, said yesterday.

Shop owners breathed a sign of relief last week as bulldozers and other heavy equipment began clearing debris and deepening the channel of the Murrieta Creek, which runs parallel to Old Town.

Some merchants blamed debris and silt that filled the creek bed for the severity of last month's flooding.

Television coverage gave Old Town Temecula some unwelcome statewide and national publicity. Just after the flood waters receded, some business owners worried privately that the publicity might permanently harm Old Town's reputation.

But Beth Reed, owner of the Country Seiler and A to Z Antiques, said she found that many of her customers went out their way to find out if her hard-hit store would reopen.

Reed said she is still working on reopening her Main Street store, which was hit with about three-and-half feet of mud and water. She hopes to be back in business by this weekend.

Keith and Judy Roynon, the owners of Mr. R's Antiques on Front Street, refinshed more than 60 pieces of furniture in the past month to get their shop back in business, said their general manager, Marie Sola.

Shopkeepers and building owners pulled together to get back in business as fast as possible, replacing carpeting and scraping away mud, Sola said.

Old Town's merchants are hoping that the annual Rod Run, a classic car rally scheduled to take place Feb. 27 and Feb. 28, will help them recoup some business lost in the flood.

Ellyth-Temecula

Continued from B-1

runoff and slowing its release into the creek, Buchanan said the dirt roads would have been washed out earlier this winter.

He said Metropolitan has to release water at a faster rate now to make room in the reservoir for water imported from Northern California. The lake is a storage facility for the district water used by millions of Southern Californians.

Standing agreements with downstream users also require that Metropolitan release storm runoff into the creek from Lake Skinner.

Metropolitan is now releasing 15 to 17 cubic feet of water per second, or 112 to 127 gallons per second into Tocalota Creek. That will be increased to 40 to 50 cubic feet per second, or 299 to 374 gallons per second.

The creek yesterday was running over Pourroy Road near Crane's house, making the street barely passable for motorists.

About 5,300 acre-foot of water must be released from Lake Skinner. One acre-foot is the amount of water needed to cover an acre with a foot of water, or about 326,000 gallons, enough to meet the water needs of two families for a year.

The release should have no effect on improved county maintained roads or other structures that are properly designed and constructed, Metropolitan's letter to area residents advised.

"However, it will cause additional disruptions to some properties where private access roads, corrals or other improvements have been made into Tocalota Creek without adequate consideration of the creek's flood potential," the letter stated.

HOODS - removed

District water release worries rural families

Residents say

... result in more flooding that would make their private roads impassable.

3-2-93

FRENCH VALLEY
As many as 15 families could be stranded Tuesday when the district more than doubles the amount of water being released into Tocalota Creek from Lake Skinner, area residents said yesterday. Portions of Pourroy Road, Maddalena Road, Priscilla Street and Buena Ventura Road will be made impassable by the rising creek, said resident John Rockwell. The dirt roads are all private and are not maintained by Riverside County. Rockwell and his neighbor, Sally Crane, said they hope Metropolitan or the county will ensure that their roads are passable as residents and emergency officials bear the water release is increased.

"We are taxpayers," Crane said. "We go help pay for the dam, give us a little

property, which should allow us to get in and out of the area by all but two families on Pourroy, said George Buchanan, superintendent of the Metropolitan-owned reservoir and filtration plant.

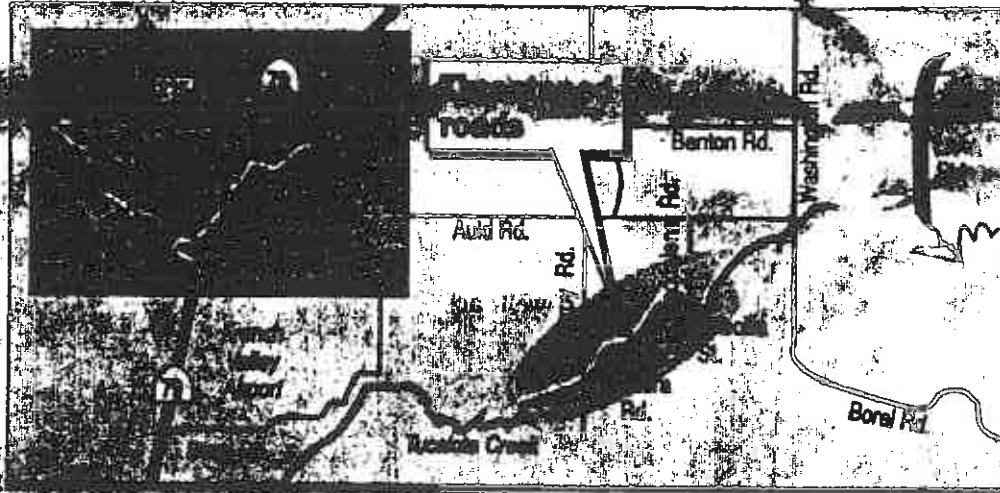
Crane, husband Larry, her daughter and two grandchildren are one of the two families living on Pourroy that cannot reach the access road.

Sally Crane said she and her husband were stranded in their house for five days in January because the creek washed out Pourroy. She said she lies awake at night thinking of ways to get out if Pourroy is knocked out again.

"It drives me crazy," she said. The Cranes moved to the area in 1988. Sally Crane estimated her family has spent nearly \$3,000 on gravel, culverts and grading to make Pourroy passable. She said most other neighbors can't afford to spend any money on their dirt roads because of the recession.

Buchanan said Metropolitan is prohibited from spending public money on private roads.

Metropolitan is holding a community meeting on the issue at 7 p.m. today at the Lake Skinner operations center, 33740



The Press-Enterprise

Borel Road. The district also has sent a letter to residents about the release.

Buchanan said the release of water from the dam will continue for at least two months and possibly longer if the rainy weather continues.

The county will have a representative at tonight's meeting and will try to help the residents if the water district won't, said Tek Tanaka, deputy director of the county Transportation Department.

"We'll explore all avenues for remedying these problems if Metropolitan leaves

us holding the bag," he said.

But Tanaka said he expects Metropolitan to address the concerns of neighbors who live in the rolling hills west of Lake Skinner.

"They have responsibilities and I think they know what they can and can't do," Tanaka said of Metropolitan. "From a public relations standpoint they would want to maintain some kind of credibility with the community."

Were it not for Lake Skinner trapping
Please see CREEK, B-8

1993

Temecula cleans up after creek overflows

Four feet of water left mess in Old Town

By Carl Love
The Press-Enterprise 1/18/93

TEMECULA
Residents and business owners shoveled out mud, swept out water and picked up debris yesterday after four feet of Murrieta Creek roared through Old Town Temecula on Saturday night.

At the Rancho West apartments on Pujol Street, Leonard and Stephanie Holt had to put their bed on blocks to avoid the three feet of water that flooded inside.

Yesterday, the water retreated but mud covered their kitchen, their carpet was soaked and much of their furniture was ruined. They estimated the damage to be in the thousands of dollars.

"The whole place is trashed," Leonard Holt said.

They planned to spend last night in a friend's apartment. On Saturday, hundreds of apartment residents had no choice but to ride out the storm. Floodwaters blocked rescue crews from reaching the complex.

They were without power for much of that night and neighbors passed out candles and helped the elderly. Many on the second floor invited their first-floor neigh-

bors to spend the night with them.

Another neighbor, Tina Eli, is seven months' pregnant and had labor contractions during the rain. Her husband, Jeff, was on the east side of the creek and couldn't get across the Main Street bridge in his four-wheel drive truck until 11 p.m.

"They (the police) told me I was on my own," he said when he came to a barricade on Main Street. "But I had to get her out."

Miraculously, their first-floor apartment about 15 yards from the creek was not damaged, but Tina's car was covered with mud.

"I just can't believe all the damage," she said, fighting back tears. "My car is ruined."

The Eells moved to Temecula a month ago and after Saturday night they're not planning to stay much longer.

"Maybe this happened for a reason," she said. "God's trying to tell us to get the hell out of Temecula or at least from the river."

Evidence of the flood was everywhere at the Rancho West apartments yesterday: interiors of at least a dozen cars caked with mud, a dirty swimming pool, and the

Please see **TEMECULA, B-3**

TEMECULA 1/18/93

Continued from **B-1**
apartment building hallways covered with mud.

Two lawn chairs, a children's pool and stroller were tossed into shrubs near the corner of Pujol and Main streets.

Western Land real estate agent Bob Scott hosed down the mud in front of the business and ripped the state Department of Fish and Game for not allowing Riverside County flood officials to clear the creek with bulldozers last year.

A county spokesman said earlier that state officials were afraid that bulldozers would damage the creek.

Vegetation so clogged the creek that flood officials earlier estimated it could only carry half the volume of the water it did a decade ago. Lawnmowers brought in last year to trim the growth bogged down in the mud.

"If anybody says anything to me about

environmentalists, endangered species and wetlands, I will give them three or four phrases of what they can do," Scott said. "That's why we have this mess."

Diana Seider, county historian, went to Temecula and Murrieta to observe damage to historic buildings.

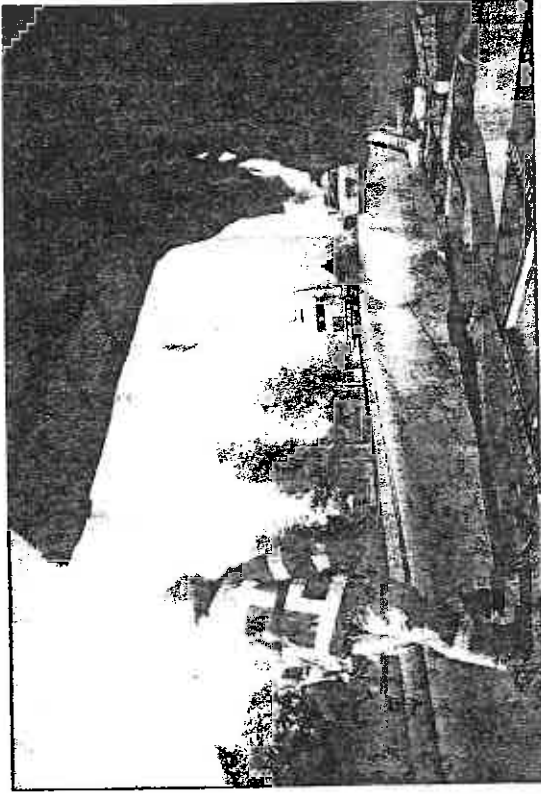
She said The Bank, a Mexican restaurant in Old Town Temecula, had mud while The Mercantile Building suffered a loss of mortar holding exterior brick at water level. Temecula Hotel had water flowing under the building.

A sign outside a real estate office in Old Town Temecula was blockaded with sandbags but spoke to the determination of people to recover from the floodwaters that swallowed their community:

"We Will Be Open Monday If God Willin & The Creek Don't Rise," promised the sign at Countryside Realty on Front Street.

Staff writer Pat Mirkland contributed to this report.

Elites - Temecula



Peter Phun / The Press-Enterprise

A firefighter walks beside pieces of a trailer Monday at an accident site on Highway 60.

WINDS

Continued from A-1
had this year," said John Gless of Gless Ranch in Riverside.

Gless said growers likely would use their wind machines to raise the temperatures in the groves or fight the cold by turning on the water.

"As water turns to ice, it gives off heat," Gless said.

The low temperatures were forecast on the heels of Santa Ana winds that packed gusts of 67 mph along sections of Interstate 15 and Highway 60, where at least five big-rig trucks were blown over Monday.

A big rig heading west on Highway 60 went out of control, crossed the center divider and overturned in the eastbound lanes east of Country Village Road, said CHP Officer Arlene Brannon. A fuel spill from the 9:13 a.m. accident forced the closure of all eastbound lanes until about 1 p.m.

Another big rig, one of three to crash between Mira Loma and Glen Avon, overturned about 9:34 a.m. on the eastbound lanes of Highway 60 onto the right shoulder near Entwanda Avenue.

The third truck overturned about 10:13 a.m. as CHP officers diverted traffic onto Interstate 15 off Highway 60 because of the closure, Brannon said. The crash was on the transition road from eastbound Highway 60 to northbound 15.

High winds toppled two tractor trailers heading north on Interstate 15.

One flipped about 4:40 a.m. after being hit by strong gusts near Base Line and 1-15 and the second overturned shortly afterward south of Sierra Avenue. Both incidents occurred near Fontana, police said.

Snow and ice were problems in the Morongo Valley area, where blowing snow reduced visibilities to near zero at times.

Six cars spun out and crashed about 7:20 a.m. on icy State Route 62 at the Yucca Grade, CHP Officer Tim Maley said. There were no injuries.

The winds blew over three large trees in Corona and blew over a 60-foot light pole at Butterfield Park.

"It snapped but it didn't fall on anything," said Tim Brown, landscape resources manager for Corona.

Police blocked River Road and Auburdale Road in Corona after the wind partially dislodged a Southern California Edison transformer. The area remained closed until repairs were made.

In Palm Desert, several trees blew over on Country Club Drive, forcing a closure between Portola Avenue and Cook Street. Deputy Mark Wasserman of the sheriff's Palm Desert station said the street was closed until city crews

"We had blizzard-like conditions this morning," said Officer Roger LaVoie of the CHP's Arrowhead office. "We had about 9 inches of snow this morning in Big Bear City."

In the San Jacinto Mountains community of Pine Cove, there were snow flurries throughout the morning. Some expect more snow to fall Christmas Day.

"It makes for a nice Christmas morning," said Bob Bollmann, owner of the Pine Cove Inn.

This year's Santa Ana wind season may turn out to be one of the strongest and most persistent in recent memory. The inland region has been buffeted several times since October.

Mostly sunny skies are forecast for today in western Riverside and

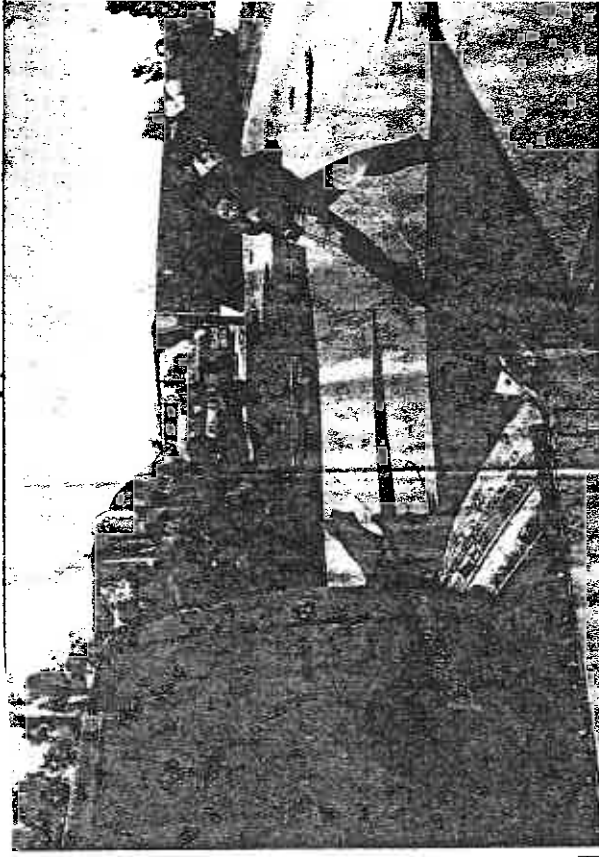
San Bernardino counties, with high temperatures in the 60s and lows in the 30s and 40s.

In the mountains, sunny skies and winds blowing 15-35 mph are forecast, with high temperatures in the 30s and lows in the teens.

Mostly cloudy skies are forecast for Yucca Valley, with winds to 25 mph and high temperatures in the 40s and 50s and lows in the 20s.

In the Riverside County desert, sunny skies are forecast with winds to 25 mph, high temperatures in the 60s and lows in the 30s.

Staff writers Jose Arballo Jr., Vanessa Arrington, Jeff Crider, Dave Downey, Patricia A. Gonzalez, David Kelly, Jack McCarthy, Sandra Stokley and the Associated Press contributed to this report.



Peter Phun / The Press-Enterprise

Leaning into the wind, CHP Sgt. Patricia Shreiber investigates an accident Monday in Glen Avon on Highway 60 in which a westbound tractor trailer ended up in the eastbound lanes.

Winds topple trees, truck Gusts to 67 mph snarl freeways; colder days predicte

By Gene Gialotto
The Press-Enterprise 12-23-97

Gale-force Santa Ana winds gusting to 67 mph buffeted the inland area again Monday, knocking over big rig trucks and huge trees.

Winds of 20-40 mph blew through the region most of the day, with gusts to 60 mph in the Cajon Pass and up to 81 mph in the San Jacinto Mountains and Highway 60.

rounds to hit Southern California since October, were forecast to let up today.

Weather cooler and possibly freezing in western Riverside and San Bernardino counties on Christmas Eve and Christmas night, according to the National Weather Service.

"Computer models are forecasting another surge of cold air to invade southwestern California on Christmas Eve and Christmas Day," the forecast

for the prospect of freezing was

for citrus growers concerned.

The winds will be the coldest

12-23-97

Winter chill expected to linger today

► Western Riverside County will see sunny skies and highs in the mid-50s.

12-25-97

By Gene Gialotto

The Press-Enterprise

A weather front that brought bone-chilling conditions to the Inland area Wednesday held on for another day, bringing more wind and freezing temperatures to the mountains and prompting forecasters to issue a wind chill warning for Christmas morning.

Winds up to 30 mph combined with temperatures of 10 to 20 degrees to produce wind chill readings early today of minus 30 degrees in some mountain areas. Forecasters issued a wind chill warning from midnight until 9 this morning.

The same conditions are forecast for tonight, which could prompt forecasters to issue another wind chill warning for the mountains, said Brad Doyle, a forecaster with the National Weather Service in San Diego.

Cold temperatures and strong winds could bring sub-freezing conditions tonight to western Riverside and San Bernardino counties and the Riverside County desert, where temperatures forecast in the mid-30s and winds to 25 mph could produce wind chill

Wind chill

Perceived effect of cold at given temperatures and wind speeds:



Determining wind chill factor:

Exposed skin freezes quickly. Thermometer readings in degrees Fahrenheit.

Wind speed in mph	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30
4	36	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30
5	32	27	22	16	11	6	0	-5	-10	-16	-21	-26	-31	-36
10	22	16	10	3	-3	-9	-15	-20	-27	-31	-37	-41	-47	-53
15	16	9	2	-5	-11	-18	-24	-31	-36	-41	-45	-51	-57	-63
20	12	4	-3	-10	-17	-24	-31	-38	-43	-48	-53	-57	-63	-69
25	8	1	-7	-15	-22	-29	-36	-43	-48	-53	-57	-63	-69	-75
30	6	-2	-10	-18	-25	-33	-41	-49	-54	-59	-64	-69	-75	-81
35	4	-4	-12	-20	-27	-36	-43	-51	-56	-61	-66	-71	-77	-83
40	3	-5	-13	-21	-28	-37	-45	-53	-58	-63	-68	-73	-79	-85

Example: A 30 mph wind, combined with a temperature of 30 degrees Fahrenheit, can have the same chilling effect on a person as a temperature of 2 degrees Fahrenheit when the wind is calm.

Source: National Oceanic and Atmospheric Administration.

Knight-Ridder Tribune

Partly cloudy skies and winds to 30 mph are forecast for today in the San Bernardino County mountains, with highs in the mid-20s and lows near 10 degrees.

In the Riverside County mountains, partly cloudy skies are forecast for today with highs in the low 30s and lows from 15 to 20 degrees.

Partly sunny skies are forecast for today for the deserts in San Bernardino County with winds to 25 mph, light in the 40s and lows in the mid-20s.

► More weather on B-6.

Church choir invited to Clinton inaugural

Group to perform at a capital gala

by Ricardo Duran
 The Press-Enterprise

PERRIS

The Rev. Curtis McCullom was having trouble with his tenors.

"Come on tenors, it's Glo-ry, Glo-ry ha-le-lu-ya," said the spiritual leader of the Perris Church of Christ as he made tenors, altos, sopranos and basses repeat the refrain of "Battle Hymn of the Republic" over and over.

There is no room for error. And the choir, known as the Perris Singers, is practicing hard, from 7 p.m. until almost 11 p.m. nightly. It's the price of perfection as they prepare to sing at one of President Clinton's Jan. 20 inaugural celebrations.

"We don't know exactly where on the program we'll be but, at least for me, I'm thrilled we were asked to be there," he said.

"It's absolutely wonderful," said 68-year-old Lula Mae Lollis of San Bernardino, a bass whose a deep rich voice belies her grandmotherly smile.

McCullom, who sometimes directs and is one of five soloists in the a capella choral group, said he did not know they were invited until he received a faxed letter from the 53rd Presidential Inaugural Committee on Jan. 3.

McCullom said he discovered that a church member, LeSand



David Bauman / The Press-Enterprise

Perris Church of Christ minister Curtis McCullom leads rehearsal for the choir that will

sing at President Clinton's inaugural ball. The inaugural committee invited them to perform.

inaugural committee.

That led to a request by the inaugural organizers for a cassette recording of the group. McCullom sent a copy of the choir's 1996 cassette, "To the Glory of God" and a few newspaper clippings, which included one mentioning its 1st

group of people," McCullom said.

Among them are Lollis, whose voice prompts many listeners to do a double take. At the other end of the spectrum are sopranos Wilma Chambers and Ketherine Marshall, whose voices can be angelic or purposeful depending on the

Christ building on 4th and F streets this week and plan to continue until Friday.

Sounds of glory: To hear a sample of **The Perris Community Singers**, call NewsLink: Riverside-Moreno Valley (909) 222-7000; Hemet-San

Still another storm bringing more rain

By Gene Ghlotto
 The Press-Enterprise

Another Pacific storm is expected to drench Southern California today, bringing more rain to the valleys and more snow in the mountains.

The storm is forecast to drop about an inch of rain in areas of Riverside County already soaked by a series of storms over the weekend.

Since Sunday more than 4 inches of rain has been recorded in Temecula, 2.4 inches in Banning, 1.9 inches in Hemet, 1.8 inches in Riverside and Corona and 1.7 inches in Moreno Valley.

More than six feet of snow has fallen in the San Bernardino and San Jacinto mountains.

Mark Moede, meteorologist with the National Weather Service, said the storm expected to hit the area today should bring about an inch of rain and some snow to the mountains above 6,000 feet.

The storm front was expected to move out late today, leaving cloudy skies and a chance of scattered showers on Thursday, Moede said.

In western Riverside County, rain forecast for today was predicted to diminish by evening. High temperatures were expected to be in the 50s and lows in the mid-40s.

Rain gauge

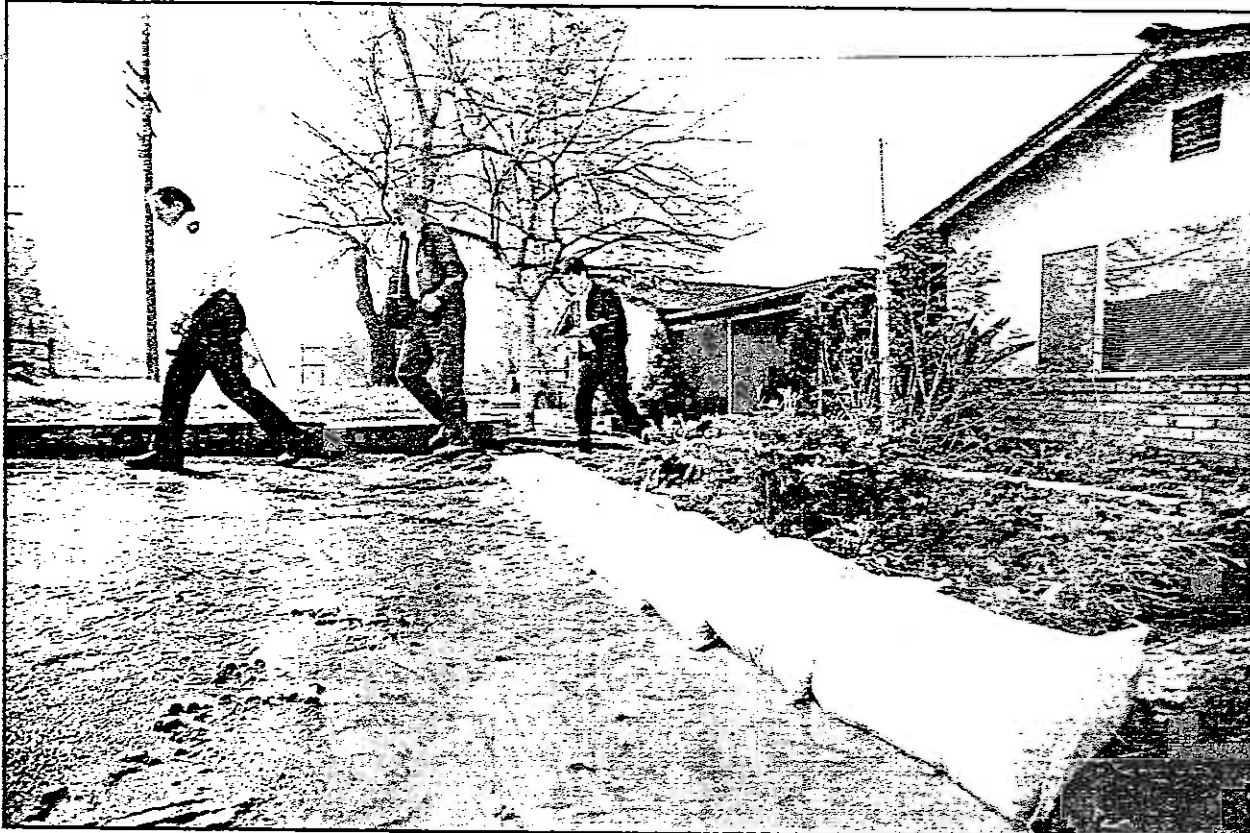
Place	1-day total ending Tuesday	Season to date	Last season to date	Total* season average
Idyllwild	0.67	16.89	2.96	22.49
Lake Elsinore	0.41	4.91	0.56	10.64
Murrieta	0.30	4.25	0.45	16.74
Riverside	0.21	5.83	0.23	9.82
Sun City	0.12	4.70	0.42	10.83
Temecula	0.59	8.90	0.65	12.26

Precipitation reported in inches. The season begins July 1.
 *Average for 12 years except: 13 in Banning; 11 in Moreno Valley, Temecula and Yucaipa; 10 at Palm Springs Tram; five in Murrieta.

Jan. 15, 1997

\$ REWARD \$

JAN 22 '93 NORTHERN CALIF



David Bauman / The Press-Enterprise

Federal inspection team examines flood damage at a residence in Norco yesterday.

Disaster aid for county? Chances seen as strong

By Dave Downey
The Press-Enterprise

Riverside County stands a strong chance of obtaining federal disaster aid for homeowners and business owners whose properties were devastated by two weeks of rain and floods, a state official said yesterday.

"I feel relatively certain that that will happen, but I'm not the one who makes those decisions," said Melanie Ingram, Ontario-based emergency services coordinator for the state Office of Emergency Services.

"We're not going to be going into people's homes and sitting down and making promises we can't keep," Ingram said. "Everything has to be couched in 'may' and 'possibly.'"

She said her office could make a recommendation seeking aid for the county to Gov. Wilson as early as this weekend. And if the governor approves, an application would be forwarded to President Clinton.

Because of the damaging storms, Wilson has issued emergency declarations for all or part of 17 counties, including Riverside, San Bernardino, Orange and San Diego counties.

Ingram inspected damage in Norco, Lake Elsinore, Murrieta and Temecula yesterday. She was joined by Ron Mermelstein, loss verifier for the Los Angeles office of the U.S. Small Business Administration, and Larry Hendrickson, a Federal Emergency Management Agency reservist from Pasadena.

It is unknown how much assistance the county could receive if a federal disaster declaration is made, Ingram said, because damage estimates are changing daily. She said it could be in the tens of millions of dollars.

Mary Moreland, emergency services coordinator for Riverside County, said the damage estimate already is up to about \$20 million and rising.

However, it is difficult to project how much federal aid would be needed because many property owners have flood insurance, officials said.

Ingram said the county stands a good chance to receive aid in part because so many California counties are seeking relief. When numerous communities are affected by a disaster, that fact makes a strong case that the state is not equipped on its

Please see A1D, B-4



had gone, but a foot-thick layer of mud covered everything. "We were wiped out," he said. "I lost about a month of business to that flood. Its gonna cost \$60,000 to put things back the way they were."

Two months after the flood, De Bence is back in operation, and though his customers are returning, his finances are stretched thin. "Right off the bat I had to buy a \$1,000 compressor," he said. "My old one was wrecked. I haven't been able to pay my rent, and bill collectors are beginning to bother me."

He said he has applied for a low-interest loan from the federal Small Business Administration, "but I haven't seen a dime yet, and their agent tells me it could be another month before I do. On top of that, there are mosquitoes everywhere inside the shop!"

Behind the shop sits a vintage Volkswagen still filled with mud. The shop owner said it was almost totally submerged in the flash flood. "I was gonna restore it," he said, "but now I can't get the doors open and the wheels have locked. Someday, maybe. . . ."

Nonetheless, De Bence is highly optimistic about the future. "I've been in this business for 16 years . . . 13 of 'em in Mexico, and survived," he said. "In the Vietnam era, I was a fighter crew chief for the U.S. Air Force in Thailand, Okinawa and The Philippines . . . and survived. I'll survive this."

The Temecula resident holds FAA certification to work on aircraft engines and power plants; he's a licensed welder and an automotive electrician. Above one

See FLOOD/Page 3

Staff photo by Ted James

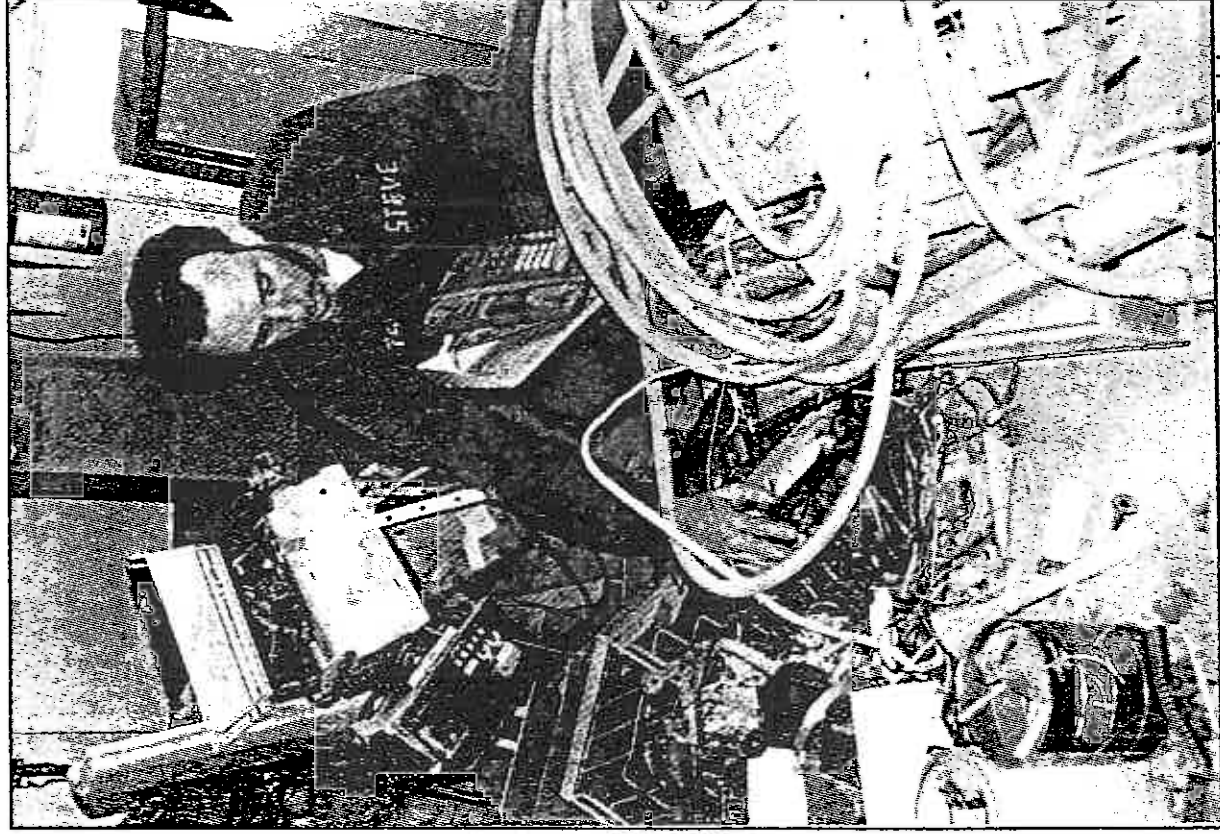
Rancho News 3/21/93
Steve De Bence's auto electronics repair shop took a beating when three feet of water rushed in. De Bence shows how high the water hit.

3-21-93



3/21/93
Rancho news

3-21-93



Staff photo by Ted James

Steve De Bence shows flood damage inside his shop.

FLOOD: Businessman escapes

From Page 1

of his benches is a \$7,000 electronic testing system he's building himself. He proudly pointed to a drum beneath it. "That contains sea water that I use as an electrical 'load,'" he said. Along another wall is specialized equipment for sand-blasting and rebuilding alter-

nators and starters.

De Bence couldn't talk any longer. He was too busy. Gabriel Zavala, a Winchester avocado harvester, brought in a special trailer that had to be re-wired and equipped with electrical adapters. From beneath the trailer he said, "Yeah, with customers like Gabriel, I'll survive. You bet I will!"

11-21-97 P.E.

