



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

4 . 1

Planning Commission Hearing: July 21, 2021

PROPOSED PROJECT

Case Number(s): Plot Plan No. 26346 and Tentative Parcel Map No. 37398

EA No.: 43062

Area Plan: Southwest

Zoning Area/District: Rancho California Area

Supervisory District: Third District

Project Planner: Deborah Bradford

Project APN(s): 920-120-034 and 920-120-035

Applicant(s): AVA Property Investments, LLC

Representative(s): Proactive Engineering West


John Hildebrand
Planning Director

PROJECT DESCRIPTION AND LOCATION

PLOT PLAN NO. 26346 is a proposal for the siting, construction, and development of approximately 56,060 total building square feet of a commercial and retail center on a 10.98 gross acre site. The Plot Plan includes the construction of 5 buildings, including a grocery store, retail store, tire shop, drive through restaurant, and a car wash. A total of 308 parking stalls will be provided.

TENTATIVE PARCEL MAP NO. 37398 is a proposal for a Schedule "E" subdivision of two current parcels totaling 10.98 gross acres into five (5) commercial lots with a minimum lot size of 0.68 acres.

The description as included above and as further detailed in the Initial Study/Mitigated Negative Declaration constitutes the "Project" as further referenced in this staff report.

The project site is located east of Winchester Road (State Route 79) north of Willows Avenue, south of Murrieta Hot Springs Road, and west Sky Canyon Road, and within the Specific Plan No. 213 and the Southwest Area Plan.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

ADOPT a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 43062**, based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,

APPROVE **Tentative Parcel Map No. 37398**, subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report; and,

APPROVE Plot Plan No. 26346, subject to the attached Advisory Notification Document, Conditions of Approval, and based upon the findings and conclusions provided in this staff report.

PROJECT DATA

Land Use and Zoning:

Specific Plan:	Specific Plan No. 213 (Winchester Properties)
Specific Plan Land Use:	Commercial
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Commercial Retail (CR)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	Highway 79 Policy Area
Surrounding General Plan Land Uses	
North:	Community Development: Commercial Retail (CD: CR)
East:	Open Space: Conservation (OS: C)
South:	Open Space: Conservation (OS: C)
West:	City of Temecula
Existing Zoning Classification:	Specific Plan (SP) Planning Area 24
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Specific Plan No. 213 (Winchester Properties)
East:	Specific Plan No. 213 (Winchester Properties)
South:	Specific Plan No. 213 (Winchester Properties)
West:	City of Temecula
Existing Use:	Vacant land
Surrounding Uses	
North:	Shopping Center
South:	Vacant land
East:	Vacant land and Residential
West:	City of Temecula

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	10.98 Gross (7.3 Net Acres)	N/A
Proposed Building Area (SQFT):	56,060 square feet	N/A
Building Height (FT):	35 feet	50'

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Floor Area Ratio (FAR):	0.17 FAR	0.35 FAR
Total Proposed Number of Lots:	5	N/A
Map Schedule:	'E'	

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Building -1 (Grocery)	(Grocery) 31,900 SF.	56,060 sq.ft./ 5.5	308	308
Building -2 (Retail)	(Retail) 10,000 SF.			
Building -3 (Tire Shop)	(Tire Shop) 7,027 SF.			
Building -4 (Drive Thru)	(Drive Thru) 3,000 SF.			
Building -5 (Carwash)	(Carwash) 4,133 SF.			
TOTAL:	56,060 sq. ft.		308	308

Located Within:

City's Sphere of Influence:	Yes – City of Temecula
Community Service Area ("CSA"):	Yes – CSA 143 and 152
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Very High
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes – In or Partially within
Airport Influence Area ("AIA"):	Yes – French Valley, Zone D

PROJECT LOCATION MAP



Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Background:

The Project site is located within Planning Area 24 of Specific Plan No. 213 (Winchester Properties) that is designated as Commercial by the Specific Plan. The Specific Plan was adopted in 1987 and was comprised of approximately 1,042 total acres. Since the time of adoption, the Specific Plan has gone through four amendments and four substantial conformances. These amendments primarily were for the reduction of Business Park planning areas while increasing the acreage of residential and commercial areas. Most of the residential planning areas of the Specific Plan have been build-out; however, commercial, and industrial planning areas is still under development or yet to develop.

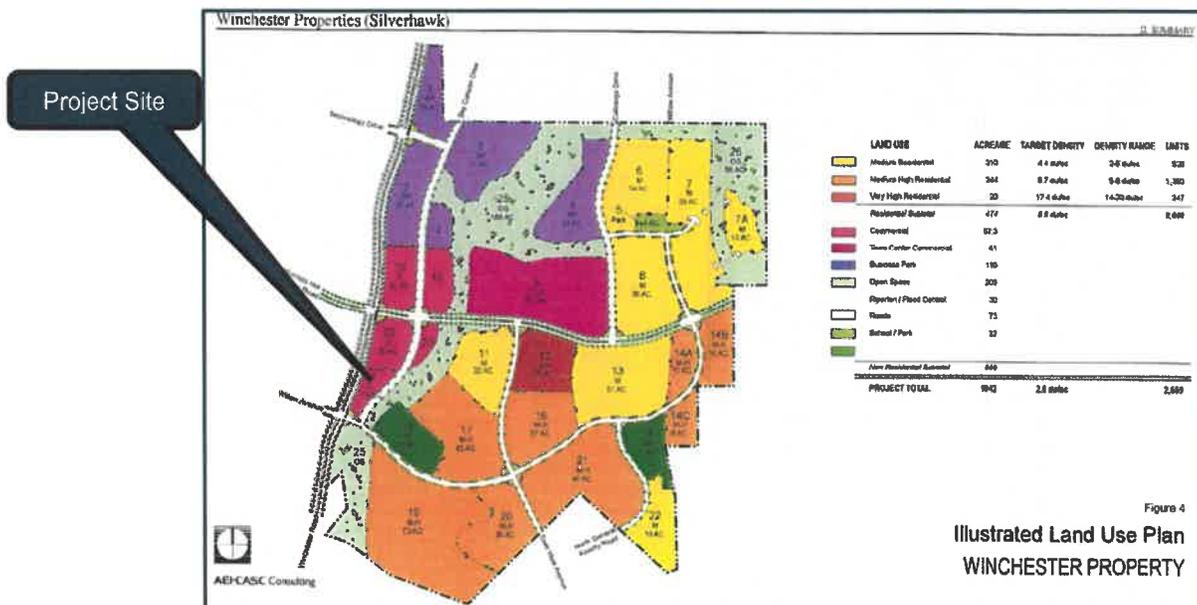


Figure 2: Specific Plan 213

Plot Plan No. 26346 and Tentative Parcel Map No. 37398 were submitted to the County of Riverside on September 8, 2017. The applicant is proposing the construction of a commercial and retail center, comprised of five (5) buildings. A total of 308 parking stalls are proposed on the 10.98 gross acre site (7.3 net acre site).

