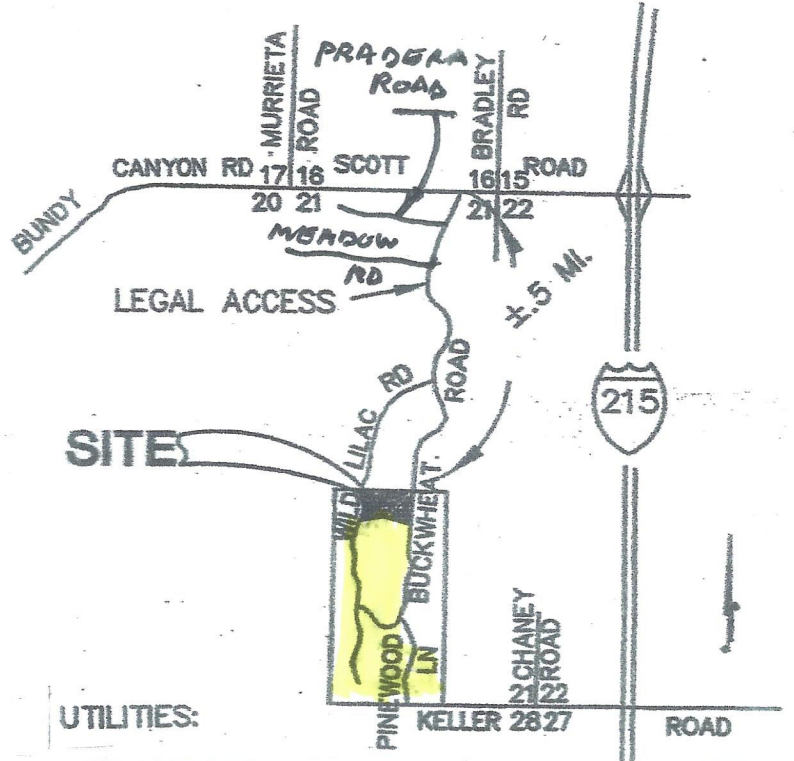


CHAPPARAL HILLS

SCOTT ROAD

DEVELOPED AREA [APPROX 100 ACRES]

CHAPPARAL HILLS

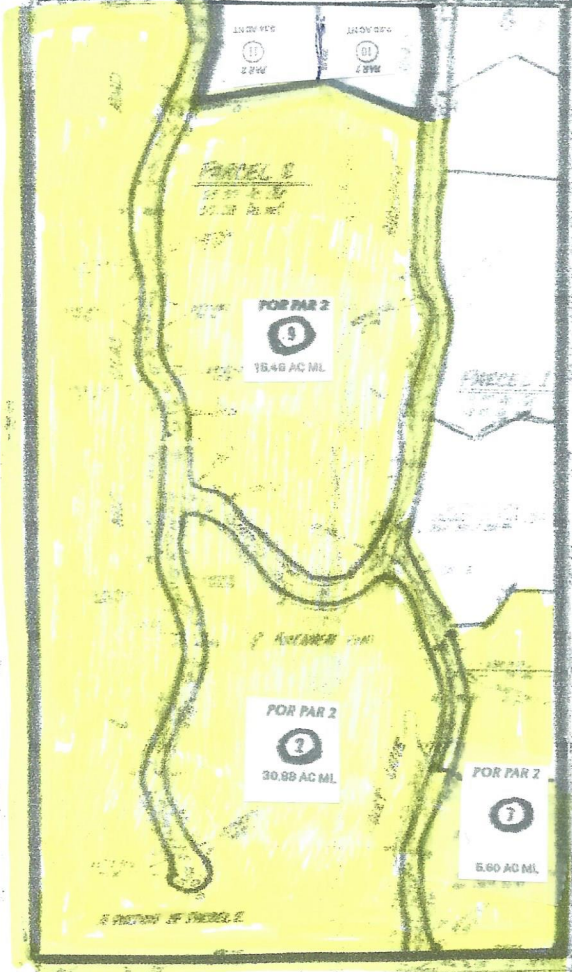


UTILITIES:

- WATER - E.M.W.D.
- SEWER - INDIVIDUAL SEPTIC SYSTEMS
- ELECTRIC - SOUTHERN CALIFORNIA EDISON (UNDERGROUND)
- GAS - PROPANE
- TELEPHONE - VERIZON TEL. (UNDERGROUND)

UNDEVELOPED AREA [APPROX 60 ACRES]

KELLER ROAD [ABANDONED]





CITY OF MENIFEE
PROJECT "HOT SHEET"
PUBLIC WORKS/ENGINEERING DEPARTMENT

***Bundy Canyon Development
Lot 2 of PM 13249***

(APNs 384060002, 384060007, 384060009)

October 9, 2024



The site in question, Lot 2 of PM 13249, has several issues that have stalled development. The land is developable, depending on the projected use, and available budget.

It is suggested that the engineer who worked on the proposed map be contacted. The Civil Engineer that began working on Tentative Map 36684, was Thomas Love, currently at 31915 Rancho California Road, Suite 200-166, Temecula CA 92591. (952)440-8149.

ENGINEERING:

1. Challenges with development of the site include, BUT ARE NOT LIMITED TO:
 - a. A subdivision, which is either a Parcel Map or a Tract Map, The associated "Preliminary" Parcel or Tract Map would have to be approved by the Planning Commission, and would have Conditions of Approval required to be completed, or bonded for prior to map approval. Also, it would require paved roads that meet City standards, which is costly.
 - i. Meeting maximum grades of 9%
 - ii. Width requirements for road classification "Rural Local" with 48' width, two 14' lanes, and two 10' shoulders
 - iii. Roads must have a **MINIMUM 4" Asphalt over 6" Aggregate Base**, but existing soil conditions ("R"-Value) combined with a minimum Traffic Index of 5 may dictate substantially thicker road section.

- b. A standard subdivision process would also require a Tentative Map process (Parcel for 4 or fewer lots, Tract for 5 or more lots) that includes approval from the City Planning Commission.
 - i. Planning commission would require public improvements
 - ii. Binding "Conditions of Approval" would be created for the project
 - c. Legal access to a public road is not clear. It may exist via private easement, but that would need to be proven.
 - d. Secondary access on a different road may be needed to meet fire requirements, depending on the proposed development. Previous developers have not had success securing these rights.
2. There has been confusion with "parcels" vs. "APN's". APN is an acronym for "Assessors Parcel Number", and are only "official" for the purposes of tax assessment, APNs **DO NOT** define legal lots. In fact, every page of an APN map stated that it can only be used for tax purpose only. The attached print shows the legal boundary of the existing property. Lot 2 is currently owned by, "BUNDY CANON DEV CO"
3. Tentative Tract Map 36684 initially created for the site was never fully "entitled" (approved), and was abandoned by the applicant. This would have created individual lots, if it had been finalized, approved by City Council, and recorded.
4. There is no option for dividing "Lot 2" without an Planning Commission approved Tentative map, followed by an approved Final Map or Parcel Map, signed by the City Land Surveyor, the City Engineer, and the City Council.
5. There is no option of "reverting" back to 3 lots, since 3 lots never existed under the current "Lot 2", without a Parcel Map or Merger.
6. There are no existing mapping issues that could change with a Certificate of Correction ("CoC"). CoC's are for minor typographic issues, a different material used for the monuments, math errors, etc. – NOT for the creation of lots. As the City representative, the City Surveyor would have to approve any map CoC prior to the County accepting it.
7. A single-family residence could be entitled fairly simply, no map required. An ADU could also be built.

FIRE:

FIRE: Challenges with development of include, BUT ARE NOT LIMITED:

1. This project is located in an LRA- VERY HIGH FIRE AREA 660ft to the circulatory road or secondary access shall not exceed that distance and shall be provided.
2. Fuel Modification – will be required.
3. A Fire Protection Plan – will be required if this is a tract development project.
4. This project is located in a LRA –VERY HIGH FIRE SEVERITY ZONE and shall comply with Chapter 7A of the California Building Code and Chapter 49 of the California Fire Code.
5. This project shall comply with Title 14 requirements from the California Board of Forestry and Fire Protection.
6. Dead end fire apparatus access roads shall not exceed 660 feet for Very High Fire Severity Zone and High Fire Hazard Severity Zone area