Temecula

Area temperatures

Temecula				Lake Eschore				Sun City			
Date	High	Low	Last year's High	Date	High	Low	Last year's High	Date	High	Low	Last year's High
Oct. 20	77	60	79	Oct. 20	72	53	na	Oct. 20	76	60	73
Oct. 21	80	59	83	Oct. 21	73	56	73	Oct. 21	76	58	72
Oct. 22	80	56	80	Oct. 22	78	51	74	Oct. 22	82	44	77
Oct. 23	75	61	78	Oct. 23	76	51	76	Oct. 23	76	61	77
Oct. 24	75	60	75	Oct. 24	72	56	76	Oct. 24	76	59	77
Oct. 25	77	49	73	Oct. 25	72	49	71	Oct. 25	76	51	72
Oct. 26	85	51	70	Oct. 26	77	46	71	Oct. 26	81	45	68
Oct. 27	78	48	70	Oct. 27	73	42	74	Oct. 27	78	45	68
Oct. 28	82	46	67	Oct. 28	75	44	71	Oct. 28	78	46	67
Oct. 29	81	46	68	Oct. 29	77	43	66	Oct. 29	82	46	68
Oct. 30	91	48	58	Oct. 30	84	42	63	Oct. 30	85	47	56
Oct. 31	92	49	65	Oct. 31	87	47	57	Oct. 31	90	48	62
Nov. 1	99	48	75	Nov. 1	93	43	71	Nov. 1	93	52	72
Nov. 2	88	56	65	Nov. 2	91	49	57	Nov. 2	92	52	62
Nov. 3	97	55	67	Nov. 3	91	49	56	Nov. 3	93	51	70
Nov. 4	93	44	74	Nov. 4	88	51	58	Nov. 4	88	44	71
Nov. 5	86	51	79	Nov. 5	84	46	60	Nov. 5	88	51	66
Nov. 6	87	50	79	Nov. 6	87	47	70	Nov. 6	86	50	71
Nov. 7	77	47	80	Nov. 7	82	47	72	Nov. 7	79	51	81
Nov. 8	75	56	82	Nov. 8	70	49	85	Nov. 8	75	55	88
Nov. 9	81	51	90	Nov. 9	75	46	88	Nov. 9	81	51	90
Nov. 10	65	58	na	Nov. 10	70	54	81	Nov. 10	75	58	89
Nov. 11	69	53	87	Nov. 11	62	42	85	Nov. 11	65	52	89
Nov. 12	69	56	na	Nov. 12	63	50	85	Nov. 12	65	54	90
Nov. 13	60	52	na	Nov. 13	75	45	81	Nov. 13	58	48	85
Nov. 14	72	50	na	Nov. 14	75	49	74	Nov. 14	67	46	72
Nov. 15	70	49	68	Nov. 15	71	49	60	Nov. 15	66	46	63
Nov. 16	72	49	66	Nov. 16	75	41	60	Nov. 16	69	45	67
Nov. 17	76	46	73	Nov. 17	66	41	66	Nov. 17	72	43	68
Nov. 18	79	44	79	Nov. 18	72	38	72	Nov. 18	77	42	70
Nov. 19	78	43	75	Nov. 19	69	39	73	Nov. 19	74	43	79
Nov. 20	78	59	na	Nov. 20	69	49	72	Nov. 20	74	55	78

musicals.
 Tonight's opening is at 8. The
 cost is \$15 per person and reservations are required.
 Other performances are on
 Thursdays through Saturdays and
 2 p.m. Sundays through July 25.
 Admission is \$5 for Thursdays and
 \$8 for adults and \$6 for children
 and seniors for other perfor-
 mances.

The Playhouse is in a business

Shakespeare's "A Midsummer Night's Dream."

at 2011 Yucca Terrace, Suite B-5, Temecula. For reservations, call 774-0275.

OTHER WEEKEND EVENTS

Today

- The Jon Laskin Band will perform blues and rock from 5 to 8 p.m. Friday at Thorriton Winery in Temecula. Free.
- Mt. Palomar Winery will host a wine and cheese party from 6 to 8:30 p.m. at the

winery on Rancho California Road in Temecula. A variety of wines will be served with gourmet cheeses. Two Way Street will perform. \$20. (800) 854-6177.

- Calvary Chapel of Temecula Valley will present a "Summer Concert in the Park" with Christian '60s group "Santos" at 7 p.m. at Temecula Community Recreation Amphitheater. Monty Sharp of Student Venture will deliver a message. Free. 699-0553.

Temecula July 10 - 1998

Area temperatures

Temecula				Lake Elsinore				Sun City			
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high
June 09	73	56	83	June 09	76	53	89	June 09	78	59	77
June 10	72	54	87	June 10	75	57	91	June 10	80	58	91
June 11	69	57	79	June 11	73	58	89	June 11	76	60	82
June 12	81	47	72	June 12	80	49	77	June 12	82	53	68
June 13	81	47	72	June 13	80	49	77	June 13	82	53	68
June 14	82	52	67	June 14	87	53	71	June 14	90	55	67
June 15	79	53	84	June 15	91	56	86	June 15	88	59	84
June 16	76	58	80	June 16	74	43	91	June 16	72	60	89
June 17	82	57	89	June 17	78	60	99	June 17	86	58	95
June 18	84	51	89	June 18	90	53	99	June 18	88	57	98
June 19	86	60	89	June 19	89	53	96	June 19	92	57	92
June 20	82	57	88	June 20	86	43	92	June 20	88	59	89
June 21	85	58	86	June 21	88	55	99	June 21	89	60	86
June 22	83	52	86	June 22	87	54	88	June 22	90	54	86
June 23	81	56	82	June 23	85	54	87	June 23	89	58	88
June 24	82	58	85	June 24	88	55	92	June 24	87	59	90
June 25	84	55	88	June 25	88	54	97	June 25	90	57	93
June 26	84	55	87	June 26	90	55	95	June 26	88	59	87
June 27	89	58	85	June 27	94	56	92	June 27	96	60	88
June 28	89	58	85	June 28	96	67	89	June 28	100	63	88
June 29	90	56	86	June 29	100	59	90	June 29	97	62	87
June 30	88	55	86	June 30	94	90	87	June 30	98	61	86
July 01	86	74	88	July 01	94	59	100	July 01	95	60	98
July 02	81	59	101	July 02	93	58	101	July 02	86	67	101
July 03	78	60	100	July 03	88	55	104	July 03	84	62	103
July 04	76	59	na	July 04	95	55	105	July 04	88	57	103
July 05	82	55	94	July 05	92	59	103	July 05	90	58	101
July 06	96	55	88	July 06	88	57	101	July 06	101	60	96
July 07	92	64	85	July 07	97	66	99	July 07	na	na	80
July 08	93	64	88	July 08	97	66	97	July 08	97	64	82
July 09	91	61	89	July 09	97	64	95	July 09	92	67	87

Withering weather for weekend

The Press-Enterprise

The mountains will get sunshine

R. Michael Duffin, M.D.

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VISA

Our Forecasters

Forecasters may have come to realize that the weather is watching them, not the other way around. They're watching the weather through the forecast.

The forecast kept the weather from showing its meteorological side in some desert areas. The forecasters are back for a day.

The forecasters are back for a day. The forecasters are back for a day. The forecasters are back for a day.

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The forecasters are back for a day. The forecasters are back for a day. The forecasters are back for a day.

11-20-98 Temecula

Area temperatures

Temecula				Lake Elsinore				Sun City			
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high
Oct. 20	na	na	77	Oct. 20	85	45	72	Oct. 20	86	54	76
Oct. 21	74	52	80	Oct. 21	78	50	73	Oct. 21	74	52	76
Oct. 22	83	51	80	Oct. 22	84	48	78	Oct. 22	86	54	82
Oct. 23	89	44	75	Oct. 23	85	58	76	Oct. 23	87	59	76
Oct. 24	84	52	75	Oct. 24	81	52	72	Oct. 24	80	57	76
Oct. 25	na	na	77	Oct. 25	55	41	72	Oct. 25	69	55	76
Oct. 26	71	51	81	Oct. 26	69	46	77	Oct. 26	70	48	81
Oct. 27	76	47	78	Oct. 27	72	50	73	Oct. 27	70	49	81
Oct. 28	76	50	82	Oct. 28	76	49	75	Oct. 28	75	49	78
Oct. 29	67	52	81	Oct. 29	74	50	77	Oct. 29	70	51	82
Oct. 30	69	49	91	Oct. 30	69	48	84	Oct. 30	69	52	85
Nov. 01	75	42	99	Nov. 01	74	44	93	Nov. 01	77	50	93
Nov. 02	74	42	88	Nov. 02	72	45	91	Nov. 02	72	48	92
Nov. 03	80	42	97	Nov. 03	78	42	91	Nov. 03	75	45	93
Nov. 04	81	41	93	Nov. 04	77	42	88	Nov. 04	82	48	88
Nov. 05	73	41	86	Nov. 05	77	42	84	Nov. 05	71	48	88
Nov. 06	66	56	87	Nov. 06	66	46	87	Nov. 06	68	47	86
Nov. 07	68	42	77	Nov. 07	67	41	82	Nov. 07	70	48	79
Nov. 08	57	42	75	Nov. 08	53	41	70	Nov. 08	62	52	79
Nov. 09	68	42	85	Nov. 09	63	43	75	Nov. 09	67	49	81
Nov. 10	71	37	65	Nov. 10	69	37	70	Nov. 10	68	41	75
Nov. 11	57	37	69	Nov. 11	62	45	82	Nov. 11	60	50	65
Nov. 12	78	37	69	Nov. 12	68	39	63	Nov. 12	73	49	65
Nov. 13	78	38	60	Nov. 13	68	39	75	Nov. 13	80	48	58
Nov. 14	81	38	72	Nov. 14	75	39	75	Nov. 14	80	48	67
Nov. 15	77	37	70	Nov. 15	75	38	71	Nov. 15	79	44	68
Nov. 16	76	37	72	Nov. 16	75	40	75	Nov. 16	77	42	69
Nov. 17	66	53	76	Nov. 17	69	46	66	Nov. 17	64	48	72
Nov. 18	69	46	79	Nov. 18	67	43	72	Nov. 18	68	48	77
Nov. 19	76	40	78	Nov. 19	76	40	69	Nov. 19	75	44	74

late Sunday as another cold front from the Gulf of Alaska makes landfall in Northern California, the forecaster said.

"We should see cooler and cloudier weather but no rain early

next week," he said.

Residents of the Inland valleys should see sunny skies this weekend with highs in the 70s and lows in the low 50s and upper 40s.

In the mountains, sunny skies,

highs in the upper 50s and 60s and lows in the 30s are forecast.

Desert dwellers can expect sunshine with highs in the upper 70s and 80s and lows in the 50s.

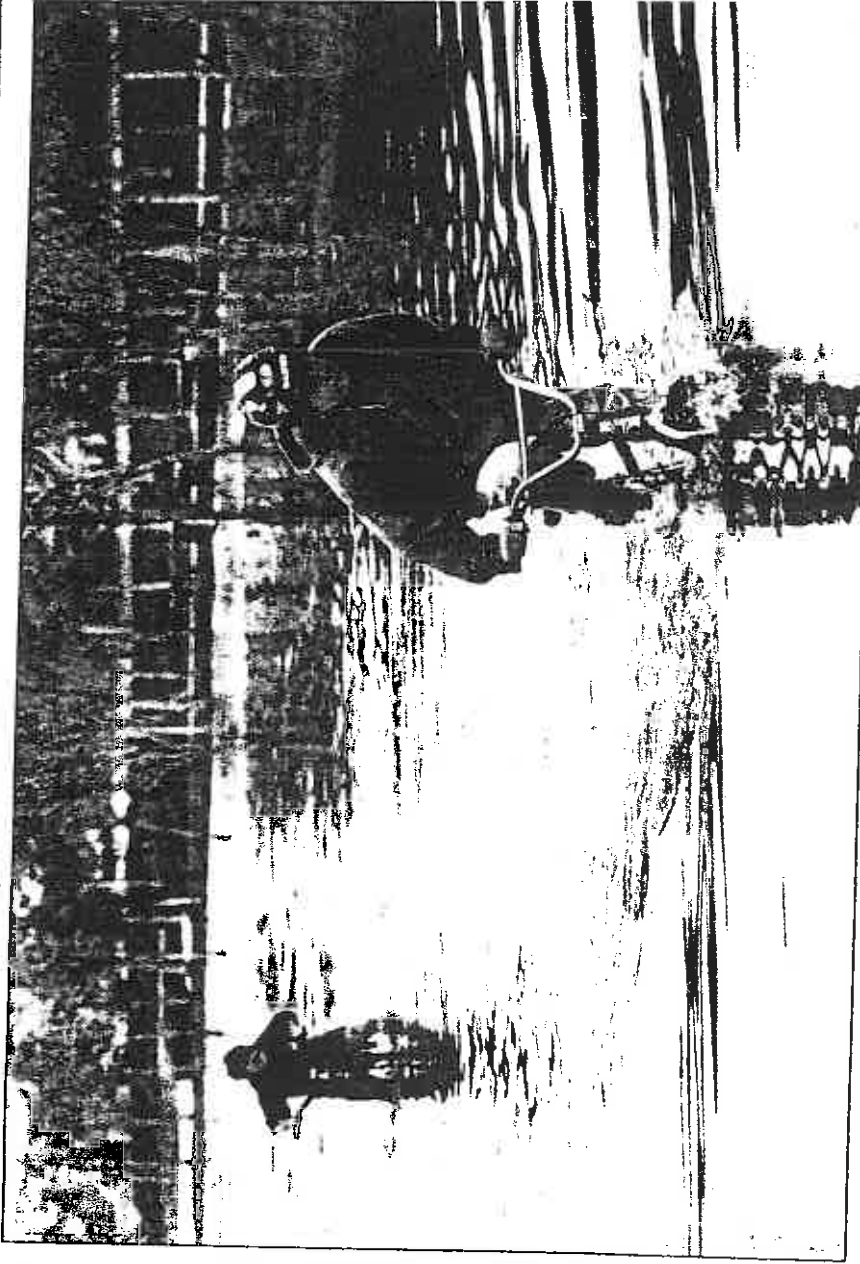
Weather 4

Features 6

Comics 7

Temecula-Murriet

Temecula and the Region



Rena Harrison, 11, left, and **Jeff Anderson**, 10, pedal their bikes through a flooded parking lot at Menifee Lake Swim Club on Tuesday. Behind the youngsters is rain-drenched La Paloma Park. Dry week.

Thomas Kelsey/*The Press-Enterprise* and warmer weather is forecast for the rest of the week.

Region 'dodges bullet' in storm, cleans up

► Temecula, Murrieta creeks approach but don't match 1993 flood levels. Sunshine Tuesday gives residents a chance to dig out.

By **Garvin Teachbana** and **Joe Vargo**
The Press-Enterprise

With camcorder rolling, Tom Lane and his family watched in horror as their 31-foot trailer, pickup truck and cement mixer floated down rain-swollen Murrieta Creek.

"I was devastated," Lane said. The episode began shortly after midnight Monday at his home at Washington Avenue and Elm Street in Old Town Murrieta. "Just that quick, a matter of seconds, and the trailer was gone."

After the storm moved on, Lane made another troubling discovery: His home, which had been 49 feet from the creek bed, was now just 10 feet away, the result of erosion from the steady rains.

Lane put the loss of the equipment at \$12,000. The force of the current during what officials called one of the most powerful storms in years washed his truck two miles downstream near the Temecula office of the state Department of Motor Vehicles.

Riverside County Flood Control will re-

store the creek banks near the Lane property, as it did when major floods devastated Murrieta and Temecula in 1993, officials said. Work had not begun late Tuesday.

Murrieta City Councilman **Warrie Enochs** said his city "dodged a bullet." Officials from other cities and Camp Pendleton said heavy rains and saturated soil threatened to create conditions like those that resulted in the devastating floods five years ago.

About 18,000 cubic feet of water per minute flowed past measuring equipment at the junction of Murrieta and Temecula creeks during the heaviest point of the storm. The previous high level this season was about 7,000, officials said. In 1993, the creek reached about 28,000 cubic feet per minute.

As the skies finally broke Tuesday and sunshine poured down, communities throughout southwest Riverside County dug out from the latest storm.

Roads in Canyon Lake flooded, leaving 600 families with no access to their homes except by boat. The lake spilled three feet over its dam with both floodgates open, meaning 2 million gallons of water a minute were gushing out.

That volume could raise nearby Lake Elsinore as much as three feet a day.

Officials in Lake Elsinore were keeping their fingers crossed but reported no major flood-related incidents. Several families voluntarily left their homes near Dexter Avenue and Second Street when a 5-foot-thick dike eroded early Tuesday. The dike was not breached.



Crossing guard Margie Perales, who also works as a teaching assistant, braves the snow and traffic in front of Idyllwild School Tuesday morning.

Steve Mead/*The Press-Enterprise*

Waters from usually tame Warm Springs Creek ripped a 10-foot-deep by 15-foot-wide sinkhole in Los Alamos Road east of Murrieta, swallowing a truck and isolating about 40 families.

Jeff Maichel, who works for International Flow Technologies, said a company employee was driving along Los Alamos at Warm Springs Creek when the road suddenly collapsed. The driver, who was

not identified, scrambled to safety. The truck was totaled.

"Water was over the road and he didn't realize it," Maichel said. "When he drove over the creek, it just gave way. The river washed it out. Luckily no one was injured. It's only money. We lost a truck in the same spot two years ago."

Mud and rockslides closed the Ortega

Please see **STORM, B-6**

2-25-98

Area temperatures

Temecula				Lake Esinore				San City				Inland Valley			
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high
July 14	93	63	86	July 14	98	61	98	July 14	95	64	92	July 14	95	64	92
July 15	91	61	89	July 15	96	60	98	July 15	94	62	96	July 15	94	62	96
July 16	97	68	86	July 16	101	65	93	July 16	100	68	90	July 16	100	68	90
July 17	91	66	85	July 17	101	66	90	July 17	96	68	90	July 17	96	68	90
July 18	87	61	88	July 18	101	62	96	July 18	95	65	94	July 18	95	65	94
July 19	84	66	88	July 19	90	60	97	July 19	88	66	97	July 19	88	66	97
July 20	83	59	94	July 20	92	60	100	July 20	89	62	98	July 20	89	62	98
July 21	84	62	95	July 21	91	61	102	July 21	86	68	100	July 21	86	68	100
July 22	85	67	95	July 22	90	67	99	July 22	86	67	97	July 22	86	67	97
July 23	89	64	89	July 23	97	63	100	July 23	94	64	98	July 23	94	64	98
July 24	91	62	93	July 24	95	61	103	July 24	95	63	98	July 24	95	63	98
July 25	86	63	93	July 25	95	60	102	July 25	94	64	99	July 25	94	64	99
July 26	86	63	98	July 26	92	61	102	July 26	88	63	100	July 26	88	63	100
July 27	83	62	93	July 27	90	56	99	July 27	80	60	102	July 27	80	60	102
July 28	82	61	98	July 28	90	57	104	July 28	84	61	102	July 28	84	61	102
July 29	78	64	98	July 29	86	56	106	July 29	82	60	102	July 29	82	60	102
July 30	88	60	102	July 30	94	55	107	July 30	92	61	102	July 30	92	61	102
July 31	95	55	99	July 31	100	56	107	July 31	95	62	106	July 31	95	62	106
Aug. 1	104	62	96	Aug. 1	102	64	105	Aug. 1	102	63	104	Aug. 1	102	63	104
Aug. 2	105	67	87	Aug. 2	102	64	102	Aug. 2	106	65	101	Aug. 2	106	65	101
Aug. 3	101	69	81	Aug. 3	107	65	103	Aug. 3	102	62	97	Aug. 3	102	62	97
Aug. 4	104	71	77	Aug. 4	110	69	88	Aug. 4	105	63	87	Aug. 4	105	63	87
Aug. 5	110	74	78	Aug. 5	115	71	87	Aug. 5	110	71	88	Aug. 5	110	71	88
Aug. 6	103	72	81	Aug. 6	110	74	89	Aug. 6	107	74	87	Aug. 6	107	74	87
Aug. 7	98	72	86	Aug. 7	107	69	98	Aug. 7	103	70	101	Aug. 7	103	70	101
Aug. 8	93	71	87	Aug. 8	107	69	92	Aug. 8	99	66	106	Aug. 8	99	66	106
Aug. 9	86	67	97	Aug. 9	98	66	105	Aug. 9	87	66	104	Aug. 9	87	66	104
Aug. 10	82	67	94	Aug. 10	86	54	105	Aug. 10	82	65	102	Aug. 10	82	65	102
Aug. 11	86	62	82	Aug. 11	86	61	102	Aug. 11	88	64	108	Aug. 11	88	64	108
Aug. 12	87	61	103	Aug. 12	93	57	109	Aug. 12	89	62	108	Aug. 12	89	62	108
Aug. 13	93	59	105	Aug. 13	99	67	111	Aug. 13	96	62	108	Aug. 13	96	62	108
Aug. 14	90	65	97	Aug. 14	96	61	106	Aug. 14	95	61	104	Aug. 14	95	61	104

BIRT

- Inland Valley: Regional Med Wichter — Kees and K. Rebecca Nicole, July 1; Peterson — Richard and Richard Andrew, July; Veliquette — Michael a girl, Alyson Michele, J Burnett — James and S Cami Lynn, July 17; Persson — Steven and Keri, Ashley Nicole, Jul Warril — Chris and Jam Carol, July 18; Griffin — Jeffrey and Jill, Paige, July 21; Mendenhall — Jim and girl, Anika Gail, July 2
- Sharp Health: Peterson — Shawn and Shawh Lee, May 30; Stewart-Elliott — Steve aka boy, Cody Jac Carver — Jon and Travis Scott, July; Sanchez — Daniela; Nighn Ronald, Jul Lookhart-Erillo — Lar, Gill, Amere Cortez — Gusta Blanca, July; Mitchell — An; Jonathen A; Ramirez — boy, Jig; Devos — July; Rivera — Keith; Rey

More of same' forecast for weekend

By Ricardo Duran
The Press-Enterprise

That cooling down feeling many Inland area residents have felt this week is expected to continue into the weekend, punctuated by late night and early morning clouds in some parts of the Inland area, forecasters said.

"It's more of the same," said National Weather Service meteorologist Ricardo Duran.

"The weather service forecasters are predicting some late night and early morning clouds in some parts of the Inland area, but overall it's more of the same."

The western end of the two counties can expect highs in the 90s and lows in the low to mid-60s today with some morning low clouds burning off to sunny after-noon skies.

Clear skies are forecast today for the mountains and the deserts in both counties, with mountain highs in the mid-80s and overnight lows in the low 50s.

The high desert can expect highs in the 90s and lows in the 60s, while daytime high temperatures in the Coachella Valley are expected to reach 105 to 110, with lows in the mid-70s.

Unhealthful air quality is forecast today for the San Bernardino, Redlands and Riverside areas, said the South Coast Air Quality Management District.

The San Jacinto Valley can expect good air quality today with moderate air quality forecast for the Temecula and Coachella valleys, the AQMD said.

Included Intel Pentium III Processor
16K CD-ROM Drive
33.6K Fax Modem
Windows 95
EAT

to out 11

Temecula 4-16-99

Area temperatures

Temecula

Date	High	Low	Last year's high
Mar. 15	55	38	na
Mar. 16	61	34	64
Mar. 17	62	40	69
Mar. 18	69	36	80
Mar. 19	75	39	86
Mar. 20	75	38	74
Mar. 21	73	38	78
Mar. 22	66	41	87
Mar. 23	63	35	87
Mar. 24	70	46	86
Mar. 25	57	43	59
Mar. 26	64	43	67
Mar. 27	65	43	59
Mar. 28	74	46	55
Mar. 29	na	41	58
Mar. 30	68	39	58
Mar. 31	67	49	62
Apr. 01	55	40	60
Apr. 02	61	32	68
Apr. 03	59	37	68
Apr. 04	66	38	62
Apr. 05	70	35	71
Apr. 06	57	45	64
Apr. 07	55	41	65
Apr. 08	61	40	74
Apr. 09	62	36	76
Apr. 10	71	34	74
Apr. 11	55	39	63
Apr. 12	60	22	64
Apr. 13	69	45	64
Apr. 14	84	45	66
Apr. 15	92	46	64

Lake Elinore

Date	High	Low	Last year's high
Mar. 15	59	45	72
Mar. 16	59	35	67
Mar. 17	62	35	66
Mar. 18	73	44	75
Mar. 19	76	41	76
Mar. 20	72	42	73
Mar. 21	69	35	73
Mar. 22	72	44	83
Mar. 23	73	34	85
Mar. 24	70	41	85
Mar. 25	66	40	77
Mar. 26	74	45	63
Mar. 27	67	42	62
Mar. 28	72	44	55
Mar. 29	82	43	56
Mar. 30	82	43	59
Mar. 31	66	47	58
Apr. 01	56	36	55
Apr. 02	62	31	59
Apr. 03	60	36	75
Apr. 04	65	35	56
Apr. 05	67	34	63
Apr. 06	65	44	60
Apr. 07	56	41	61
Apr. 08	57	40	69
Apr. 09	61	34	73
Apr. 10	71	na	75
Apr. 11	69	50	74
Apr. 12	69	41	62
Apr. 13	70	43	61
Apr. 14	88	44	61
Apr. 15	86	46	58

Sun. City

Date	High	Low	Last year's high
Mar. 15	56	38	na
Mar. 16	61	39	60
Mar. 17	61	36	68
Mar. 18	74	40	78
Mar. 19	78	41	82
Mar. 20	62	43	79
Mar. 21	na	na	80
Mar. 22	77	40	88
Mar. 23	65	48	85
Mar. 24	74	46	84
Mar. 25	62	46	76
Mar. 26	72	46	63
Mar. 27	68	49	62
Mar. 28	78	45	na
Mar. 29	86	46	60
Mar. 30	67	39	68
Mar. 31	63	47	na
Apr. 01	62	43	60
Apr. 02	60	34	66
Apr. 03	61	38	70
Apr. 04	67	37	60
Apr. 05	70	35	71
Apr. 06	66	34	na
Apr. 07	57	41	67
Apr. 08	61	40	74
Apr. 09	64	34	78
Apr. 10	71	35	82
Apr. 11	58	44	62
Apr. 12	76	46	67
Apr. 13	66	47	66
Apr. 14	86	44	66
Apr. 15	91	44	64

01-17-97 Temecula Weather

Area temperatures												
Temecula				Lake Elsinore				Sun City				
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high	
Dec. 16	80	39	64	Dec. 16	69	43	68	Dec. 16	69	43	68	
Dec. 17	75	41	69	Dec. 17	68	40	73	Dec. 17	71	41	67	
Dec. 18	68	53	66	Dec. 18	64	45	77	Dec. 18	64	45	77	
Dec. 19	78	37	65	Dec. 19	64	44	68	Dec. 19	69	34	67	
Dec. 20	71	34	65	Dec. 20	71	34	65	Dec. 20	61	33	65	
Dec. 21	60	39	67	Dec. 21	53	42	70	Dec. 21	56	35	64	
Dec. 22	58	53	66	Dec. 22	54	48	66	Dec. 22	55	36	64	
Dec. 23	68	47	49	Dec. 23	59	39	43	Dec. 23	61	36	52	
Dec. 24	73	39	59	Dec. 24	66	35	66	Dec. 24	71	39	57	
Dec. 25	80	37	63	Dec. 25	72	33	60	Dec. 25	72	36	63	
Dec. 26	64	42	74	Dec. 26	57	40	76	Dec. 26	60	42	71	
Dec. 27	61	56	78	Dec. 27	57	48	67	Dec. 27	58	49	71	
Dec. 28	64	50	65	Dec. 28	61	47	69	Dec. 28	64	53	68	
Dec. 29	71	48	71	Dec. 29	63	43	73	Dec. 29	67	48	69	
Dec. 30	69	53	72	Dec. 30	60	51	71	Dec. 30	66	53	71	
Dec. 31	71	56	62	Dec. 31	65	52	73	Dec. 31	67	44	72	
Jan. 1	76	53	76	Jan. 1	68	50	77	Jan. 1	69	51	72	
Jan. 2	68	52	76	Jan. 2	66	58	80	Jan. 2	67	61	73	
Jan. 3	63	59	70	Jan. 3	66	37	na	Jan. 3	67	60	73	
Jan. 4	63	49	79	Jan. 4	66	46	73	Jan. 4	61	51	67	
Jan. 5	60	53	66	Jan. 5	53	46	na	Jan. 5	60	51	66	
Jan. 6	52	44	77	Jan. 6	51	42	71	Jan. 6	53	45	77	
Jan. 7	69	41	85	Jan. 7	64	50	89	Jan. 7	66	41	85	
Jan. 8	74	35	82	Jan. 8	na	na	88	Jan. 8	67	32	83	
Jan. 9	71	39	75	Jan. 9	64	34	77	Jan. 9	68	36	76	
Jan. 10	70	39	81	Jan. 10	62	36	84	Jan. 10	67	38	80	
Jan. 11	59	46	84	Jan. 11	62	36	88	Jan. 11	56	43	82	
Jan. 12	54	51	85	Jan. 12	62	36	91	Jan. 12	52	48	83	
Jan. 13	57	47	77	Jan. 13	53	42	85	Jan. 13	54	45	79	
Jan. 14	57	48	79	Jan. 14	53	44	81	Jan. 14	55	45	77	
Jan. 15	63	52	77	Jan. 15	53	47	77	Jan. 15	57	51	77	
Jan. 16	68	41	70	Jan. 16	57	37	66	Jan. 16	61	39	72	

Clear skies, warmer days for weekend

By Kevin F. Sherry
The Press-Enterprise

Thursday's crystal-clear conditions should continue through the weekend, said Dan Atkin, a meteorologist with the National Weather Service in San Diego.

Skies across Riverside County will remain clear until Sunday, when a few high clouds may blow into the area, Atkin said. The clouds will be caused by a weak storm system that may bring a few showers by Monday, he said. But there's no indication the storm system will be anything like the one that drenched Southern California for much of this week.

The western county and mountain regions will experience light Santa Ana conditions, with local gusty winds through Saturday, Atkin said.

The western county will have highs near 70 and lows in the mid-to upper 30s. Mountain regions will have highs in the low 50s, with lows in the 20s. Desert areas will have highs in the low 70s and lows in the mid-40s.

1-17-97

PE Temecula - Weather 05-1

Area temperatures

Temecula

Date	High	Low	Last year's high
April 1	66	57	76
April 2	68	42	68
April 3	64	48	70
April 4	65	46	82
April 5	66	52	86
April 6	74	48	88
April 7	75	45	89
April 8	74	63	81
April 9	69	54	70
April 10	71	44	67
April 11	76	45	72
April 12	76	45	79
April 13	84	45	77
April 14	88	78	86
April 15	87	49	83
April 16	88	na	74
April 17	84	50	71
April 18	82	53	68
April 19	74	58	77
April 20	85	59	70
April 21	85	59	74
April 22	86	56	86
April 23	77	61	91
April 24	83	58	90
April 25	83	54	91
April 26	93	50	92
April 27	85	53	80
April 28	86	54	90
April 29	75	58	94
April 30	82	58	94
May 1	80	58	89

Lake EsInore

Date	High	Low	Last year's high
April 1	65	42	77
April 2	62	42	71
April 3	63	39	73
April 4	64	40	81
April 5	65	50	87
April 6	74	48	89
April 7	76	41	91
April 8	76	46	86
April 9	71	46	74
April 10	70	41	70
April 11	73	42	74
April 12	78	50	74
April 13	80	44	61
April 14	81	43	86
April 15	84	41	80
April 16	88	48	72
April 17	87	50	72
April 18	85	47	72
April 19	78	54	72
April 20	89	55	72
April 21	90	67	na
April 22	90	53	88
April 23	71	45	87
April 24	77	51	91
April 25	89	47	93
April 26	90	50	96
April 27	87	51	88
April 28	79	49	90
April 29	69	41	94
April 30	82	53	95
May 1	87	55	92

Sun City

Date	High	Low	Last year's high
April 1	69	48	79
April 2	61	40	71
April 3	66	41	72
April 4	66	48	80
April 5	67	52	83
April 6	74	48	87
April 7	77	44	91
April 8	77	50	87
April 9	71	53	74
April 10	73	46	69
April 11	75	50	76
April 12	78	44	77
April 13	77	46	80
April 14	84	48	85
April 15	87	50	85
April 16	89	52	76
April 17	88	54	73
April 18	85	55	73
April 19	70	56	78
April 20	88	58	74
April 21	91	59	76
April 22	89	57	86
April 23	82	58	93
April 24	78	53	92
April 25	87	60	95
April 26	90	53	99
April 27	86	54	89
April 28	78	55	88
April 29	77	58	91
April 30	81	57	97
May 1	82	56	94

Weekend to bask in sun, warmth

By Laurie Williams
The Press-Enterprise

If the weather were coffee and Mother Nature a waitress, she would be bustling toward her Inland area customers to offer refills.

It's going to be the same old java this weekend, only a little hotter. The warm-up should last at least into the beginning of next week,

said Brad Doyle, a forecaster in the San Diego office of the National Weather Service.

Bright sunshine is expected to burn through morning clouds today in Riverside and San Bernardino counties, with breeziness a possibility all day especially in passes and canyons. Temperatures should reach the upper 80s in the valleys,

the 90s in the deserts and the 70s in the mountains, Doyle said.

Saturday and Sunday should be about the same, minus the morning clouds. Desert lows will be in the 60s, with valleys in the middle 50s and mountains in the 30s and 40s.

Cooler temperatures will prevail starting around the middle of next week, Doyle said.

PHOTO BY JEFFREY M. HARRIS FOR THE PRESS-ENTERPRISE

Temecula-Weather

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Area temperatures

Temecula		Lake Elsinore		Sun City			
Date	High	Low	Last year's high	Date	High	Low	Last year's high
July 21	84	62	95	July 21	91	61	102
July 22	95	67	95	July 22	90	67	99
July 23	89	64	89	July 23	97	63	100
July 24	91	62	93	July 24	95	61	103
July 25	86	63	93	July 25	95	60	102
July 26	86	63	98	July 26	92	61	102
July 27	83	62	93	July 27	90	56	99
July 28	82	61	98	July 28	90	57	104
July 29	78	64	98	July 29	82	60	102
July 30	88	60	102	July 30	92	61	102
July 31	95	55	99	July 31	95	60	106
Aug. 1	104	62	96	Aug. 1	102	63	104
Aug. 2	105	67	87	Aug. 2	102	64	102
Aug. 3	101	69	81	Aug. 3	107	65	103
Aug. 4	104	71	77	Aug. 4	110	69	88
Aug. 5	110	74	78	Aug. 5	115	71	87
Aug. 6	103	72	81	Aug. 6	110	74	89
Aug. 7	98	72	86	Aug. 7	107	69	98
Aug. 8	93	71	87	Aug. 8	107	69	92
Aug. 9	86	67	97	Aug. 9	99	66	105
Aug. 10	82	67	na	Aug. 10	86	54	105
Aug. 11	86	62	103	Aug. 11	86	61	102
Aug. 12	87	61	105	Aug. 12	93	57	109
Aug. 13	93	59	97	Aug. 13	98	67	111
Aug. 14	90	65	90	Aug. 14	96	61	106
Aug. 15	86	66	92	Aug. 15	92	59	98
Aug. 16	82	68	92	Aug. 16	91	65	98
Aug. 17	90	67	89	Aug. 17	92	63	96
Aug. 18	93	63	85	Aug. 18	91	65	94
Aug. 19	94	67	89	Aug. 19	96	59	96
Aug. 20	98	68	93	Aug. 20	99	56	96
Aug. 21	100	67	96	Aug. 21	101	62	100

Heat, humidity, smog to stick

By Ricardo Duran
The Press-Enterprise

An uncomfortable combination of heat, humidity and smog is expected to keep Inland area residents tugging their collars and rubbing their eyes this weekend, forecasters said.

The western portion of Riverside and San Bernardino counties can expect patchy early morning fog and clouds from coastal moisture while farther inland, tropical moisture will bring a slight chance of afternoon thunderstorms in the mountains and deserts, forecasters said.

High pressure over the Four

Corners, where Arizona, Colorado, New Mexico and Utah meet, is expected to continue sending sticky gulf air northwestward over portions of the two inland counties today through Sunday, said National Weather Service meteorologist Brad Doyle.

