

REPORT TO THE PLANNING COMMISSION



DATE: November 8, 2016

TITLE: Time extension - Tentative Tract Maps 35009 & 35448:
Located West of State Route 62 within the Rancho Royale
Specific Plan encompassing most of section 20, Range 4
East, Township 2 South; San Bernardino Baseline and
Meridian.

Prepared by: Scott Taschner, Associate Planner

Reviewed by: Daniel Porras, P.E. Public Works Manager

RECOMMENDATION

- 1. Open the Public Hearing;**
- 2. Hear Testimony;**
- 3. Close the Public Hearing;**
- 4. Approve Resolution No. PC _____, A Resolution of the Planning Commission of the City of Desert Hot Springs, California, approving a (3) three-year time extension of Tentative Tract Map No. 35448 & 35009, pursuant to Section 16.24.170 of the Desert Hot Springs Municipal Code**

Tentative Tract Map (TTM) 35448: To subdivide 481 acre site with 73 residential and commercial lots, 35 lettered lots for street connections, main spine road system and open space areas for financial and conveyance purposes in conjunction with

Tentative Tract Map (TTM) 35009: To further subdivide the 481 acre project site with 1,126 single family lots, 8 multiple family residential/recreational commercial lots (923 residential units), and 32 acres divided into 3 lots for commercial and residential (171 residential units) uses located west of State Route 62 within the Rancho Royale Specific Plan.

DISCUSSION

This project was originally approved in 2007 with Tentative Tract Maps 35448 and 35009. Adkan Engineering, the Applicant, has filed and been granted two (2) time extension requests for the Tentative Tract Maps 35448 and 35009. With the downturn in the economy the California State Assembly, State Senate, and our Governor(s), have approved five (5) various Assembly Bills and Senate Bills giving projects that qualified under specific conditions an automatic extension of the approved maps. The latest Bill, AB 1303, included a condition that the county in which the map was approved in can not exceed 80% of the mean annual household income in comparison to the state level. According to the 2013 American Community Survey published by the US Census Bureau, Riverside County's mean annual household income level is at 89% when compared to the state level. Therefore previously approved maps in Riverside County no longer qualify for the last automatic extension granted by Governor Brown in October 2015.

The unchanged project proposes to allow for a subdivision resulting in 1,126 single family residential lots, eight (8) multiple family residential/recreational commercial lots (923 residential units), and a 32-acre lot for commercial and residential (171 residential units) uses. Tentative Map No. 35448 is for financial and conveyance purposes to create the master planned

community. Tentative Tract Map 35009 creates the specific lots for the residential and commercial lots proposed for the project, which will be accessed from private and public streets. Mission Creek Road will be a public street that will provide main access from the north. The Applicant will also build a road from the south of the project connecting the project to Pierson Boulevard. The project site is located within the Rancho Royale Specific Plan, which is planned for approximately 8,360 single-family and multi-family residential units, commercial land uses, golf courses, and resort commercial uses on approximately 2,206 acres of land. In April of 1993, the Final Environmental Impact Report (EIR) for Rancho Royale Specific Plan was approved by the City Council.

The original proposal (2007) for master planned community contained language that the site will be developed in four (4) major phases. The original phasing plan includes the construction and provision of utilities that will be taken from south of the project site to the north. The applicant then plans to develop the four (4) phases in a clockwise direction ending with the 32-acre commercial lot located on the northeast side of Mission Creek Road.

As proposed, the project will have an overall density of 6.13 dwelling units per acre. The single-family residential lots will be developed with 4,000, 5,000, 6000, and 7,000 square foot lots. The smallest single-family lot is 4,041 square feet and the largest residential lot is 20,704 square feet. The Rancho Royale Specific Plan minimum lot size is 3,500 square feet in area.

The Applicant will need to submit the following components to the Planning Commission to obtain Development and Design Review Permits: project landscaping, wall details, entry areas, residential and commercial components.