7. Secondary egress/access fire apparatus access roads shall be provided independent egress/access from/to the area or as otherwise approved by the OFM. Secondary egress/access roads shall be as remote as practical from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Marshal.
8. Fire apparatus access roads shall be designed and maintained to support 80,000 lbs. and shall be surfaced for all-weather driving capabilities. Certification of compliance may be required by a California Registered Engineer.
9. Turning Radius- The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. For development within the SRA and within the LRA VHFHSZ, the minimum required turning radius of a fire apparatus access road is 74 feet outside radius and 50 feet inside radius.
10. Grades- Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent, and the cross slope shall not exceed 2.5 percent.
11. Fuel Breaks will be required, as per applicable regulations
12. 14 CCR § 1276.00 Intent To reduce the intensity of a Wildfire,
13. 14 CCR § 1276.01. Building and Parcel Siting and Setbacks
14. 14 CCR § 1276.02. Ridgelines
15. 14 CCR § 1276.03. Fuel Breaks

PLANNING:

8. If the property is subdivided, the following needs to be considered:
9. The proposed subdivision needs to be consistent with the General Plan, Development Code and Subdivision Map Act;
10. The subdivision is subject to CEQA and environmental studies will be required;
11. The subdivision will be subject to Tribal consultation;
12. Second point of access is required,
13. Electrical power lines may be required to be underground.

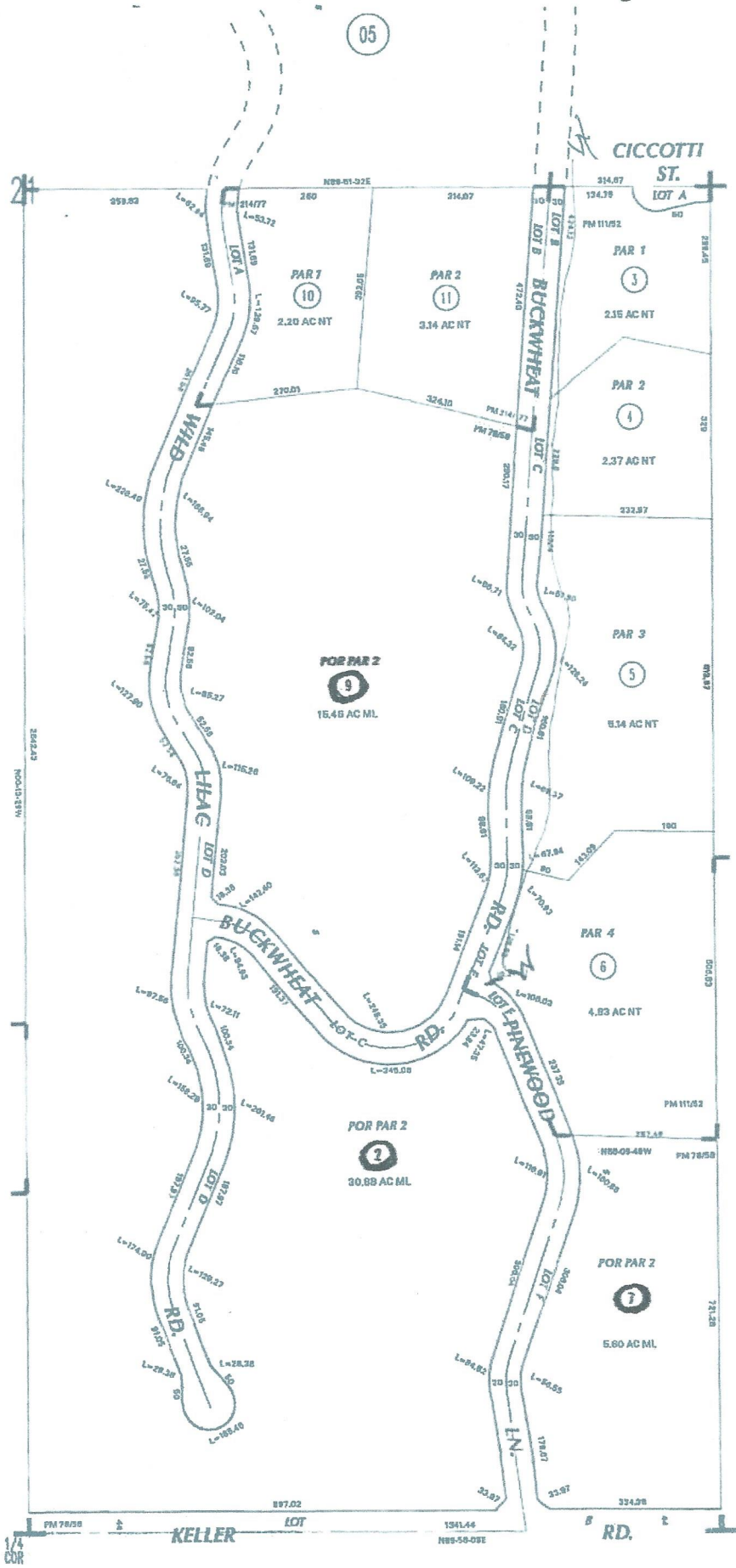
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSURED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