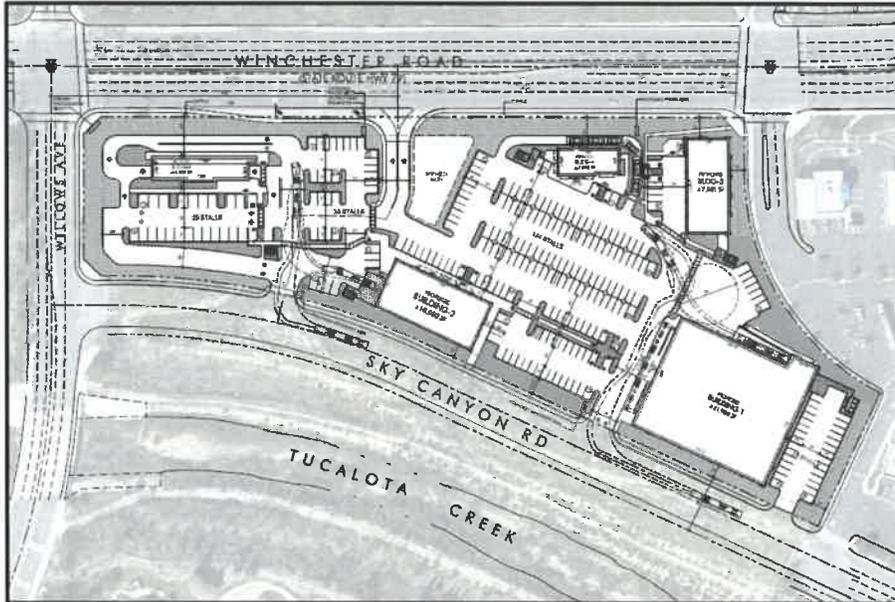


Figure 3: Plot Plan No. 26346

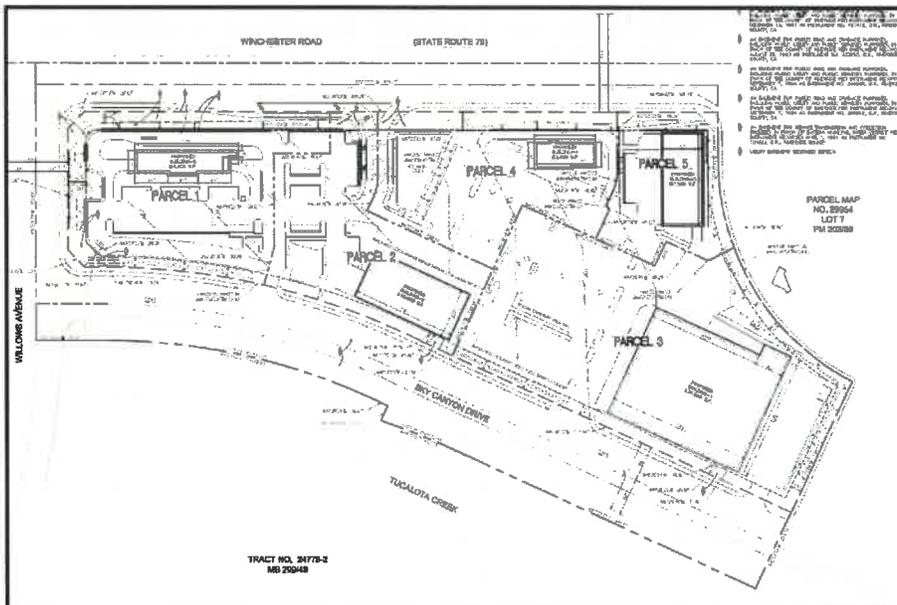


Figure 4: Tentative Parcel Map No. 37398

Site and Project Characteristics

The Project site is located along Winchester Road (State Route 79), north of Willow Avenue, west of Sky Canyon Drive and south of Murrieta Hot Springs Road. The project site is comprised of 10.98 gross acres

and is currently vacant and undeveloped. The project site has an elevation range of 1,108 feet above mean sea level (amsl) on the southern side of the site at its lowest point, to the highest point of 1,112 feet amsl on the northwestern side of the project site. Topographically, the site slopes down from the northwest to south where surface water drains to storm water inlets along Sky Canyon Drive.

The proposed plot plan will allow for the siting, construction, and development of approximately 56,060 total building square feet of a commercial and retail center on a 10.98 gross acre site. The Plot Plan includes the construction of 5 buildings, including a grocery store, retail establishment, tire shop, drive-thru restaurant, and a car wash. A breakdown of each building, proposed use and square footage is provided in the following table:

Building Number	Proposed Use	Proposed SF	Proposed Height
Building 1	Grocery Store	31,900 SF	35'
Building 2	Retail Store	10,000 SF	28'
Building 3	Tire Shop	7,027 SF	30'
Building 4	Drive-Thru Restaurant	3,000 SF	26'
Building 5	Car-Wash	4,133 SF	25'

Table 1: Proposed Uses and Square Footage

The buildings will have a stucco finish and will include contrasting earth tone paint colors and varied roof line. The base of the building will be enhanced with stone veneer. Metal canopies will be provided at the entrances of each building to provide shade and visual interest. Trellis and landscaping will be provided along the building elevations to soften the exterior and to provide additional color through planting materials.



Figure 4: Building 3

General Plan Consistency

The General Plan land use designation is Community Development: Commercial Retail (CD: CR). Uses encouraged in this land use designation are local and regional serving retail and service uses. The proposed Plot Plan is consistent with the land use designation in that the proposed shopping center is a commercial use and is located adjacent to other commercial land uses. In addition, the proposed shopping center will provide necessary goods and services to the surrounding neighborhood and community.

Zoning/Development Consistency

The project site's zoning classification is Specific Plan and is located within Planning Area 24 (PA24). The uses permitted in PA 24 are the same as those uses permitted in the General Commercial (C-1/C-P) zoning classification as provided in Ordinance No. 348. The Specific Plan Zoning Ordinance notes exceptions to some of the permitted uses stated in Ordinance No. 348. The proposed grocery store, retail establishment, drive-thru restaurant, tire store and car wash are permitted uses in this planning area. The project is in compliance with all the development standards stated in the Section 9.1 of the (C-1/C-P) zoning classification as utilized by the Specific Plan No. 213 Planning Area 24. Details of these requirements are provided in the Findings section of this staff report.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA) (Environmental Assessment No. No. 43062). The Initial Study identified potentially significant impacts in regards to the issue areas of Biological Resources, Cultural Resources, Transportation, Tribal Cultural Resources, and Mandatory Findings of Significance; however, with the incorporation of mitigation measures the impacts were reduced to less than significant. Based on the Initial Study's conclusions, the County of Riverside determined that an MND is appropriate for the proposed Project pursuant to CEQA Guidelines. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review on June 14, 2021 per the California Environmental Quality Act Statue and Guidelines Section 15105. The public review period ended on July 14, 2021.

FINDINGS AND CONCLUSIONS

In order for the County to approve a proposed project, the following findings are required to be made:

Land Use Findings:

1. The project site has a General Plan Land Use Designation of Community Development: Commercial Retail (CD: CR). The land uses and development proposed by the Plot Plan and Parcel Map are consistent with the Commercial Retail (CD:CR) land use designation and other aspects of the General Plan since the proposed land uses for the Project site include retail, restaurant, and service uses, which are consistent with uses that are encouraged within the Commercial Retail land use designation in the General Plan.
2. The Project site is located within Planning Area 24 of Specific Plan No. 213. The current Specific Plan Land Use Designation for Planning Area 24 is Commercial. The Specific Plan states that the areas designated as Commercial should be served by commercial centers and include service and community-oriented type commercial uses. The applicant is proposing a grocery store, retail store,

drive-thru restaurant, tire shop, and car-wash. These uses will serve the employees of the commercial center as well as the surrounding community. The commercial uses proposed for the Project site are consistent with the Specific Plan and applicable land use policies of the General Plan.

3. The existing zoning of the Project site is Specific Plan No. 213 (Winchester Properties). The Specific Plan Zoning Ordinance provides that the allowable uses in this Planning Area would be the same as those uses permitted in Section 9.1 (C-1/C-P) of Ordinance No. 348 with the exception of the following uses; ambulance services, escort bureaus, stations, bus, railroad and taxis, fishing and casting pools, mobilehomes, mobilehome sales, trailer and boat storage, drive-in theaters, heliports, and swap meets. The proposed Project is a commercial development that will include a grocery store, retail store, drive-thru restaurant, tire shop and car-wash. These uses are allowed pursuant to the Specific Plan Zoning Ordinance as well as Section 9.1 of Ordinance No. The Schedule "E" subdivision of two parcels totaling 10.98 gross acres into five (5) commercial lots with a minimum lot size of 0.68 acres is also in compliance in that there is no minimum lot area required in the C-1/C-P zoning classification. Specific findings relating to the proposed use, including findings relating to the applicable development standards, are in the following separate sections below.
4. The project site is within the Highway 79 Policy Area, and policy SWAP 9.2 requires a maximum residential density of the midpoint of the existing designation minus 9%. The project is for a commercial use, not a residential use. Therefore, SWAP 9.2 does not apply to the proposed project.