BACKGROUND

Site Description: The project site is irregular in shape and is comprised of undeveloped land. Properties to the north, west and south of the project site are vacant. The site is dominated by the Sonoran Creosote Bush Scrub community with Desert Microphyll Woodland communities near natural drainage areas. Soils on the east portion of the site are deep course sands while the western portion consists of coarse sands, gravel, and boulders. Two (2) blue line desert washes transverse the property, from northwest to southeast direction. The project site is located south of Mission Creek. A portion of the Colorado River Aqueduct abuts the southeast portion of the project site. The project site is located within the Rancho Royale Specific Plan, Royale Oasis and partially within the Royale Center Planning Areas.

Existing Topography: The project site slopes gently from the northwest to the southeast in a little less than one-mile distance. The highest point is located on the northwest corner of the subject site and is approximately 1,871 feet above sea level. The middle of the project is approximately 1,695 feet above sea level. The lowest point is located at the extreme southeast corner of the site and is approximately 1,610 feet in existing elevation. The existing slope percentage for this diagonal cross section of the project is approximately 4.5%.

Project Conformance with Specific Plan: In February of 2007, City Staff reviewed the project for conformance with the approved specific plan. The determination was that the project circulation system, land use layout, and removal of the golf course facilities are in conformance with the Rancho Royale Specific Plan. The golf course for Royale Oasis was replaced with development trail systems and preservation of two major channels that flow through the project site in a north to south direction. The amount of golf course acres planned by the original plan has been maintained by the new plan, which includes the provision for two 18-hole golf courses within the Snellenberger site. The residential densities are also in conformance as originally planned for Rancho Oasis Planning Area.

Local Flood Designation: According to the latest Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the project site is located in Zone C, indicating that it is not within a 100-year or 500-year floodplain. The project includes detention basins along the proposed drainage channels to detain incremental increases in stormwater flow. The drainage channels have been designed to protect the project from 100-year storm flows and are proposed to be left in a natural state. A jurisdictional delineation was prepared and determined that drainage courses are subject to the jurisdiction of the Army Corps of Engineers and the California Department of Fish and Game.

The zoning, land use designations, and current use for the site and surrounding adjacent parcels is as follows:

Direction	Zoning Designation	General Plan Designation	Current Land Use
Site	Rancho Royale Specific Plan	Rancho Royale Specific Plan	Vacant
North	Riverside Co. (Desert Rural)	Riverside Co. (Desert Rural)	Vacant
West	OS/MR Mountain Reserve	OS/MR Mountain Reserve	Vacant
South	Residential Low Density (RL/SP)	R-L/SP	Vacant
East	Rancho Royal Specific Plan	Rancho Royale Specific Plan	Residential

The Mission Creek Subdivision was recently approved by the City Council to subdivide approximately 55.48 acres of vacant land into 107 single family lots. This project is located on portions of the north boundary of the subject site.

Rancho Royale Specific Plan Requirements

There are two (2) residential land uses proposed within the scope of the SunCal project. This includes Medium High and Very High residential land use designations. The Medium High allows a range of 5-8 du/ac. The Very High residential land use designation allows between 8-14 du/ac.

The residential densities and minimum lot size requirements have been met as shown the tables below:

Land Use	Original Acres	Original DU	DU/AC	Proposed Acres	Proposed DU	DU/AC	Compliance
Medium High	173	1372	7.93	256	1,126	4.40	Yes
Very High	90	1049	11.65	74	923	12.47	Yes
Medium General Comm	42	171	4.07	32	171	5.34	Yes
Totals	305	2,592	8.50	362	2,220	6.13	Yes

All the development standards related to the proposed Tentative Tract Maps have been met. The residential unit setbacks will be reviewed during the Development and Design Review process submitted at a later date.

Development Standard	Rancho Royale	Mission Springs Trails
Minimum Lot Size	3,500 sq. ft.	4000 to 7000 sq. ft. lots
Average Lot Size	N/A	5,721.61
Min. Lot Width - Average	35 ft.	60 ft. average
Min. Lot Depth- Average	100 ft.	100 ft. average
Max. Bldg. Height	Two Story w/ no feet restric follow design standards in S Plan	No change

Min. Bldg. Setbacks From	20 ft ¹	To be provided at Development Design Review Permit applications
Side Street Side	5 ft.	
	10 ft. for corner	
Rear	10 ft.	
Lot Coverage	None specified	N/A
Min. Dwelling Size	None	To be provided with Development Design Review Permits

1. Side loaded garages may be 10 feet from front property line (maximum 20% of planning area are to utilize side loaded lots)

The multi-family residential lots will need to comply with development standards identified in Article II, Section 21-15 (Multiple Family Residential zone) of the Zoning Chapter 21, except for specific requirements for Community Recreational Facility as outlined in the Rancho Royale Specific Plan. The development standards from the previous City ordinance will apply and are attached for the Commission's review (See Exhibit G).