POR. SE 21 T. 6S., R. 3W

T.R.A. 054-023

384-06
359-32

1" = 200'
ANGLE = 90°



ASSESSOR'S MAP BR384 P.06
Riverside County, Calif.

2710

DATE: 05/17/07

PM 78/58 PARCEL MAP NO. 13240
PM 111/52 PARCEL MAP NO. 18562
PM 214/77-78 PARCEL MAP NO. 30845

May 2006

DATE	05/17/07	BY	05/17/07
TIME	11:00 AM	BY	05/17/07
DATE	05/17/07	BY	05/17/07
TIME	11:00 AM	BY	05/17/07



FACT SHEET

Interstate 215/Scott Road Interchange Improvements Project

What is the Interstate 215/Scott Road Interchange Improvements Project?	The project would make improvements to the existing Interstate 215/Scott Road Interchange. The interchange is within the City of Menifee and City of Murrieta.	
What is included in the project? <u>At this intersection</u> - Shop@ Scott, 34 stores - Albertsons - Walgreens - Taco Bell - Kaiser Hospital (3 mi South)	The project would: • Reconstruct the existing bridge from 2 lanes to 6 through lanes (the bridge will have 11 lanes to accommodate turn lanes) • Widen and realign on- and off-ramps • Construct new on-ramp and off-ramp loops on the north side of Scott Road • Improve the intersection at Scott Road/Antelope Road	
Why is this project needed?	Traffic congestion occurs at the interchange during peak commute hours and is projected to worsen in the future without any improvements. The project is needed to relieve congestion, including off-ramp congestion, and to enhance safety.	
What's next?	• Caltrans receives public/agency input on the environmental document during the 30-day public review period beginning June 7, 2010 and ending July 7, 2010. • Caltrans integrates public/agency comments into the final environmental document. • Project Development Team selects the preferred alternative. • The final document becomes available to the public. • Project engineers complete the project design. • Right of Way acquisition. • Construction begins.	
Who can I contact for comments or questions?	Send letter comments to: Caltrans District 8 Russell Williams 464 West 4th Street 6th Floor MS-823 San Bernardino, CA 92401-1400	Send email or call: County of Riverside, Transportation Department Mary Zambon MZAMBON@rctlma.org Phone: (951) 955-6759



New. Better. Best.