Tentative Parcel Map:

Tentative Parcel Map No. 37398 is a Schedule "E" map that proposes 5 commercial lots. The findings required to approve the Map, pursuant to the provisions of the Riverside County Ordinance No. 460, are as follows:

1. The design of the tentative parcel map is consistent with the County's General Plan and Specific Plan No. 213, specifically General Plan Principle IV.A.1 which provides that the intent of the General Plan is to foster variety and choice in community development. Development of the commercial property will provide commercial uses that will further the overall vision of the Specific Plan. General Plan Principle VII.C.1. encourages the stimulation of industrial/business-type clusters that facilitate competitive advantage in the marketplace, that are appropriate for the County, provide attractive and well landscaped work environments, and fit with the character of our varied communities. The proposed Project will be comprised of commercial uses that will benefit the surrounding residential development. The attractively landscaped development will be accessible from Winchester Road and Sky Canyon Drive. The project will use materials and colors that are present in the community and designed to be harmonious with the overall Specific Plan area and coordinate well with surrounding land uses. The Project is consistent with overall vision of Specific Plan No. 213.
2. The proposed land division is to subdivide an approximately 10.98 gross-acre portion of Specific Plan No. 213 (i.e., Planning Area 24) to provide for the development of 5 commercial lots. This portion of the Specific Plan area has been found to be physically suitable for the future commercial development and density due to its location along Winchester Road (State Route 79) and the close proximity to the existing and future development. Additionally, the site does not have any topographical features or environmental constraints that result in the inability to develop the project site as required pursuant to the Specific Plan Document and Zoning Ordinance.

3. The Initial Study prepared for Environmental Assessment No. 43062 determined that no significant impacts would occur as a result of the proposed Project and no or less than significant impacts would result in terms of substantial environmental damage, serious public health problems, or substantially and avoidably injure fish or wildlife or their habitat.
4. The design of the proposed land division or the type of improvements will not conflict with easements, acquired by the public at large, for access through, or use of, property within the proposed land division, in that the project design will ensure there will be no conflict with providing accessibility.
5. As indicated in the included project conditions of approval, the proposed land division includes the type of improvements as required by the Riverside County Land Division Ordinance for a Schedule "E" Map and as detailed below:
 - a. Streets – All road improvements within the project boundaries will be constructed to ultimate County standards in accordance with Ordinance Nos. 460 and 461 and stated in the Advisory Notification Document (AND), and Conditions of Approval. Improvements to Winchester Road (State Route 79) serving the project site is considered an Expressway and shall be improvement with 55'-67' half width AC pavement, including curb and gutter and sidewalks. Willows Avenue will be signalized at Sky Canyon Road and include a left and right turn lane for southbound traffic, one left-turn lane and one through lane for eastbound traffic, and two through lanes, one shared through/right turn lane for westbound traffic. Sky Canyon Drive along the Project boundary will be improved with 76 foot full-width AC pavement, including curb and gutter and sidewalks. Ordinance No. 460, Section 10.10 (A)., as it pertains to streets, have been met.
 - b. Domestic Water – As stated in the Advisory Notification Document, the Project will obtain potable water service and sanitary service from Eastern Municipal Water District (EMWD). Prior to building permit issuance the applicant shall submit an original copy of water and sewer "will-serve letters to the Department of Environmental Health for review and record keeping. The provisions of the service are contingent upon the developer completing the necessary arrangements in accordance with EMWD rules and regulations. Additionally, because EMWD is regulated by the State, compliance with the criteria of California Administrative Code Title 22, Chapter 16 is required. Therefore, the requirement of Ordinance No. 460 10.10. B, as it pertains to domestic water will met.
 - c. Fire Protection – The Project site is not located within a high fire area or a state or local responsibility area. However, a combination of upper fire hydrants will be provided and located not more than 400 feet from any portion of the buildings as measured along the approved vehicular circulation. Blue retroreflective pavement markers shall be mounted on public streets and driveways to indicate the location of the fire hydrants. Rapid entry key storage cabinet shall be installed on the outside of the buildings. Water plans shall be submitted prior to issuance of building permits to ensure the fire hydrants are meeting the required specification in terms of, location, spacing and fire flow. Prior to building permit final inspection, a site plan designating the require fire lanes with appropriate lane painting and/or signs shall be submitted to the County Fire Department. Therefore, the requirement of Ordinance No. 460 Section 10.10 C, as it pertains to fire protection has been met.
 - d. Sewage Disposal – The proposed Project will be connecting to sewer and has obtained from EMWD. Prior to building permit issuance, the applicant shall submit an original copy of water

and sewer “will-serve” letters to the Department of Environmental Health. Therefore, the requirements of the Ordinance No. 460 10.10, D., as it pertains to the sewage disposal has been met.

- e. Fences- The project is adjacent to a Flood maintained canal near the Tucatota Creek. The Project may require construction of the downstream Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan facilities. The site is located adjacent to the west bank of Tucalota Creek which currently lacks slope protection from approximately 750-ft downstream (south) of Murrieta Hot Springs Road to Willows Avenue. The District operates and maintains the concrete lined slope protection upstream and downstream of this site. The project proposes to bypass the offsite runoff from Sky Canyon Drive to Tucalota Creek via an existing 18-in storm drain. Seven proposed bioretention basins treat the onsite runoffs before discharge to a basin located to the south of the site. The basin is owned by multiple private owners and the County of Riverside. The project will require fencing for the Flood maintained section of the canal adjacent to the Tucatota Creek. Therefore, the requirements of Ordinance No. 460 Section 10.10 (E) have been met.
- f. Electrical and Communication Facilities – All electrical and communication facilities will be placed underground. Therefore, the requirements of the Ordinance No. 460 10.10 (F) as it pertains to electrical and communication facilities are met.

- 6. The design of the proposed land division or the type of improvements will not conflict with street dedications, acquired by the public at large, for access through, or use of, property within the proposed land division. No such dedications exist on the property that would need to be removed.
- 7. The parcels as shown on the Tentative Parcel Map are consistent with the minimum size allowed by the project site’s Zoning Classification of the Specific Plan and the underlying zoning of the General Commercial (C-1/C-P)

Plot Plan Findings:

The following findings shall be made pursuant to the provisions of the Riverside County Zoning Ordinance No. 348:

- 1. The proposed use conforms to all the requirements of the General Plan, Specific Plan No. 213, and with all applicable requirements of State law and the ordinances of Riverside County as detailed previously in the Land Use and Tentative Parcel Map findings. The project site is within the Highway 79 Policy Area, and policy SWAP 9.2 requires a maximum residential density of the midpoint of the existing designation minus 9%. The project is for a commercial retail center, not a residential use. Therefore, SWAP 9.2 does not apply to the proposed project.
- 2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. As detailed in the Project’s Initial Study/Mitigated Negative Declaration all impacts have been reduced to levels that are less than significant. The Project is designed and conditioned to meet all applicable Building and Fire Codes. basins. On-site traffic signing and striping will be implemented in conjunction with detailed construction plans for the project site to reduce potential effects on vehicular circulation within the project area. The Project will also comply with noise mitigation measures to reduce construction noise levels to residents that are located within the Project vicinity,

3. The proposed use conforms to the logical development of the land and is compatible with the present and future logical development of the surrounding property in that the Specific Plan No. 213 land use designations for Planning Area 24 are for commercial retail uses. The project site is located within the Southwest Area Plan of the County General Plan and is located adjacent to Winchester Road (State Route 79) which is currently developed with commercial uses or will be developed in the future with commercial and offices uses. The proposed commercial center will serve the surrounding community which is currently limited in the availability of commercial and retail uses.
4. The plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as part thereof. The project will further improve Winchester Road (State Route 79) and Sky Canyon Drive along the frontage and is required to install traffic signals and road improvements to accommodate the project's traffic to avoid congestion. The project is located within the limits of Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) and may require the construction of downstream ADP facilities. Additionally, if the Transportation Department allows the use of street for drainage purposes, the 10-year discharge shall be contained in the top of the curb and asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
5. The proposed uses are consistent with Ordinance No. 348 and Specific Plan No. 213, in particular with the permitted uses and development standards of the Specific Plan, Planning Area 24 as detailed in the following Development Standards Findings section. The Plot Plan proposes a grocery store, retail shops, drive-thru restaurant, tire store, and car wash which are permitted uses in the Specific Plan Zoning Ordinance for Planning Area 24 with approval of a Plot Plan.
6. All use permits which permit construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of existing or subsequently constructed structures on the parcel until the lot is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. As proposed the Tentative Parcel Map would result in the subdivision of five commercial lots. Each lot will be constructed with one structure on a legally divided lot.