Smoggy skies are forecast with a health advisory for the San Bernardino area today and unhealthy air is expected in the Redlands, Riverside and Hemet-San Jacinto areas, the Southern California Air Quality Management District said.

Even healthy people are advised to avoid prolonged outdoor activity

during a health advisory, the AQMD said. People with respiratory and heart problems should minimize outdoor activity in areas with unhealthy air.

Highs in western Riverside and San Bernardino counties are expected to be in the mid- to upper 90s with lows in the 70s.

High Desert dwellers can expect highs in the upper 90s and lows in the 70s with afternoon gusty winds. Coachella Valley residents can expect highs near 110 with lows in the upper 70s to low 80s.

Mountain residents can expect highs in the 80s and lows in the 50s.

8-22-1997

San Juan - Western

Area temperatures
Temecula **Lake Elinore** **Sun City**
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Temecula				Lake Elinore				Sun City			
Date	High	Low	Last year's high	Date	High	Low	Last year's high	Date	High	Low	Last year's high
Mar. 22	66	41	87	Mar. 22	72	44	83	Mar. 22	77	40	88
Mar. 23	63	35	87	Mar. 23	73	34	85	Mar. 23	65	48	85
Mar. 24	70	46	86	Mar. 24	70	41	85	Mar. 24	74	46	84
Mar. 25	57	43	59	Mar. 25	66	40	77	Mar. 25	62	46	76
Mar. 26	64	43	67	Mar. 26	74	45	63	Mar. 26	72	46	63
Mar. 27	65	43	59	Mar. 27	67	42	62	Mar. 27	68	49	62
Mar. 28	74	46	55	Mar. 28	72	44	55	Mar. 28	78	45	na
Mar. 29	na	41	58	Mar. 29	82	43	56	Mar. 29	86	46	60
Mar. 30	68	39	58	Mar. 30	82	43	59	Mar. 30	67	39	68
Mar. 31	67	49	62	Mar. 31	66	47	58	Mar. 31	63	47	na
Apr. 01	55	40	60	Apr. 01	56	36	55	Apr. 01	62	43	60
Apr. 02	61	32	68	Apr. 02	62	31	59	Apr. 02	60	34	66
Apr. 03	59	37	68	Apr. 03	60	36	75	Apr. 03	61	38	70
Apr. 04	66	38	62	Apr. 04	65	35	56	Apr. 04	67	37	60
Apr. 05	70	35	71	Apr. 05	67	34	63	Apr. 05	70	35	71
Apr. 06	57	45	64	Apr. 06	65	44	60	Apr. 06	66	34	na
Apr. 07	55	41	65	Apr. 07	56	41	61	Apr. 07	57	41	67
Apr. 08	61	40	74	Apr. 08	57	40	69	Apr. 08	61	40	74
Apr. 09	62	36	76	Apr. 09	61	34	73	Apr. 09	64	34	78
Apr. 10	71	34	74	Apr. 10	71	na	75	Apr. 10	71	35	82
Apr. 11	55	39	63	Apr. 11	69	50	74	Apr. 11	58	44	62
Apr. 12	60	22	64	Apr. 12	69	41	62	Apr. 12	76	46	67
Apr. 13	69	45	64	Apr. 13	70	43	61	Apr. 13	66	47	66
Apr. 14	84	45	66	Apr. 14	88	44	61	Apr. 14	86	44	66
Apr. 15	92	46	64	Apr. 15	88	46	58	Apr. 15	91	44	64
Apr. 16	88	49	75	Apr. 16	90	48	67	Apr. 16	93	47	74
Apr. 17	94	46	81	Apr. 17	92	47	75	Apr. 17	93	51	74
Apr. 18	94	47	84	Apr. 18	90	46	82	Apr. 18	97	51	84
Apr. 19	93	48	88	Apr. 19	96	50	85	Apr. 19	93	54	91
Apr. 20	89	45	94	Apr. 20	92	52	91	Apr. 20	88	54	89
Apr. 21	75	54	96	Apr. 21	82	54	94	Apr. 21	73	56	95
Apr. 22	74	54	89	Apr. 22	82	54	87	Apr. 22	64	57	85

April 23-1999

May 1999 - T. Verde

Area temperatures

Temecula

Date	High	Low	Last year's high
Apr. 06	57	45	64
Apr. 07	55	41	65
Apr. 08	61	40	74
Apr. 09	62	36	76
Apr. 10	71	34	74
Apr. 11	55	39	63
Apr. 12	60	22	64
Apr. 13	69	45	64
Apr. 14	84	45	66
Apr. 15	92	46	64
Apr. 16	88	49	75
Apr. 17	94	46	81
Apr. 18	94	47	84
Apr. 19	93	48	88
Apr. 20	89	45	94
Apr. 21	75	54	96
Apr. 22	74	54	89
Apr. 23	64	47	72
Apr. 24	66	51	70
Apr. 25	72	45	72
Apr. 26	73	45	86
Apr. 27	75	45	91
Apr. 28	69	48	91
Apr. 29	63	36	91
Apr. 30	55	36	75
May 01	74	42	78
May 02	66	48	78
May 03	66	30	78
May 04	69	45	75
May 05	79	42	67
May 06	88	46	71

Lake Euisnore

Date	High	Low	Last year's high
Apr. 06	65	44	60
Apr. 07	56	41	61
Apr. 08	57	40	69
Apr. 09	61	34	73
Apr. 10	71	na	75
Apr. 11	69	50	74
Apr. 12	69	41	62
Apr. 13	70	43	61
Apr. 14	88	44	61
Apr. 15	86	46	58
Apr. 16	90	48	67
Apr. 17	92	47	75
Apr. 18	90	46	82
Apr. 19	96	50	85
Apr. 20	92	52	91
Apr. 21	82	54	94
Apr. 22	82	54	87
Apr. 23	63	46	79
Apr. 24	60	50	53
Apr. 25	74	49	73
Apr. 26	81	45	80
Apr. 27	78	45	86
Apr. 28	61	44	87
Apr. 29	69	41	87
Apr. 30	60	47	84
May 01	72	40	77
May 02	70	46	77
May 03	46	26	76
May 04	70	51	69
May 05	87	44	69
May 06	90	49	73

Sun. City

Date	High	Low	Last year's high
Apr. 06	66	34	na
Apr. 07	57	41	67
Apr. 08	61	40	74
Apr. 09	64	34	78
Apr. 10	71	35	82
Apr. 11	58	44	62
Apr. 12	76	46	67
Apr. 13	66	47	66
Apr. 14	86	44	66
Apr. 15	91	44	64
Apr. 16	93	47	74
Apr. 17	93	51	74
Apr. 18	97	51	84
Apr. 19	93	54	91
Apr. 20	88	54	89
Apr. 21	73	56	95
Apr. 22	64	57	85
Apr. 23	68	49	76
Apr. 24	64	43	73
Apr. 25	78	52	72
Apr. 26	81	48	82
Apr. 27	84	46	91
Apr. 28	64	49	93
Apr. 29	65	45	95
Apr. 30	54	48	85
May 01	74	42	79
May 02	71	48	78
May 03	65	51	81
May 04	72	51	78
May 05	88	54	67
May 06	93	51	71

May 7, 1999

Temecula

B-4 • Friday, March 12, 1999 • THE PRESS-ENTERPRISE

Area temperatures

<u>Temecula</u>		<u>High</u>		<u>Low</u>		<u>Last year's high</u>	
Date	High	Low	High	Low	High	Low	High
Feb. 11	61	32	66				
Feb. 12	76	39	72				
Feb. 13	77	29	68				
Feb. 14	68	32	61				
Feb. 15	66	40	63				
Feb. 16	63	41	62				
Feb. 17	68	40	66				
Feb. 18	67	42	60				
Feb. 19	65	44	62				
Feb. 20	78	40	64				
Feb. 21	63	36	59				
Feb. 22	77	36	61				
Feb. 23	80	36	64				
Feb. 24	81	37	68				
Feb. 25	68	27	48				
Feb. 26	57	27	74				
Feb. 27	75	40	79				
Feb. 28	82	39	80				
Mar. 01	na	na	72				
Mar. 02	80	40	65				
Mar. 03	70	44	71				
Mar. 04	65	43	64				
Mar. 05	67	43	62				
Mar. 06	54	49	44				
Mar. 07	57	44	44				
Mar. 08	64	39	67				
Mar. 09	64	39	81				
Mar. 10	64	35	84				
Mar. 11	64	35	86				

Lake Esinore

<u>Date</u>		<u>High</u>		<u>Low</u>		<u>Last year's high</u>	
Date	High	Low	High	Low	High	Low	High
Feb. 11	59	35	62				
Feb. 12	73	33	63				
Feb. 13	74	51	63				
Feb. 14	71	34	59				
Feb. 15	64	39	61				
Feb. 16	63	40	57				
Feb. 17	67	40	62				
Feb. 18	67	42	59				
Feb. 20	74	39	64				
Feb. 21	72	42	58				
Feb. 22	73	39	58				
Feb. 23	77	38	56				
Feb. 24	78	37	61				
Feb. 25	74	40	61				
Feb. 26	67	37	64				
Feb. 27	76	41	68				
Feb. 28	82	41	71				
Feb. 01	78	42	na				
Mar. 02	82	46	na				
Mar. 03	83	41	na				
Mar. 04	60	50	na				
Mar. 05	64	46	na				
Mar. 06	55	35	na				
Mar. 07	55	43	na				
Mar. 08	63	35	na				
Mar. 09	65	37	na				
Mar. 10	60	36	na				
Mar. 11	60	36	82				

Sun City

<u>Date</u>		<u>High</u>		<u>Low</u>		<u>Last year's high</u>	
Date	High	Low	High	Low	High	Low	High
Feb. 11	65	34	70				
Feb. 12	71	34	70				
Feb. 13	61	34	79				
Feb. 14	74	38	59				
Feb. 15	na	na	62				
Feb. 16	69	42	66				
Feb. 17	72	42	60				
Feb. 18	73	46	62				
Feb. 19	70	51	63				
Feb. 20	80	42	64				
Feb. 21	71	44	59				
Feb. 22	77	38	61				
Feb. 23	83	39	62				
Feb. 24	na	na	66				
Feb. 25	71	39	66				
Feb. 26	70	42	68				
Feb. 27	79	44	73				
Feb. 28	86	42	73				
Feb. 01	84	45	76				
Mar. 02	88	44	63				
Mar. 03	77	45	73				
Mar. 04	64	41	69				
Mar. 05	71	45	75				
Mar. 06	59	50	68				
Mar. 07	58	45	73				
Mar. 08	70	41	75				
Mar. 09	67	36	79				
Mar. 10	63	40	85				
Mar. 11	63	40					

March 12, 1999

Tennel

Endangered-butterfly girds opponents

Exemption called 'not proper'

9-30-98

RIVERSIDE

Supervisors found a dual property owners' endangered-butterfly regulation in court. Tuesday decided 5-0 to prompt a lawsuit. Habitats League and County restraining order supervisors now say grant the exemption in ment they say build- as have always been iles.

cts hundreds of prop- e swath of southwest- y, where the elusive butterfly makes its

home.

Environmentalists say the county must require an extensive butterfly survey from every property owner who hopes to build in butterfly country. Tuesday's decision is a new policy, they said, adopted without public notice — as required by the state opens meetings law — and without environmental studies, in an end-run around court rulings.

Environmentalists warned the board the court battle will continue.

"It amazes me that you would even consider doing that," said Ray Johnson, lawyer for the Endangered Habitats League. "I think it's clear the court has already indicated that what you did before was not proper."

The legal maneuver is the latest development in a nearly yearlong butterfly battle. The Quino earned federal protection last year, and California environmen-

Quino checkerspot butterfly



Span: 3 inches (wingspan)
Habitat: Coastal ranges of San Diego, Orange and Riverside counties

The Press-Enterprise

tal law requires the county to enforce federal endangered-species guidelines. In the Quino's case, the rules aren't easy to follow: To survey for the butterfly, property owners have to wait for the few weeks in spring when the Quino takes to the air. A property owner who misses butterfly season has to wait a full year.

County officials have been looking for a way to ease the regulations. Supervisors in June granted an exemption to builders of single homes of less than 10,000 square

Please see BUTTERFLY, B-6

BUTTERFLY

Continued from B-1

But environmentalists convinced Superior Court Judge Gloria Trask to issue an injunction, arguing that even a single house could wipe out a butterfly colony. The policy would require a full environmental study, they said.

County lawyers have been scouring law books ever since — and Tuesday they told supervisors they have the answer. The state Environmental Quality Act does not apply to builders of custom homes, said deputy county counsel Jay Vickers.

Environmentalists are damaging their cause by trying to impose the rules on everyone, said Supervisor John Tavaglione. It makes sense to require butterfly surveys before building large housing tracts, because large developments stand the greatest chance of disturbing butterflies. But an individual property owner looking to build a dream home can hardly afford a \$10,000 study, Tavaglione said.

He chided Johnson: "You're not doing this to protect an endangered species. You're doing this to stop all growth. There has to be some give and take."

Environmentalists said the county's argument is a new one. Even if the law allows an exemption for custom homebuilders — a point they dispute — they say an exemption still represents a change in county policy, subject to environmental review. And if the county's stand is a new policy, supervisors should have given public notice, Johnson said — another basis for a

new challenge. The board's agenda mentioned only a proposal to rescind the exemption it granted in June.

The decision raises doubt about supervisors' willingness to work with environmental groups, said Peter Kiriakos, conservation chairman for the San Geronimo Chapter of the Sierra Club. Supervisors have launched an effort to write a multispecies habitat conservation plan to protect a wide variety of endangered species, hoping for cooperation from environmentalists, builders, property owners and other key interest groups.

"This is a test case for how well the county might be inclined to enforce provisions of a multispecies plan," Kiriakos said.

But property owners noted that environmentalists got precisely what they sought in their lawsuit. The county, after all, rescinded the policy it adopted in June, said Dennis Hollingsworth of the Riverside County Farm Bureau.

"I think the environmentalists should be careful what they ask for," he said.

9-30-98

Temecula Weather Dec. 4, 1998

Area temperatures

Temecula		Lake Elsinore			Sun City		
Date	High	Low	Last year's high	Date	High	Low	Last year's high
Nov. 03	80	42	97	Nov. 03	75	45	93
Nov. 04	81	41	93	Nov. 04	82	48	88
Nov. 05	73	41	86	Nov. 05	71	48	88
Nov. 06	66	56	87	Nov. 06	68	47	86
Nov. 07	68	42	77	Nov. 07	70	48	79
Nov. 08	57	42	75	Nov. 08	62	52	75
Nov. 09	68	42	85	Nov. 09	67	49	81
Nov. 10	71	37	65	Nov. 10	68	41	75
Nov. 11	57	37	69	Nov. 11	60	50	65
Nov. 12	78	37	69	Nov. 12	73	49	65
Nov. 13	78	38	60	Nov. 13	80	48	58
Nov. 14	81	38	72	Nov. 14	80	48	67
Nov. 15	77	37	70	Nov. 15	79	44	68
Nov. 16	76	37	72	Nov. 16	77	42	69
Nov. 17	66	53	76	Nov. 17	64	48	72
Nov. 18	69	46	79	Nov. 18	68	48	77
Nov. 19	76	40	78	Nov. 19	75	44	74
Nov. 20	78	33	78	Nov. 20	77	42	74
Nov. 21	80	33	82	Nov. 21	79	44	78
Nov. 22	na	na	85	Nov. 22	78	47	80
Nov. 23	na	na	80	Nov. 23	73	43	82
Nov. 24	70	45	75	Nov. 24	69	44	75
Nov. 25	79	45	71	Nov. 25	78	45	73
Nov. 26	81	41	68	Nov. 26	81	44	67
Nov. 27	72	41	51	Nov. 27	70	48	64
Nov. 28	55	41	64	Nov. 28	57	54	70
Nov. 29	61	49	68	Nov. 29	61	49	68
Nov. 30	69	40	63	Nov. 30	71	43	61
Nov. 01	62	39	68	Nov. 01	61	45	67
Dec. 02	71	48	77	Dec. 02	68	44	71
Dec. 03	63	75	75	Dec. 03	61	50	72

Rainy today, weatherfolks say

By Jennifer Perez
The Press-Enterprise

Meteorologists are so sure it will rain today that they are saying they're sure. The rest of the weekend, they say, is up in the air. The clouds that rolled in Thursday are sure to provide rain most of today, with a little relief on Saturday and showers on Sunday, said Senior Meteorologist Ken Reeves at AccuWeather. Snow may even fall as low as 3,000 feet in the mountains on Sunday, he said.

"Friday will be the wettest," Reeves said. "Saturday may even bring a little sunshine. And Sunday will be hit or miss."

But the whole weekend will be chilly, he said.

"You will definitely need a jacket this weekend," said Reeves. "It's going to be a cool one."

Reeves said rain will fall most of the day today, about .75 of an inch in western Riverside County. It will clear up a bit on Saturday with patchy sunshine, he said. Light showers are expected back for Sunday in most of western Riverside and San Bernardino counties. Western Riverside and San Bernardino counties should reach high temperatures in the 50s and lows in the 40s today, dropping to lows in the 30s by Saturday and through Sunday.

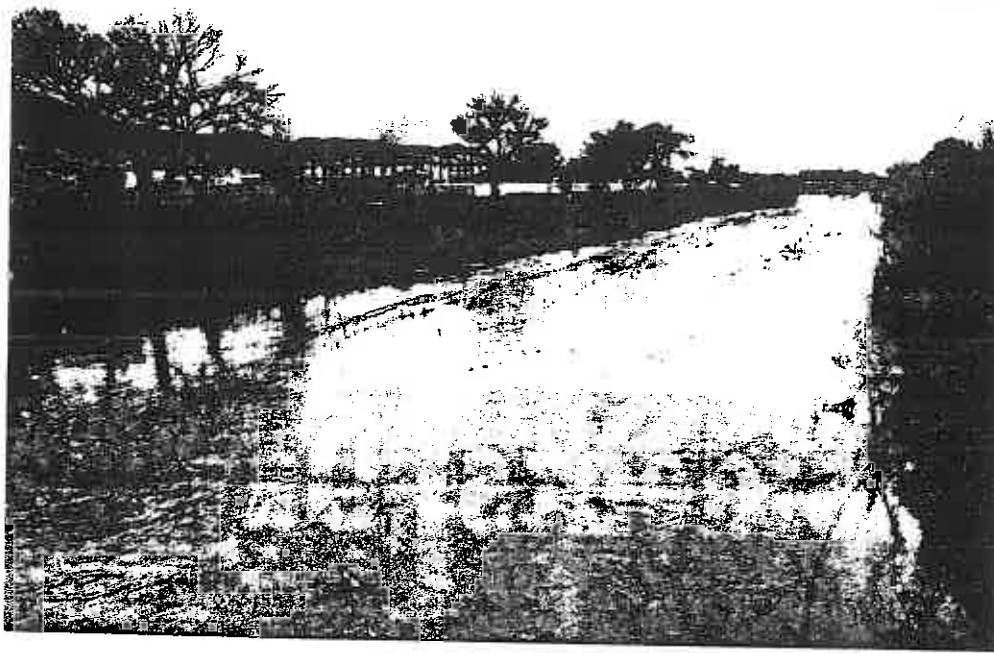
The High Desert should reach highs in the upper 50s today and lows drop to the 30s on Saturday and Sunday. Weekend highs tem-

peratures will drop to the low 50s on Saturday and Sunday in the desert. Night temperatures are expected to fall to the mid-30s, Reeves said. Highs in the Coachella Valley will range from the mid-50s to low 60s and lows will be in the 40s.

Reeves said the San Jacinto Mountains should see snow about 6,000 feet, and the San Bernardino Mountains should get snow about 5,000 feet.

Reeves said snowflakes could reach lower elevations by Sunday in both mountain ranges if the rain continues through Sunday. He said the San Jacinto Mountains could get light snow at 3,500 feet and the San Bernardino Mountains could get snow as low as 3,000 feet.

Dec 4) 98



Thomas Kelsey / The Press-Enterprise

Water fills the normally Murrieta Creek up to its banks at the Main Street bridge crossing.



David Bauman / The Press-Enterprise

Riverside police accident investigator Mike Pelissero takes cover under a beach umbrella while photographing a car damaged in a collision with another vehicle in Riverside on Friday.

2-county area gets soaking

Storm contributes to fatality on I-10. More rain and snow forecast for today.

By Gene Ghlotto
The Press-Enterprise 02-07-98

The second of two storms to pound the region this week drenched the Inland area Friday, dumping nearly a foot of snow in the mountains and contributing to the death of a Duarte man in a wreck on rain-slick Interstate 10. More than an inch of rain fell on much of western Riverside and southwestern San Bernardino counties, with 2.4-inches reported in Murrieta. Up to a foot of snow was forecast in the mountains before the storm moved out Friday night.

Another storm was forecast to hit Southern California today, bringing more rain to the Inland area, forecasters said.

"There's not a whole lot of difference between the two," said Ivory Small, meteorologist with the National Weather Service.

The weekend rain was expected to herald the first spill of the season over Railroad Canyon Dam, which holds the water in Canyon Lake.

On Friday, the water in Canyon Lake was within six inches of the spillway, said Mark Dennis, spokesman for the Esinore Valley Municipal Water District, which owns the lake.

Friday's rain began early in the day, then intensified by early afternoon as winds of 25-35 mph buffeted much of the area and 50 mph winds blasted through the mountains.

In the San Jacinto Mountains, snow and rain fell throughout the day. Snow, heavy rain and pea-

Please see **STORM, B-7**

STORM

Continued from B-1
sized hail pelleted the Big Bear area in the San Bernardino Mountains, "we've had everything today," said Dennis Feiler, who was at the Moose Lodge in Big Bear.

As the rain picked up, a 48-year-old Duarte man was driving east about 1:30 p.m. on Interstate 10 in Cabazon when his 1986 Ford Contour skidded across the wet road and spun out, then hit a guardrail and rolled over.

The man, who was not wearing a seat belt, was thrown from the car. He was pronounced dead at the scene. His identification was withheld pending notification of relatives.

The accident was one of dozens in the Inland area, though no other serious injuries were reported.

A California Highway Patrol officer escaped injury when his patrol car was hit on westbound Highway 60 west of Milliken Ave.

02-07-98

Temecula

Precipitation

Place	1-day total ending Friday	Season to date	Last season to date	Total season average
Banning	0.77	15.62	15.50	18.77
Coachella	0.48	1.83	0.83	N/A
Corona	1.10	14.40	11.59	13.17
Hemet	0.44	11.45	12.55	9.88
Indio	0.10	1.12	0.68	N/A
Lake Elsinore	0.50	11.17	5.79	10.64
Moreno Valley	1.00	12.56	17.85	10.14
Murrieta	2.40	14.33	6.31	16.74
North Shore	0.52	3.49	0.40	N/A
Palm Springs	0.05	4.58	1.10	4.92
Riverside	0.83	10.21	7.61	9.82
Sun City	0.54	9.33	5.75	10.83
Temecula	0.57	14.82	8.88	12.26

Precipitation reported in inches. The season begins July 1. Average for 12 years except 13 in San Diego, 11 in Moreno Valley, Temecula and Yucaipa, 10 at Palm Springs. Trim: five in Murrieta.

the flood plain known as Gunnerson Pond off Riverside Drive at Gunnerson Street. The rains swelled Murrieta Creek through Murrieta and Temecula as runoff from streets and

subdivisions turned the normally tranquil creek into a raging river. Low-lying streets in both cities were flooded, causing traffic to slow as cars negotiated ponds of water.

2-7-98

Temecula-Murrieta

and the Region

B

Keep digging out
to the water
T. McNeel

By Jason Armstrong
The Press-Enterprise

Minature whirlwinds churn dust, twigs and bits of trash on the surface of dry, cracked ground west of Gilman Springs Road between Moreno Valley and San Jacinto.

With tractors tilling the parched earth and cows nibbling on weeds, it's hard to imagine that the area of about 3,000 acres sometimes becomes part of Mystic Lake, a mysterious body of water that appears and vanishes depending on Mother Nature.

Today the lake, or pond, is a small, isolated dab of silver ringed with mud, a remnant of the 1985 flood that last filled the basin.

But that near-mud bog could be a full-scale lake again by winter's end.

With meteorologists predicting an unseasonably wet winter because of El Nino, residents who live on or near the flood plain of Mystic Lake could be boating to their homes, and farmers' crops could be lost if the nearby San Jacinto River breaks through its levees.

Sparsely populated with homes, ranches and farms, the area has had to adjust to large influxes of water during rainy seasons two to three times a decade. This may be one of those times.

Ted Mackechnie, a National Weather Service meteorologist, said with a possibility of a "very wet winter," people in the area could have reason to worry.

He said a line of snows, dubbed the "pineapple express," will descend upon the West Coast from Hawaii, dumping up to 10 straight days of rain — rain that could dramatically increase the size of Mystic Lake once again.

"The snows, part of the El Nino system, will hit sometime this winter, and could possibly affect the region tremendously," Mackechnie said.

With rain of that magnitude, flood-control officials told the small levee system along the river might not hold.

Dusty Williams, chief of the Riverside County Flood Control and Water Conservation District planning department, said the lake will always fill up during a season of significant rain, despite the river's levees.

"The levees along the river are makeshift, and really only good for minor flooding," he said. "When a major rain hits and the river gets really rilly, you can be assured the lake will probably expand again."

Officials at nearby San Jacinto Wildlife Area say a reed bed would serve as a boon to wildlife, particularly migratory waterfowl such as geese, ducks, egrets and even pelicans.

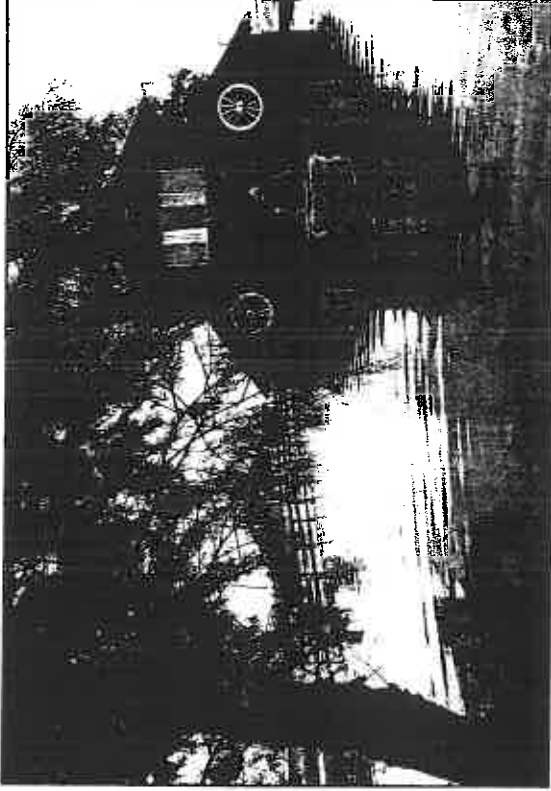
"There are still a few birds frequenting what is left of the lake, but we'll see lots more migratory birds flocking here if it expands again," said Tom Pusiek, manager of the wildlife area. "Granted, an El Nino flood may be disruptive to local landowners, but it could be a plus for wildlife."

Birds aren't the topic of interest, though, to Oliver Elliott, who has lived on the edge of the lake bed along Gilman Springs Road since the early 1960s. He is concerned about what El Nino could bring.

Elliott knows what it's like to live on a virtual houseboat. He's even been able to fish from the comfort of his own front porch. He can count the times the lower section of his two-story, barn-shaped house has been completely submerged — 1968, '78 through '80, '91, '93 and '95.

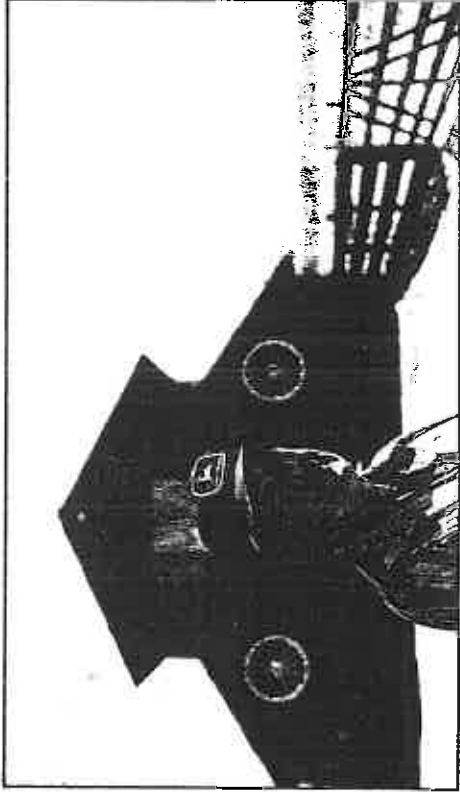
Please see **LAKE, B-4**

Now you see it . . .



Oliver Elliott's home became an island in Lake. Because he knew he was in a flood plain, March 1993 when flood water filled Mystic Lake. **Laura L. Ward / The Press-Enterprise**

. . . now you don't



Elliott is basking in happier — and drier — times now that Mystic Lake is under control.

Please see **LAKE, B-4**

Floods
08-24-97

Scouts finding duty at plateau

▶ Youths looking to meet Eagle Scout requirements are also fulfilling the reserve's needs — from building bridges to carving out trails.

By Tom O'Leary
The Press-Enterprise
08-24-97

SANTA ROSA PLATEAU
Visitors to the pristine Santa Rosa Plateau Ecological Reserve keep a sharp eye to the sky in hopes of seeing eagles soar overhead.

Many don't realize a lot of the fence trails, bridges and benches at their feet and fingertips were put there by would-be Eagles of another variety.

During the past few years, at least 15 improvement projects have been completed or are in the works by prospective Eagle Scouts from as far away as Riverside and Redlands. Interest in the reserve is growing among Boy Scouts, and the number of Eagle projects there has increased each year.

The projects have made the reserve safer and more comfortable for visitors while saving Riverside County money, said reserve ranger Kevin L. Smith.

"They're worth many thousands of dollars," Smith said. "Most of these projects wouldn't get done if it wasn't for the Scouts."

About 50,000 people annually visit the 8,200-acre natural reserve west of Murrieta near Clinton, Keith and Tenaja roads. The private, non-profit Nature Conservancy group manages the reserve. The county creates interpretive programs and provides a park ranger.

For Boy Scouts, the lure is the outdoors and cooperative officials with a long list of work that needs to be done.

As they carve trails out of baked soil and build signs, benches, bridges and other items, the scouts immerse themselves in the wild setting.

They smell the breeze blowing off the sage, hear the sounds of birds calling, gaze at the brilliant wildflowers and hope to catch a glimpse of badgers, coyotes, bobcats and other animals that live on the plateau.

"That's an obvious choice for some of us. Please see **SCOUTS, B-4**

08-24-97

1-7-97

The ~~man~~ and Christopher Dargen actually owe him a debt of grati-

to follow up on potentially important evidence he found, including a

"Murder in Brentwood," is due out late this month. **2**

Tremula / California - Floods - Water CUPIES Northern floods threaten south's water

The Associated Press *01-07-97*

The storm-driven flooding that has drenched Northern California is putting Southern California's water supply at risk, worried officials said Monday.

They fear the flow from three flooded rivers will wash away islands in the Sacramento-San Joaquin Delta, allowing salt water from San Francisco Bay to intrude and contaminate drinking and irrigation water.

The delta is the origin of the 444-mile California Aqueduct, which pumps millions of acre-feet of water annually to the San Joaquin Valley and Los Angeles area. A federal aqueduct takes a share of the water to Central Valley grow-

ers as well.

"Two out of three Californians get some of their water from the delta," says state Department of Water Resources spokesman Jeff Cohen.

The biggest consumer is the Metropolitan Water District of Southern California, which serves 16 million people from the Mexican border to Ventura County, said spokesman Bob Gomperz.

"Northern California supplies about one third of Southern California's water supply," he said. "Right now we're OK, but in the summer, if it gets really hot, that's when we would find ourselves in serious difficulty."

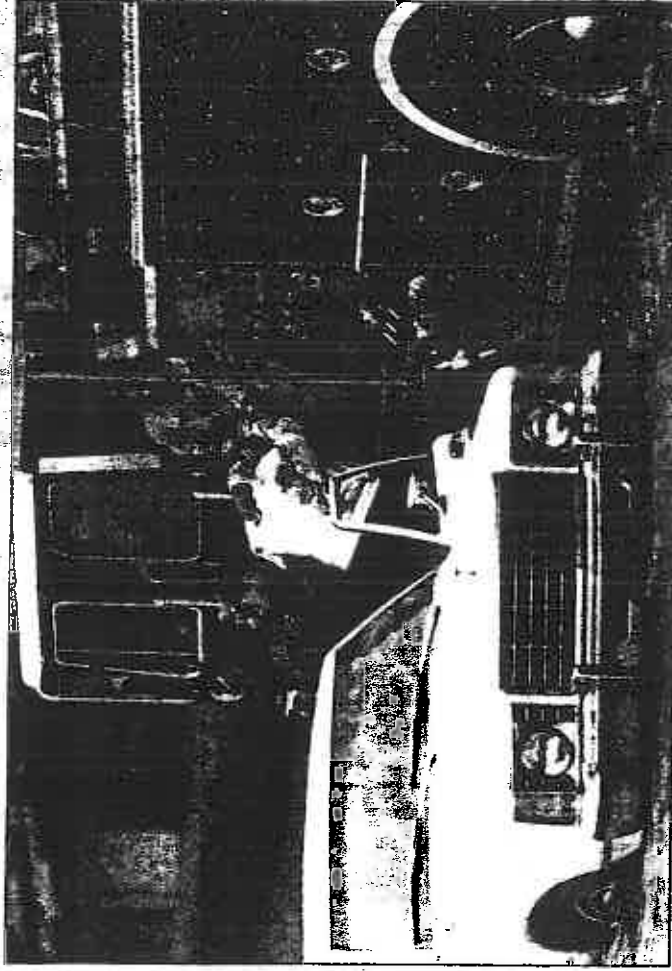
All three rivers flowing into the delta — the Sacramento, San Joa-

quin and Cosumnes — are above flood stage, and are threatening to breach the levees surrounding the below-sea-level delta islands.

Once breached, the flooding, strong winds and high tides could wash away the islands permanently. "If a Delta island floods, particularly a large Delta island, it potentially pulls salt water in from San Francisco Bay," said scientist Earl Cummings of Water Resources.

The threat to the pumping stations is not only salty water, he notes.

"There are bromides in salt water — mixed with chlorine-based water treatment, they produce trihalomethanes, which are carcinogenic," said Cummings.



A firefighter helps two women from their stalled car in Sun City.