The proposed project is a three-year (3) extension of time for the subdivision only. The Applicant/Developer will need to submit final architectural, landscape, site design, lighting, and wall details with a formal Development and Design Review Permit at a later date.

Circulation: The proposed project will take access from Mission Creek Road on the north and Pierson Boulevard on the south. Mission Creek Road may connect to Mission Lakes Boulevard traveling to the east and in the future Mission Creek Road may be connecting to Indian Avenue to the north. Pierson Boulevard will be connected to Highland Falls Boulevard and then to a 1,440 lineal foot street that will be constructed providing access on the south side to the project (See Exhibit 2).

The Fire Department is requiring that two points of access to a major circulatory roadway be provided. The project complies with this requirement for the gated residential community portion of the project. However, General Commercial/Medium High land use designations located along the northeast corner of the project has only one major access point to a major circulatory roadway (egress purposes).

The Applicant has several options to consider as the project gets closer to construction for the area designated for General Commercial/Medium High area, which is planned around a 10-year horizon. One option is the completion of Mission Creek Road to the north connecting to Indian Avenue sometime in the future. Another option is to create an on-ramp directly from the 32-acre site to State Route 62, which will require approval from the California Department of Transportation (Cal-Trans). There may be other options, which still need to be explored and discussed with the Fire Department and Cal-Trans.

The Applicant will need to construct the right-of-way improvements for the intersection of SR-62 and Mission Creek Road. The Applicant has been working with Cal-Trans for the construction of the intersection. Design plans are in process of approval with Cal-Trans. The Applicant will be required to construct a traffic signal and full intersection improvements including left turn lanes on SR-62 in the first phase of the project. The City Public Works Engineering is requiring that the Applicant enter into a reimbursement agreement to obtain a fare share reimbursement from Tract No. 34588, located north of the subject tract boundary.

Design Guidelines: The Rancho Royale Specific Plan includes a project theme based on the transition area of the Sonoran and Mohave Deserts. The desert theme is intended to compliment the projects neighborhood design through specific types of street patterns, specific plant materials and existing site conditions. The design guidelines for Rancho Royale Specific Plan is organized into six

major sections related to the project. Some of these sections will not apply, such as the residential design criteria, which relate to the specific home design. The sections that will apply include: Streetscapes, Site Design Guidelines, Landscape Transitions and Product Spotlights.

Streetscapes/Street Cross Sections: The Rancho Royale Specific Plan provides streetscape guidelines that are meant to create a varied experience that reflects the project's character and also provides for individual identity for the planning area. Changes to the street cross sections may be considered by the Planning Commission/City Council during the Tentative Tract Map submittal process.

The Specific Plan notes that the planning areas depicted within the Specific Plan are conceptual only and although development should reflect the elements and constraints discussed in the text and illustrations, the actual site design and approval will be determined during the tentative map and final map engineering stages. The Applicant is requesting modifications to the following Arterial Highway, Collector Highway, Local Street, and Minor Collector Road cross sections:

Arterial Highway/Collector Highway: The Specific Plan's Land Use Element shows Mission Lakes Boulevard and Mission Creek Road as the major roadways for access to the east and north portions of the regions. The new plan has Mission Creek Road filter directly into Mission Lakes Boulevard traveling to the eastern portions of the City. The Applicant is requesting to change the cross section for Mission Creek Road, which is presently designated as a Collector Highway. Mission Creek Road will now be serving the project as a major roadway connecting the project to the north and east regions of the City.