Development Standards Findings:

The development proposed by the Plot Plan meets the development standards of the Specific Plan Zoning Ordinance in the Planning Area 24 which is subject to the development standards identified as those in the Section 9.4 the C-1/C-P zoning classification of Ordinance No. 348:

1. There is no minimum lot area requirement, unless specifically required by the zone classification for a particular area. *The proposed Project is consistent with this development standard.*
2. There are no yard requirements for buildings which do not exceed 35 feet in height except as required for specific plans. Any portion of a building which exceeds 35 feet in height shall be set back from the front, rear and side lot lines not less than two feet for each foot by which the height exceeds 35 feet. The front setback shall be measured from the existing street line unless a specific plan has been adopted in which case it will be measured from the specific plan street line. The rear setback shall be measured from the existing rear lot line or from any recorded alley or easement; if the rear line adjoins a street, the rear setback requirement shall be the same as

required for a front setback. Each side setback shall be measured from the side lot line, or from an existing adjacent street line unless a specific plan has been adopted, in which case it will be measured from the specific plan street line. *All proposed buildings will not exceed 35 feet in height. As proposed, all buildings are set back at least 10 feet from the property lines. Therefore, the proposed Project is consistent with this development standard.*

3. No building or structure shall exceed fifty (50') feet in height, unless a greater height is approved pursuant to Section 18.34. of this ordinance. In no event, however, shall a building or structure exceed seventy-five (75') feet in height, unless a variance is approved pursuant to Section 18.27. of this ordinance. *As noted previously, the maximum building height proposed is 35 feet. The proposed Project complies with this development standards.*
4. Automobile storage space shall be provided as required by Section 18.12. of this Ordinance No. 348. *The proposed commercial retail center utilizes a required parking rate of 5.5 parking spaces per 1,000 building square feet. Based on the 56,060 square feet of buildings proposed a minimum of 308 parking spaces are required and a total of 308 parking spaces will be provided. The proposed Project complies with this development standard.*
5. All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet. *All buildings include parapets and other roof design as part of their roof design that will provide for full screening of any roof mounted equipment. The proposed Project complies with this development standard.*

Other Findings:

1. The project site is not located within a Criteria Cell of the Multi-Species Habitat Conservation Plan.
2. The project site is located within the City of Temecula's Sphere of Influence. This project was provided to Temecula for review and comment on October 19, 2017. No comments were received either in favor or opposition of the project.
3. The project is located within the Zone D of the French Valley Airport Land Use Compatibility Plan (ALUCP) and is subject to ALUC review. The project was scheduled for an ALUC hearing on June 13, 2019, (File No. ZAP1090FV19) and was found to be consistent with the French Valley Airport Land Use Compatibility Plan. The letter of consistency has been included as an attachment to this staff report, and all recommending conditions of approval by ALUC have been incorporated in the project conditions of approval.
4. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
5. The project site is located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan ("SKRHCP"). Per County Ordinance No. 663 and the SKRHCP, all applicants who submit for development permits, including maps, within the boundaries of the Fee Assessment Area who cannot satisfy mitigation requirements through on-site mitigation, as determined through the environmental review process, shall pay a Mitigation Fee of \$500.00 per gross acre of the parcels proposed for development. Payment of the SKRHCP Mitigation Fee for this Project, instead of onsite mitigation, will not jeopardize the implementation of the SKRHCP as

all core reserves required for permanent Stephen's Kangaroo Rat habitat have been acquired and no new land or habitat is required to be conserved under the SKRHCP.

- a. In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to eleven tribes on October 16, 2017. Consultations were requested by the Pechanga Band of Luiseno Mission Indians (Pechanga) and Rincon Band of Luiseno Indians. Pala Band of Mission Indians and Soboba Band of Luiseno Indians (Soboba) deferred to Pechanga Band of Luiseno Mission Indians. On November 9, 2017, Staff sent the exhibits to the Pechanga Band of Luiseno Mission Indians. Consultation with Pechanga Band of Luiseno Mission Indians was concluded on August 29, 2018. On November 20, 2019, Rincon Band of Luiseno Indians requested a TCR from Staff. On November 23, 2019, Staff sent conditions of approval to the Tribe. Consultation with Rincon Band of Luiseno Indians was concluded on August 29, 2018. These included a condition for procedures in the case of unanticipated resources and human remains being identified during ground disturbing activities related to construction of the project. No tribal cultural resources were identified on the subject site.

Fire Findings:

- 1. The Project site is not located within Fire Hazard Zone or within a Cal Fire State Responsibility Area (SRA). However, compliance with State and County Ordinances and standard conditions of approval in regard to emergency access, fire flow, fire hydrants and building materials will aid in the protection of people and property from the potential hazards of fire.

Conclusion:

- 1. For the reasons discussed above, as well as the information provided in the Initial Study, the proposed project conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Moreover, the proposed project would not be detrimental to the health, safety or general welfare of the community.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 600 feet of the project site. Notification was also provided to City of Temecula. As of the writing of this report, Planning Staff has/has not received written communication/phone calls from any person who indicated support/opposition to the proposed project.

APPEAL INFORMATION

The decision of the Planning Commission shall be final unless the decision is appealed to the Board of Supervisors. Any appeal must be filed with the Clerk of the Board of Supervisors accompanied by the fee set forth in Ordinance No. 671 within 10 days of the date the notice of decision appears on the Board's agenda.

SKY CANYON RETAIL CENTER

N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

JUNE 10, 2021

SHEET INDEX	COVER SHEET	SITE PLAN	AS-BUILT PLAN	PLANTING PLAN	TENTATIVE PARCEL MAP
SHEET 1	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN
SHEET 2	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN
SHEET 3	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN	LANDSCAPE PLAN
A101	BUILDING-1 FLOOR PLAN	BUILDING-1 FLOOR PLAN	BUILDING-1 FLOOR PLAN	BUILDING-1 FLOOR PLAN	BUILDING-1 FLOOR PLAN
A201.1	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS
A201.2	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS	BUILDING-1 ELEVATIONS
A102	BUILDING-2 FLOOR PLAN	BUILDING-2 FLOOR PLAN	BUILDING-2 FLOOR PLAN	BUILDING-2 FLOOR PLAN	BUILDING-2 FLOOR PLAN
A202	BUILDING-2 ELEVATIONS	BUILDING-2 ELEVATIONS	BUILDING-2 ELEVATIONS	BUILDING-2 ELEVATIONS	BUILDING-2 ELEVATIONS
A103	BUILDING-3 FLOOR PLAN	BUILDING-3 FLOOR PLAN	BUILDING-3 FLOOR PLAN	BUILDING-3 FLOOR PLAN	BUILDING-3 FLOOR PLAN
A203	BUILDING-3 ELEVATIONS	BUILDING-3 ELEVATIONS	BUILDING-3 ELEVATIONS	BUILDING-3 ELEVATIONS	BUILDING-3 ELEVATIONS
A104	BUILDING-4 FLOOR PLAN	BUILDING-4 FLOOR PLAN	BUILDING-4 FLOOR PLAN	BUILDING-4 FLOOR PLAN	BUILDING-4 FLOOR PLAN
A204	BUILDING-4 ELEVATIONS	BUILDING-4 ELEVATIONS	BUILDING-4 ELEVATIONS	BUILDING-4 ELEVATIONS	BUILDING-4 ELEVATIONS
A105	BUILDING-5 FLOOR PLAN	BUILDING-5 FLOOR PLAN	BUILDING-5 FLOOR PLAN	BUILDING-5 FLOOR PLAN	BUILDING-5 FLOOR PLAN
A205	BUILDING-5 ELEVATIONS	BUILDING-5 ELEVATIONS	BUILDING-5 ELEVATIONS	BUILDING-5 ELEVATIONS	BUILDING-5 ELEVATIONS
TR-01	TRASH ENCLOSURE	TRASH ENCLOSURE	TRASH ENCLOSURE	TRASH ENCLOSURE	TRASH ENCLOSURE
CM-01	COLOR MATERIALS BOARD	COLOR MATERIALS BOARD	COLOR MATERIALS BOARD	COLOR MATERIALS BOARD	COLOR MATERIALS BOARD