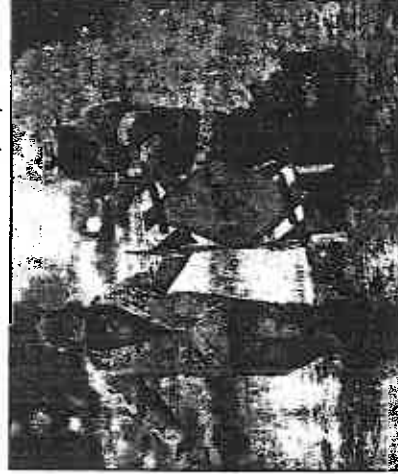
Awash in weather

As the rain fell, the waters rose and trees toppled yesterday in Riverside County. Fire Capt. Mark Fisher, above, of Station 7 helps Helen Bryan, in the truck, and Aime Serain after their car was stranded in a wash on Cherry Hills Boulevard in Sun City. Two 90-foot



David Bauman / The Press-Enterprise

A worker uses a chainsaw to cut fallen trees in Riverside.



Greg Votho / The Press-Enterprise

Firefighters reposition a warning sign in Moreno Valley.

Murrieta citizens irate over flood suit

► Environmentalists take legal action to stop concrete channels. Some citizens demand immediate relief from rainy runoff.

By Ann Hennessey
The Press-Enterprise

MURRIETA Environmentalists say their lawsuit to stop construction of concrete flood control channels will protect Murrieta. But those who spent yesterday morning slogging through mud in Old Town, called the lawsuit an outrage.

"These people are enemies of the people of Murrieta. They are downright enemies. They don't care about me or my family," said Barry Littlejohn, who lives in Old Murrieta. "I've got ladies 80 years old who want to find these people and pick a fight."

About 25 angry constituents called state Sen. Ray Haynes' Temecula office, field representative Greg Morrison said. Haynes, R-Murrieta, has fought for immediate flood control in his hometown.

"Mild understatement here. They were irate," Morrison said. "They're constantly being walked over and they're tired of it. This is the most serious public health threat in Murrieta."

While Haynes sympathizes with his fellow residents, Morrison said resolution of the matter is now up to the courts.

Sharon Bolton of the California Land Institute said she spent yesterday in back-to-back meetings with angry property owners. The institute advocates for property owner rights.

The California Environmental Law Project filed the lawsuit Friday in Sacramento County Superior Court on behalf of the Endangered Habitats League and the Union for a River Greenbelt Environment.

The groups are suing the state, Water Resources Control Board, state Department of Fish and Game, Riverside County Flood Control and Water Conservation District and Riverside County to prevent construction of two concrete flood control channels through Old Murrieta.

Please see SUT, B-2b

2-15-95

Influence of Tulelake Creek
flooding, plus dam opening
now city of Temecula map
of PM 38 546 selected parcels
96 4-180-038 belonging to
City of Temecula I believe

will make the flood water
four times more massive
in 2015 to 2035.

Ground water pumping causes cracking

http://www.nctimes.com/news/state-and-regional/article_f4cc5505-2f4d-5325-9b97-18a925f3847b.html

Water officials fear California Aqueduct could sink

[Water officials fear California Aqueduct could sink](#)

TRACIE CONE - Associated Press North County Times |

Posted: Sunday, July 5, 2009

FRESNO -- Fearing the main canal carrying drinking water to millions of Southern Californians is sinking again, water officials are monitoring the effects of incessant agricultural pumping from the aquifer that runs under the aqueduct.

Their concern is that the canal, which has sunk six feet in places during California dry spells, will buckle enough to slow delivery of water to parched points south and force costly repairs.

"We have spotty data saying it's active again," said engineering geologist Al Steele, of the state Department of Water Resources.

On June 1, the Metropolitan Water District of Southern California and other users of state water signed a \$255,000, two-year contract with the U.S. Geological Survey to monitor by satellite the California Aqueduct along a vulnerable 70-mile stretch west of here, between Los Banos and Kettleman City.

"It doesn't mean that all of the sudden you're out of water, but you do have to spend a ton of money to fix it," said Roger Patterson, assistant general manager of the MWD, which delivers 1.7 billion gallons a day to 19 million people.

Farmers on the west side of Fresno County, facing cutbacks in canal deliveries because of drought and environmental concerns, are pumping a half-million acre feet this year from the ground to keep crops watered in the most prolific agriculture region of the country.

That pumping is only half as much as the 1 million acre feet a year that caused the ground to sink 30 feet in some places in the San Joaquin Valley in the first half of the last century. But the current pumping is approaching levels reached during the big drought of 1977 and beyond, when the canal bowed several feet, slowed the gravity-flow system and forced emergency repairs.

There could already had sinking / cracking on Rechauga Park way. Traced back to RCWP pumping.

The growing reliance on groundwater, which has a high salt content, means that some permanent crops such as almonds are wilting, but water officials say the real trouble is brewing underground.

"We are not pumping at a sustainable level," said Tom Glover, who oversees resource management for the sprawling Westlands Water District that straddles the canal on the west side of Fresno County.

As a result of drought, environmental problems in the Sacramento-San Joaquin Delta and efforts to protect threatened fish, Westlands will receive 10 percent of its federal water allocation this year.

While some farmers without water fallowed a quarter-million acres in Westlands, others who are better capitalized have sunk new wells and are running old ones full time.

Shawn Coburn, who farms almonds and grapes in Westlands, fears that if sinking becomes a problem, farmers will be forced to stop pumping.

"They'll say it's a national security issue because this canal delivers water to more than just ag users," he said.

When the canal sinks, the walls and bridges on the upstream segments have to be raised. The cost excluding bridge repair is \$1 million a mile, state officials say.

Carl Torgerson, chief of operations for the State Water Project, says that affects water flowing to Southern California.

The collapsed aquifer never regains storage capacity, a problem for towns that draw municipal water from it.

"Everyone in the entire valley should be concerned, because it's all connected," said hydrogeologist Ken Schmidt, who has studied San Joaquin Valley groundwater for 40 years.

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Read more: http://www.nctimes.com/news/state-and-regional/article_f4cc5505-2f4d-5325-9b97-18a925f3847b.html#ixzz1jCLnaz9g

Comment Letter No. 20: Adrian J. McGregor

Note: Refer also to Comment Letters 2 and 19, submitted by Adrian McGregor, and their respective responses for further discussion.

Comment 20.1

This comment indicates a number concerns related to the water supply in Riverside County and the impacts of potential development in Riverside County—particularly impacts related to the City of Temecula and adjacent Temecula Wine Country. This comment also indicates concerns about greenhouse gas emissions as a result of infrastructure development. These comments are duly noted.

Water demand is a key component of project-level review within the County. During a project’s environmental review, potential water supply constraints are analyzed within the project’s environmental documentation to ensure that sufficient water supply is available for the project. Any environmental impacts of future developments would also be addressed at the project level in project specific analyses. This effort is undertaken by the local water districts to ensure sufficient water supply for new development. As discussed in the Section 4.19.3 of Draft EIR No. 521 (*Existing Environmental Setting – State and Regional Water Supply*), water supplies are provided to County residents and businesses through various water retailers including municipal water districts and California Public Utilities Commission-regulated water utilities. The State of California has also enacted the Sustainable Groundwater Management Act, enforced by the State Water Resources Control Board, which requires certain groundwater basins to prepare Groundwater Management Plans.¹ Finally, groundwater is also managed in Riverside County by various watermasters, adjudications, and settlement agreements, which are described in the Draft EIR (page 4.19-103) and overseen by a collaborative effort of County and watershed stakeholders led by the Santa Ana Watershed Project Authority in Western Riverside County and the Colorado River Basin stakeholders for eastern Riverside County.^{2,3}

Furthermore, pursuant to SB 610 and SB 221, any project or development with over 500 residential units or non-residential development of a certain size and scale (e.g. commercial, industrial), must complete a Water Supply Assessment to ensure that sufficient water supply exists to serve the project. The Water Supply Assessment requires a water purveyor/supplier to provide sufficient verification that supplies are available during a normal, single-dry, and multiple-dry years within a 20-year projection. Additionally, the water districts serving Riverside County produce Urban Water Management Plans, which

¹ <http://groundwater.ca.gov/>

² <http://www.sawpa.org/owow/the-plan/>

³ <http://www.usbr.gov/lc/region/programs/crbstudy/MovingForward/index.html>

analyze the growth projections of district service areas in order to responsibly manage future water supplies. These plans are publicly available and are typically found on the respective water district's website.

Any environmental impacts of future developments regarding circulation and infrastructure would also be addressed at the project level in project specific analyses and would require further environmental analysis and compliance. In the event that a project would not have a sufficient water supply, the respective water district would not issue service to the development during the entitlement phase to ensure that developments are not constructed prior to securing a water supply.

Air quality within Riverside County is regulated by the South Coast Air Quality Management District (SCAQMD) and thresholds are developed to limit the amount of emissions allowed in a given region. Specific development projects are analyzed against the SCAQMD's project level air quality significance thresholds to determine if emissions would be significant and if mitigation measures are necessary. The air quality significance thresholds used by the SCAQMD would ensure that future development projects would be consistent with implementation of the regional Air Quality Management Plan (AQMP). The AQMP outlines its strategies for meeting the National Ambient Air Quality Standards (NAAQS) for PM_{2.5} and ozone and relies on a multi-level partnership of governmental agencies at the federal, state, regional, and local level. The AQMP proposes policies and measures to achieve federal and state standards for improved air quality in the South Coast Air Basin and those portions of the Salton Sea Air Basin that are under SCAQMD jurisdiction. Additionally, the AQMP is based on the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

The analysis of carbon monoxide (CO) emissions with respect to localized hot spots is the typical reasoning for the inclusion of this level of analysis. Regarding CO emissions, it should be noted that the air quality monitoring by the Air Districts with jurisdiction of the Air Basins in which the County is located have not seen CO emissions exceed the state or regulatory standards in over a decade. Additionally, there has been no record of any level of project, General Plan or otherwise, that has resulted in a localized CO hotspot in over a decade within the GPA area. It should be noted that the Salton Sea Air Basin is designated as attainment for federal CO standards and the South Coast Air Basin has been designated as attainment/maintenance for the federal CO standard since 2007. Therefore, specific modeling of CO emissions was not warranted or included as part of the Draft EIR.

Any potential future development will be required to be reviewed by acted upon by the relevant local regulating government. Findings would be made by the regulating authorities should emission thresholds be exceeded.

The attached documents have been thoroughly reviewed by staff and any annotated comments have been fully taken into consideration in this response. The County appreciates your feedback during the General Plan Amendment process. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Proposed General Plan Amendment No. 960 and Riverside County Climate Action Plan Public Comment

An environmental impact report for Riverside County must contain a thorough analysis that reasonably informs the reader of the amount of water available. The final draft EIR makes no attempt to calculate or even discuss the differences between entitlement and actual supply. It is not enough for the final draft EIR simply to contain information submitted by the public and experts. Problems raised by the public and responsible experts require a good faith reasoned analysis in response. The requirement of a detailed analysis in response ensures that stubborn problems or serious criticism are not "swept under the rug."

21.1

The final draft EIR mentions the Colorado River and how it relies on the system for imported water.

The Colorado River system is designated as "Navigable River Waters of the United States" and is subject to federal jurisdiction.

33 Code of Federal Regulations; Section 329.4 - General definition.

"Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the waterbody, and is not extinguished by later actions or events which impede or destroy navigable capacity. "

33 Code of Federal Regulations; Section 329.9 - Time at which commerce exists or determination is made;

"a) Past use. A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in paragraph 329.8(b) of this Part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions. Nor does absence of use because of changed economic conditions affect the legal character of the waterbody. Once having attained the character of "navigable in law," the Federal authority remains in existence, and cannot be abandoned by administrative officers or court action. Nor is mere inattention or ambiguous action by Congress an abandonment of Federal control. However, express statutory declarations by Congress that described portions of a waterbody are non-navigable, or have been abandoned, are binding upon the Department of the Army. Each statute must be carefully examined, since Congress often reserves the power to amend the Act, or assigns special duties of supervision and control to the Secretary of the Army or Chief of Engineers. "

21.2

The "Law of the River" is subservient to Federal Jurisdiction and can be modified by Federal Law or the federal court system. The final draft EIR makes no mention of this fact and gives a false sense of water security to those who are concerned about water shortages.

California is in an emergency drought situation and Lake Mead is at critical levels. The Federal Bureau of Reclamation predicts that if conditions do not change, a federal water shortage emergency will be declared in 2017 for all seven states that rely on Colorado River water. Should this emergency be

21.3

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declared, the County Planning Commission has not demonstrated in the final draft EIR that the county will have a sufficient supply of water to supply existing customers let alone supply future ones. The final draft EIR relies upon multiple water agencies and "The Law of the River" to establish sufficient water supply to riverside county. The agreements established in the "Law of the River" are subject to change should a federal emergency declaration be declared for the Colorado River.

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21.3
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The planning commission has failed to list the amount of acre feet of water the county is "currently" using nor has it established an estimate of how many acre feet it will need moving forward. The final draft EIR relies upon outdated data and in many of the discussion the data pre dates drought and the building boom.

21.4

The county has failed to list in the draft EIR what the "dry year" supply of water is or how it would impact the county residents or businesses. The final draft EIR states "Rather, SWP deliveries are based on the State of California's determination of water availability and for a variety of reasons **can be less than the entitled amounts.**" This statement in itself should give pause to the final draft EIR moving forward as it can't promise the availability of the current water supply.

21.5

The dream of water entitlements from the incomplete State Water Projects (SWP) and concepts is no substitute for the reality of actual water the SWP or other water agencies can deliver. There is no guarantee the county would receive 100 percent of their SWP water or Colorado River water moving forward.

21.5

Today, the county cannot predict when the drought will be over so how can it rely on plans, concepts, ideas, visions, or funding for future water projects to supply water to the county?

21.5

The Final Draft EIR does not discuss in detail the Federal Bureau of Reclamations Colorado River emergency plan. The final draft EIR fails to list what elevations above sea level that Lake Mead is at or at what elevation above sea level that water rationing from the Colorado River will impact Riverside County.

21.6

The Final draft EIR doesn't include contingency plans for water supply for multiple years of drought. The final draft EIR does not list at what elevation the banked reserve of Colorado River water cannot be withdrawn nor does it include the 3% loss of banked water caused by transpiration of banked surface water.

21.7

The final draft EIR doesn't address how water use under current California Government Code 65580 will be affected moving forward nor does it address any mandates to mitigate water shortages caused by RNHA. The final draft EIR doesn't discuss what the cumulative build outs will have on the water supply.

21.8

The final draft EIR misleads the public by introducing into the water shortage scenario a future supply of salt water from ocean desalination projects. Riverside County does not have ocean access and relying on water projects in concept is not a reliable supply of water. The final draft EIR is present day and can only rely upon present day water supplies. Presently, imported water supplies are drying up and at critical levels.

21.9
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Riverside County has only one source of water that is guaranteed until it is depleted and that is the groundwater that exists within the counties borders. The final draft EIR should reflect this reality and calculate its total capacity. As the final draft EIR points out, there is no guarantee imported water will be available. This becomes more apparent during “dry years.”

In 2012 California reservoirs were at, or near Capacity. In just three short years the State went from plenty of water to critical water supply. This in part was due to a rapid increase in population growth during the housing bubble. The final draft EIR relies too heavily on water resources which are not in County control. The county should not treat water resources as business as usual but should have an emergency plan for water shortages. The average person can survive up to a month without food but can survive roughly three days without water. The final draft EIR fails to adequately assure county residence that water will be available during shortages.

The county has failed to estimate how many acre feet of ground water is available or at what level the ground water resources will be unavailable. The final draft EIR fails to address at what point basin overdraft conditions will occur. Nothing in the final draft EIR discusses land subsistence. The basic cause of land subsidence is a loss of support below ground. In other words, sometimes when water is taken out of the soil, the soil collapses, compacts, and drops. This depends on a number of factors, such as the type of soil and rock below the surface. Land subsidence is most often caused by human activities, mainly from the removal of subsurface water. The final draft EIR fails to identify land subsidence area’s which would be inadequate for building sites. The final draft EIR doesn’t discuss at what point overdraft of ground water resources will affect Riverside county residence or businesses. The final draft EIR doesn’t discuss what water resources would be lost to land subsistence.

Nothing in the final draft EIR supports, by substantial evidence, that the county will have available water for new projects. The final draft EIR makes no attempt to calculate or even discuss the differences between entitlement (paper water) and actual supply (DRINKABLE WATER). Real water: That’s wet water, the stuff one needs for drinking, washing clothes, growing food, building houses and cooling power plants.

Paper water: The piece of paper that says how much real water someone has the legal right to use. In a nutshell, the concept refers to how much water some piece of paper (e.g., water rights certificate) says you have and how much you actually have access to or how much is available. It refers to the fact that a state or some other entity allocates more water than is physically available. I like to think of it as hydrologic reality meets administrative fiat.

The final draft EIR doesn’t demonstrate with reasonable certainty that the county has adequate water supply moving forward. The final draft EIR doesn’t discuss at what point during build out it will have an insufficient supply of water.

Our questions are not unreasonable. The public has a right to know how much actual water is available and at what point an insufficient supply will have a direct affect on current residence and business’s. The final draft EIR doesn’t address these questions. The final draft EIR doesn’t address how build out will affect existing water customer’s. Obviously, with county restrictions now in place addressing landscape



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21.10

21.11

requirements on new construction, and with the State mandating water reductions, the county is aware of the water shortages. The final draft EIR should contain a contingency plan for present and future water shortages along with any potential shortages caused by build out. In 2001, California adopted two landmark pieces of legislation. Senate Bills (SB) 221 and 610 require local land use authorities to demonstrate long-term water supply availability. The final draft EIR has failed to do so. It fails to supply information of what water capacity it has now or at what point the current capacity will be exhausted. I suggest this would be in the scope of "planning."

↑
21.11
Cont.

Terry & Carol Curtiss

30646 Madrona Ct. Nuevo, Ca. 92567 (951) 764-9908

Comment Letter No. 21: Terry and Carol Curtiss

Note: Refer also to Comment Letter 4, submitted by Terry and Carol Curtiss, and its respective response for further discussion.

Comment 21.1

The commenter states that Final Draft EIR No. 521 does not adequately calculate differences between water entitlement and actual supply. This comment also notes concerns related to the disclosure of the amount of water available in Riverside County. While these concerns are noted, the Final Draft EIR clearly describes the major imported water supplies available to Riverside County, as well as State Water Contracts and existing SWP supplies (Section 4.19.3, *Existing Environmental Setting – State and Regional Water Supply*). Draft EIR No. 521 also states that “entitlements quantify the maximum delivery of water that each contactor could expect” and that “these entitlements, however, do not guarantee water delivery” (Section 4.19.3, page 58). Furthermore, as a ‘first tier’ document, Draft EIR No. 521 is meant to evaluate the environmental impacts to water resources potentially resulting from the adoption of GPA No. 960.

Furthermore, water demand is a key component of project-level review within the County. During a project’s environmental review, potential water supply constraints are analyzed within the project’s environmental documentation to ensure that sufficient water supply is available for the project. Any environmental impacts of future developments would also be addressed at the project level in project specific analyses. This effort is undertaken by the local water districts to ensure sufficient water supply for new development. As discussed in the Section 4.19.3 of Draft EIR No. 521 (*Existing Environmental Setting – State and Regional Water Supply*), water supplies are provided to County residents and businesses through various water retailers including municipal water districts and California Public Utilities Commission-regulated water utilities. The State of California has also enacted the Sustainable Groundwater Management Act, enforced by the State Water Resources Control Board, which requires certain groundwater basins to prepare Groundwater Management Plans.¹ Finally, groundwater is also managed in Riverside County by various watermasters, adjudications and settlement agreements, which are described in the Draft EIR (Page 4.19-103) and overseen by a collaborative effort of County and watershed stakeholders led by the Santa Ana Watershed Project Authority in Western Riverside County and the Colorado River Basin stakeholders for eastern Riverside County.^{2,3}

¹ <http://groundwater.ca.gov/>

² <http://www.sawpa.org/owow/the-plan/>

³ <http://www.usbr.gov/lc/region/programs/crbstudy/MovingForward/index.html>

Furthermore, pursuant to SB 610 and SB 221, during the project's environmental review, any development over 500 residential units or non-residential of a certain scale must complete a Water Supply Assessment to ensure that a sufficient water supply exists to serve the project. This comment does not identify any specific concern with GPA No. 960, the adequacy of Draft EIR No. 521, or the Riverside County Climate Action Plan.

Any environmental impacts of future developments regarding land use, circulation and public utilities would also be addressed at the project level in project specific analyses and would require further environmental analysis and compliance. In the event that a project would not have a water supply, the respective water district would not issue service to the development during the entitlement phase to ensure that developments are not constructed prior to securing a water supply.

Comment 21.2

This comment notes that the Colorado River is designated as one of the navigable river waters of the United States, and as such is subject to federal jurisdiction. This comment also notes that this fact is not mentioned in the Final Draft EIR.

While these concerns are noted, the fact that the division and use of water originating from the Colorado River is governed by the "Law of the River" is clearly stated on page 59 of Section 4.19 (*Water Resources*) of the Draft EIR. Moreover, the discussion following this statement in the Draft EIR mentions the fact that conditions have been imposed by Congress on the usage of water from the Colorado River, including those by the Boulder Canyon Project Act. It is implied that future acts of legislation by Congress or federal court decisions may modify the use of water from the Colorado River. However, as noted on page 94 of Section 4.19 (*Water Resources*), currently "The Colorado River Basin Project Act of 1968 insulates California from water shortages in all but the most extreme hydrologic conditions, according to the MWD (Official Statement, page A-20, 2012)."

Comment 21.3

This comment notes that Lake Mead is at critical levels and a federal water shortage emergency may be declared in the near future in states which rely on Colorado River water. The commenter notes that should a federal water shortage emergency be declared, the amount of water available for use in California will decrease.

Refer to Response 21.1, above. While these concerns are duly noted, the Final Draft EIR clearly states that "the year-to-year availability of Colorado River water to urban users became much more variable and unpredictable" and describes in detail the "California Plan" developed by the State of California's Colorado River Board to resolve the problem of limited and variable amounts of water for use in California from the Colorado River (*Water Resources*, page 4.19.3-60).

The commenter incorrectly implies that if a federal water shortage emergency is declared, California's allocation of water will decrease. While it is correct that water rationing may occur, water usage decreases will primarily occur in Southern Nevada and Arizona; "The Colorado River Basin Project Act of 1968 insulates California from water shortages in all but the most extreme hydrologic conditions, according to the MWD (Official Statement, page A-20, 2012)" as stated in Section 4.19.3. Moreover, Section 4.19.3 "E—Factors Affecting Colorado River Water Supplies" goes into further detail about Colorado River Water Supplies, Water Rights, and Conservation Programs that may affect the availability of Colorado River water supplies for use in California.

Comment 21.4

This comment incorrectly states that the Final Draft EIR relies upon outdated data. Pursuant to CEQA, the description of the physical environmental conditions provided in this EIR are as they existed on or about April 13, 2009, at the time the Notice of Preparation (NOP) was issued.

Because of the countywide scope and nature of the General Plan and its programmatic EIR, as well as the nature of the project's water supplies and water resources, much of the data presented herein cannot all be said to represent a single point in time (i.e., April 13, 2009). In such cases, the data set that is best supported by substantial evidence is used and a discussion of how it is or is not expected to differ from existing physical conditions is provided. It should be noted here that 'substantial evidence' refers to "fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact" (Public Resources Code [PRC] Section 21080(e)(1)). Further, substantial evidence does not include "argument, speculation, unsubstantial opinion or narrative, evidence of social or economic impacts that do not contribute to, or are not cause by, physical impacts on the environment."

Comment 21.5

Refer to Response 21.1, above. This comment indicates concerns about the dry year supply of water and its impacts of residents and businesses in Riverside County. The commenter argues that the County has failed to list Dry Year water supplies within the Draft EIR. While these concerns are noted, Page 4.19.3-58 of Draft EIR No. 521 clearly states that water deliveries from the SWP "have ranged from *1.4 million AF in dry years* to roughly 3.7 million AF in wet years" (emphasis added). Due to the variable nature of the water supply in Riverside County, decreases in the availability of entitled water from certain sources in one year can be made up for by purchasing increased amounts of water from other sources, as well as local groundwater supplies and other water supply alternatives.

Comment 21.6

The commenter notes concern about a lack of discussion of the water levels within Lake Mead. Due to the long-term planning horizon that the General Plan intends to address, the inclusion of variable data, such as water levels within Lake Mead, are more appropriately handled by water agencies as well

as in project-specific documents. In regards to security of water resources, refer to Response 21.1, above.

Comment 21.7 This comment is duly noted. As mentioned in Response 21.6, above, the County does not include information subject to frequent variation due to the long-term horizon that the document plans for. Ultimately, water supply falls under the jurisdiction of local water districts. The County works extensively with local districts to ensure water supply for residents. Refer also to Response 21.1 above.

Comment 21.8 This comment is duly noted. Due to the individual requirements that govern the development of a Housing Element, the Housing Element is currently being amended separately as a separate General Plan Amendment (GPA No. 1122). For further information on the Housing Element, and its associated environmental impact report, refer to the County Planning Department at www.planning.rctlma.org.

Comment 21.9 The commenter argues that the Final Draft EIR is misleading to the public by proposing saltwater desalination as a water supply resource for the County. Page 4.19-126 of the Water Resources section of the Draft EIR outlines the use of desalination within the County. While representing an overall small portion of the County's water supply, desalination is a technology that is becoming more frequently utilized by local water districts as it represents a water supply resource that can operate independent of drought conditions. The Draft EIR extensively outlines local water resources, including projects that may employ the use of desalination.

While this comment is duly noted, ultimately the EIR must accurately consider existing and future water supplies, which may include desalination projects. In regards to the drought, refer to Response 21.1 above.

Comment 21.10 The Draft EIR extensively describes subsidence throughout the County in Section 4.19 (*Water Resources*). Refer to the *Water Resources* section for a complete discussion of subsidence within the County. Substantial discussion is provided throughout this section; however, in-depth discussions are provided on pages 4.19-4 through 4.19-267.

Comment 21.11 This comment is duly noted. The County has provided substantial evidence supporting the availability of water for future projects, and has extensively analyzed the existing water supplies within the County. However, water supply ultimately falls under the jurisdiction of local water districts. Refer to Response 21.1, above.

Jackson|DeMarco|Tidus Peckenpaugh

A L A W C O R P O R A T I O N

August 25, 2015

Direct Dial: 949.851.7409
 Email: mstaples@jdtplaw.com
 Reply to: Irvine Office
 File No: 4063-28900

VIA OVERNIGHT DELIVERY & E-MAIL (klovelad@rctlma.org)

Planning Commission
 Attention: Kristi Lovelady, Principal Planner
 County of Riverside Transportation and Land Management Agency
 County Administrative Center
 4080 Lemon Street, 12th Floor
 Riverside, CA 92501

**Re: Domenigoni-Bartons' Comments on General Plan Amendment No. 960 and
 Final Environmental Impact Report No. 521**

Dear Honorable Planning Commissioners and Ms. Lovelady:

We represent the Domenigoni-Barton entities. The Domenigoni-Bartons own property in unincorporated Riverside County ("County"), including land along Winchester Road from Keller Road on the south to Holland Road on the north ("Property"). The Property is located just west of the Diamond Valley Lake reservoir's ("DVL Reservoir") West Dam. The County has approved the Domenigoni-Barton Specific Plan No. 310 for development of the Property.

We respectfully request that the Planning Commission approve the following clarification in the dam inundation Figure S-10 and the related Harvest Valley-Winchester Area Plan Flood Hazards Figure 11 before approving General Plan Amendment 960 ("GPA 960"):

The General Plan's dam inundation-related land use restrictions, construction requirements, and mitigation measures do not apply to the area within Domenigoni-Barton Specific Plan No. 310 due to the relatively recent construction of the dams at Diamond Valley Lake, their extensive and detailed engineering design, and the extremely low likelihood of dam failure.

Our requested clarification would avoid an internal inconsistency in GPA 960 and provide clear policy direction for implementation of Specific Plan No. 310 because the County has approved housing, employment centers and public facilities within Specific Plan No. 310.

On June 30, 2014, we submitted a comment letter and supporting exhibits on behalf of the Domenigoni-Bartons regarding the initial Draft GPA 960 and Draft Environmental Impact Report 521 ("EIR 521"). We submitted supplemental comment letters on April 2, 2015, and August 18, 2015, requesting that GPA 960 and EIR 521 clarify that the County's Dam

22.1

22.2

Irvine Office
 2030 Main Street, Suite 1200
 Irvine, California 92614
 t 949.752.8585 f 949.752.0597

Westlake Village Office
 2815 Townsgate Road, Suite 200
 Westlake Village, California 91361
 t 805.230.0023 f 805.230.0087

www.jdtplaw.com

Inundation Zone land use restrictions do not apply to the Property or Specific Plan No. 310. Our June 30, 2014, April 2, 2015, and August 18, 2015 comment letters are incorporated by reference.

As discussed in our June 30, 2014 letter and Attachment "E" to that letter, the County previously evaluated the potential DVL Reservoir dam inundation impacts in connection with both the Highway 74/79 General Plan Amendment and Specific Plan No. 310, and concluded that those impacts were not significant and will not have any effect on land uses. Now, for the first time, GPA 960 imposes the County's flood hazard zone land use restrictions, including Policy S 4.3, within the DVL dam inundation areas. (See, Draft EIR 521, pp. 1.0-42 – 1.0-43 (Table 1.0-B, Impact No. 4.11.C) and 4.11-57 – 4.11-58, subsection 2(b).) Policy S 4.3 calls for the County to "**Prohibit construction of permanent structures for human housing or employment** to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other low intensity uses are allowable if flood control and groundwater recharge functions are maintained."

22.2
Cont.

State law does not require or recommend such local land use restrictions in all mapped inundation areas. Rather, State law requires the preparation of dam inundation maps and disclosure of a property's location within a dam inundation zone in real estate transactions. Local agencies are also encouraged to adopt emergency evacuation procedures in dam inundation zones. State law does prohibit new schools in dam inundation areas (unless the cost of mitigating the inundation impact is reasonable), however, State Legislature exempted the DVL dam inundation area (Education Code section 17253).

The Domenigoni-Bartons respectfully request that the Planning Commission approve the above referenced language to clarify that the County's Dam Failure Inundation Zone land use restrictions do not apply to the Property or Specific Plan No. 310, before approving GPA 960 and certifying EIR 521.

Please contact me if you have any questions, or if we may provide any additional information.

22.3
Cont.

Sincerely,



Michele A. Staples

Kristi Lovelady, Principal Planner

August 25, 2015

Page 3

cc: Mr. Juan Perez, Riverside County TLMA Director*
Mr. Steve Weiss, Riverside County Director of Planning*
Mr. Dusty Williams, General Manager-Chief Engineer, Riverside County Flood Control
and Water Conservation District*
Mr. Stuart McKibbin, Chief of Regulatory Division, Riverside County Flood Control and
Water Conservation District*
Gregory Priamos, Esq., Riverside County Counsel*
Shellie Clack, Esq., Deputy County Counsel*
* (via email)

1271068.1

Comment Letter No. 22: Domenigoni-Barton Entities (via Michele Staples)

Note: Refer also to Comment Letter No. 14, submitted on behalf of the Domenigoni Barton entities, and its respective response for further discussion related to the Diamond Valley Lake Dam Inundation Zone.

Comment 22.1 This comment is duly noted. This comment requests that the Planning Commission approve a clarification in the dam inundation zone depicted on Figure S-10 and the related Figure 11 (Harvest Valley-Winchester Area Plan Flood Hazards) before approving GPA No. 960.

Comment 22.2 This comment is duly noted. The commenter references the previously submitted comment letters on behalf of the Domenigoni-Barton entities regarding GPA No. 960 and Draft EIR No. 521.

This comment is duly noted. The commenter expresses concern that the dam inundation zone depicted in GPA No. 960 will result in future land use constraints due to its location on the Domenigoni property. The commenter has also noted this concern during the 2014 Draft EIR Comment Period, 2015 Recirculated Draft EIR Comment Period, as well as in a letter submitted on August 25, 2015.

Refer to the response to Comment Letter No. 14 of the Supplemental Response to Comments Document for further response related to the Diamond Valley Lake Dam Inundation Zone.

Comment 22.3 The County appreciates your feedback during the GPA No. 960, Draft EIR No. 521, and Riverside County Climate Action Plan process.

Winchester Town Association

**P. O. Box 122
Winchester, CA 92596**

(951) 926-6924

August 20, 2015

Riverside County Administrative Center
c/o Kristi Lovelady - Project Manager
County of Riverside, TLMA Planning Department
P.O. Box 1409
Riverside, CA 92502

RE: General Plan Amendment # 960 - Environmental Impact Report # 521

Ms. Lovelady,

The Winchester-Homeland Land Use Committee, on behalf of the Winchester-Homeland Municipal Advisory Council and the Winchester Town Association, is submitting these comments related to GPA # 960 and EIR # 521.

The Winchester-Homeland Communities are within the boundaries of the Winchester-Homeland Municipal Advisory Council. Boundaries to the north by Maples Road, west by Briggs Road, south by Scott Road, and east by California Avenue. It is located in the Third Supervisorial District (See exhibit "1" identifying boundaries).

Our communities have actively been working with the county and our citizens to study and evaluate land uses with the vision for the future long term build out of a balanced, diverse, and economically sustainable community. These efforts began by revisiting the 2003 approved GPA. A study was prepared compiling the community's efforts. See exhibit "2" which chronicles these events. Exhibit "3" is a final copy of the Land Use Study including proposed policies for implementation.

In the land use report, pay close attention to:

- Page 20, Figure 7 - a bubble map that proposes land use modifications to the General Plan.
- Page 40, 8.0 Conclusions - this section identifies the action items to assist in implementation of this vision.

Following the Land Use Study, the community took the next step and began studying the Downtown Core. We raised the funds through fundraisers and private donations to hire a land use

23.1



consultant, Joel Morse from T & B Planning, to work with the community to develop a downtown concept. The results are identified in exhibit "4" - Downtown Winchester Core Conceptual Draft.

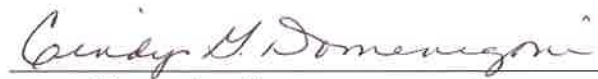
Following completion of the conceptual draft map, we have hired a consultant, Max Nardoni of Max Nardoni & Associates, to evaluate and prepare a report considering the feasibility of the plan, infrastructure funding, transit and MetroLink possibilities, and a density transfer model.

We make the following requests and recommendations:

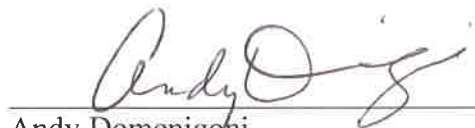
1. Request for GPA 960 & EIR 521 changes to be consistent with Winchester Land Use Study and Winchester Downtown Core Plan.
2. In November 2013, Homeland was added to MAC boundaries by Riverside County.
 - This was done after the Land Use Planning Study was completed. **This added area needs to be studied and evaluated for any recommended changes to the General Plan as well.** We are currently searching for available grants and other funding to undertake this.
3. Work with Riverside County 3rd District Supervisor, the Planning Commission, and Riverside County Planning Department to refine the Land Use Study and Downtown Core Plan - initiate the GPIP process to implement the objectives and policies as stated in the Study. We are searching for available grants and other funding to undertake this.