The Specific Plan shows an Arterial Highway to include a 110-foot right-of-way and a Collector Highway with a 66-foot right-of-way. The Applicant is proposing a 107-foot right-of-way with sidewalks and parkways on each side of the street. The Public Works Engineering and Planning Department have reviewed the proposed cross section for Mission Creek Road (Arterial Highway) and finds it appropriate with a 107-foot right-of-way consisting of a two lane divided street by a 12-foot landscaped median, including bike lanes within the paved area and parkways and sidewalk on each side of the street measuring 10 and 25-feet in width. The streetscape proposed will be consistent with the Specific Plan.

Collector Highway: The second request relates to changing the interior private collector roads. The existing street cross section for a collector highway includes a 66-foot right of way with a two lane divided road, bike paths, and sidewalks. The Applicant's request is to change this cross section to an 88-foot right-of-way that is one lane divided road with a 12-foot landscaped median, bike path, parkway and meandering sidewalks. No parking is provided on the street. The reason why the parking lanes have been omitted is that no residential lots face the collector highway street side. Thus, the need for on-street parking has been removed. The collector road is used by pedestrians, bicyclists and automobiles to travel through the residential subdivision. The Public Works Engineering and Planning Departments have reviewed the proposed cross section for a main collector and finds this cross section appropriate for the interior private collector system as proposed by the Applicant. The proposed streetscape will be consistent with the Specific Plan.

Local Street: The third and final request is to change the street cross section for the local street. The Rancho Royale Specific Plan includes a 60-foot right-of-way consisting of a one lane divided road, L-curbs, parking on both sides of the street, a parkway, and a separated sidewalk. The local street cross section is consistent with the hierarchy of roadways with the provision of separated sidewalks and providing street trees to enhance the streetscape and provide adequate shade for pedestrians.

The Applicant is proposing to remove the separated sidewalk by locating it along side of the roadway with a wedge curb and allow for a five-foot Public Utility Easement (P.U.E.) area adjacent to the sidewalk along the fronts of each of the single-family residential lots. The Applicant's request is to narrow the local street, allow for one lane divided road with parking on both sides of the street and provide street tree planting along the edge of the PUE to provide sidewalk shade. The five-foot P.U.E.

will be limited with low landscaping and small boulders to allow for the inclusion of cable, telephone and electrical transformers.

The Applicant is proposing to maintain at least one tree per lot adjacent to the P.U.E. to create shade along the side of the sidewalk. The Applicant indicates that a tree root deflector will be required to be installed so that the tree roots grow below any substructures within the P.U.E. Thus, the tree may be planted as close to the P.U.E. as possible to create shaded areas along the sidewalk and create a softer appearance from the street. Staff is recommending the following condition of approval in addressing the incorporation of one to two street trees along the fronts of lots:

The Applicant/Developer shall provide one to two trees on each lot facing a local street measured five and one half (5.5) feet to eight (8) feet maximum from back of sidewalk with incorporation of a tree root deflector(s), subject to the following: a) The trees and tree root deflector details shall be shown within the landscaping plans, subject landscape plans review and approval of Development and Design Review Permit. b) Language shall be incorporated within the CC&R's for the maintenance of all trees within the first eight (8) feet from the back of sidewalk of a local street shall be kept and maintained by the HOA, subject to review and approval by the Community Development Director or his designee.

The Public Works Engineering and Planning Departments have reviewed the proposed cross section for local streets and finds this cross section appropriate, as conditioned. The proposed streetscape will be consistent with the Specific Plan.

Minor Collector/Southern Access Roads: The Public Works Engineering conditions of approval indicate that the applicant shall construct full street improvements along the southern access road from the tract boundary to Highland Falls Boulevard to a Modified Minor Collector Street Standard. The proposed modified street standard includes a 74-foot right-of-way and a 50-foot paved area. This modified street standard will include all curbs, gutter and sidewalk.

The next connection to the south includes development of a 24-foot wide roadway from the intersection of the southern access roadway to Pierson Boulevard along the right-of-way of Highland Falls Boulevard. The developer shall obtain permit from the Metropolitan Water District (MWD) to cross the right-of-way for the Colorado River Aqueduct and construct necessary facilities to protect the aqueduct. The Public Works condition of approval requires that these improvements be completed before occupancy of the first phase of the project (whether the south or north end of the proposed project site develops first).