CLIENT

ATV, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638
T: (562) 977-8866
Contact: Ate. Tchaghassian

CIVIL ENGINEER

adkan Engineers
6878 Airport Drive
Riverside, CA 92504
T: (951) 948-0000
Contact: Ruddy Argueta

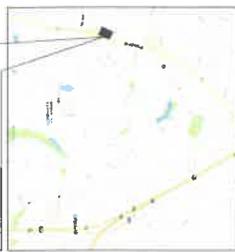
ARCHITECT

McKentyly Malak Architects
25 Huntington Street, 200
Pasadena, CA 91103
T: 626.563.8248
Contact: Ken McKentyly

LANDSCAPE ARCHITECT

BNLA Landscape Architecture
310 North Ivy Street
Corona, CA 92718
T: 951.737.1124
Contact: Andrew Neubauer

N.E.C. OF WINCHESTER ROAD AND
WILLOWS AVENUE
TEMECULA, CALIFORNIA



VICINITY MAP
NOT TO SCALE



ZONING	
PROPOSED USE	RETAIL
EXISTING ZONING	COMMERCIAL
APNS#	920-120-034
	920-120-035

SITE AREA	
SITE AREA (GROSS)	±10.98 AC ±428,097 SF
SITE AREA (NET)	±7.30 AC ±318,056 SF

BUILDING DATA	
BUILDING AREA	±31,900 SF
BUILDING-1 (GROCERY)	±10,000 SF
BUILDING-2 (RETAIL)	±10,000 SF
BUILDING-3 (DRIVE THRU)	±3,000 SF
BUILDING-4 (DRIVE THRU)	±4,133 SF
BUILDING-5 (CARWASH)	±4,133 SF
TOTAL BUILDING AREA	±56,030 SF

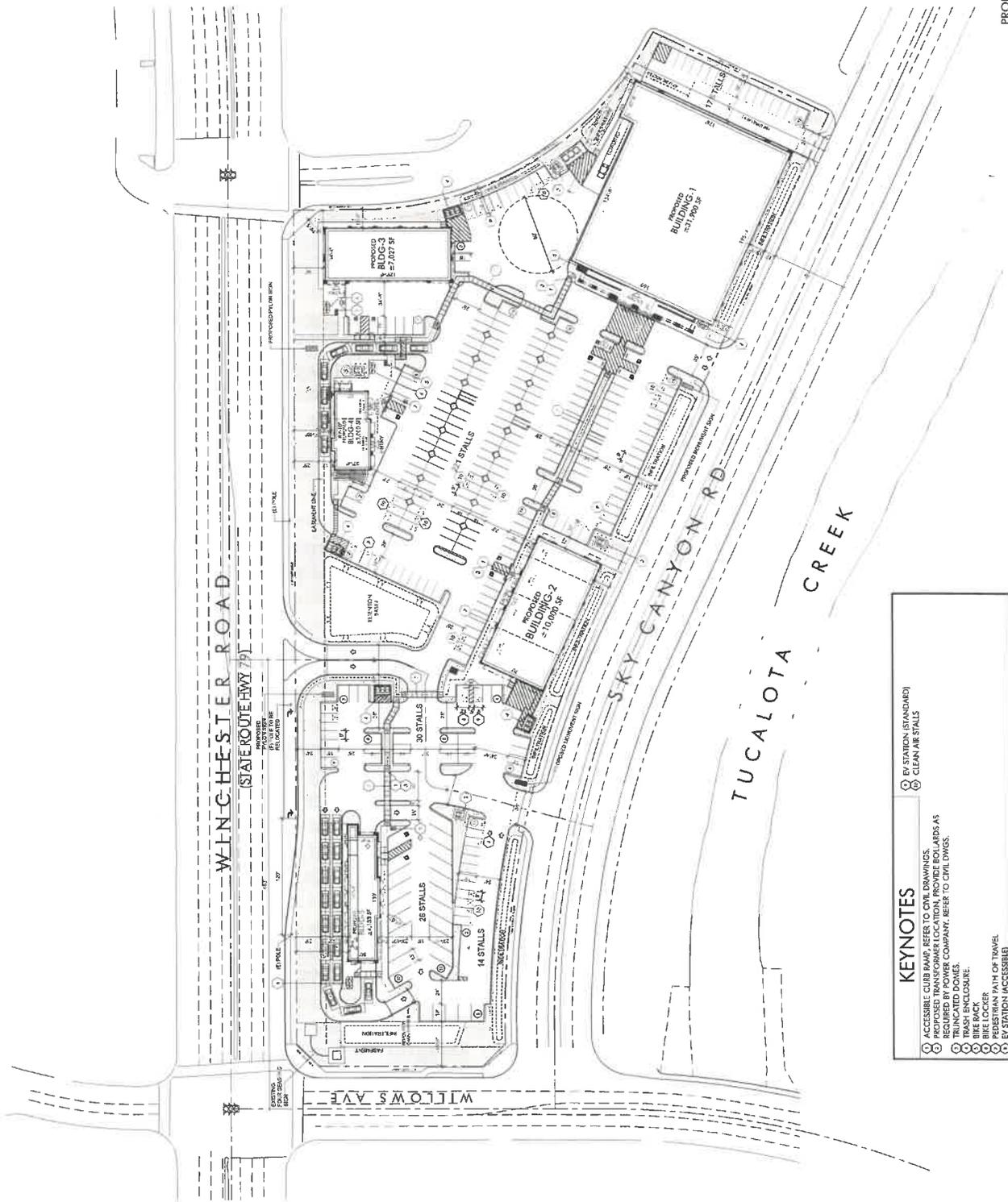
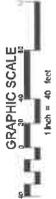
PARKING DATA	
BUILDING-1 (GROCERY)	175-145 STALLS
BUILDING-2 (RETAIL)	150-200 STALLS
BUILDING-3 (DRIVE THRU)	38-64 STALLS
BUILDING-4 (DRIVE THRU)	16-50 STALLS
BUILDING-5 (CARWASH)	22-73 STALLS
TOTAL PARKING REQUIRED	308.3 STALLS

PARKING PROVIDED	
STANDARD	12 STALLS
BY ACCESSIBLE	292 STALLS
BY STANDARD	17 STALLS
CLEAN AIR	25 STALLS
OVERALL PARKING DATIO	5.49 / 1,000 S.F.

SITE LAYOUT DATA	
STANDARD PARKING STALL	9'-0" x 18'-0"
END PARKING STALL	11'-0" x 18'-0"
BIKE LOCKERS	8 LOCKERS FOR 16 BIKES
BIKE RACKS	8 RACKS FOR 16 BIKES

PROPOSED SITE PLAN

SCALE 1" = 40'-0"



KEYNOTES	
⊕	ACCESSIBLE CURB RAMP, REFER TO CIVIL DRAWINGS.
⊙	STATION (STANDARD)
⊖	CLEAN AIR STALLS
⊕	TRUNCATED DOME, REFER TO CIVIL DRAWINGS.
⊙	REQUIRED BY POWER COMPANY, REFER TO CIVIL DWGS.
⊕	TRASH ENCLOSURE.
⊙	BIKE LOCKER
⊕	BIKE RACK
⊙	PEDESTRIAN PATH OF TRAVEL
⊕	BY STATION ACCESSIBLE

PRELIMINARY SITE PLAN SUBJECT TO CHANGE.
PROPERTY LINES ARE BASE ON A.L.T.A. SURVEY PREPARED BY
C&S COMPANIES DATED: MAY 2015

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

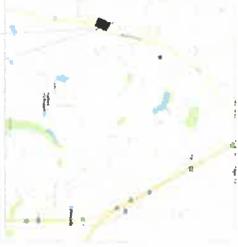
AVA, Property Investment LLC
14407 Alonra Boulevard
La Mirada, California 90638

McKenty Malak
ARCHITECTS
14407 ALONRA BOULEVARD
LA MIRADA, CALIFORNIA 90638
PH: 949.266.0000 FAX: 949.266.0001

DATE	DESCRIPTION
09.01.2017	Set Submission
09.04.2017	Permit Review
09.04.2020	Permit Review
09.15.2020	Current Set