We are excited and steadfast in planning for the future of our community. We look forward to working with the County in pursuing the vision.

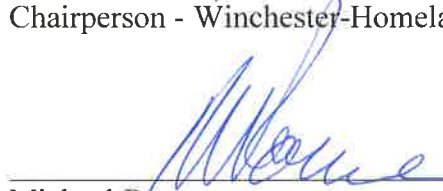
Please feel free to contact us with any questions, or if we may provide any additional information.



 Cindy Domenigoni
 President - Winchester Town Association

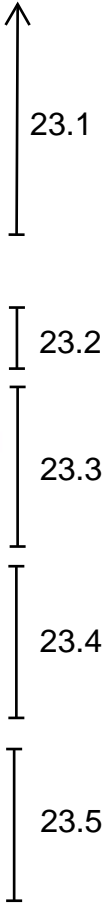


 Andy Domenigoni
 Chairperson - Winchester-Homeland MAC

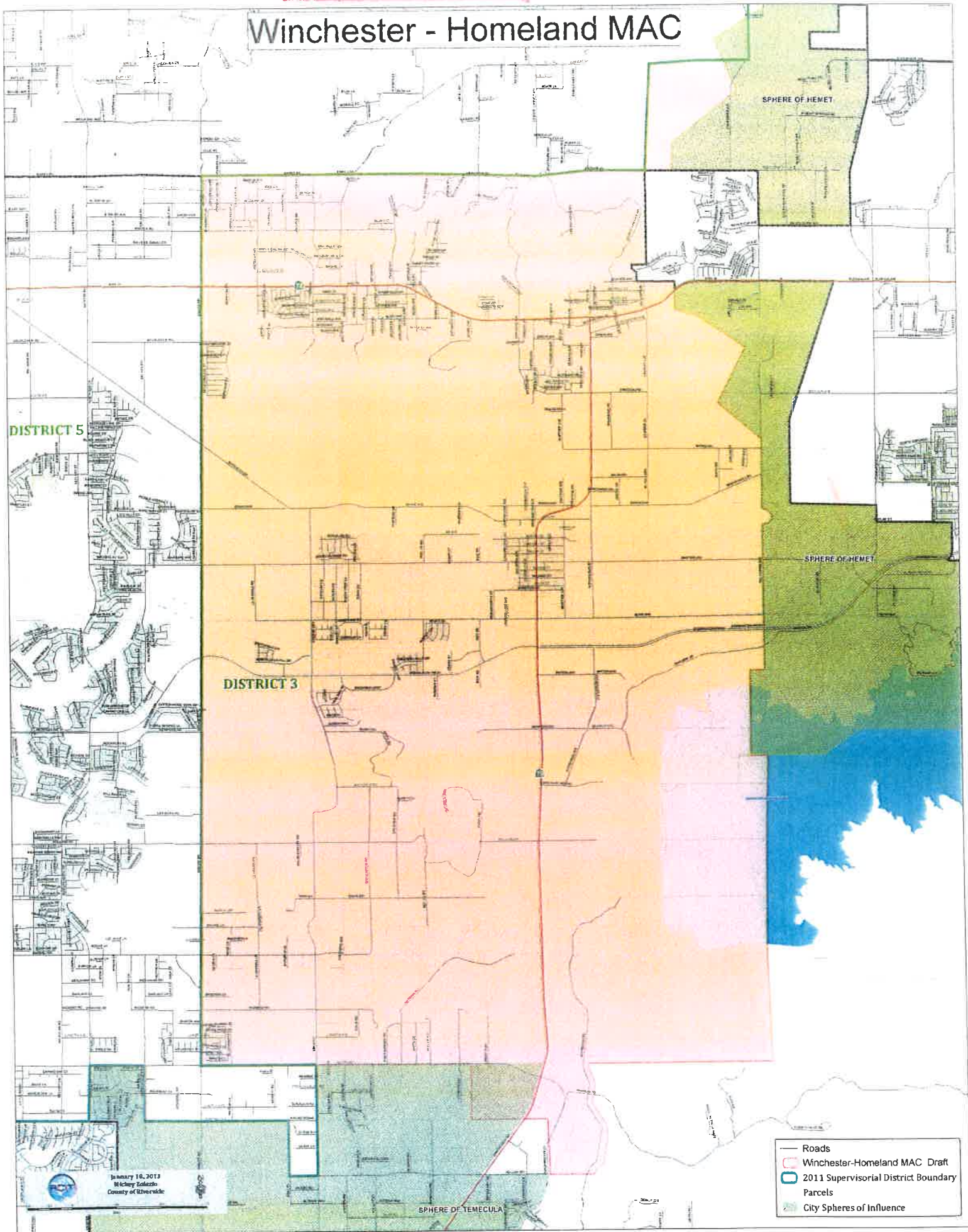


 Michael Rowe
 Chairperson - Winchester-Homeland Land Use Committee

CC: Third District Supervisor Chuck Washington
 Mr. Juan Perez, Riverside County Director of Transportation & Land Management
 Mr. Steve Weiss, Riverside County Planning Director



Winchester - Homeland MAC



- Roads
- Winchester-Homeland MAC Draft
- 2011 Supervisorial District Boundary
- Parcels
- City Spheres of Influence

January 16, 2013
Mickey Salas
County of Elmore

SPHERE OF TEMECULA

Exhibit "2"

Winchester Land Use Study & Downtown Core Plan

Overview

- Purpose of Land Use Planning Study - to evaluate the 2003 Harvest Valley/Winchester Area Plan and make proposed land use modifications that would support the long-term build out of a balanced, diverse, and economically sustainable community with potential of becoming a viable city.
- Winchester Land Planning Advisory Committee was formed, made up of eight (8) community members and two (2) WHMAC members.
- October 2011 - Former Riverside County Supervisor Jeff Stone initiated Study.
- January 2012 - Gary Thornhill of Tierra Verde Planning was contracted by County of Riverside, Economic Development Agency to do background report for Land Use Study listing opportunities, constraints, and physical conditions of the project.
- August 2012 - Draft Land Use Study circulated.
- September 2012 - Final Land Use Study completed. **(report included)**
- October 2012 - Study presented to Riverside County Supervisor Jeff Stone.

The community then went the next step to plan the Downtown Core per the Land Use Study (see 7.1.1. page 21 of the Land Use Study and Item 4 of Conclusion page 40)

- July 2013 - Downtown Core Plan initiated - by property owners and WTA. Consultant - Joel Morse from T & B Planning.
- March/April 2014 - Draft Downtown Core Plan presented to WTA.
- April 2014 - Downtown Core Plan presented to WHMAC. **(map included)**
- June 2014 - Max Nardoni & Associates (consultant) hired by WTA to evaluate the conceptual Downtown Core Plan, preparing a report considering feasibility of the plan, infrastructure funding possibilities, and a density transfer model. **(ongoing - not yet completed)**

FINAL

Community of
Winchester

LAND USE STUDY

Prepared for

*The County of Riverside
Economic Development Agency*

Prepared by

Tierra Verde Planning

September 2012





LAND USE STUDY

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Appendices

A.	Winchester Land Use Study Background Report (January 2012)
B.	City of Hemet Land Use Plan
C.	City of Menifee Land Use Plan
D.	City of Hemet Airport Land Use Compatibility Zones

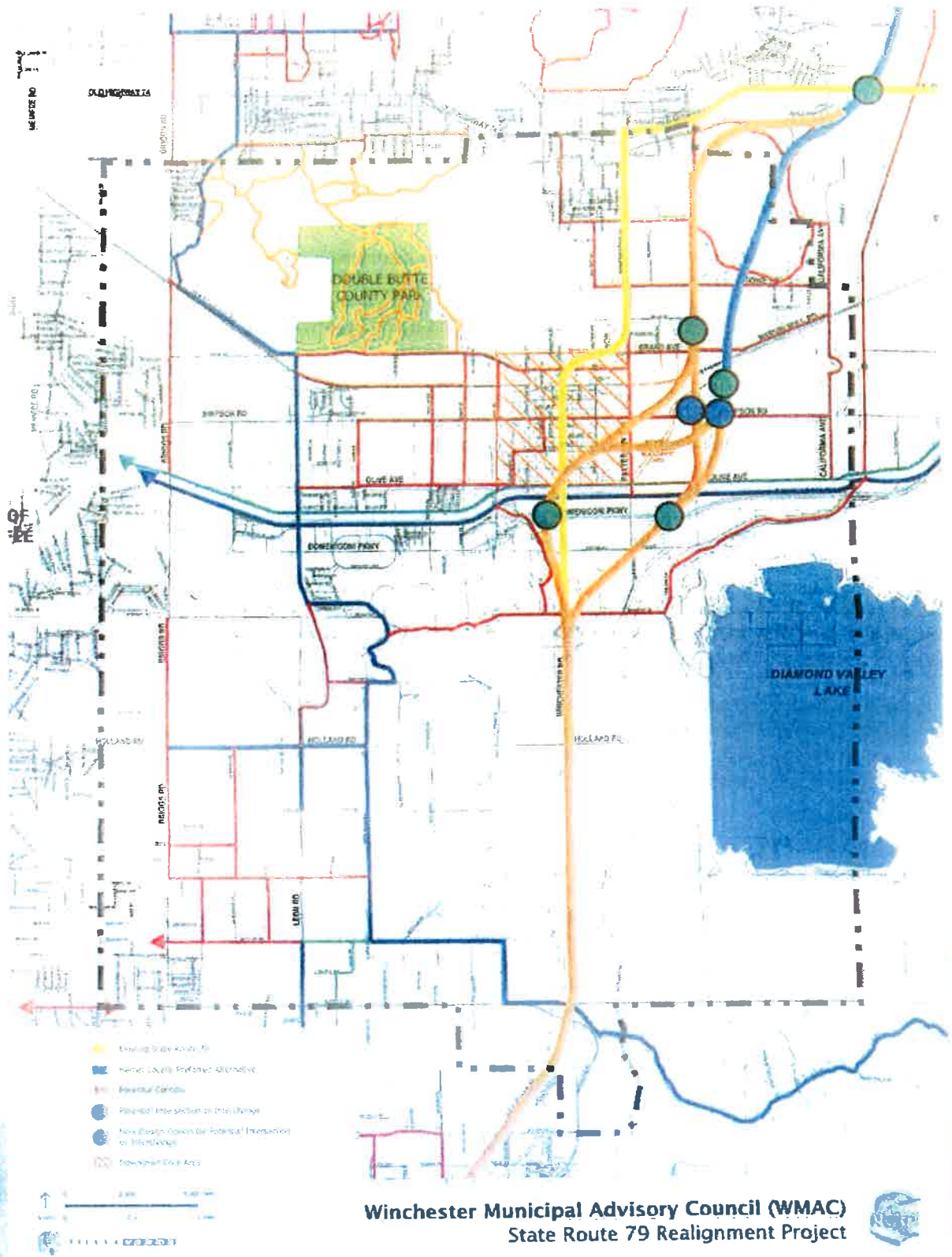


- Develop Winchester as a destination place—creating a sense of identity and uniqueness that will attract residents, businesses and tourists to the area.
- Create a Downtown that would be successful as a pedestrian oriented place which will have a region-wide draw and create opportunities for civic spaces, entertainment, and social interaction.
- Ensure that the Downtown has access from Winchester Road once the proposed re-alignment of Highway 79 is constructed.
- Reduce street widths and speeds along Winchester and Simpson Roads once the re-alignment is constructed to create a more traditional, safe, and pedestrian oriented Downtown.
- Locate the Metrolink station in Downtown as identified in the RCIP.
- Identify necessary infrastructure needs to support the future development and build-out of the community.
- Protect legal non-conforming uses that would be created as a result of future land use changes.
- Create a viable employment base to reduce the length of commute times.
- Create additional open space, parks, trails and recreational uses including the re-use of Double Butte and improving Salt Creek.
- Develop the Metropolitan Water District west side properties condemned by Metropolitan Water District for the Diamond Valley Lake in accordance with the recreational amenities as presented to the community and the region during and after the EIR approval process.
- Create future employment opportunities by recommending industrial, business park, and office commercial land use designations.



LAND USE STUDY

Figure 1 -Highway 79 Re-alignment Alternatives



Winchester Municipal Advisory Council (WMAC)
State Route 79 Realignment Project



4.0 Harvest Valley/Winchester Area Plan

The Land Use Concept of the 2003 RCIP acknowledges that Winchester is ideally situated to become the gateway to the Diamond Valley Lake and accommodate the intensification of land uses. The Area Plan Land Use Concept further states "the Diamond Valley Lake and surrounding recreation area provides a major tourist attraction and is the key to future growth in the area. The land uses that surround Diamond Valley Lake are intended to preserve the facility's long-term outdoor recreational opportunities and to attract visitors by providing a quality experience for them."

The Area Plan Land Use Map focuses on preserving the unique features in the Area Plan and, at the same time, will guide the future growth of Winchester. The Area Plan Land Use Concept created a significant shift from the existing rural land uses to higher density land uses consisting of more urban/suburban/rural, and mixed land uses that center around unique cores.

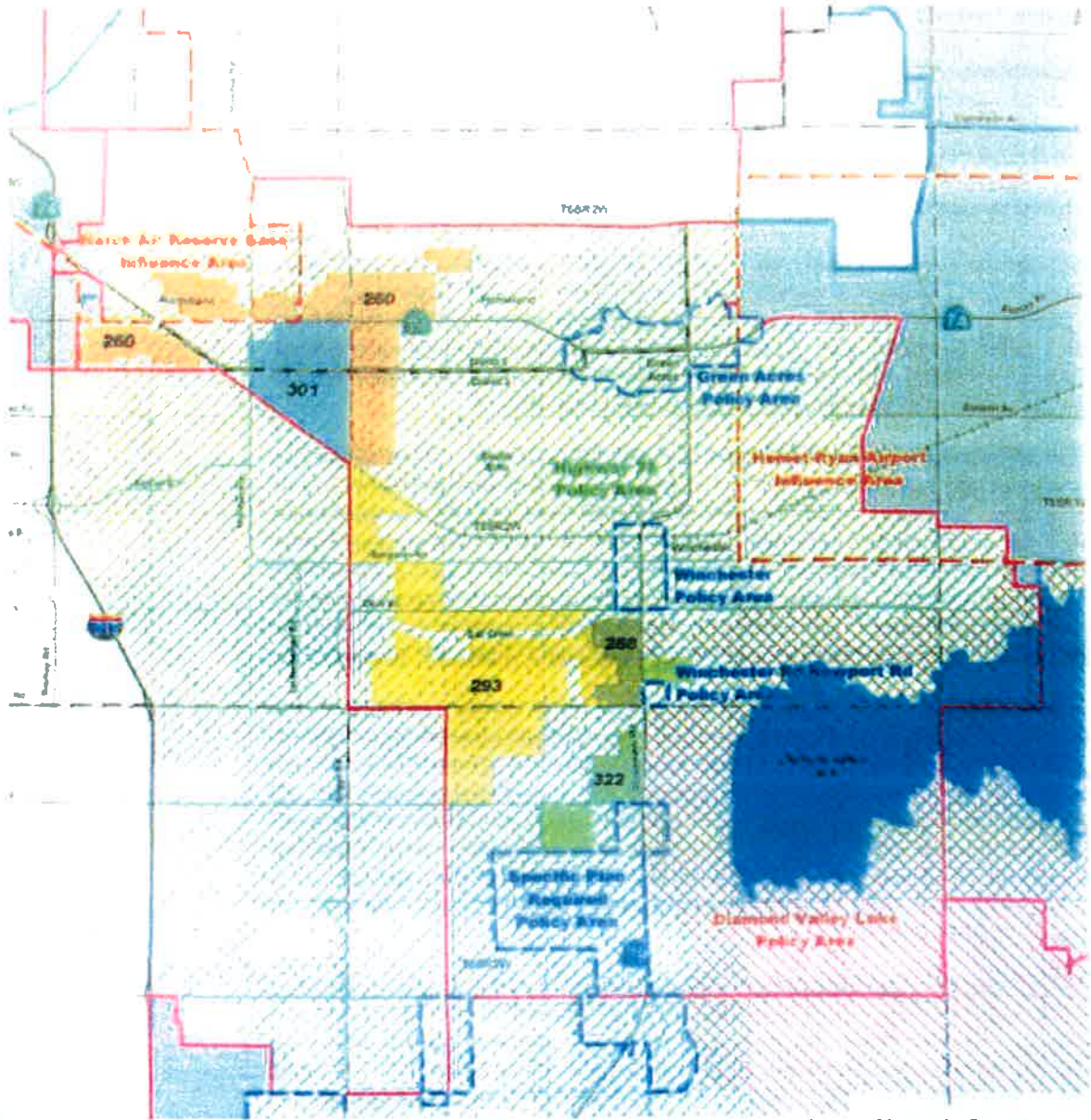
According to the Area Plan, the rationale for this proposed land use shift is due to the proximity to Diamond Valley Lake and the recreational and development opportunities it presents. In addition, the transit opportunities with the existing rail line, and Highways 74 and 79 would provide the needed transportation infrastructure to support increased density in the Area Plan. The current Area Plan envisions a distinct character and identity consisting of a compact Downtown core designed in an "Old West" theme with a mixture of land uses that are pedestrian oriented.

The Area Plan Land Use Map depicts the current geographic distribution of land uses within the Planning Area. The Land Use Map is organized around 30 area land use designations and five overlays. There are also eight Policy Areas within the Area Plan. The Area Plan states "in some ways these policies are even more critical to the sustained character of the Area Plan than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain". Policy Areas contain special or unique characteristics that required detailed analysis and focused policies—not typical zoning and land use concepts.

The Policies Areas that were reviewed with the community and were analyzed when developing the Study are summarized below:

- **The Hemet-Ryan Airport Influence Area.** Hemet-Ryan is an active airport located in the City of Hemet with the influence area extending into the eastern portion of Winchester. This Policy Area contains numerous safety zones which are listed in Figure 3. Properties in this zone are subject to regulations governing issues such as development, intensity, density, height of structures and noise. Properties within this Policy Area were analyzed and land use modifications to this area were made with the consideration of the restrictions in this area (Figure 3 Hemet-Ryan Airport Influence Policy Area).
- **The Winchester Policy Area.** This area is covered by the County's existing Community Center Overlay. The intent of the Policy Area is to help create a sense of place and an entrance to the Diamond Valley Recreation Area. This Policy Area was created to capitalize on the proximity to Diamond Valley Lake with the Downtown core, and the activity centered around Winchester and Simpson Roads. This Policy Area states the vision for the Downtown core would

Figure 2 - Harvest Valley/Winchester Area Plan Policy Areas



(Source: County of Riverside General Plan)

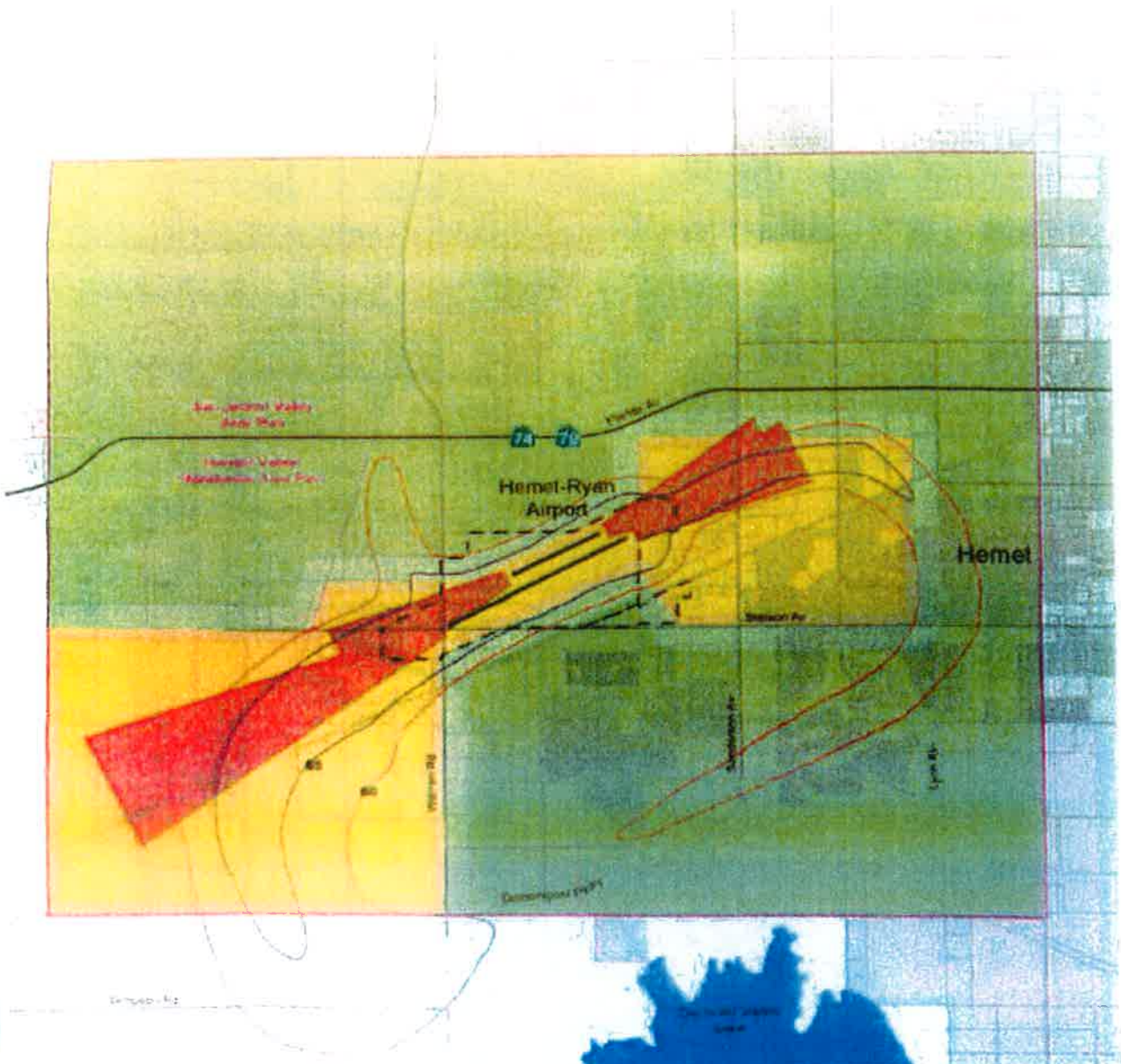
- | | |
|---------------------------------------|---|
| Airport Influence Area | Policy Areas |
| Specific Plans (Colored Individually) | Highway 79 Policy Area |
| Superserial District Boundary | Diamond Valley Lake Policy Area |
| Area Plan Boundaries | Highway 79 & Diamond Valley Lake Policy Areas |
| City | |

This map is a general representation of the information contained in the County of Riverside General Plan. It is not intended to be used for legal purposes. The County of Riverside is not responsible for any errors or omissions in this map. The County of Riverside is not responsible for any damages or losses resulting from the use of this map. The County of Riverside is not responsible for any claims or liabilities arising from the use of this map. The County of Riverside is not responsible for any claims or liabilities arising from the use of this map.

be implemented with the Community Center Overlay which eliminates the typical zoning that requires separation of land uses. The Study identified this area as the Downtown core and expanded the boundaries. The Study recommends this area to be developed as a more traditional, pedestrian oriented Downtown with mixed-use and transit oriented development. For revised Downtown boundaries, see Figure 7, Proposed Land Use Modifications.

- **The Diamond Valley Lake Policy Area.** This Policy Area is envisioned to be developed pursuant to one or more Specific Plan consisting of a variety of recreational opportunities and tourist-oriented facilities including hotels, restaurants, and commercial services to be developed in the future. It is the desire of the WMAC and the community that Metropolitan Water District fulfill this development commitment as presented in numerous meetings the District held during the EIR process, through the regional recreational working group formed for this purpose, and as described in the RCIP.
- **The Winchester Road/Newport Road Policy Area.** This Policy Area is located at the northeast corner of Highway 79 and Newport Road. This Policy Area is intended to direct the commercial uses to the low-lying area suitable for development, provided development can coexist with the proximity of the Diamond Valley Reservoir West Dam. The Policy Area does acknowledge that some destination type development may be possible if the scenic values of the area are maintained. The Study is recommending a portion of this area be modified to Commercial Tourist based on the proposed Highway 79 re-alignment.
- **The Highway 79 Policy Area.** This Policy Area addresses the transportation infrastructure capacity, which is a critical and necessary component to accommodate the land use densities contained in the Area Plan Land Use Map. The proposed re-alignment of Highway 79 is a primary issue that will have a significant and direct impact on the land uses and future development of the community. Accordingly, the re-alignment alternatives were discussed and analyzed extensively at several community workshops. The results of the discussions are presented as policies contained in Section 7 Goals, Policies and Objectives of this Study.
- **The "Specific Plan Required" Policy Area.** This Policy Area represents approved Specific Plans as of the date of the 2003 RCIP and the area that requires a Specific Plan. All land that is in an approved Specific Plan was excluded from the Study. All the approved Specific Plan zoning maps depicted on Figure 2 (HV/WAP Policy Areas) were reviewed to ensure appropriate and logical transition of land uses. The WMAC strongly recommends the County conduct an analysis of the potential cumulative impacts of the density increases and intensity of development being requested within approved Specific Plans.

Figure 3 - Ryan-Hemet Airport Influence Policy Area



(Source: County of Riverside General Plan)

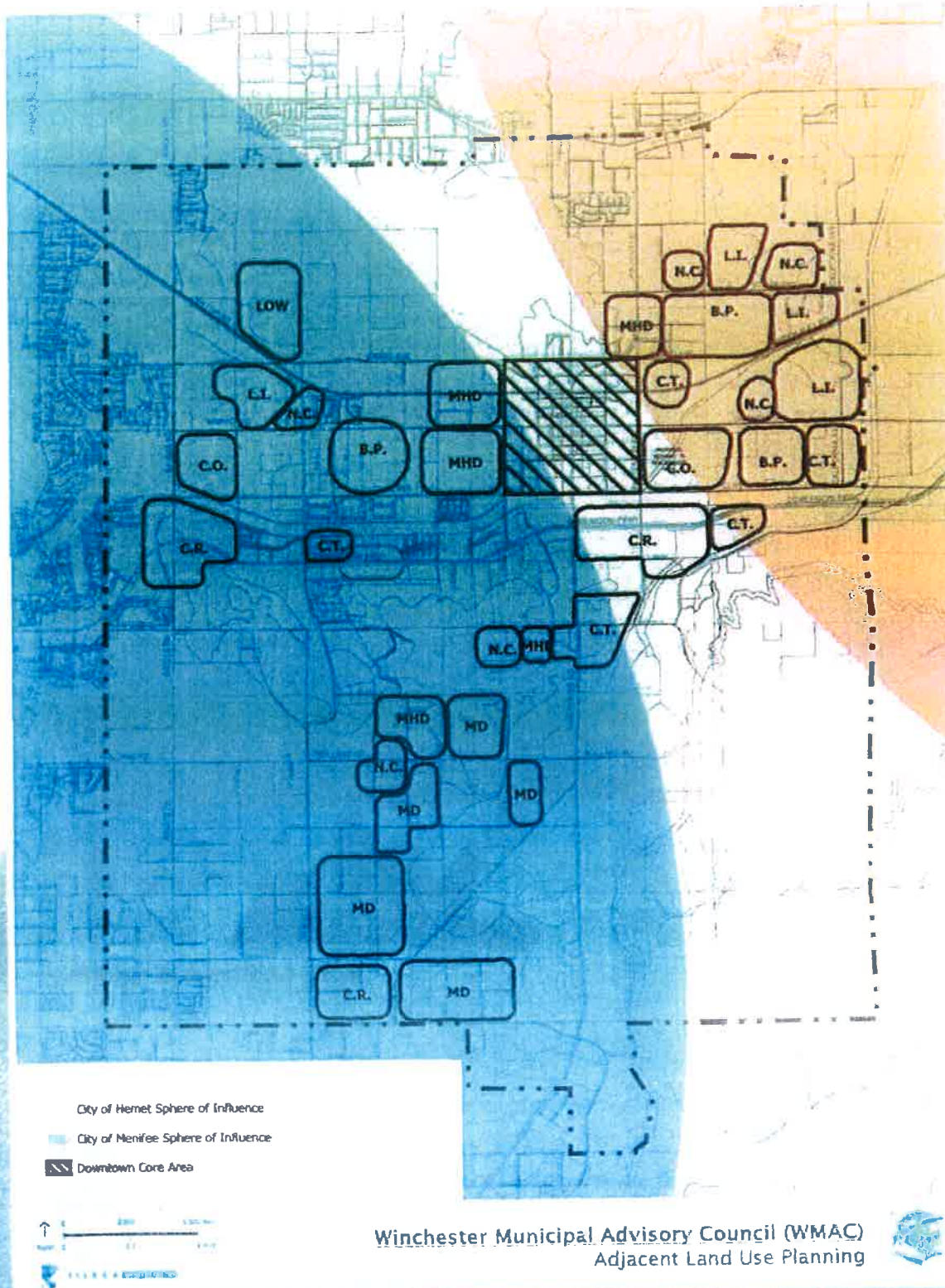
- 65 CNEL Noise Contour
- 60 CNEL Noise Contour
- Airport Boundaries
- Airport Influence Policy Area
- Area of Extreme Risk
- Area of High Risk
- Transition Zone 100'
- Transition Zone 150'
- Area of Moderate Risk
- Area Plan Boundaries
- Incorporated City

Map prepared by the County of Riverside Planning Department, 2000. The map is a general representation of the information provided and does not constitute a warranty of accuracy. The County of Riverside Planning Department is not responsible for any errors or omissions on this map. The map is intended for informational purposes only and should not be used for legal or financial purposes. The map is subject to change without notice. The County of Riverside Planning Department reserves the right to modify or update this map at any time.

HARVEST VALLEY/WINCHESTER AREA PLAN
HEMET-RYAN AIRPORT
INFLUENCE POLICY AREA



Figure 4 - Adjacent Land Use Planning



5.0 Winchester: Character, Features and Opportunities/ Constraints

Community Character

Today, the RCIP describes the existing community of Winchester as a small western-themed commercial core at the intersection of Highway 79 and Simpson Road within the Winchester Policy Area. This small and under-utilized community core is surrounded by small homes on large parcels and agricultural uses. This area, and the entire community, falls within the Highway 79 Policy Area.

One outcome of the workshop was the community's desire to maintain the character of the community when implementing the proposed land use intensifications as identified on the Area Plan Land Use Map, and the proposed modifications of this Study.

Physical Features

Physical environmental conditions can enhance a community and can also have the potential to limit an areas' long-term development capacity. As a result, a review of local conditions helped guide the land use recommendations of this Study. Common environmental issues include topography, biology, seismic, hydrology, geologic, and infrastructure, but also include features that are unique to an area or region.

There are several existing features that were taken into consideration while preparing this Study that will have a significant influence on future development. The primary features are State Route 79 (Winchester Road), and the proposed re-alignment of Highway 79, the existing grid pattern street system, lack of existing infrastructure, the existing Burlington Northern/Santa Fe rail line, Double Butte Mountains and the necessary remediation of this site, Diamond Valley Lake, and Salt Creek (reference Appendix A, Background Report, Figure 3, HV/WAP Physical Features).

These physical features and other community influences will be discussed in the following section, and describe how they will enhance or potentially limit the development capacity of the area.



Existing Commercial Building

Opportunities and Constraints

A safe, healthy and secure environment is the cornerstone of a successful community. Protection from natural and man-made hazards such as flooding, wildfires, and hazardous materials are a vital component for establishing a safe community.

As identified in the Background Report dated January 2012 (contained herein as Appendix A), there are many existing constraints to development that will need to be resolved before Winchester can accommodate the planned build-out as identified in the proposed land use modifications. Conversely, there are existing opportunities that can help facilitate the long-term viability of the community. Please see the Background Report for a complete list of opportunities and constraints.

Opportunities and constraints were analyzed, discussed and reviewed with the community at the workshops and are summarized below.

Opportunities:

Creation of a Traditional Downtown

Creating a successful pedestrian oriented Downtown alive with people, shops, restaurants, events and street life is very important to the residents. The residents share the desire for a traditional Downtown that will attract people region-wide and support the local needs of the community. This type of Downtown will create a distinct identity and sense of place for Winchester.

The historic grid pattern street system in the Downtown area is very conducive to creating a walkable Downtown. This is a tremendous opportunity for the community, and will support the potential for a very traditional Downtown with a host of destinations—shopping, dining, working, cultural and entertainment events, civic uses, libraries, educational institutions, senior centers arts, museums, and night life. If planned correctly, the Downtown area could be the cultural heart of the community.

Metrolink Station

There is an existing Burlington Northern/Santa Fe rail line running east-west that physically bisects Winchester. The rail line is not currently being used, but is planned for use as a Metrolink line in the future. It is the community's goal to locate the Metrolink station in the Downtown, which is consistent with the RCIP vision for Winchester. The Downtown area should be designed to be well-served by transit, have a safe walking environment, and provide connectivity to adjacent developments.

The City of Hemet General Plan land use map identifies the Metrolink station within their easterly sphere boundaries. The Study strongly recommends the transit station to be located in Downtown Winchester which supports the transit oriented development concept of the Downtown, and is a policy recommended in the RCIP.



Traditional Downtown



Traditional Downtown Streetscape with Angled Parking



Downtown with Transit Station



Transit Station in Downtown

The Area Plan Land Use Concepts state:

"A transit station is to be incorporated into the fabric of Winchester and act as the northern anchor for the community. The transit station would act as the regional connection to the Diamond Valley Lake and its surrounding entertainment and recreational uses, as well as Temecula further to the south."

"A transit station should be incorporated into the Community Center. This transit station can be connected to the Winchester Transit Station through a transit system such as the Oasis Concept which is described in the Circulation Element of the General Plan."

Circulation

The Downtown area has an existing grid pattern street system that provides alternate routes for vehicles to avoid the major roads and highways. Overall, the community contains a regional circulation system that appears to be capable of supporting significant growth in the area. The continuing improvements to, and the re-alignment of, Highway 79 should provide more than adequate movement of vehicles within the valley (Figure 5, HV/WAP Circulation).

The re-alignment of Highway 79 will also create future significant regional, community commercial and retail opportunities. The proposed Study has purposely located these types of land uses adjacent to, or in close proximity to, the freeway interchanges and major roadways.

The proximity of future interchanges also provides opportunities to create strong visual statements and clear connections to the Downtown. This can be accomplished through the use of entry monumentation, signage, landscaping (comprehensive streetscape design standards), and the construction of buildings with unique and/or iconic design elements near the gateways to the community.

Economic Development/Employment Opportunities

Providing services that meet the diverse needs of existing and future residents is dependent on a vigorous and healthy economy. Winchester needs a balance of land uses to support a diversity of businesses, an expanded employment base and more diverse housing choices. The Study capitalizes on the strengths of the community, and proposes efficient uses of land and resources that will help facilitate further economic sustainability.