Site Design Guidelines: Street/Block/Lot Design - The overall site design is in conformance with the objectives and criteria provided in the Rancho Royale Specific Plan. The project includes curvilinear street pattern, functional pedestrian pathways to recreational areas, creation of view corridors and provision of open spaces throughout the project site linking neighborhoods and creating neighborhood identity. One objective is to avoid long runs of straight local streets. The Applicant's subdivision design does include a couple of long streets within the southwestern and far south side of the project. In order to improve the long streetscape areas and assist further in calming traffic within a street that may be about 2,000 feet in length, staff recommends a condition of approval for the Applicant to incorporate appropriate traffic calming measures (i.e., landscaped medians and other street landscaping) or other acceptable street design within long lineal streets in excess of 800 feet in length, subject to approval by the City of Desert Hot Springs City Engineer and Riverside County Fire Department.

Flag lots are discouraged by the Fire Department because of visibility issues in finding the address to the homes during an emergency call for service. The Fire Department has pointed out that the visibility of a structure and locating an address when a service request is dispatched may be difficult to impossible in a flag lot situation. Staff recommends a condition of approval requiring the Applicant to complete final design of flag lots at final map approval, subject to Riverside County Fire Department approval.

In addition, some of the lots located close to intersections appear to be right next to collector road leaving very little room to maneuver into a driveway. There is a 13 to 23-foot minimum landscaped parkway with sidewalks along the entries that should provide adequate traffic maneuvering for cars driving into the driveway of these lots. Staff recommends a condition of approval for the Applicant to provide details of corner lots adjacent to collector streets pertaining to potential traffic conflicts/safety from the street intersections before final map approval, subject to the City of Desert Hot Springs City Engineer.

Trail Systems/Channels - The Applicant has included a variety of trails that connect the entire subdivision together and provides linkages with the surrounding area. There are approximately 2.31 miles of trails along the natural channel edges and another 3.51 miles of trails that loop that are part of the residential subdivision. The site design of the project includes strategically placed open spaces and placement of single and multiple family lots next to two major channels (Mission Creek and other unnamed creeks) of the project.

The subdivision design includes properties that back onto the natural channels to take advantage of local views from the rear yards of each of the homes. Both single family and multiple family lots have been designed with this orientation. The specific details of the walls/fencing in relationship to location and function will be reviewed through the Development and Design Review Permit process. The project also includes a drainage channel along the perimeter of the project site. The perimeter drainage channels will be accessed by trails that run along the sides of the two main channels of the project.

The proposed site design includes various bridges which will also be built across specific channels throughout the project. The design and aesthetics of the bridges have not been provided by the Applicant at this time. The basic location of each of the bridges is the only item before the Planning Commission at this time. Staff is recommending a condition of approval for all bridges proposed for the project shall submit appropriate plans for review and approval of Development and Design Review Permit (bridges should address safe passage of animal migration in the area).

Grading – There are a number of lots with slopes at the rear of the lot. The disturbance and creation of large retaining walls to increase rear yards or remove sloped areas by future property owners is a concern. Staff is recommending two conditions to address the sloped areas at the rear of the single-family lots. The first condition of approval is to insure that grading activities within the sloped areas of all lots shall minimize the disturbance and maximize the conservation and preservation of native plant materials. Graded areas shall receive a naturalized treatment (if necessary) including the re-establishment of native vegetation where necessary to create a natural appearing terrain. The second condition of approval requires the Applicant/Developer shall include language within the CC&R's requiring homeowners to obtain approval from the HOA and City of any future retaining walls or development into any rear yard sloped areas of the single-family lots. Appropriate site plans, wall elevations and engineering calculations shall be provided for review by the HOA and City of Desert Hot Springs.

The Applicant's engineer shows that the project site shall be graded so that no retaining walls will be necessary between lots. Staff has included a condition of approval indicating that all the pads shall be graded to avoid the installation of retaining walls. Any future retaining walls between lots shall be reviewed with the project walls of the master plan during the Development and Design Review Permit process.