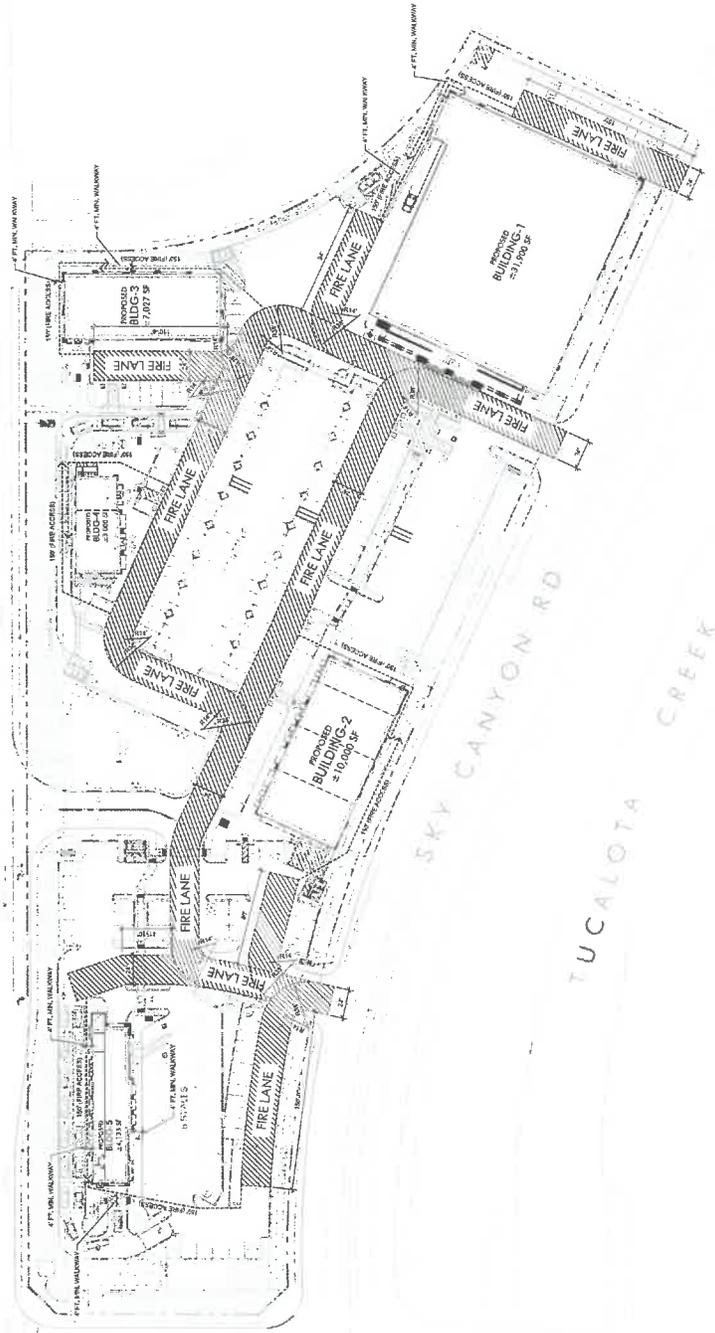
SITE PLAN
08.01.2017
148207VA
SP-27

1/16/15
 14407 Alondra Boulevard
 La Mirada, California 90638



VICINITY MAP

WINCHESTER ROAD
 (STATE ROUTE HWY 78)



SITE DATA	
ZONING	PROPOSED USE
COMMERCIAL	RETAIL CENTER
UTL AREA	UTL AREA
UTL AREA	UTL AREA
BUILDING DATA	BUILDING DATA
PROPOSED BLDG-1	PROPOSED BLDG-2
PROPOSED BLDG-3	PROPOSED BLDG-4
PARKING DATA	PARKING DATA
175.4 STALLS	55.00 STALLS
18.64 STALLS	18.64 STALLS
208.1 STALLS	208.1 STALLS
TOTAL PARKING (EQUATED)	TOTAL STALLS
208.1 STALLS	208.1 STALLS
SITE LAYOUT DATA	SITE LAYOUT DATA
PROPOSED BLDG-1	PROPOSED BLDG-2
PROPOSED BLDG-3	PROPOSED BLDG-4
PROPOSED BLDG-5	PROPOSED BLDG-6
PROPOSED BLDG-7	PROPOSED BLDG-8
PROPOSED BLDG-9	PROPOSED BLDG-10
PROPOSED BLDG-11	PROPOSED BLDG-12
PROPOSED BLDG-13	PROPOSED BLDG-14
PROPOSED BLDG-15	PROPOSED BLDG-16
PROPOSED BLDG-17	PROPOSED BLDG-18
PROPOSED BLDG-19	PROPOSED BLDG-20
PROPOSED BLDG-21	PROPOSED BLDG-22
PROPOSED BLDG-23	PROPOSED BLDG-24
PROPOSED BLDG-25	PROPOSED BLDG-26
PROPOSED BLDG-27	PROPOSED BLDG-28
PROPOSED BLDG-29	PROPOSED BLDG-30
PROPOSED BLDG-31	PROPOSED BLDG-32
PROPOSED BLDG-33	PROPOSED BLDG-34
PROPOSED BLDG-35	PROPOSED BLDG-36
PROPOSED BLDG-37	PROPOSED BLDG-38
PROPOSED BLDG-39	PROPOSED BLDG-40
PROPOSED BLDG-41	PROPOSED BLDG-42
PROPOSED BLDG-43	PROPOSED BLDG-44
PROPOSED BLDG-45	PROPOSED BLDG-46
PROPOSED BLDG-47	PROPOSED BLDG-48
PROPOSED BLDG-49	PROPOSED BLDG-50
PROPOSED BLDG-51	PROPOSED BLDG-52
PROPOSED BLDG-53	PROPOSED BLDG-54
PROPOSED BLDG-55	PROPOSED BLDG-56
PROPOSED BLDG-57	PROPOSED BLDG-58
PROPOSED BLDG-59	PROPOSED BLDG-60
PROPOSED BLDG-61	PROPOSED BLDG-62
PROPOSED BLDG-63	PROPOSED BLDG-64
PROPOSED BLDG-65	PROPOSED BLDG-66
PROPOSED BLDG-67	PROPOSED BLDG-68
PROPOSED BLDG-69	PROPOSED BLDG-70
PROPOSED BLDG-71	PROPOSED BLDG-72
PROPOSED BLDG-73	PROPOSED BLDG-74
PROPOSED BLDG-75	PROPOSED BLDG-76
PROPOSED BLDG-77	PROPOSED BLDG-78
PROPOSED BLDG-79	PROPOSED BLDG-80
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PROPOSED BLDG-83	PROPOSED BLDG-84
PROPOSED BLDG-85	PROPOSED BLDG-86
PROPOSED BLDG-87	PROPOSED BLDG-88
PROPOSED BLDG-89	PROPOSED BLDG-90
PROPOSED BLDG-91	PROPOSED BLDG-92
PROPOSED BLDG-93	PROPOSED BLDG-94
PROPOSED BLDG-95	PROPOSED BLDG-96
PROPOSED BLDG-97	PROPOSED BLDG-98
PROPOSED BLDG-99	PROPOSED BLDG-100

PROPOSED SITE PLAN

FD ACCESS PLAN

PRELIMINARY SITE PLAN SUBJECT TO CHANGE.
 PROPERTY LINES ARE BASED ON A.L.T.A. SURVEY PREPARED BY
 C&S COMPANIES DATED: MAY 2015