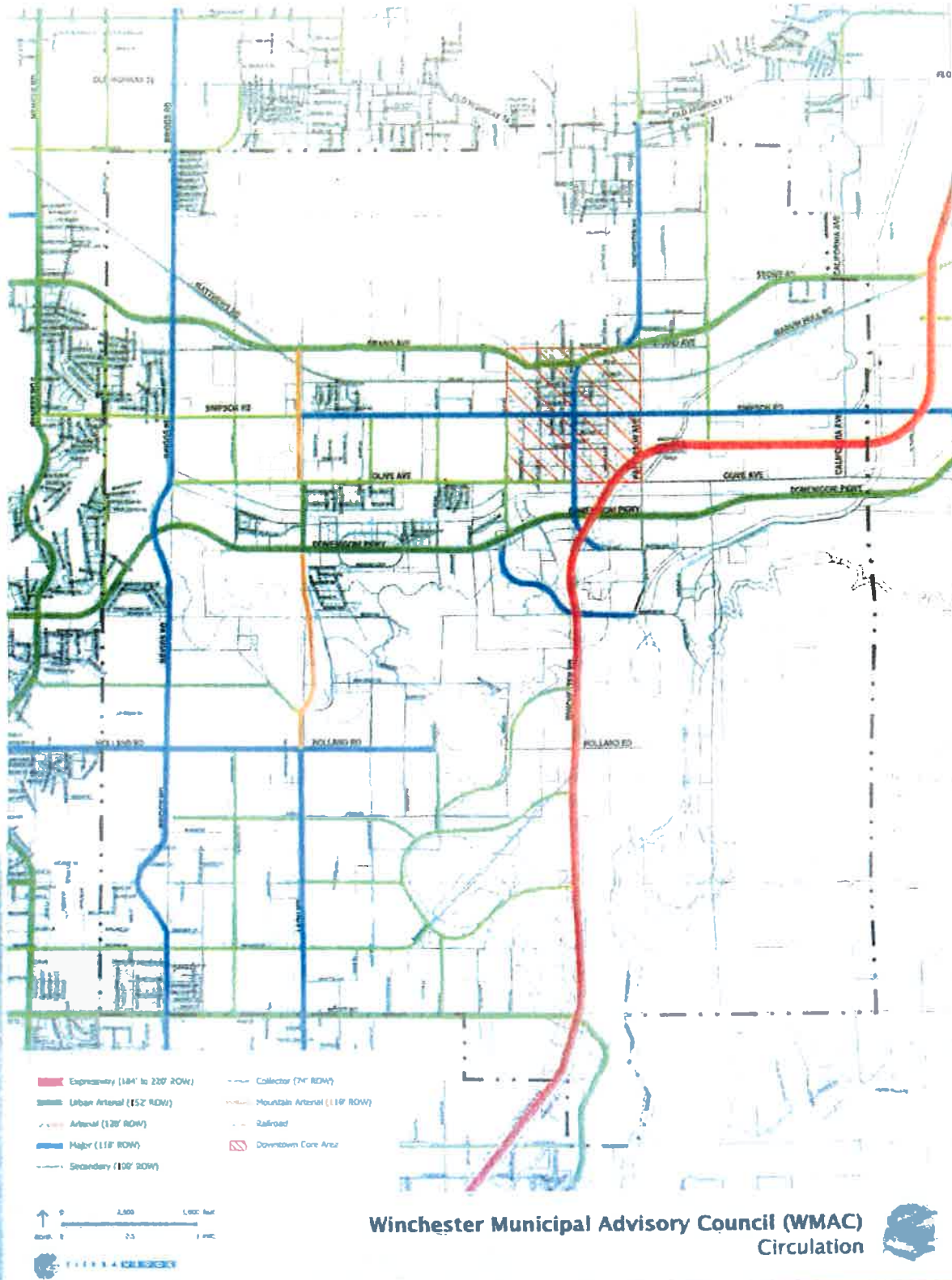
The close proximity of the rail line to the Downtown creates opportunities for a transit center, passenger rail service for commuters, and transit oriented development. In addition, Winchester's close proximity to March Air Reserve Base (ARB) could serve as a future job center when the ARB is redeveloped. Located approximately 20 miles to northwest, this opportunity could create high end jobs with a short commute distance.

Because of the close proximity to both Hemet-Ryan and French Valley Airports, there are very positive possibilities for industrial growth and job creation. The area to the west of Hemet/Ryan, in particular, could support light industrial and business park uses that would be close enough to create positive economic opportunities in the Downtown. These uses could include service commercial, professional offices, lodging, and restaurants. To support this potential economic opportunity, the Study is recommending light industrial, business park and



Commercial Development with Trolley Service

Figure 5 - Harvest Valley/Winchester Area Plan Circulation Map





Opportunity for Future College or University



Public Gathering Space



Community Park

commercial uses within the northeastern portion of the community (to the east of the Highway 79 re-alignment).

Winchester is far enough from large existing commercial centers in Hemet, French Valley, and Menifee that future retail uses could be viable as population growth reaches levels that can support neighborhood, community, and regional commercial centers. While it may be quite some time before some of the larger retail uses are realized, it is vital to plan for all levels of retail and commercial uses now to be properly prepared for the next 20-30 years.

Because there is so much vacant land in the planning area, there are opportunities to attract major public and/or private colleges and universities. There are currently limited opportunities in many of the nearby, more developed communities. Very few communities have the hundreds of acres of land available which is typically the requirement of higher educational institutions. It is important to keep in mind that it can take decades to attract, plan for, and construct major campuses. Therefore, consideration and appropriate land use planning now can accommodate these types of uses in the future, which would have a very beneficial economic outcome for Winchester.

Parks and Open Space

It is the community's desire to increase additional parks, trails and open space and recreational opportunities. One ideal brought up at the community workshop was to explore the possibility of redeveloping the closed landfill at Double Butte. Remediation would be required, but there appears to be opportunities around the land fill that could provide recreational uses to the community (i.e. a regional park, a local park, equestrian facilities, trails or bike paths, and other recreational uses). Reference Figure 6 HVWAP Trails and Bikeway System for existing planned facilities within Winchester

The Study recommends a comprehensive recreational and open space assessment to identify the specific long-term needs of all age groups and types of users. Analysis of park needs including ball fields (both in door and out door), existing trails, and bicycle facilities should be conducted.

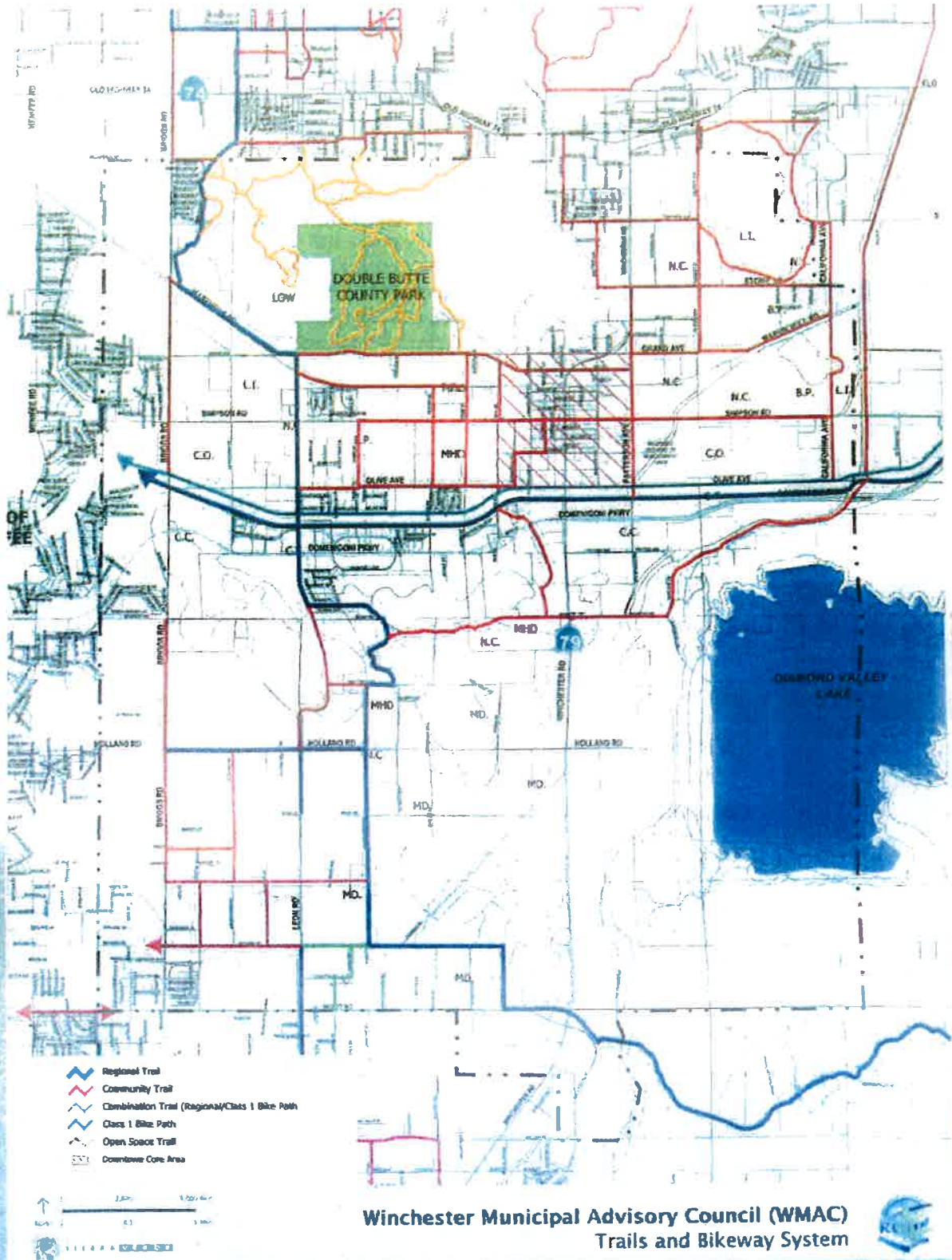
Constraints:

Highway 79 Re-alignment and Winchester Road

The re-alignment of Highway 79 has a significant impact on the proposed Study as a final alignment has not been selected as of the date of this Study (Figure 1, Highway 79 Re-alignment Alternatives). Therefore, one of the recommendations of this Study is to re-analyze the areas that will be immediately affected once a final alignment is chosen.

The re-alignment also has a potential to impact access to and through the Downtown. This Study recommends the re-alignment of Highway 79 to be designed so that it is outside of the Downtown boundaries to avoid bifurcating the southwest portion of the Downtown. It is the recommendation of the WMAC that access to the Downtown via Winchester Road be maintained once the final alignment is selected and constructed. It is also the recommendation of this Study that Winchester and Simpson Roads be reduced in speed limit and capacity through the Downtown with traffic re-routed to higher capacity roads. See Section 7 Goals, Policies and Objectives for additional circulation recommendations.

Figure 6 - Harvest Valley/Winchester Area Plan Trails and Bikeway System



Winchester Municipal Advisory Council (WMAC)
Trails and Bikeway System



Utilities and Services

The lack of local and regional infrastructure will have limitations to long-term development until infrastructure improvements are constructed. In addition, the lack of existing infrastructure is a very important feature that will be required to support the proposed development as identified on the existing Area Plan and Proposed Land Use Modifications Map. The relatively flat topography in much of the Winchester area presents challenges for sewage disposal and surface drainage.

Currently, local wastewater treatment facility in the community of Winchester does not exist. Most properties are served by septic systems. However, there are some homes that are served by sewers. Lack of wastewater infrastructure will be a constraint to the future development (reference Appendix A, Background Report, Figure 7, EMWD Sewer System).

Winchester does not have storm drain facilities (above or under ground). Existing storm water is accommodated by surface drainage. Due to the relatively level topography and lack of local or regional storm drain improvements, flooding does occur in some locations during storm events. Until additional storm drain facilities are built, storm drain runoff will limit future development.

In addition, there are very few paved roads, sidewalks, curbs, or gutters in the Downtown or other parts of the community. This will have a limiting capacity in the type and quality of development that is being proposed (i.e. a walkable Downtown and pedestrian movement and connectivity throughout neighborhoods).

Flooding

The Riverside County TLMA GIS and Figure 11 of the Area Plan identifies a large portion of the community within the 100 and 500 year flood zones (reference Appendix A, Background Report, Figure 4, HV/WAP Flood Zones). The two major areas of concern are Salt Creek and the area extending southwest from Diamond Valley Lake. There appears to be minimal or no local drainage into Salt Creek, as most of the drainage comes from further upstream. This is a potential constraint to development; however, existing regulatory and flood management programs may address this issue. In addition, FEMA maps are updated approximately every 10 years and the flood designations may change over time or with improvements to flood channels.

It is worth mentioning that the proposed Downtown core area is not located within a flood zone.

The Hemet-Ryan Airport

As stated above in Section 4, the County has established the Hemet-Ryan Airport Influence Zone (Figure 3). The City of Hemet General Plan also contains an Airport Compatibility Zone which illustrates the limits of the zone which includes the north-east portion of Winchester (Appendix D). Properties located within the area are inherently restricted in development, intensity, density, height of structures and noise. The Study limited uses in this area to light industrial, commercial and business park, understanding these restrictions to development. No residential land uses are proposed within this zone.

Economic and Employment Opportunities

This is both an opportunity and constraint. Currently, the employment opportunities are very limited within the immediate community and commute times can be quite lengthy. The proposed land use modifications will locate regional commercial centers, neighborhood commercial, light industrial, business park and office uses near major freeway intersections and within close proximity to Downtown for convenient and easy access. These land uses will help create employment opportunities and reduce commute times. It is recognized that substantial population growth in the region must first occur to support this level of development.

6.0 Land Use Modifications

Proposed Land Use Modifications

There were several factors and issues that influenced the outcome of the proposed land use changes. Input from the community as a result of the workshop series was paramount in developing the final Study. The assessment of the physical features, existing land uses, previous entitlements, environmental constraints, infrastructure limitations, circulation, employment opportunities, economic development, financing, and the opportunities and constraints of the community were also key considerations. In addition, the desire of the community to control the future land use and development decisions also influenced the Study (Figure 4, Adjacent Land Use Planning). However the WMAC and the community raised concerns about numerous previously entitled properties currently seeking changes from larger lots to smaller lots, and changes in product types.

Proposed Modifications

The proposed land use modifications are depicted on Figure 7 Proposed Land Use Modifications. Land that is covered by an existing Specific Plan or already entitled was not included in the Study. Only land that does not have entitlements was assessed as these properties have opportunities to be modified, unlike entitled land.

Figure 7, Proposed Land Use Modifications, is intended to be a bubble-diagram that shows conceptual locations of proposed changes—it is not intended to be parcel specific. In fact, boundaries may shift once parcel specific analysis is conducted due to future infrastructure improvements (i.e. Highway 79 re-alignment), adjacency to other land uses (i.e. specific plans), environmental constraints (i.e. biological or flooding), or open space and recreational opportunities.

One new land use designation is being proposed, Neighborhood Commercial (NC). This is to allow local, neighborhood serving commercial centers (within walking distance) so residents have an option of not driving to major commercial centers. All other land use modifications are redistributions of existing designations that will enhance the long-term economic sustainability of the community.

Once the ultimate alignment of Highway 79 is approved, all new interchanges should have commercial nodes adjacent to the interchange. Any industrial,

business park or commercial office land uses effected by the realignment should be located to the east of the approved alignment. These uses need to be separated from the Downtown core. Since the ultimate alignment of Highway 79 has not been selected, a subsequent analysis is recommended for the land adjacent to the re-alignment (including associated interchanges).

The following text is an overview of the primary land use modifications and a description of the intent of the proposed changes. Please refer to Figure 7 for a comprehensive review of all proposed land use modifications.

Generally, the land use designations in the northeastern portion of the community (in or near the Hemet-Ryan Airport Influence Zone) are recommended to be changed to light industrial and business park as explained above. This is consistent with, and provides a good transition between, the adjacent uses to the east. The re-aligned Highway 79 will be in this area so it will provide convenient access to future employment centers. To the west of these uses, neighborhood commercial and commercial office designations are recommended. The intent was to locate these land uses adjacent to and within close proximity to the freeway. This also minimizes traffic impacts to the local roadway circulation system.

The Downtown boundaries are proposed to be expanded from the existing Community Center Overlay as identified in the Area Plan Land Use Map. The new proposed boundaries are: Grand Avenue at the north, Olive Avenue to the south, Rice Road to the west, and Patterson Avenue to the east. Medium High Density (MHD) residential is proposed to the west of the Downtown which allows pedestrian travel to employment opportunities and connectivity to the Downtown. Moving further to the west, some changes to business park, neighborhood commercial, commercial office, commercial tourist and commercial retail are being recommended. The intent is to provide a distribution of commercial/retail services and employment bases to service the western portion of the community.

South of Salt Creek at Patterson Avenue, changes to Commercial Retail and Commercial Tourist are being proposed to provide for regional shopping and tourist uses around Diamond Valley Lake near Domenigoni Parkway. To the west of this area, around E. Newport Road, some Medium High Density (MHD) and Neighborhood Commercial designations are recommended which will place employment opportunities close to Highway 79 and Domenigoni Parkway.

To the south of Ano Crest Road, MHD and Medium Density (MD) land use designations are proposed around a neighborhood commercial designation. The goal is to provide some local serving commercial uses in close proximity to surrounding residential uses. To the east of Leon Road and north of Scott Road, a recommendation of MD centering around Commercial Retail is proposed to accommodate local retail shopping needs—within walking distance to the surrounding residential developments.

7.0 Goals, Policies and Objectives

7.1 Land Use Goals, Objectives and Policies

The RCIP contains some of the primary land use concepts discussed with the community during the workshop series. These concepts are intended to develop the future Downtown Winchester as a walkable, pedestrian friendly community with a distinct image and character. These concepts will also help develop and establish neighborhoods and regional and local centers outside the Downtown core. To do this, the community must have the appropriate land uses, intensities, streetscapes, open space and connectivity. Many of the necessary elements are sustainable planning and design practices and principles. A very brief summary of the concepts is provided below.



Smart Growth—compact mixed-use development that reduces environmental degradation and builds livable neighborhoods and provides a variety of transportation choices that accommodate pedestrians, bicycles, transit and automobiles.

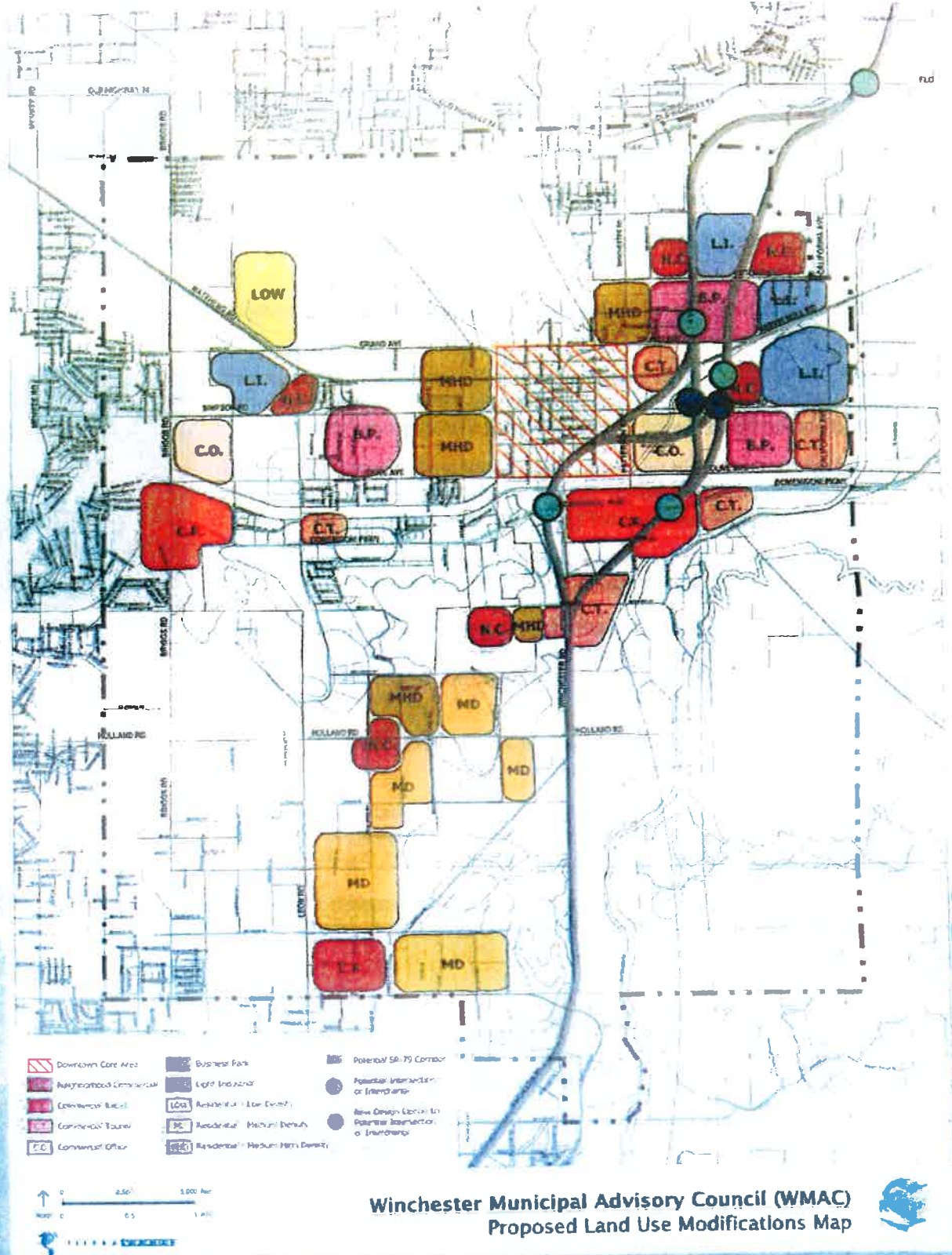
New Urbanism—a concept established in the 1980s that promotes compact neighborhood designs that reduce automobile dependence and enhances the sense of community. The goals include identifying a discernible center, placing most dwellings within a five-to fifteen minute walk of the center, a variety of dwelling types and providing a mix of commercial uses that can meet the weekly shopping needs of a household.

Transit-Oriented Development (TOD)—enhances access to public transportation by placing residential and commercial development (i.e. grocery stores, pharmacy, coffee shops, etc.) around a transit station (train or trolley) generally located within $\frac{1}{4}$ to $\frac{1}{2}$ mile radius from a transit stop. TOD requires the appropriate amount of residential units to create adequate ridership and active street life.

Sustainable Design Principles—design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. A sustainable design approach can be defined by green building practices and the availability of pedestrian oriented amenities. The U.S. Green Building Council through the LEED-ND (Leadership for Energy and Environmental Design for Neighborhood Development) has established the essential components that make up a successful, sustainable development.



Figure 7 - Proposed Land Use Modifications Map



Winchester Municipal Advisory Council (WMAC)
Proposed Land Use Modifications Map



7.1.1 Downtown Core Land Use Goal:

Create a unique and integrated mix of residential, office, commercial, retail, civic and recreational land uses in the Downtown core that generate daily activity in the daytime and evenings to create a lively and dynamic pedestrian oriented environment.

Objectives:

1. Adopt land use designations that create a walkable Downtown.
2. Develop standards for mixed-use zoning that create a pedestrian oriented atmosphere.
3. Establish standards that provide for retail uses on the first floor, and office and/or residential on the upper floors.
4. Discourage uses that are not appropriate for the pedestrian orientation or the vibrancy and liveliness of the Downtown. Examples include, but are not limited to, industrial uses, warehouses, storage facilities or auto repair.
5. Discourage strip-mall and big box retail development in the Downtown core. In addition, building size or footprint limitations should be established that limit the maximum size of buildings in the Downtown.
6. Focus retail activity in the heart of the Downtown core to create the necessary critical mass and synergy to support a successful Downtown.
7. Ensure that the Downtown has multi-modal connectivity to the surrounding areas (pedestrian, bicycle and auto) such as Salt Creek to the south, adjacent residential and commercial land uses, the future park at Double Butte, and Diamond Valley Lake.
8. Encourage development patterns that accommodate transit opportunities and reduce dependency on the automobile.
9. Because of the recommendation for the future transit station to be located in the Downtown core, all new development in the Downtown should be mixed-use in character in order to be consistent with TOD principles.
10. Create opportunities in the Downtown to close off streets for special events such as parades, cultural events, farmers markets, car shows, etc.

Policies:

The following policies are consistent with the RICP concepts and have been developed specifically for the community of Winchester.

DLU 1.1: Adopt the Proposed Land Use Modifications Map (Figure 7).

DLU 1.2: County shall require the preparation of a Specific Plan for the Downtown with boundaries as identified on the Proposed Land Use



Mixed-Use Development



Boardwalk with Shaded Streetscape

Modifications Map (Figure 7) which are Grand Avenue to the north, Olive Avenue to the South, Rice Road to the west and Patterson Avenue to the east. The Specific Plan should address the following items in detail: land uses, design guidelines, development standards, quality of life assessment, streetscape design, entry monumentation, signage, open space and parks, infrastructure and financing options, and development phasing.

DLU 1.3: Ensure that mixed-use zoning is implemented to allow the desired pedestrian oriented Downtown; not designed around the automobile.

DLU 1.4: Maintain and look at opportunities to re-acquire alleys in the Downtown during the development process (wherever feasible) to support more traditional Downtown development patterns, and, to provide alternative local circulation routes.

DLU 1.5: Require the future transit station to be located within the Downtown. This encourages alternative means of transportation to work, home and recreational opportunities (TOD); reduces traffic congestion, and maintains the history and character of Winchester.

DLU 1.6: Require uses such as civic, libraries, schools, cultural uses, educational institutions, senior centers, theaters, art galleries or museums to be located in the Downtown core in order to enhance the opportunity for social interaction.

DLU 1.7: Where feasible, preserve and protect the historic structures that define and represent the heritage of Winchester. This policy is applicable for all areas within the community that contain historic or iconic structures.

DLU 1.8: Ensure that adequate open space is provided in the Downtown including, but not limited to, parks (active and passive), plazas, open spaces, court yards and paseos.

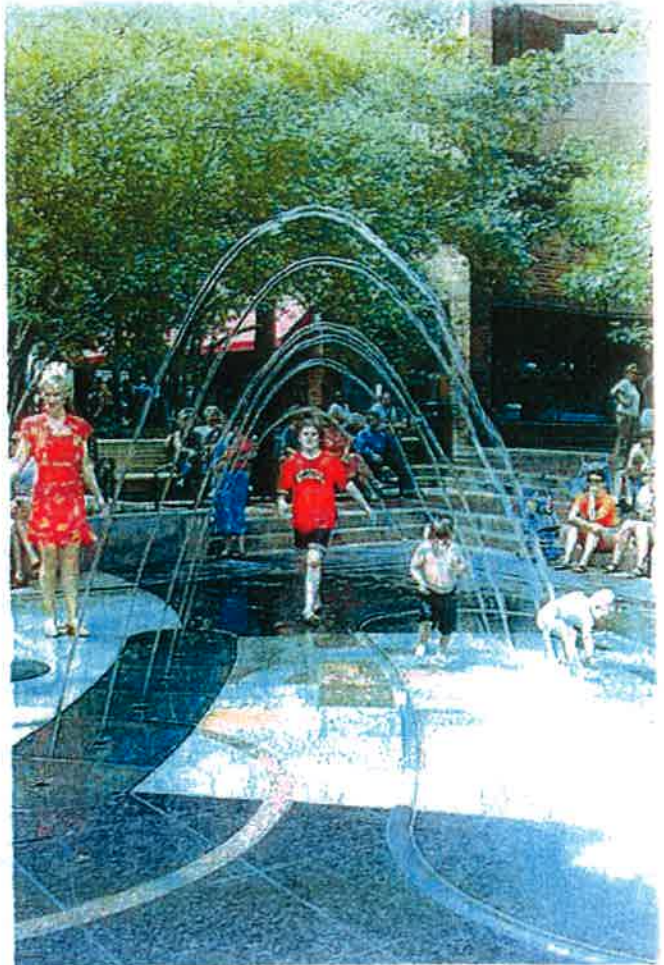
DLU 1.9: Once the ultimate alignment of Highway 79 is approved, all new interchanges should have commercial nodes adjacent to the interchange. Any industrial, business park or commercial office land uses should be located to the east of the approved alignment. These uses should be separated from the Downtown core (Figure 1 Highway 79 Re-alignment).

DLU 1.10: Require Metropolitan Water District to develop the land around Diamond Valley Lake consistent with the existing Riverside County General Plan Land Use Map and the development approved in the project Environmental Impact Report (EIR). This was a commitment made to the community and the region and, therefore, the WMAC requests that this land use commitment be fulfilled as analyzed and approved by the County of Riverside, and as amended by this Study.

Elements of a Successful Downtown



Traditional Downtown with Pedestrian Friendly Streetscape



Urban Water Feature



Mixed-Use Streetscape



Urban Park



Urban Open Space

LAND USE STUDY

Elements of a Successful Downtown



Civic Space



Civic Space



Public Art



Iconic Street Furniture



Public Art



Downtown with Transit Station

7.1.2 Winchester Land Use Goal (outside of the Downtown Core):

Ensure a balance of residential, office, commercial, retail, industrial, recreational land uses and public facilities uses that will support the successful, long-term development of the community outside of the Downtown core area.

Objectives:

1. Designate land uses that provide the necessary housing, retail, commercial, employment and recreational needs to create economically successful and sustainable neighborhoods.
2. Provide a broad range of land uses and housing types to meet the needs of all members of the community.
3. Encourage development patterns that accommodate alternatives to the automobile (i.e. train, trolley, shuttle such as Transit Oasis, bicycle, trails and pedestrian pathways).
4. Build the necessary infrastructure to support the orderly, aesthetic and safe development of the community such as curb/gutters, storm drains, sidewalks, streets, street lights, landscape parkways and utilities (i.e. water, sewer, cable).

Policies:

The following policies have been developed specifically for the area outside of the Downtown to create neighborhoods and centers that meet the needs of the residents and provide a high quality of life where people can live, work and play.

WLU 1.1: Require LAFCO to take immediate steps and formally acknowledge the boundaries of the community of Winchester as identified by the Area Plan and WMAC Land Use Plan. Currently, the City of Menifee land use map has land use designations that extends easterly to Winchester Road. The City of Hemet land use map extends westerly to Winchester Road—encompassing all of Winchester (reference Appendices B and C—Hemet and Menifee Land Use Maps). As currently planned, these two cities effectively eliminate the community of Winchester.

WLU 1.2: Develop neighborhoods that provide a balance of land uses including employment, recreation, local or neighborhood shopping and housing.



Residential Development Outside Downtown Core



Regional Shopping Center



Commercial Plaza Outside Downtown Core



Trolley System in Commercial Development Outside Downtown Core

WLU 1.3: Ensure neighborhoods are developed so that they can be connected through multi-modal transportation systems (i.e. trolleys, shuttles, pedestrian pathways, trails and bicycle facilities) to reduce the use of the automobile and single occupancy vehicles.

WLU 1.4: Locate regional commercial and retail centers at nodes (as depicted on Figure 7, Proposed Land Use Modifications Map) near freeways or major arterials to reduce the traffic load on the local street circulation system.

WLU 1.5: Ensure appropriate residential development is located near community and regional centers and employment hubs to reduce long-distance commuting and promote alternative modes of transportation.

WLU 1.6: Require sufficient public utilities are in place prior to development (i.e. sewer and/or septic capacity, water resources, storm drain, flood control improvements, etc.) to meet the demands of the proposed land uses. The County shall actively pursue funding options to pay for the necessary infrastructure needed to support development. Funding options may include, but are not limited, to state or federal grants, RDA replacement agencies, or other financial mechanisms that are currently available and funds that may become available in the future. This policy is applicable to the entire community.

WLU 1.7: Develop standards for legal, non-conforming uses that may occur as a result of this Study. The WMAC is concerned about the impacts that proposed land use changes will have on the existing uses. The County should create standards that allow maximum flexibility to land owners regarding the existing use of their property to minimize potential impacts to owners as a result of the recommended land use changes.

7.2 Downtown Core Community Design Goals, Objectives and Policies

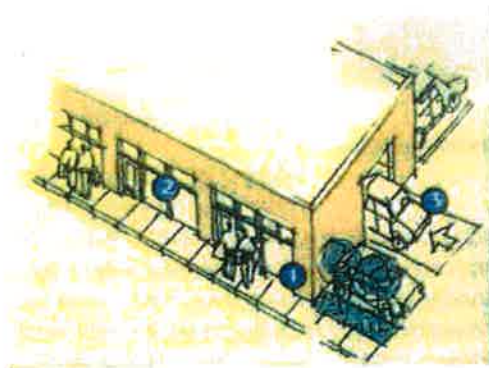
7.2.1 Downtown Community Design Goal:

Design Guidelines Basic Principles of Urban Streetscape

1) **Build to the sidewalk**
(except open space/patios)

2) **Make the building front "permeable";**
no blank walls,
entries and windows
connect to sidewalk

2) **Prohibit parking lots**
in front of the
buildings



Ensure the Downtown develops as a thriving and vibrant area so that it creates a clear sense of identity and place that is unique to the community of Winchester.

Objectives:

1. Create a streetscape that is comfortable and inviting for pedestrians including wide, curb-separated sidewalks, landscaping, street furniture, street lights, public art, etc.
2. Define the desired intensity, massing, and height of buildings in the Downtown that create a human scale of development.
3. Residential units should front, and take access from, the street.
4. Encourage small scale buildings with pedestrian orientation; architecture and entries facing the street, including building to the sidewalk (except open space and/or patios).
5. Require building fronts to be "permeable"; no blank walls. Ensure that entries and windows connect to the sidewalk and identify with the pedestrian (see diagram above).
6. Incorporate shade protection elements in building and site design such as covers, awnings, colonnades or street trees.
7. Retain the existing alley system to allow architecture to face the street (rear yard access), improve circulation, and provide opportunities for landscaping and parking at the rear of the lot.



Public Parking Behind Building with Mural



Shaded Streetscape



Entry Monumentation



Entry Monumentation

8. Side yard and front yard setbacks should be reduced in the Downtown to create a more dynamic and unified street environment. Build to side property lines when there are alleys at the rear of the site.
9. Encourage buildings to enclose and frame corners of major intersections to define and soften the streetscape, and provide a connection with pedestrians.
10. Place parking lots in courtyards, behind buildings, or in structures that have retail taking access from the street. Paseos or walkways could provide access from the parking areas to the street.
11. Provide opportunities for public art, water features or iconic elements.
12. Encourage the placement of overhead utilities underground.
13. Route through traffic in the Downtown to higher capacity arterials such as Grand Avenue, Olive Avenue, Patterson Avenue, etc., in order to allow for the occasional closing of roads for special events.

Policies:

DCD 1.1: Create development standards and design guidelines that produce a high quality pedestrian oriented Downtown.