Water Tank – The Applicant has provided the location of a proposed water tank that will be built at the northwest corner of the project site. According to the Mission Springs Water District, the water tank elevations are set specifically per the North West Master Plan. The proposed water tank is partially submerged with approximately 12-feet of the tank above finished grade level. The issue with submerging the tank relates to the pressure zone for the area. Submerging the water tank completely

may not be adequate for the required pressure of the water tank. Staff recommends a condition of approval for the water tank to be completely submerged or partially submerged as allowed by the Mission Springs Water District. Another condition of approval is recommended for the Applicant/Developer to submit plans for installation of the future water tank and surrounding landscaping/walls of the water tank site via Development and Design Review Permit.

Landscape Transitions: The Specific Plan provides guidelines for providing landscaped transitions for residential uses next to commercial, channel, freeway and any other awkward interfacing with adjacent land uses. Transitions have been incorporated through out the two main channel areas and along the perimeter of the project. In addition, the residential tracks are designed to be approximately 140 to 300 feet from SR-62 roadway. The properties closest to the SR-62 will be developed with multiple family residential projects. The specific additional landscape buffering requirements will be reviewed upon submittal of Development and Design Review Permit plans. The residential subdivision proposed for Mission Creek Trails subdivision includes adequate landscape transitions that comply with the intent of the Specific Plan.

Product Spotlights: The product spotlights section is part of the architectural criteria. It is intended to give the reader of the Specific Plan an image of what Rancho Royale may look like. Typical site plans and other elevations for the Medium High and Very High density uses are depicted within the Specific Plan. The Applicant/Developer will need to submit final architectural, landscape, site design, lighting, and wall details with a formal Development and Design Review Permits at a later date.

Maintenance: The maintenance of parks, landscaped open space areas, drainage channels, front yard street trees, signage and pedestrian paths shall be administered by the Home Owners Association as described in the CC & R's of the project. The commercial areas are separate and will be maintained by a different entity.

Senior and Affordable Housing Provision: The Rancho Royale Specific Plan requires that the project provide a minimum 20% (444 residential units) of the residential units for senior housing and that 7% (156 residential units) of its units be set aside for affordable housing. The specific plan was not specific about whether or not the provision of the housing could be both senior and affordable so long as the project met these basic requirements. The applicant would like to provide senior housing that is affordable and be able to count the housing units towards compliance with the condition of complying with the affordable and senior housing requirement. The Rancho Royale Specific Plan also requires that the Applicant consult with the Southern California Association of Governments regarding the provision of affordable housing on the property. The consultation shall be for advisory purposes only and the final decision of utilizing both senior and affordable housing will be with the City of Desert Hot Springs.

The applicant has noted that the project may be developed completely as a senior community. This would have impacts related to types of open space amenities and on the provision of future school facilities. Impacts related to traffic should be negligible and not sufficient to warrant any further study. The Rancho Royal Specific Plan was designed so that the project would be a mixed residential subdivision with market rate housing, seniors and affordable as components of the project. The specific Plan does provide a maximum amount of senior housing to be a total of 991 residential units. If the Applicant would like to change the maximum number of senior for the project, the Applicant will need to amend the specific plan to increase the maximum number of senior housing permitted within the project. Staff recommends a condition of approval for the Applicant to be restricted to the provision of a maximum of 991 senior housing units. An increase in senior housing will require an amendment to the Specific Plan. With an amendment to change the project to an age-restricted project only, the provision of future school site within the project would also need to be reviewed with the Palm Springs Unified School District for reconsideration of a future school site.

Schools: The subject site falls within the boundaries of the Palm Springs Unified School District (PSUSD). The PSUSD has reviewed and is requiring that the City and the Developer designate a

parcel of approximately 15 acres within the project for the PSUDS to acquire and develop into a school. If the project is going to be completely gated, the school district is requesting to provide additional input as to the location of the site to ensure full access. The School District's analysis did include the potential provision of age-restricted residential units. The determination of the School District is that even if a portion of the project were designated as age-restricted units, the PSUSD believes there would be sufficient students generated to warrant a school site within the project.