Bundy Canyon Road/Scott Road Future Improvement Project

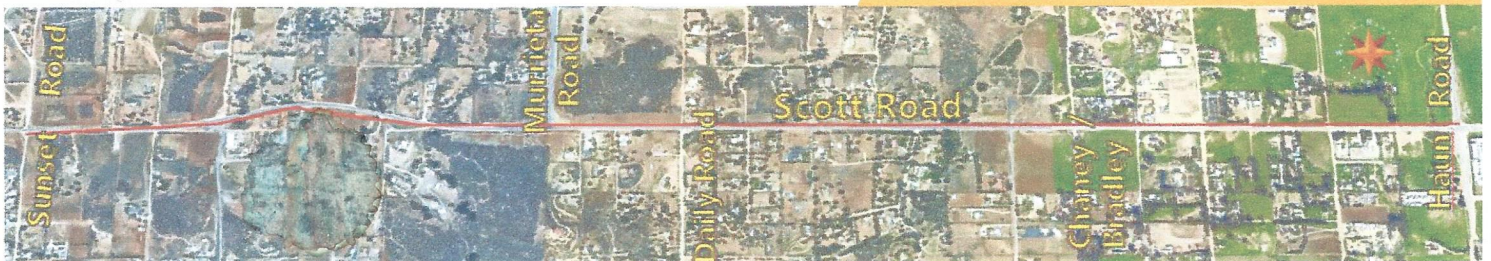
FACT SHEET

ABOUT

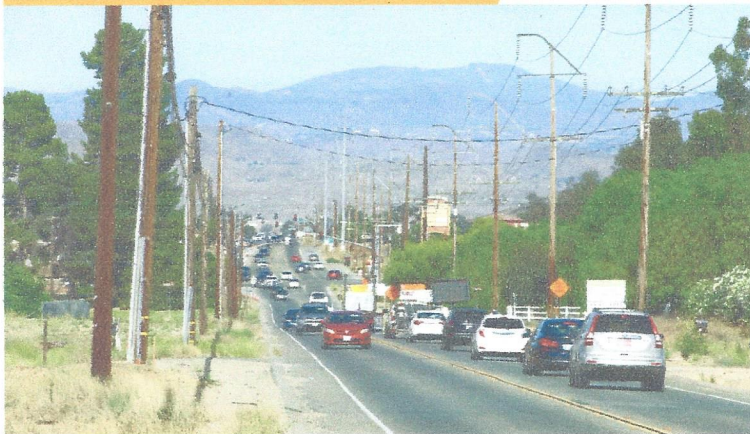
Design for the Bundy Canyon Road/Scott Road Improvement Project is currently taking place. The improvements will begin at Sunset Road at the City of Wildomar/Menifee border and end at Haun Road, near Interstate 215 in the City of Menifee. The design plans for this project will be completed in the fall of 2021. Right-of-way acquisitions will occur during this time. Once the design plans are complete and final funding has been secured, the project can be advertised and a contract for construction awarded within a few months.

The construction will widen the existing two-lane rural road to four lanes, with a striped left turn median. Bike lanes will be included on both sides of the roadway. The overall design will deliver significant improvements in both safety and traffic flow, which have been requested by the community for years following collisions on the high-traffic corridor. The proposed improvements are expected to enhance the safety and circulation of vehicles and bicyclists.

PROJECT LOCATION



PROJECT PURPOSE



- 1 Improve safety
- 2 Improve traffic flow
- 3 Accommodate future residential growth and development
- 4 Provide Active Transportation Facilities (bike lanes)
- 5 Assist existing and future commercial development

As a part of a regional effort to widen the corridor west to Interstate 15, the project assists future commercial and residential growth in the area. The corridor will ultimately be widened to six lanes – three in each direction – as outlined by the 2013 City of Menifee General Plan and its Circulation Element.

The project stretches 2.75 miles from Sunset Road (at the city limits of Wildomar and Menifee) to Haun Road, nearing the I-215 highway.

FAST FACTS

Earliest Construction Could Begin*

Spring 2022

Earliest Construction Could be Completed*

Fall 2023

Daytime Work Hours

7:00 a.m. – 3:30 p.m.

MORE INFORMATION

Principal Engineer Carlos Geronimo

cgeronimo@cityofmenifee.us

cityofmenifee.us    

* Depending on Construction Funding Availability

Population & Population Growth

Estimates provided by Riverside County California

	2020 Census Population	2024 Estimate Population	Approx. Land Area (sq mi)	Density (persons /sq mi)	10-Year Growth (2010-2020)
Menifee	102,500	111,560	39-40	2,600	32.3%
Murrieta	110,950	109,200	37	3,000	7.2%
Temecula	110,000	108,700	37-38	2,940	9.9%
Wildomar	36,875	36,330	12-13	3,000	14.6%
Lake Elsinore	70,265	71,450	27-28	2,520	35.6%
Wildomar & Lake Elsinore Combined	107,140	107,780	40	2,680	28.6%
TOTAL	<u>430,590</u>	<u>437,240</u>	<u>156.5</u>	<u>2,800</u>	

FILE: Population

5/26/2025

City of Meniffee Boundary Map