DCD 1.2: Develop appropriate architectural designs that create a unique, distinct image for the community of Winchester.

DCD 1.3: Prohibit building design that does not contribute to a walkable, livable, vibrant and human scale environment (e.g., storage areas, long blank walls, and parking lots in front of the buildings).

DCD 1.4: Encourage new development to include area for public gathering spaces and have opportunities to allow cultural events, outdoor concerts, festivals, or farmers' markets.

DCD 1.5: Require large commercial centers to incorporate public spaces such as outdoor plazas, patios, water features, paseos, interactive children amenities, pedestrian connectivity, etc. This creates a distinct sense of place and provides a quality experience for patrons.

DCD 1.6: Develop appropriate landscape standards that complement the vision of a pedestrian oriented streetscape including pedestrian paseos in between buildings, where appropriate, to encourage pedestrian travel.

DCD 1.7: Develop appropriate sign standards that complement a pedestrian oriented environment and proper building identification.

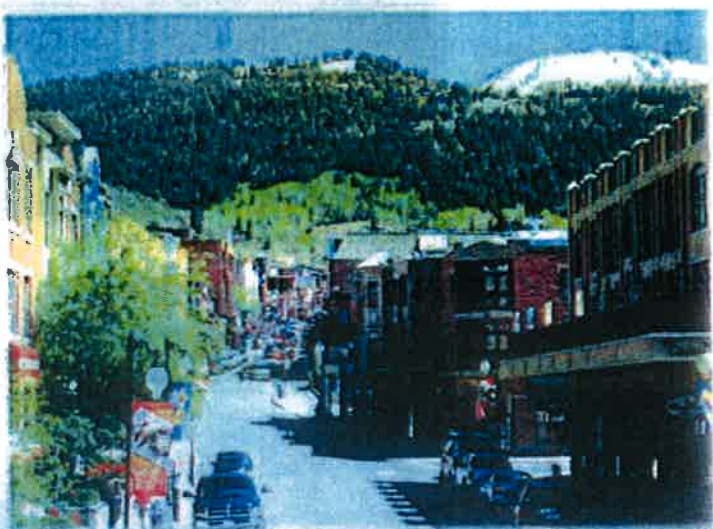
DCD 1.8: Design entry points into the Downtown that are distinct and create a sense of arrival and identify.

Sample Architectural Styles



LAND USE STUDY

Walkable, Mixed-Use Downtowns



7.2.2 Winchester Community Design Goal:

Develop the area outside of the Downtown core as sustainable, livable neighborhoods with the appropriate distribution of land uses and connectivity to shopping, employment opportunities, transit and recreational amenities.

Objectives:

1. Develop neighborhoods that provide a variety of housing types to meet the needs of all residents.
2. Ensure that architecture is compatible throughout the community and reflects a quality design and image.
3. Create streetscapes that are comfortable and inviting for pedestrians, including curb-separated sidewalks, landscaping, street furniture, street lights, pocket parks, paseos, etc.
4. At primary intersections, ensure buildings are properly placed and designed to create distinct and aesthetically pleasing streetscapes.
5. Neighborhoods and other commercial developments should be developed to consider movement of the pedestrian (not just the automobile), and incorporate sidewalks, shade elements, trails, open space buffers, paseos, water features, or public art to provide visual relief and enhancement.

Policies:

WCD 1.1: Ensure there is an appropriate transition of land uses, specifically between residential and commercial, industrial or business park uses.

WCD 1.2: Encourage site and building design that provides pedestrian connectivity.

WCD 1.3 Allow opportunities for public gathering spaces such as neighborhood parks or open space areas to create areas where neighbors can gather, meet or mingle.

WCD 1.4: Develop appropriate streetscape standards that address entry monumentation, landscape treatment, street furniture, and open space opportunities.

WCD 1.5: Ensure points of entry into neighborhoods or centers are clearly identifiable and compatible with the adjacent architecture.

WCD 1.6: Develop appropriate signage standards that are consistent with the building's architecture. Sign standards should also consider signage geared toward the pedestrian (i.e. directories, hanging, or projecting signs).



Commercial Development Outside of Downtown Core



Outdoor Plaza - Gathering Place



Pedestrian Shaded Streetscape



Wide Pedestrian Landscaped Pathway

Residential Development Outside Downtown Core



Pedestrian Friendly Streetscape



Neighborhood Pocket Park



Entry Monumentation



Multi-family Development

Commercial/Retail Development Outside Downtown Core



Water Feature with Gathering Spaces



Outdoor Space with Fountain



Water Feature



Outdoor Plaza

7.3 Circulation Goals, Objectives and Policies

7.3.1 Circulation Goal:

Create a circulation system that can accommodate the Proposed Land Use Modifications Map as revised per this Study (Figure 7) and complies with the County wide target Levels of Service that facilitate the movement of vehicles, but also places a strong emphasis on safe and efficient pedestrian pathways and greater mobility choices.

Objectives:

1. Control traffic congestion through better management of demand, improvement to the roadway systems and traffic control devices.
2. Ensure that the circulation system creates a framework where people connect to the places they want to travel through an extensive, efficient and safe network of roadways, transit services, shuttles, bikeways, pedestrian trails and well-designed sidewalks.
3. Encourage the use of alternative modes of transportation to reduce reliance on the automobile, improve air quality and create a more walkable community.
4. Design streets with the complete street design concept: pedestrian, bicycle, transit and auto.
5. Retain the existing historical grid pattern street system within the Downtown core area.
6. Adopt traffic calming measures such as "choking" down street widths at key intersections, enhanced pavement, landscape pockets, etc., to slow traffic and enhance pedestrian safety.
7. Create pedestrian linkages throughout the community (e.g., sidewalks, trails, alleys or paseos).
8. Maximize the use of alleys and rear building entries to provide access and reduce congestion on the street system, and make deliveries more efficient.
9. Discourage the use of round-a-bouts in the Downtown core to ensure through traffic is routed to the arterials roadways at the perimeter of Downtown.



Choking Down the Street



Enhanced Paving and Angled Paving

Policies:

The following policies have been developed to support the long-term spacing out of Winchester.

CLU 1.1: Once the Highway 79 re-alignment is approved, the proposed land uses may need to be re-analyzed (and possibly modified) to reduce any potential circulation and land use conflicts or changes as a result of the final re-alignment.

CLU 1.2: All of the proposed traffic improvements listed below are recommended to occur after the construction of Highway 79 re-alignment is completed. All improvements are subject to review and approval of the

Riverside County Transportation Department and would require the Riverside County Circulation Element to be amended.

- Because Grand Avenue will serve as one of the primary east/west roadways for through traffic, Simpson Road is recommended to be reduced to two lanes (secondary roadway) with reduced traffic speed in the Downtown. This would allow Simpson Road to become a "Main Street" in the Downtown, with wide sidewalks and traffic calming devices. In addition, this would divert through traffic out of the Downtown, and create a safer, more pedestrian oriented streetscape with a traditional Downtown "feel".
- Winchester Road should also be reduced to two lanes (secondary roadway) with reduced traffic speed. This would also give Winchester Road a more Main Street atmosphere and create a more pedestrian friendly streetscape. Also, angled parking is recommended on both Winchester and Simpson Roads.
- A crossing at the intersection of the new Highway 79 alignment and Olive Avenue should be considered. This is essential to accommodate the east/west movement of traffic between the Downtown and the future job centers located to the east.
- Extend Rice Road and Patterson Avenue as secondary roadways to the north to connect with Grand Avenue.
- Down-grade Patterson Avenue to a secondary roadway.
- Serious consideration should be given to over-crossings at Rice Road and Domenigoni Parkway, and Patterson Avenue and Domenigoni Parkway, if feasible.
- Designate the entire length of Beeler Road as a secondary roadway.

CLU 1.3: Require development projects to incorporate easy, convenient access to public transportation systems with consideration of both existing and long-term planned facilities.

CLU 1.4: Locate the future transit station in the Downtown core. This will connect Winchester to other parts of the County, support TOD, and improve the future economic viability of the Downtown.

CLU 1.5: Optimize the use of the alley system in the Downtown core area. The County should consider the re-acquisition of alleys wherever feasible, and require new development to incorporate alleys in the site design.



Train Station to Accommodate TOD



Local Trolley System

LAND USE STUDY



CLU 1.6: Implement the use of round-a-bouts outside the Downtown core area. Round-a-bouts should be utilized on perimeter streets such as Olive Avenue, Grand Avenue, Patterson Avenue and Rice Road.

CLU 1.7: The re-alignment of Highway 79 shall be designed so that access to Downtown via Winchester Road is not eliminated, as this is vital to the future success of the Downtown.

CLU 1.8: The re-alignment of Highway 79 must be located outside of the Downtown so it does not divide the southwest portion of Downtown core.

CLU 1.9: Ensure an adequate supply of parking in the Downtown core area is provided without compromising the vision for a walkable Downtown. Plan for off-street parking facilities (i.e. structures, lots, park-n-rides or shuttle services) to support and enhance TOD concepts and encourage a walkable Downtown. On street parking should also be permitted throughout the Downtown.



CLU 1.10: Design roads or the future transit station to minimize noise impacts on surrounding residential and sensitive land uses to the extent feasible.

7.4 Multi-Purpose Open Space/Recreation Goal, Objectives and Policies

7.4.1 Multi-Purpose Open Space and Recreation Goal:

Create opportunities for additional open space, trails and recreational opportunities to serve a variety of needs and users within the community.

Objectives:

1. Additional open space and parks need to be developed to provide a variety of amenities to serve the entire spectrum of users—children, teen, adults and seniors.
2. Provide at least two additional regional park facilities. One facility should be generally located in the north and one facility at the south end of the community.
3. Strategically locate open space/recreation uses to compliment the adjacent land uses and minimize any potential noise impacts to nearby sensitive receptors.
4. Encourage new developments to include plazas, fountains, public art, courtyards, paseos, outdoor seating and public gathering spaces wherever possible and appropriate.
5. Require developments to provide a variety of park amenities. An analysis of the existing park space within approved Specific Plans should be conducted to determine the existing inventory of open space and park land to accurately access the short and long-term needs.
6. Incorporate equestrian use and multi-purpose trails to connect to open space, parks, and other recreational amenities where appropriate.
7. Preserve the scenic background and natural resources of the community, including the protection of scenic vistas associated with the varied topography that defines the area.



Children's Park



Park with Fountain



Passive Garden

Policies:

OSLU 1.1: Ensure there is an appropriate distribution of recreational amenities in the various land uses given the proposed land use revisions.

OSLU 1.2: Provide open space areas to provide visual relief, create connectivity to other areas, and to help serve as buffers to the built environment.

OSLU 1.3: Ensure that pedestrian, equestrian and bicycle street and trail network systems are incorporated to provide connectivity to surrounding land uses.

OSLU 1.4: Ensure public gathering spaces and parks for civic and cultural events are included in the Downtown core. Integrate a network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian pathways to provide connections within each neighborhood, and surrounding communities.

LAND USE STUDY



Neighborhood Park



Natural Open Space Park



Passive Park



Equestrian Trail

OSLU 1.5: Encourage projects to incorporate innovative open space designs, landscape or water features, or interactive areas. Unique designs are encouraged to contribute to create distinct, charming, and inviting developments that people want to spend time at. Examples in California include Victoria Gardens (Rancho Cucamonga), Americana at Grand (Glendale), Valencia Town Center (Valencia), the Grove (Los Angeles) and Old Town Sacramento (Sacramento). These are all successful developments that have implemented the planning and design concepts discussed in this Study.

OSLU 1.6: Analyze the opportunity for enhanced recreational opportunities within the existing Salt Creek open space area and existing multi-purpose regional trail (i.e. education kiosks, exercise stations, etc.).

OSLU 1.7: Consider the opportunity for a multi-purpose bridge crossing over Salt Creek to provide pedestrian, equestrian and bicycle connectivity to Downtown.

OSLU 1.8: Consider future park, trail and recreational opportunities within Double Butte County Park. Historically, Riverside County designated Double Butte to be a regional park facility. To this end, the WMAC and the community feel strongly that it should be developed as a park, trail and recreational destination.

OSLU 1.9: Conduct a comprehensive recreational and open space assessment for the community to identify the specific long-term needs of all age groups and users. Analysis of recreation and park needs including ball fields should be conducted.



Bicycle Trail

7.5 Sustainability Goal, Objectives and Policies

7.5.1 Sustainability Goal:

Encourage land use planning and development to be efficient in the use of non-renewable resources to reduce impacts and increase sustainability of the community which contributes to a higher quality of life for residents.

Objectives:

1. Promote the use of energy and water conservation technologies and practices.
2. Require future planning and land use documents (i.e. Specific Plans, design guidelines or development plans) to incorporate sustainable planning and design practices such as Smart Growth, New Urbanism, Transit-Oriented Development and Sustainable Design Principles as appropriate.
3. Create an incentive program for projects that obtain LEED (Leadership for Energy and Environmental Design) certification or build to LEED equivalent standards. At a minimum, encourage the use of sustainable building materials, hardscape and site furniture whenever possible.
4. Establish regulations that allow for a short-term waiver of parking requirements in the Downtown core for highly desirable land uses such as specialty retail, restaurants, and lodging.
5. Consider the adoption of an in-lieu parking fee in the Downtown to create a future source of funds for the development of parking structures and/or parking lots.

Policies:

SLU 1.1: Establish initiatives for environmentally friendly building practices applicable to existing and new development

SLU 1.2: Encourage water conservation, solar energy, and enhanced recycling opportunities, and promote energy conservation practices to help develop a greener community to advance the quality of life and appeal of the community.

SLU 1.3: Encourage the design and construction of energy efficient buildings to reduce air, water, land pollution and other environmental impacts from energy production and consumption.

SLU 1.4: Maximize natural light opportunities when considering building placement to reduce energy use.

SLU 1.5: Preserve existing tree canopy, native vegetation, and pervious surfaces where feasible.

SLU 1.6: Reduce the impact of heat islands by providing shade structures and trees that can produce large canopies to provide shade.

SLU 1.7: Select roof and paving materials that possess a high level of solar reflectivity.



Multi-Purpose Trail

LAND USE STUDY

SLU 1.8: Select land use designation so communities will be near public transportation infrastructure to reduce vehicle trips and encourage mobility alternatives.

SLU 1.9: Provide direct and safe connections for pedestrians, bicyclists, and drivers to key locations of a project, local destinations, and neighborhood centers.

8.0 Conclusion

Community leaders, residents and stakeholders were a positive influence on the outcome of the study. These participants are acknowledged for their hard work, commitment and involvement throughout this land use planning process. As a result of the community input and the land use analysis conducted, the following recommendations are provided to assist with the long-term, economic sustainability of Winchester:

1. Require LAFCO to take immediate steps and formally acknowledge the boundaries of the community of Winchester as identified by the WMAC and Area Plan Land Use Map.
2. Adopt the Proposed Land Use Modifications Map (Figure 7, Proposed Land Use Modifications) to provide a balance of land uses for the successful, long-term build-out of the community.
3. Adopt the goals, policies and objectives contained in Section 7 of this Study.
4. Prepare a Specific Plan for the Downtown core in order to ensure that the vision for the Downtown is achieved.
5. The WMAC strongly recommends that the County conduct an analysis of density increases and intensity of development currently being processed within approved Specific Plans.
6. Once the ultimate alignment of Highway 79 is selected, the County should re-analyze properties adjacent to the Highway to minimize any potential impacts or conflicts in land uses, and determine appropriate land uses as recommended in this Study.
7. Ensure the re-alignment of Highway 79 is designed so that the alignment is located outside of the Downtown to avoid dividing the southwest portion of the Downtown.
8. Prepare a Recreation Master Plan to identify the long-range open space and recreational needs of the community.
9. Require the County to pursue a variety of funding mechanisms to help construct the necessary infrastructure to support the proposed land uses in the Area Plan and the proposed modifications as a result of this Study.
10. County should actively pursue funding options to pay for the necessary infrastructure needed to support development throughout the community. Funding options may include but are not limited to state or federal grants, RDA replacement agencies, or other financial mechanisms that are currently available and funds that may become available in the future.

Community of Winchester

11. Develop the Metropolitan Water District west side properties in accordance with previous commitments made to the community and the region by Metropolitan Water District.
12. The issue of legal non-conforming uses is a significant concern to the WMAC. The WMAC, in accordance with WLU 1.7, is concerned about the impact of proposed land use changes on legal, non-conforming uses. The WMAC requests that the County create standards that allow for maximum flexibility for land owners regarding the existing use of their property.

References:

County of Riverside Transportation and Land Management Agency
Easter Municipal Water District
Riverside County Flood Control District
Riverside County Integrated Plan
Third District Supervisor Stone's Office
Winchester Home Owners' Association/Winchester Town Association
Winchester HOA Land Use Committee/Winchester Town Association
Winchester Municipal Advisory Council
Winchester Historical Society

Acknowledgements:

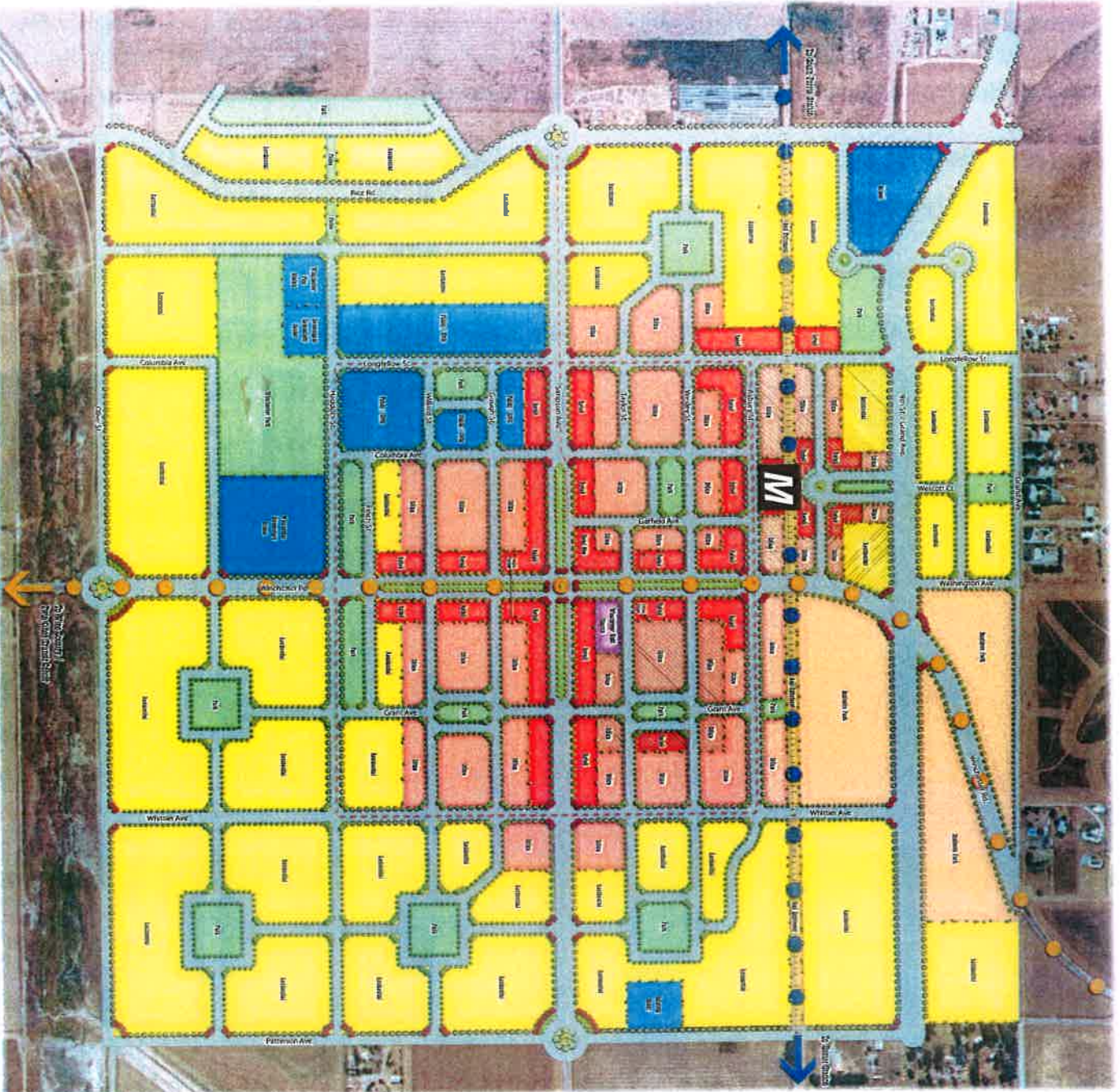
Winchester Municipal Advisory Council Members:

Andy Domenigoni
James Horecka
Dirk Meredith
Jim Sheldrake

Third District Supervisor Stone's Office
Gregg Cowdery
Cindy Domenigoni
Peter Odencrans
Mike Rowe

CONCEPTUAL DRAFT

This land use concept requires adoption of density transfer policies and implementation measures to ensure that landowners whose property is designated as open space are compensated for the value of their property.



LEGEND

(Average Density)

21.4 Residential

22.2 Retail Commercial / Residential Core

23.2 Office Commercial / Residential Core

24.2 Medium Density

21.0 High Density

30.0 Hotel, Office Tower / Office

1.0 School

2.0 Transit

7.0 Ball Diamond

10.1 Convention

M Transit District

..... Metrolink

..... Via County / This Other Transit Service Area



Double Design

- Shows both left and right side of street
- Solid green indicates a center turn lane
- Dashed green indicates a center turn lane
- Dotted green indicates a center turn lane
- F indicates a multi-lane street
- H indicates a multi-lane street
- W indicates a multi-lane street
- W indicates a multi-lane street

Phase Area (100' x 100') - 8th Street / Grand Avenue

Upper Section (100' x 100') - Frontage of Winchester Road / Longfellow Avenue

Major Highway (100' x 100') - Frontage of Winchester Road / Longfellow Avenue

Secondary Highway (100' x 100') - 8th Street

Colony Street (100' x 100') - Saddle Creek, White Avenue, Saddle Creek, Longfellow Street
 Canal Road (90') - Ohio Street, Peterson Avenue, Reddy Street, Taylor Street, Saddle Creek
 Grand Street, Grand Avenue, Grand Avenue, Grand Avenue, Grand Avenue, Grand Avenue, Grand Avenue
 Note: Other Street and Highway Area Street Upgrade to Collector or Secondary Roadway



**Comment Letter No. 23: Winchester-Homeland Land Use Committee
(Representing the Winchester-Homeland MAC and Winchester Town
Association).**

Comment 23.1 This comment provides background information on the Winchester-Homeland communities. The County of Riverside appreciates the attached exhibits provided to identify the communities' boundaries and past land use studies. This comment does not identify any specific concern with the adequacy of EIR No. 521, GPA No. 960, the Riverside County CAP, or any environmental issue.

Comment 23.2 This comment requests that GPA No. 960 and EIR No. 521 reflect the Winchester Land Use Study and Winchester Downtown Core Plan. The Winchester Land Use Study was completed in September 2012. As mentioned by the commenter, the Winchester Downtown Core Plan was developed following the Winchester Land Use Study. GPA No. 960 and Draft EIR No. 521 use the date of the Notice of Preparation (April 2009) to establish the baseline for the documents. For this reason, GPA No. 960 and the analysis of the Draft EIR as related to the community of Winchester and its land uses adequately show the existing conditions of the County at the date of the release of the Notice of Preparation.

The requested updates to the Harvest Valley/ Winchester Area Plan will be considered during the 2016 General Plan Update process, as well as the Housing Element Update, which is currently being processed as a separate general plan amendment (GPA No. 1122).

Comment 23.3 This comment requests that the community of Homeland be evaluated for any changes that may affect the current General Plan. As mentioned by the commenter, the community of Homeland was added to the MAC boundaries by the County of Riverside in November 2013. As noted in Response 23.2 above, GPA No. 960 and Draft EIR No. 521 use the date to the Notice of Preparation (April 2009) to establish the baseline for the documents. For this reason, GPA No. 960 and the analysis of the Draft EIR as related to the community of Homeland adequately show the existing conditions of the County at the date of the release of the Notice of Preparation.

The requested updates to the Harvest Valley/ Winchester Area Plan will be considered during the 2016 General Plan Update process.

Comment 23.4 This comment requests that the County of Riverside work alongside the Third District Supervisor, Planning Commission, and Planning Department to refine the Winchester Land Use Study and Downtown Core Plan. The County appreciates the extensive effort the community of Winchester has undertaken

to develop the Downtown Core Plan. The County Planning Department will continue to work with the Winchester Community to refine the Winchester Land Use Study and Downtown Core Plan and incorporate the Community's vision into the General Plan to the extent feasible during the 2016 General Plan Update.

Comment 23.5

This comment serves as the conclusion to the letter. The County of Riverside looks forward to working with the Winchester-Homeland Land Use Committee in the future. This comment does not identify any specific concern with the adequacy of EIR No. 521, GPA No. 960, the CAP or any environmental issue.

Via e-mail: klovelad@rctlma.org

August 25, 2015

County of Riverside
TLMA Planning Department
ATTENTION: Kristi Lovelady
4080 Lemon Street, 12th Floor
Riverside, California 92501

RE: General Plan Amendment ("GPA") No. 960/Draft EIR No. 521 Comments
Response to public review comments 87.1, 87.2 and 87.3--SRG Perris, L.P. ("SRG")

Dear Ms. Lovelady:

Although the County responded to the letter submitted April 6, 2015 by SRG, the answers provided do not adequately address the concerns raised.

- **Comment 87.2** The response states that the exact alignment of Harley Knox Boulevard has not been determined. However, the circulation plan included in GPA indicates a specific alignment—one that SRG has indicated will disturb Native American cultural resources. This is clearly an environmental factor that should be studied and considered. Since the response states that the various maps included in the GPA No. 960 are 'graphic depictions designed for illustrative purposes', it seems reasonable to modify the map to reflect SRG's preferred alignment.

24.1

SRG requests that the proposed alignment of Harley Knox Blvd. be addressed and re-routed in the General Plan Amendment No. 960. Specifically, SRG requests that Harley Knox Blvd. dead end at Decker Road, and traffic be accommodated on Nandina Avenue and Old Oleander.

Thank you for your consideration. You can reach me at (949) 809-2414 should you have any questions.

Very truly yours,



Janine Padia
SRG Perris, L.P.

Comment Letter No. 24: Janine Padia (Sares Regis Group)

Comment 24.1

The comment is duly noted. This comment expresses concern with respect to the alignment of Harley Knox Boulevard as depicted in the Circulation Plan and notes that the response to their prior letter does not adequately address their concern. The comment expresses the opinion that the alignment as depicted within the General Plan *Circulation Element* designates a specific alignment. While the exhibit clearly indicates that the alignment would fall somewhere on the subject property, it is not an engineered alignment and is therefore subject to interpretation. However, the alignment as suggested by the commenter; to dead end Harley Knox Boulevard at Decker Road and accommodate traffic on Nandina Avenue and Old Elsinore; does not reflect the Circulation Plan and would require a General Plan Amendment.

The comment again raises the issue of the potential disturbance of Native American cultural resources. While the County would surely like to identify an alignment that avoids such disturbance, the letter provides only vague reference to such resources and does not provide a general description of their location or the extent of such resources. The commenter implies that the subject property has development potential and the property could be developed while avoiding the Native American cultural resources.

As noted in our previous response, provided in Final EIR No. 521 Response to Comment Letter No. 87, Harley Knox Boulevard is an important link in the circulation network, providing interchange access to I-215. As such, it is projected to carry upwards of 30,000 vehicles per day on this segment. The County is concerned with preserving this local freeway access to ensure the adequacy and functionality of the circulation network for this area.

The County would entertain a future amendment once a preferred configuration is determined, however, the author's suggested solution does not lend itself to the conveyance of the traffic volumes forecast. The County is prepared to work with all parties involved to reach a fair and equitable solution that is sensitive to environmental issues.

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052



FEMA

RECEIVED
AUG 27 2015

ADMINISTRATION
RIVERSIDE COUNTY
PLANNING DEPARTMENT

August 24, 2015

Kristi Lovelady, Project Manager
County of Riverside
TLMA Planning Department
P. O. Box 1409
Riverside, California 92502-1409

Dear Ms. Lovelady:

This is in response to your request for comments regarding the Notice of Public Hearing before the Riverside County Planning Commission and Notice of Intent to Certify an Environmental Impact Report.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Riverside (Community Number 060245), Maps revised August 18, 2014. Please note that the County of Riverside, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

25.1

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

25.2

Kristi Lovelady, Project Manager
Page 2
August 24, 2015

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.shtm>.

25.2
Cont.

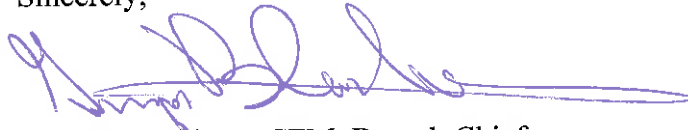
Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Riverside County floodplain manager can be reached by calling Deborah deChambeau, Senior Civil Engineer, at (951) 955-1265.

25.3

If you have any questions or concerns, please do not hesitate to call Frank Mansell of the Mitigation staff at (510) 627-7191.

Sincerely,



Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:

Deborah de Chambeau, Senior Civil Engineer, Riverside County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern Region Office
Frank Mansell, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

Comment Letter No. 25: FEMA

Comment 25.1

This comment is noted. The County compiles flood hazard maps using the Riverside County Special Flood Hazard Area database. This flood zone database is maintained by the Riverside County Flood Control and Water Conservation District (RCFWCD), as stipulated in Riverside County Ordinance 4.58-14 Section 5. The flood areas identified using the Riverside County Special Flood Hazard Area database include FEMA 100-year flood areas, select Army Corps of Engineers inundation boundaries, as well as a number of boundaries for County inundation zones, as enumerated in Ordinance 4.58-14 Section 5. The database is updated by RCFWCD quarterly, and incorporates new flood zones as necessary. This flood hazard zone is supported by numerous policies in order to ensure the safety of development within the County.

Comment 25.2

The County thanks you for taking the time to provide information regarding the National Flood Insurance Program policies. This comment is duly noted. The GPA No. 960 *Safety Element* outlines several policies that support the NFIP floodplain management building requirements policies outlined by the commenter. Refer to *Safety Element* page S-33 for a description of these policies.

This comment does not identify any specific concern with the adequacy of EIR No. 521, GPA No. 960, the CAP or any environmental issues.

Comment 25.3

This comment is duly noted. This comment does not identify any specific concern with the adequacy of EIR No. 521, GPA No. 960, the Riverside County CAP or any environmental issues.

From: [Gary Laughlin](#)
To: [Lovelady, Kristi](#)
Cc: [wayne kiley \(captainwkiley@gmail.com\)](mailto:wayne.kiley@captainwkiley@gmail.com)
Subject: GPA 960/EIR 521 Kiley Property adjacent to Sycamore Creek - Followup to 8/19/15 PC hearing & Shape File Request
Date: Monday, August 31, 2015 12:02:08 PM
Attachments: [General Plan Amendment 960 EXHIBIT.PDF](#)

Kristi,

We appreciate the opportunity to make ongoing comments regarding our project and having this opportunity for doing so at the upcoming 9/16 PC.

As you know, due to unusual circumstances (that we had documented in previous written comments) in the adjacent Sycamore Creek SP, we had requested that our proposed 5.6 ac VLDR “planning area” be considered for a MDR designation. We acknowledge that this would be difficult for staff to support and recognize that addressing this in subsequent project specific GPA actions would be more appropriate. As such, we are no longer request this change as part of the GPA 960 process.

We would however, like to request a minor modification of the aforementioned VLDR (and adjacent) planning area limits. In early 2008, when the C8-5 graphic was prepared, we did not have the detailed topographic and related information that we have now. As such, we would like the County to consider a minor adjustment to the limits of the VLDR planning area.

I have attached a graphic of this for your review.

Again, we appreciate the opportunity to submit this request and to participate in the GPA 960/EIR 521 process.

Thank you,

Gary J. Laughlin, P.E.
Laughlin & Associates, Inc.
(909) 628-9446
glaughlin@lacivileng.com

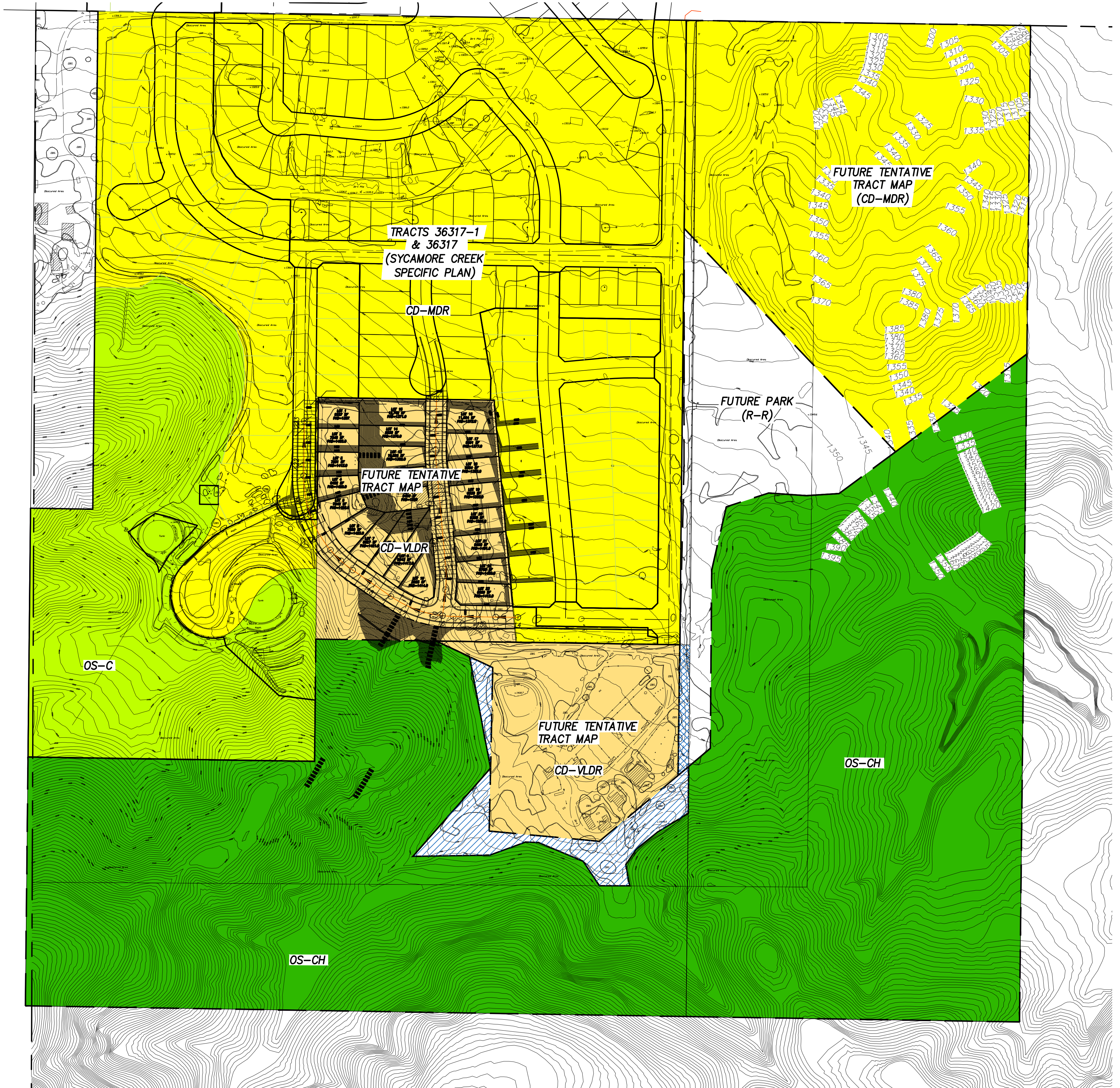
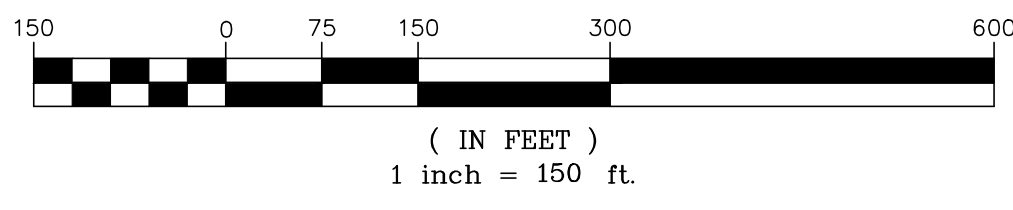
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26.1

GENERAL PLAN AMENDMENT – 960 EXHIBIT
 SYCAMORE CREEK / TEMESCAL CANYON ROAD



GRAPHIC SCALE



LEGEND

- OS-C
- OS-CH
- CD-MDR
- CD-VLDR
- RURAL RESIDENTIAL - FUTURE PARK
- OS-CH TRANSFER TO CD-VLDR
- RURAL RESIDENTIAL TRANSFER TO CD-VLDR

Comment Letter No. 26: Gary Laughlin

Comment 26.1

This comment is noted. The commenter has requested a land use modification for the Kiley property to further refine the 2008 County Initiated Foundation Update. The requested modification would redesignate 1.7 acres from OS:CH to CD:VLDR and 0.2 acres from RR to CD:VLDR. This modification has been reviewed by County staff, and it is recommended that this LUD change not be included in GPA No. 960.s

Therefore, County staff have added the updated request to the Post Production Land Use Changes table (Attachment C of the Staff Report) as Item C-8. Staff does not recommend inclusion of Mr. Laughlin's revised request into GPA No. 960.