Staff is recommending a condition of approval that requires the applicant to provide a 15-acre site for provision of a school and to work with the Palm Springs Unified School District as to the location of the future school to ensure full access. If the project is going to be changed to a full age-restricted project, the provision of a future school site on the project site should be reviewed by the PSUSD for possible removal of this requirement.

Fire Services: The Riverside County Fire Department has reviewed the project for the provision of future fire services. After completion of their review, the determination was that the subject project would be receiving fire services from the Skyborn Fire Station located on Karen Avenue north of Pierson Boulevard. No further fire services will need to be constructed for the proposed SunCal development project.

Emergency Vehicle Access Requirement for Snellenberger Site: The Snellenberger site consists of approximately 970 acres located just west and south of the project site. Mr. Snellenberger has requested that the applicant make provision for a future emergency access from his site through the SunCal's project based on a condition of approval of his Vesting Tentative Tract Map. The condition reads as follows:

"71. Emergency Vehicle Access – Initially, Pierson Boulevard should be utilized for emergency vehicle and general public access. At such time approximately one-third of the entire project, or one-half of the single-family residences are built, a second emergency access point should be provided near the Highland Falls Drive traffic circle. Provision for emergency access should be the responsibility of the Developer. Ultimately, a third emergency vehicle access point should be provided at the northerly corner of the project site."

Staff has made the Applicant of the proposed subdivision aware of this condition. The provision of the third emergency vehicle access point may impact one of the lots from 584 through 578 of the SunCal project. It is difficult to specifically point out which area of the project may be impacted without additional information from the Snellenberger project. Any future emergency access will also need to be constructed over the stormwater drainage area located along the perimeter of the SunCal project. Staff recommends a condition of approval for the Applicant to meet with the Applicant/Developer of Royale Heights subdivision for a provision of an emergency access easement area along the location of the westerly project boundary prior to final map approval. The construction of the emergency access shall be the responsibility of the developer from Royale Heights project, subject to review and approval by the City Engineer and Riverside County Fire Department. If the emergency access easement is determined not to be needed by the Riverside County Fire Department, then no further action is needed by the Applicant/Developer of Royale Oasis project.

Hydrology of the Site: The EIR indicates that the project site is largely characterized as an alluvial fan, subject to shifting water courses. (EIR, p. III-16) The project site is impacted by several watersheds. According to the latest Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), attached hereto as Exhibit 15 (Flood Insurance Rate Map, 0602450900D, November 20, 1996) and incorporated herein by this reference, the project site is located in Zone C, indicating that it is not within a 100-year or 500-year floodplain. The EIR developed a master drainage plan for the Rancho Royale Specific Plan area and commented on incremental increases in stormwater flows.

Mitigation measures include the requirement that all incremental increases in stormwater flow be detained on-site and that the project be protected from 100-year floods. Mitigation measures also include the need for additional hydrology and drainage analysis on a project specific basis. The project proponent has submitted a Preliminary Hydrology Report (RCE 2007) and a Flood Hazard Assessment (Exponent 2006) as required. The Public Works Engineering Department has received and reviewed the hydrology studies provided by the Applicant. No outstanding issues of concern have been pointed out by the Public Work's Engineer and final conditions of approval are attached as related to drainage and flood control.

The project includes detention basins along the proposed drainage channels to detain incremental increases in stormwater flow. The drainage channels have been designed to protect the project from 100-year storm flows and are proposed to be left in a natural state. A jurisdictional delineation was prepared (Glen 2006) and determined that drainage courses are subject to the jurisdiction of the Army Corps of Engineers and the California Department of Fish and Game. Appropriate permits shall be filed as required.

Environmental: The proposal is for a 3 year time-extension of the approved Tentative Tract Maps 35449 & 35009. The Applicant proposes no changes to the approved project at this time. The Applicant shall submit an Addendum to the Final Certified Environmental Impact Report prior to the submittal of any building plans, along with any proposed changes to the Conditions of Approval.

FISCAL IMPACT

EXHIBIT(S)

1. TTM 35009 and 35448 - Draft Resolution No. PC _____
2. TTM 35009 and 35448 - Exhibit A – Conditions of Approval
3. TTM 35009 and 35448