SKY CANYON RETAIL CENTER

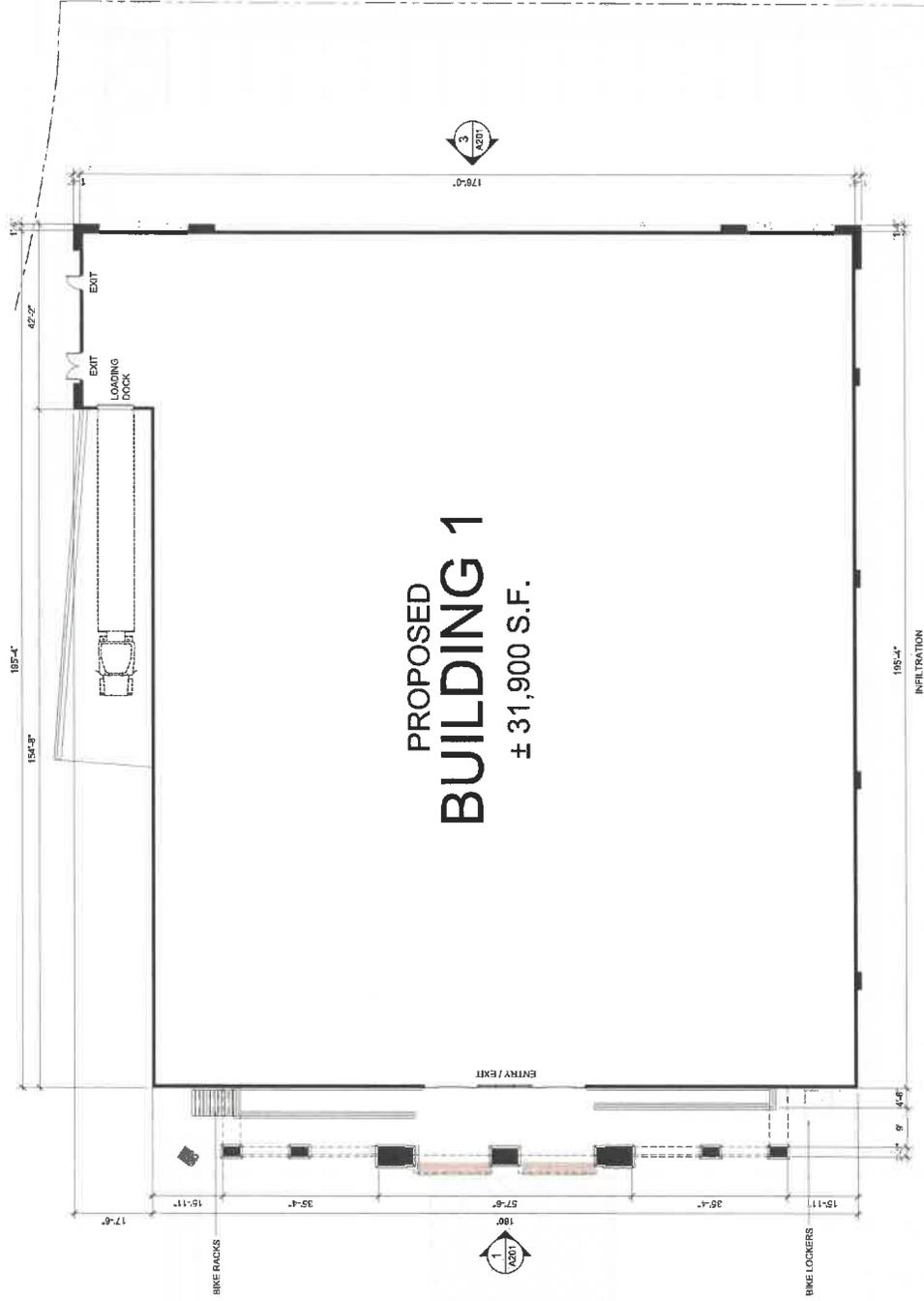
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
 TEMECULA, CALIFORNIA

AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638

No.	Date	By	For
1	08/24/2016	U.S. Submittal	08/24/2016
2	08/24/2016	2nd Submittal	08/24/2016
3	08/04/2020	Revision	08/04/2020
4	08/15/2020	Current Set	08/15/2020

McKenty Malak
 25 Hudson Alley, Suite 200
 Pasadena, California 91103
 PH: 626.791.1111
 FAX: 626.791.1112

FD ACCESS PLAN
 08/07/2017
 143927WA
SP-27.1



**PROPOSED
BUILDING 1**
± 31,900 S.F.

PROPOSED FLOOR PLAN



BUILDING-1
PRELIMINARY SUBJECT TO CHANGE

FLOOR PLAN
09.01.2017
1:0000/MA
A101

#	DESCRIPTION	DATE
1	1st Submission	09.01.2017
2	Revised	09.04.2018
3	Revision	06.04.2020
4	Current Set	09.15.2020

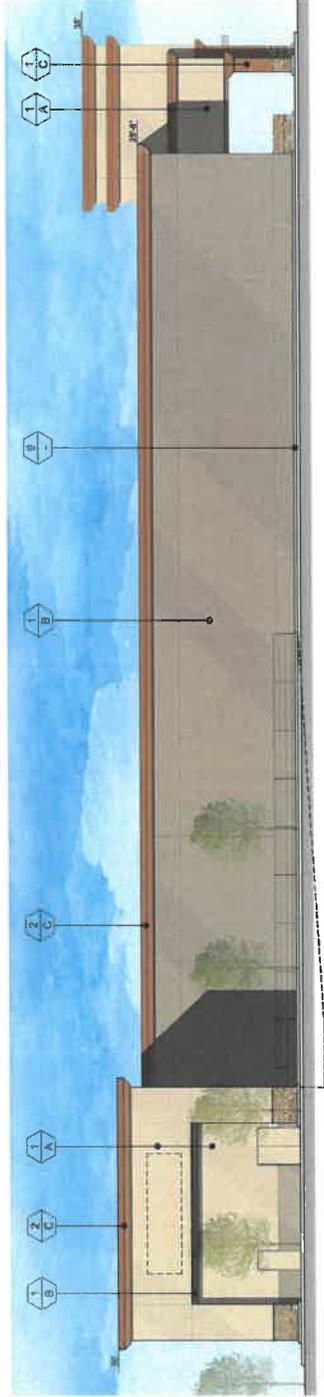
**McKenty
Malak**
ARCHITECTS
35 N. GARDEN STREET
PALM BEACH, FLORIDA 33480

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES

- 1 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 2 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 3 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 4 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 5 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 6 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 7 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 8 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO
- 9 FINISH: STAINLESS STEEL
BY LA HABRA STUDIO

PAINT COLORS

- 1-10: [Color Name] BY [Manufacturer]
- 11-20: [Color Name] BY [Manufacturer]
- 21-30: [Color Name] BY [Manufacturer]
- 31-40: [Color Name] BY [Manufacturer]
- 41-50: [Color Name] BY [Manufacturer]
- 51-60: [Color Name] BY [Manufacturer]
- 61-70: [Color Name] BY [Manufacturer]
- 71-80: [Color Name] BY [Manufacturer]
- 81-90: [Color Name] BY [Manufacturer]
- 91-100: [Color Name] BY [Manufacturer]

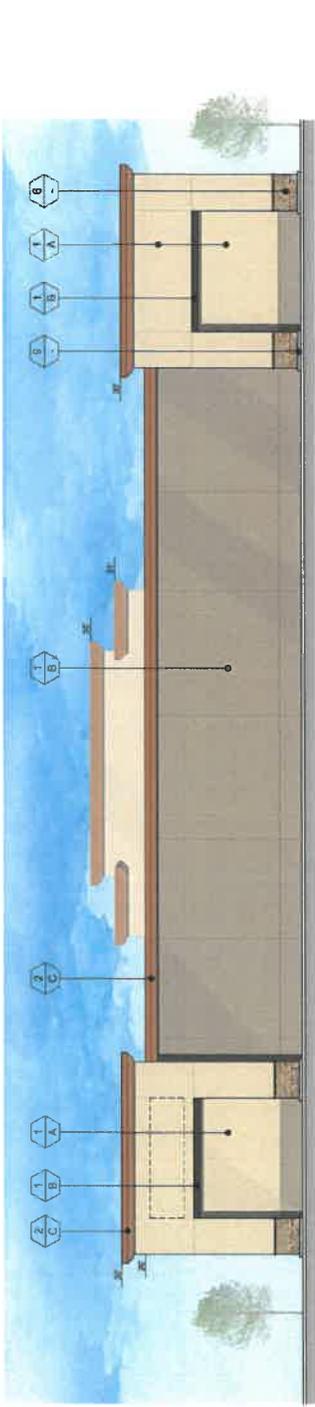
BUILDING-1
PRELIMINARY SUBJECT TO CHANGE