Minegar, Peter

To: Lovelady, Kristi
Subject: RE: El Cariso Village General Plan & Zoning

From: Diana Powell [<mailto:bedianamight@gmail.com>]
Sent: Tuesday, September 08, 2015 12:48 AM
To: Lovelady, Kristi
Cc: Diana Powell I Phone; Bill Powell Cell; lauren powell; Jessica Nichole Pinto
Subject: El Cariso Village General Plan & Zoning

September 7, 2015

Riverside County Planning Commission
4080 Lemon St.
12th Floor
Riverside 92501

APN: 386060048 / 386060019
ADDRESS: 32493 Ortega Highway, Lake Elsinore, CA

To Kristi Lovelady & or to whom it may concern:

We purchased the above rural property with the intention of eventually opening a shop catering to the commuter and tourist traffic on CA 74. The property is currently zoned C-1 and we have been advised that the county is considering changing the zoning in our neighborhood, El Cariso Village off of Ortega Hwy. in Unincorporated Riverside County just outside of Lake Elsinore. We wish to formally request, vote & or suggest that our property remain C-1 or be reclassified R-3 or R-3 Tourist. Please feel free to call us if you have any questions/concerns at [\(949\) 395-7217](tel:9493957217)

27.1

Sincerely,

Diana C. Powell
William T. Powell
Diana C. Powell
William T. Powell
William T Powell and Diana C. Powell Revocable Trust

Comment Letter No. 27: Diana Powell

Comment 27.1

This comment is noted. The commenter appears to be requesting that their zoning remain C-1 or be modified to R-3 or R-3 Tourist for their property in the Community of El Cariso in the Elsinore Area Plan. The County is not changing zoning through proposed GPA No. 960. Zoning is administered through Ordinance 348, which is separate from GPA No. 960.

GPA 1075, adopted in October 2011, removed the El Cariso Rural Village Study Area. Accordingly, GPA No. 960 merely proposes to update the respective maps to reflect the adoption of GPA 1075.

The existing LUD on the parcel is Rural Residential (R:RR), and redesignation of the parcel's LUD from R:RR to an unspecified Community Development LUD would represent a foundation component land use change outside of the 8-year Foundation Amendment Cycle, which closed February 15, 2008. As such, County staff recommends that her request be submitted during the 2016 Property Owner Initiated Foundation Amendment Cycle.

County staff have added the updated request to the Post Production Land Use Changes table (Attachment C of the Staff Report) as Item A-16. Staff does not recommend the inclusion of Ms. Powell's request into GPA No. 960.

**PALA TRIBAL HISTORIC
PRESERVATION OFFICE**

PMB 50, 35008 Pala Temecula Road
Pala, CA 92059
760-891-3510 Office | 760-742-3189 Fax



September 8, 2015

Kristi Lovelady
Co. of Riverside
P.O. Box 1409
Riverside, CA 92502

Re: GPA No. 960

Dear Mrs. Lovelady:

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. The project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Therefore, we have no objection to the continuation of project activities as currently planned and we defer to the wishes of Tribes in closer proximity to the project area.

28.1

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, PhD
Tribal Historic Preservation Officer
Pala Band of Mission Indians

ATTENTION: THE PALA TRIBAL HISTORIC PRESERVATION OFFICE IS RESPONSIBLE FOR ALL REQUESTS FOR CONSULTATION. PLEASE ADDRESS CORRESPONDENCE TO **SHASTA C. GAUGHEN** AT THE ABOVE ADDRESS. IT IS NOT NECESSARY TO ALSO SEND NOTICES TO PALA TRIBAL CHAIRMAN ROBERT SMITH.

Comment Letter No. 28: Pala Tribal Historic Preservation Office

Comment 28.1 This comment is noted. The commenter states that the Pala Tribal Historic Preservation Office has reviewed GPA No. 960, EIR No. 521 and the Climate Action Plan and has no comments at this time. The County appreciates the Tribe's continued participation during the General Plan Update process and looks forward to continued coordination of future projects.

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Section 3: Oral Comments and Responses

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Oral Comments and Responses

During the August 19, 2015 and August 26, 2015 Planning Commission Hearing, the County had a number of speakers who gave public testimony during the public comment period of the Hearing. The list of speakers from the August 19, 2015 public comment period are as follows:

- Michelle Staples* (Spoke during both the 8/19 and 8/26 hearings)
- Adrian McGregor*
- Dan Silver*
- Larissa Adrian
- Jannlee Watson*
- Michelle Randall
- Michelle Hasson
- Paul DePalatis*
- Wayne Kiley*
- Gary Laughlin*
- Jerry Sincich
- Grant Becklund

Many of the public speakers also submitted written comments, which have been responded to in Section 2 of the Supplemental Response to Comments Document.

Note: Only commenters who did not submit a comment letter are addressed in this section. All commenters who submitted a commenter letter have been denoted with an asterisk () in the list above.*

Larissa Adrian

Mrs. Adrian noted concerns particularly in the Temescal Valley area of the County. Mrs. Adrian is concerned about potential traffic impacts within the Temescal Valley, particularly the removal of the CETAP Corridor B (Irvine-Corona Expressway) and the Interstate 15 improvements between the Interstate 91 and Temescal Valley. The General Plan was updated to include further discussion on the CETAP Corridors and their current status. Staff have updated the GPA No. 960 document to best reflect the current status of CETAP projects currently under consideration by the RCTC. Refer to pages 4 and 5 of the GPA No. 960 Errata for these updates to the document.

Lastly, Mrs. Adrian noted concerns about discussion of schools within the General Plan and EIR. A full analysis of the GPA No. 960's impact on schools has been completed and is included in Section 4.17.5 of EIR No. 521. Furthermore, school districts are involved in project level analysis of all projects to ensure that adequate facilities are available for students within their district. However, school districts operate independently from the County and are under the jurisdiction of the County Superintendent of Schools and the State of California. As such, the County continues to coordinate with local districts; however, school district facility plans are ultimately within the purview of each individual school district and its associated Facilities Master Plan.

Michelle Randall

Mrs. Randall noted concerns about potential discrepancies between GPA No. 960 and Ordinance No. 348, particularly in regards to references of acreages excluding a "net" or "gross" designation. While these concerns are noted, staff have researched Mrs. Randall's

concerns, and recommends that this issue be address in the update to Ordinance No. 348 and the 2016 General Plan Update. Staff has researched Ms. Randall's concerns, and recommends that this issue be addressed in the update to Ordinance No. 348 and the 2016 General Plan Foundation Amendment Cycle. GPA No. 960 uses gross acreages currently, and includes policies that provide for flexibility in lot sizes, where there is clustering, on sites located in the Rural, Rural Community, and Open Space (Rural Land Use Designation) Foundation Component areas, where the sites directly adjoin Community Development Areas.

Michelle Hasson (Representing the Leadership Counsel for Justice and Accountability)

Mrs. Hasson noted concerns with the EIR analysis, particularly in the Eastern Coachella Valley. Mrs. Hasson expressed that further analysis should be conducted for mobile home communities, to ensure access to safe drinking water, job access, maintenance of air quality standards, as well as other concerns. Mrs. Hasson noted similar concerns in during the public review period of the Recirculated Draft Environmental Impact Report. Her comment letter, as well as the response from County staff, is included in draft Final EIR No. 521 in Section 2, Comments and Responses (Letter 28). The Draft EIR evaluated the issues noted, and responses to these areas of concern can be reviewed in Response No. 28 of the draft Final EIR No. 521 document. Due to the broad scope of Ms. Hasson's concerns, Ms. Hasson's comment letter on Recirculated Draft EIR No. 521, as well as the responses to the letter, have been attached for review as Attachment A to this document in order to provide sufficient information for Planning Commission's review.

Jerry Sincich

Mr. Sincich noted support for the other comments made by Temescal Valley Residents. He also noted concerns about the Post Production Land Use Designation changes that are before the Council. Staff have included the post-production changes in the staff report to ensure a thorough public review of the post-production changes that have been requested.

Grant Becklund

Mr. Becklund noted support for GPA No. 960, specifically for the updates to the Reinhardt Canyon Land Use Designation changes. As a Menifee/Sun City resident, supports GPA No.960 land uses in proposed land use designations. Mr. Becklund would not support projects that would use Four Seasons as an emergency access for Reinhardt Canyon. Lastly, Mr. Becklund has also indicated to staff that he opposes GPA No. 1129 east of Menifee because of the intensive new development it would bring to a rural area.

Section 4: Commissioner Comments and Responses

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Commissioner Questions and Responses

Commissioner Hake

1. Commissioner Hake requested follow-up on the request made by the City of Eastvale regarding the inclusion of Jurupa Valley and Eastvale into GPA No. 960. Due to the broad scope of GPA No. 960, it is not feasible to update the document to reflect the adoption of all new land use documents that have occurred since the outset of the General Plan update process. As such, updates to the documents in order to reflect the incorporation of the City of Eastvale and Jurupa Valley are not feasible at this time. The County will however “grey” the newly incorporated areas in the document once the approval process is completed. Further, in the next General Plan update the document will be updated to reflect the incorporation of new cities within the County. The County does however acknowledge that the City has full jurisdictional control within its boundaries, despite the inclusion of Eastvale and Jurupa Valley within the General Plan.
2. Commissioner Hake requested the responses to the City of Coachella Letter submitted on August 19, 2015. The letter has been formally responded to, and is included in the Commissioner’s Briefing Packet as letter 7. Refer to the Response to Comments section of the packet for the submitted letter and formal responses.
3. Commissioner Hake requested clarification regarding the City of Menifee’s request for additional language to be added to policy LU 1.3 to further define coordination between the County and Cities along City Spheres of Influence. This request was made during the February recirculation of Draft EIR No. 521.

Staff have evaluated the comment submitted by the City of Menifee pertaining to the City’s request for additional language to be added to Policy LU 1.3 in order to assure County coordination on projects that are adjacent to City boundary. The policy, as it stands only addresses projects within a city sphere of influence. The Policy states the following:

LU 1.3 *Notify city planning departments of any discretionary projects within their respective spheres-of-influence in time to allow for coordination and to comment at public hearings. (AI 4, 21)*

In the case of the City of Menifee, the City sphere of influence is contiguous with the City’s limits. In order to further clarify the Policy, and better account for jurisdictions that may not have a sphere of influence that extends beyond their city limit, Staff recommend the addition of “or projects adjacent to cities”. As amended, Policy LU 1.3 would read:

LU 1.3 *The County will notify city planning departments about new proposed discretionary projects that are located adjacent to cities or within their spheres of influence, with sufficient advance notice to allow for city-County coordination and city comments at public hearings. The County is willing to consider entering into intergovernmental agreements with cities and other governmental entities to address matters of mutual concern relating to land use, infrastructure, the environment, and other subjects relating to development activity in both the County and the cities or other governmental entities.*

4. Commissioner Hake wanted an update on the status of the Pechanga Band of Luiseño Indians comments submitted during the Recirculated Draft EIR Response to Comments Period. County staff have continued coordination with the Tribe, and have incorporated many of the suggested textual edits requested by the Tribe. Refer to the Final EIR No. 521 Comments and Responses section, letters 13 and 114 for the requests made by Pechanga and the formal responses. Staff incorporated the majority of the Tribe's comments pertaining to the Draft EIR. Staff has also modified Policy OS 19.2 to reflect the County's intent to engage the Tribes in developing a cultural resources program that would also address the recent passage of AB 52 – *Native Americans: California Environmental Quality Act*. The following recommended changes to Policy OS 19.2 incorporate modifications recommended by the Pechanga Tribe. The modifications below are contained in the Errata to GPA No. 960.

Policy OS 19.2: The County of Riverside shall establish a ~~e~~Cultural ~~#~~Resources ~~p~~Program in consultation with Tribes and the professional cultural resources consulting community ~~that~~ ~~–Such a program shall~~; at a minimum, ~~would~~ address each of the following: ~~application of the Cultural Resources Program to projects subject to environmental review, government-to-government consultation~~; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; ~~curation~~ and the descendant community consultation requirements of local, state and federal law. (AI 144)

5. Commissioner Hake requested further information regarding comments made by the City of Riverside in regards to projects in proximity to the City's boundaries. Refer to the Final EIR No. 521 Comments and Responses, letter 14, for the comments submitted by the City and the response from County Staff.
6. Commissioner Hake requested a number of clarifications to be added to the Circulation Element of the General Plan. Staff has reviewed the suggested edits, and included them in the Supplemental Errata document for the Commission's consideration during the deliberation of the Commission's final action on GPA No. 960 and the Climate Action Plan.

Section 5: Supplemental Errata

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Planning Commission Supplemental Errata

Note: The following Supplemental Errata contains textual changes that may be proposed for inclusion into GPA No. 960. This document does not contain the mapping changes that may result from the inclusion of Post-Production Parcel Specific Land Use Changes. If Post-Production Land Use Changes, as outlined in Attachment C of the GPA No. 960 Staff Report, are included in GPA No. 960, all necessary mapping updates would be included in the General Plan Document.

Document	Page Number	TEXT CHANGE (ERRATA)	CHANGE REQUESTED BY
GPA No. 960	LU-16	<p><i>LU 1.3 The County will notify city planning departments about new proposed discretionary projects that are located adjacent to cities or within their spheres of influence, with sufficient advance notice to allow for city-County coordination and city comments at public hearings. The County is willing to consider entering into intergovernmental agreements with cities and other governmental entities to address matters of mutual concern relating to land use, infrastructure, the environment, and other subjects relating to development activity in both the County and the cities or other governmental entities.</i></p> <p>LU 1.3 Notify city planning departments of any discretionary projects within their respective spheres of influence in time to allow for coordination and to comment at public hearings. (AI 4, 21)</p>	City of Menifee, Comment submitted during Recirculated Draft EIR No. 521 Comment Period
GPA No. 960	LU-52	<p><i>LU 20.12-LU 16.8 Support and participate in ongoing public education programs by organizations such as the County Agricultural Commissioner’s Office, University of California Cooperative Extension, Farm Bureau, and industry organizations to help the public better understand the importance of the agricultural industry.</i></p> <p>(Note: Policy 16.8 was included in the 2003 General Plan, however it was proposed for deletion by GPA No. 960. This Policy, if adopted in to the General Plan Document by the Commission would be included as Policy 20.12.)</p>	Riverside County Farm Bureau, comment submitted during the Recirculated Draft EIR No. 521 Comment Period, as well as during the August 19, 2015 Planning Commission Hearing.
GPA No. 960	LU-53 to LU54	<p>LU 16.10 <i>20.10 Allow agriculturally related retail uses such as feed stores and permanent produce stands in all areas and land use designations. It is not the County’s intent pursuant to this policy to subject agricultural related uses to any discretionary permit requirements other than those in existence at the time of adoption of the General Plan. Where a discretionary permit or other discretionary approval is required under the County zoning ordinances in effect as of December 2, 2002, then allow such retail uses with the approval of such a discretionary permit or other approval. The following criteria shall be considered in approving any discretionary permit or other discretionary approval required for these uses:</i></p> <p>a. Whether the use provides a needed service to the surrounding agricultural area that</p>	Riverside County Farm Bureau, comment submitted during the Recirculated Draft EIR No. 521 Comment Period, as well as during the August 19, 2015 Planning Commission Hearing.

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		<p>cannot be provided more efficiently within urban areas or requires location in a non-urban area because of unusual site requirements or operational characteristics;</p> <p>b. Whether the use is sited on productive agricultural lands and less productive land is available in the vicinity;</p> <p>c. Whether the operational or physical characteristics of the use will have a detrimental impact on water resources or the use or management of surrounding properties within at least 1/4 mile radius;</p> <p>d. Whether a probable workforce is located nearby or is readily available.</p> <p>Allow for proposed agriculturally related processing uses whether or not in conjunction with a farming operation, such as commercial canning, packing, drying, and freezing operations, in all areas and land use designations.</p> <p>Where a discretionary permit or other discretionary approval is required under the County zoning ordinances in effect as of December 2, 2002, then allow such processing uses with the approval of such a discretionary permit or other approval. The following criteria shall be considered in approving any discretionary permit required for these uses:</p> <p>a. Whether the uses are clustered in centers instead of single uses;</p> <p>b. Whether the centers are located a sufficient distance from existing or approved agricultural or rural residential commercial centers or designated commercial areas of any city or unincorporated community;</p> <p>c. Whether sites are located on a major road serving the surrounding area;</p> <p>d. Whether the road frontage proposed for the uses and the number of separate uses proposed are appropriate;</p> <p>e. For proposed value added uses such as canneries and wineries with on-premises retail uses, the evaluation under the criteria above shall consider the service requirements of the uses and the capability and capacity of cities and unincorporated communities to provide the required services. (AI 1)</p>	

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GPA No. 960	C-26	<p>System <i>Funding and Financing</i></p> <p>One of the most important considerations to achieve a viable multi-modal transportation system is financing <i>funding</i>. Funding priorities must be developed and innovative financing must be designed to ensure that the transportation system is implemented over the next 20 years.</p> <p>Discretionary roadway transportation improvement funds should be allocated to enhance mobility and promote convenient, safe, and efficient transport of people, goods and materials. This can be accomplished through continued development <i>and implementation</i> of a “Transportation Improvement Program” for local road and bridge <i>multi-modal</i> improvements and Riverside County’s participation in voter-approved local tax measures and Regional Transportation Plans that meet state and federal guidelines. Investment in, preservation of and expansion of the existing freeway and, arterial street, <i>public transit, rail, and non-motorized transportation</i> network is critical to the provision of a viable <i>multi-modal</i> transportation system necessary to sustain a healthy local economy. Innovative options, such as the application of <i>“toll way fares,” tolls and user fees</i> should be explored as a means of controlling <i>managing</i> demand in critical <i>congested</i> corridors. Riverside County must consider these and other innovative funding <i>financing</i> mechanisms to ensure that the future transportation system is financially supported and can be adequately maintained. <i>Such innovative financing is being utilized on State Route 91 and Interstate 15.</i></p>	Commissioner Hake
GPA No. 960	C-26	C 8.1 Implement a circulation plan that is consistent with <i>funding and</i> financing capabilities. (AI 53)	Commissioner Hake
GPA No. 960	C-26	<p>C 8.3 Use annexations, redevelopment agreements, revenue- sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and regional transportation improvements and to mitigate cumulative traffic impacts.</p> <p>C 8.4 Prepare a multi-year Transportation Improvement Program (TIP) that establishes improvement priorities and scheduling for transportation project construction over a period of 5 to 7 <i>two or more years. The TIP will be reviewed and updated annually consistent with state and federal requirements.</i></p>	Commissioner Hake

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GPA No. 960	C-26	<p>C 8.5 Participate in the establishment of regional traffic mitigation fees and/or road and bridge benefits districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local, regional and subregional transportation improvements needed for serving new development in the unincorporated area.</p> <p>C 8.7 Review and update the County of Riverside Road and Bridge Benefit District fee structure for <i>and</i> development impact fees annually periodically to ensure that capacity expansion projects are developed and constructed in a timely manner.</p>	Commissioner Hake
GPA No. 960	C-27	<p>C 8.8 Seek all available means to finance fund improvements, including state and federal grants, to ensure that a non-motorized system is implemented offset the local cost of system improvements where appropriate. (AI 53)</p>	Commissioner Hake
GPA No. 960	C-31	<p>AMTRAK</p> <p>The only AMTRAK station located in Riverside County is in the City of Palm Springs. This station provides connecting AMTRAK service to points west including Los Angeles, and to points east including Tucson, Arizona, and El Paso, Texas. AMTRAK does provide bus connections to and from other Riverside County areas to the San Bernardino AMTRAK station on a daily basis. Along rail routes between the West Coast and points east, AMTRAK serves Riverside County at two train stations plus several locations where AMTRAK provides bus links to train stations. In the Coachella Valley, the Palm Springs AMTRAK station provides access to AMTRAK's Texas Eagle and Sunset Limited Services, which provide connections to points west including Los Angeles and to points east including Tucson, Arizona and El Paso, Texas. The downtown Riverside Metrolink/AMTRAK station serves the western portion of Riverside County as a stop along AMTRAK's Southwest Chief Service. The Southwest Chief provides connections to Los Angeles and points east including Flagstaff, Albuquerque, St. Louis, and Chicago.</p> <p><i>The California State Rail Plan includes a new AMTRAK route between Los Angeles and Indio. Caltrans, RCTC, and the Federal Railroad Administration (FRA) are partnering to create a service development plan for Los Angeles-Indio service.</i></p> <p>Metrolink</p> <p>The Riverside Metrolink system provides commuter rail service from Riverside to Los Angeles and Orange County with stops at destinations in between. One route also connects Riverside to San Bernardino. Commuter rail in the southern California region has significantly grown along with the Riverside Metrolink system from 133,000 passengers in 1992 to 927,000 passengers in 1997. The Metrolink Riverside Line generally runs two routes from Riverside to Los Angeles: Riverside Line and 91 Line. The Inland Empire- Orange County Line is the</p>	Commissioner Hake

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		<p><i>Metrolink route that connects Riverside to Orange County. These three Metrolink Lines had a ridership total of approximately 2.9 million passengers between July 2010 and June 2011.</i> Metrolink currently has multiple stations located in Riverside County including: Pedley Station, Riverside-Downtown Station, Riverside-La Sierra Station, <i>North Main Corona Station</i>, and West Corona Station. <i>Metrolink commuter rail service will be extended by the construction of the Perris Valley Line (PVL). PVL is a 24-mile extension that will connect the Downtown Riverside Metrolink Station with a new South Perris station. Additionally, there will be three other new stations located at Hunter Park Area, Moreno Valley/March Field, and Perris. The Environmental Impact Report for the PVL, which will extend service to Perris, was certified by Riverside County Transportation Commission (RCTC) on July 25, 2011. Construction is anticipated to start began in 2012 with service expected to begin in 2013 by 2016.</i> The Long-term plans vision for passenger rail service calls for an extension from the South Perris station of the Riverside Transit Corridor, in accordance with performance standards, along the San Jacinto branch line to the City of Hemet.</p>	
GPA No. 960	C-32	<p>C 13.1 Support continued development and implementation of the Riverside County Transportation Commission Rail Program including new rail lines and stations, the proposed California High Speed Rail System with at least two (2) stations in Riverside County, the Coachella Valley San Gorgonio Pass Intercity Commuter Rail Service, and the proposed Intercity Rail Corridor between Calexico and Los Angeles.</p>	Commissioner Hake
GPA No. 960	C-32	<p>C 13.2 Support continued improvements to AMTRAK and Metrolink Metrolink rail passenger service within Riverside County and throughout the southern California region.</p>	Commissioner Hake
GPA No. 960	C-32	<p>C 13.3 Support implementation of the San Jacinto Branch Line to serve planned industrial development <i>commuter-passenger uses.</i></p> <p>C 13.5 Provide additional <i>railroad</i> grade crossing improvements as determined by the California Public Utilities Commission and the County of Riverside. (AI 119)</p>	Commissioner Hake
GPA No. 960	C-55	<p>Goods Movement/Designated Truck Routes</p> <p>The <i>safe and</i> efficient movement of goods in and through Riverside County is vital to the Inland Empire's economy and improves traveler safety. The ability of Riverside County to compete domestically and internationally on an economic basis requires an efficient <i>reliable</i> and cost-effective method <i>infrastructure</i> system for distributing and receiving products. This can be accomplished through planning, design, construction, and maintenance of the regional and, local street, and highway system. Riverside County's industrial and agricultural economies depend on safe and efficient goods movement.</p>	Commissioner Hake

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		<p>The County of Riverside is responsible for maintaining an extensive network of low-volume rural roads in sparsely settled areas to service goods movement and the agricultural industry. Large trucks are the primary means of transporting such goods and are essential to the intra-regional distribution of consumer products. The County is also responsible for a network of heavily impacted roads in urbanized areas that carry truck traffic to logistics facilities and rail yards that serve as hubs for distributing goods outside of Riverside County to national and international markets. These facilities' operations are linked strongly to the Ports of Los Angeles and Long Beach. Land scarcity near the Ports and the Inland Empire's strategic location on major interstate highways and rail lines are expected to make Riverside County an attractive area for continued growth of logistics facilities and related growth in truck volumes.</p> <p>In general, according to the Riverside County Transportation Commission, 77% of freight in Riverside County is pass-by freight destined for areas beyond Riverside County. Of this pass-by freight, 65% is by rail and 35% is by truck.</p> <p>In addition, freight rail is an important backbone of the goods movement industry in Riverside County.</p> <p>The region is faced with a serious dilemma. Present and proposed levels of investments suggest a future in which the majority of transportation facilities will be severely congested for much of the day. Given the shortage of funds available for both operations and maintenance as well as for new capital projects, and the growing conflict between people and goods for the use of highways, airports, and rail lines, the region will be hard pressed to maintain existing levels of mobility for goods movement.</p> <p>Truck Industry</p> <p>For the State of California, approximately 76% of all inbound and outbound freight is shipped by truck. In addition, trucks transport 98% of all finished goods to the final retail and wholesale destinations, according to the California Trucking Association. Current economies dictate that trucking will be used for the majority of surface traffic less than 800 miles, which encompasses most or all of California, Arizona, and Nevada. Over 78% of all California communities depend exclusively on trucks to move their goods. Although Riverside County generates a significant amount of truck traffic from agricultural and industrial uses, it also serves as a pass-through for truck traffic that ultimately serves other areas inside and outside of California.</p> <p>Trucks comprise at least 15% of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as Interstate 15 from Temecula to Ontario, State Route 60 westward from Interstate 215, and Interstate 10 in the Coachella Valley and San Geronio Pass areas. As healthy industrial growth is expected within the County of Riverside, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40% through Year 2020. The Federal Highway Administration (FHWA) has designated these routes as part of the Primary Freight Network (PFN) for the United States.</p>	

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		<p><i>Freight Rail</i></p> <p>Freight rail is an important backbone of goods movement in and through Riverside County.</p> <p>The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in and through Riverside County, connecting Riverside County with major markets within California and other destinations north and east. The federal government has recognized these routes as the “Alameda Corridor East.” The Ports of Los Angeles and Long Beach are the primary drivers of rail traffic moving through Riverside County.</p> <p>Riverside County has more than 40 at-grade road-rail crossings. In 2012, these crossings resulted in 603 daily hours of vehicle delay on local roads throughout the county, 46 accidents, and 7.23 tons of carbon monoxide emissions. Construction of grade separations by the County of Riverside and cities in recent years has helped alleviate some these impacts, although more such projects remain under development and unfunded.</p>	
GPA No. 960	C-56	<p>C 23.1 Implement Street and local highway projects to provide safe, sustainable, convenient and economical goods movement in areas where large concentrations of truck traffic exist or are anticipated to exist. (AI 43)</p>	Commissioner Hake
GPA No. 960	C-56	<p>C 23.3 Support continued operation of the a regional freight rail system, which that offers safe, sustainable, convenient and economical transport of commodities in a manner that enhances Riverside County’s competitiveness.</p> <p>C 23.4 Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads (AI 119)</p>	Commissioner Hake
GPA No. 960	C-56	<p>C 23.5 23.4 Create grade separations that locate arterials roads under or over rail lines that carry substantial amounts of freight to and from the ports along critical routes such as the Los Angeles Orangethorpe Riverside rail freight corridor on the BNSF and UP mainlines. (AI 119)</p>	Commissioner Hake
GPA No. 960	C-56	<p>C 23.6 5 Address alternatives for intermodal shipment for industries affected by abandonment of rail facilities.</p>	Commissioner Hake

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GPA No. 960	C-57	<p>C 23.5 Support provisions to physically separate heavily traveled rail lines from heavily traveled streets and roads (AI 119)</p> <p>C 23.7 23.6 Encourage the efficient movement of goods by rail through development of efficient intermodal freight facilities and a shift of a portion of the goods previously moved by trucks onto the rail freight system.</p>	Commissioner Hake
GPA No. 960	C-57	<p>C 23.8 23.7 Identify economically feasible street and highway improvement and maintenance projects that will improve goods movement. projects that are economically feasible.</p> <p>C 23.8 <i>Restrict truck through-traffic in residential areas and on streets with specific facilities that have high densities of people/users; through planning and design of developments, direct truck traffic to major transportation corridors. (AI 43)</i></p> <p>C 23.9 Study commercial truck movements and operations in the County and establish truck routes away from noise sensitive areas where feasible. (AI 43)</p> <p>C 23.10 Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through traffic to designated routes; and distribute maps to approved truck routes to County traffic officers. (AI 43)</p> <p>C 23.11 23.9 Encourage the construction of truck-only lanes, <i>climbing lanes or turnouts</i> where appropriate.</p>	Commissioner Hake
GPA No. 960	C-57	C 23.10 Pursue recognition of County roads that carry a substantial volume of freight to be included in state, federal, and regional freight plans and network designations.	Commissioner Hake
GPA No. 960	C-57	C 23.11 Collaborate with local, regional, and state governments on the development and implementation of plans, policies, programs to mitigate adverse safety, environmental, and congestion-related impacts of logistics projects.	Commissioner Hake
GPA No. 960	C-57	C 23.12 For logistics projects resulting in countywide cross-jurisdictional traffic impacts, seek conditions in project approvals that place responsibility on project sponsors to guarantee timely implementation of mitigation projects, regardless of in which jurisdiction the project or mitigation measures occur.	Commissioner Hake

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GPA No. 960	OS-15	OS 5.5 New development shall Preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Prohibit fencing that constricts flow across watercourses and their banks. <i>Incentives shall be utilized to the maximum extent possible.</i> (AI 25, 60)	Riverside County Farm Bureau, comment submitted during the Recirculated Draft EIR No. 521 Comment Period, as well as during the August 19, 2015 Planning Commission Hearing.
GPA No. 960	OS-38	OS 14.3 Prohibit <i>Restrict</i> land uses incompatible with mineral resource recovery within areas designated Open Space-Mineral Resources <i>and within areas designated by the State Mining and Geology Board as being of regional or statewide significance.</i> (AI 11)	Endangered Habitats League, comment submitted during the Recirculated Draft EIR No. 521 Comment Period, as well as during the August 19, 2015 Planning Commission Hearing
GPA No. 960, Eastvale Area Plan	1	<i>NOTE: The City of Eastvale officially incorporated on October 1, 2010 and now comprises the majority of the Eastvale Area Plan west of Interstate 15 to the San Bernardino County line and south to the City of Norco. Similarly, the City of Jurupa Valley incorporated on July 1, 2011 and spans that portion of the Area Plan east of Interstate 15 (Figure 1). With the incorporation of the two cities, only 16 acres remain within the unincorporated area of Riverside County and therefore under the County's jurisdiction. Since both incorporations occurred well after the baseline established for GPA No. 960, the information presented in this Area Plan remains unaltered however, it has extremely limited application. The City of Eastvale adopted its own General Plan in 2012 which covers the vast majority of land within the County's Eastvale Area Plan and a portion of the Jurupa Area Plan. Development proposals within the City of Eastvale shall be directed to the city as the the County does not have jurisdiction over lands governed by the cities.</i>	The City of Eastvale submitted a letter prior to August 19 Planning Commission Hearing. After coordinating with the City on their concerns this is Staff's proposed change.
GPA No. 960, Jurupa Area Plan	1	<i>NOTE: The City of Jurupa Valley officially incorporated on July 1, 2011 and comprises the majority of the Jurupa Area Plan (Figure 1). A small section of the westerly portion of the Jurupa Area Plan includes the City of Eastvale which incorporated in October 1, 2010. The City of Jurupa Valley spans lands north of the Santa Ana River, south of the Riverside-San Bernardino County line and east of Interstate 15 and east of the City of Eastvale. Only 903 acres of Jurupa Area Plan remain within the unincorporated area of Riverside County and therefore under the County's jurisdiction. Since both cities incorporated well after the baseline established for GPA No. 960, the information presented in this Area Plan remains unaltered however, it has extremely limited application. The City of Eastvale adopted its own General Plan in 2012 which covers the vast majority of land within the County's Eastvale Area Plan and a portion of the Jurupa Area Plan. The City of Jurupa Valley is developing a new General Plan that is expected to be approved in 2016. Development proposals within either the City of Eastvale or the City of Jurupa Valley shall be directed to the respective city as the the County does not have jurisdiction over lands governed by the cities.</i>	The City of Eastvale submitted a letter prior to August 19 Planning Commission Hearing. After coordinating with the City on their concerns this is Staff's proposed change.