McKenty Malak
EXTERIOR ELEVATION
08.01.2017
148870104
A201.1

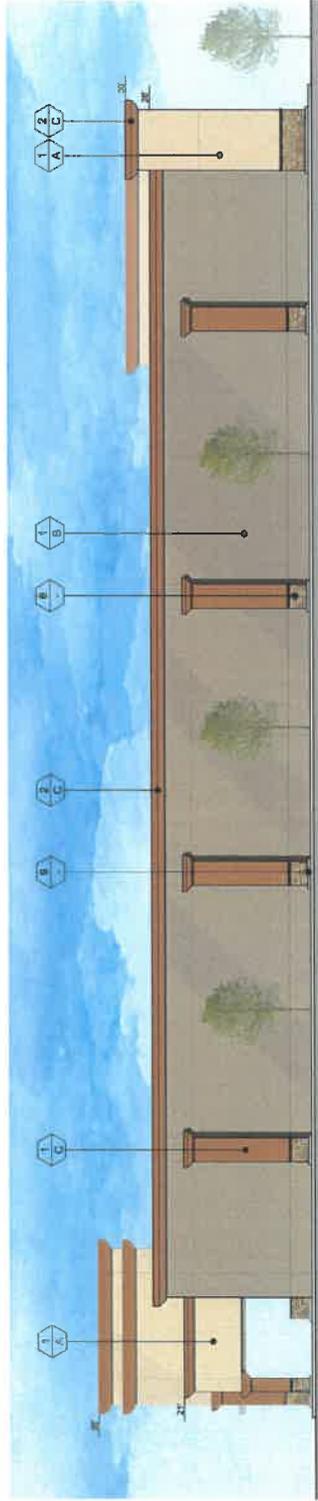
#	Descr.	Date
1	148870104	08.01.2017
2	Revised	08.04.2019
3	Revision	08.04.2019
4	Current Set	08.15.2020
5	Revision	08.10.2021

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638



3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
1	GLAZED LAMINATED GLASS BY THE FABRIK STUDIO
2	CONCRETE FINISH BY THE FABRIK STUDIO
3	CONCRETE FINISH BY THE FABRIK STUDIO
4	CONCRETE FINISH BY THE FABRIK STUDIO
5	CONCRETE FINISH BY THE FABRIK STUDIO
6	CONCRETE FINISH BY THE FABRIK STUDIO
7	CONCRETE FINISH BY THE FABRIK STUDIO
8	CONCRETE FINISH BY THE FABRIK STUDIO

PAINT COLORS	
A	PAINT BY THE FABRIK STUDIO
B	PAINT BY THE FABRIK STUDIO
C	PAINT BY THE FABRIK STUDIO
D	PAINT BY THE FABRIK STUDIO
E	PAINT BY THE FABRIK STUDIO
F	PAINT BY THE FABRIK STUDIO
G	PAINT BY THE FABRIK STUDIO
H	PAINT BY THE FABRIK STUDIO
I	PAINT BY THE FABRIK STUDIO
J	PAINT BY THE FABRIK STUDIO
K	PAINT BY THE FABRIK STUDIO
L	PAINT BY THE FABRIK STUDIO

BUILDING-1
PRELIMINARY SUBJECT TO CHANGE

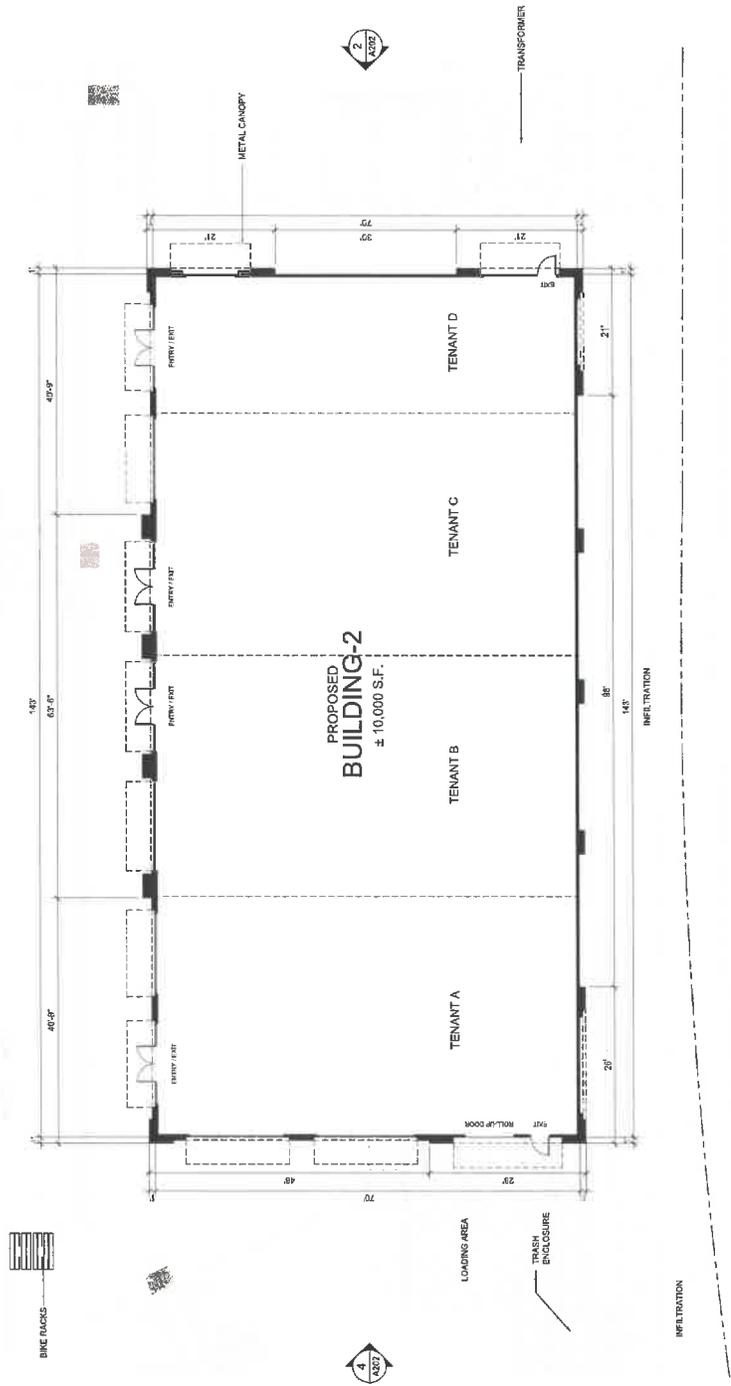
EXTERIOR ELEVATION
08.01.2017
1-4830701A
A201.2

#	Description	Date
1	1st Submission	08.01.2017
2	Revised	08.04.2017
3	Current Set	08.15.2017
4	Revision	08.15.2017

McKenty Malak
ARCHITECTS
1000 N. WINCHESTER ROAD
TEMECULA, CALIFORNIA 92591
TEL: 951.944.7414 FAX: 951.944.7417

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638



PROPOSED FLOOR PLAN



BUILDING-2

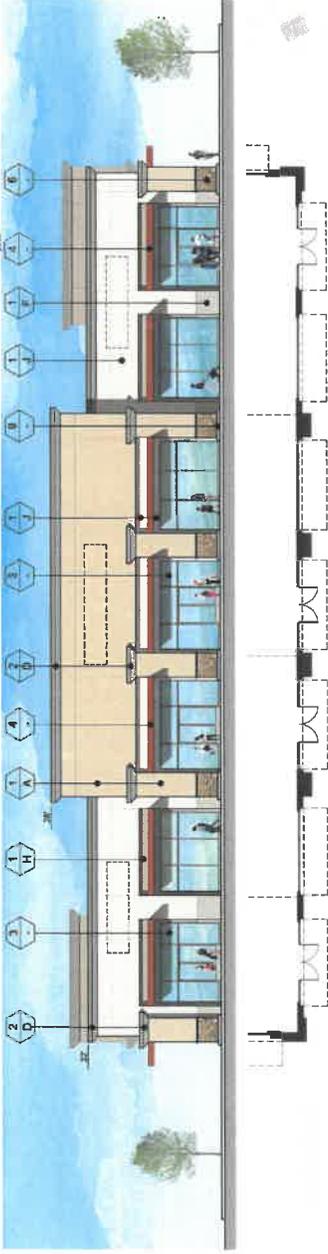
PRELIMINARY SUBJECT TO CHANGE
FLOOR PLAN
08.01.2017
1606207A
A102

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	100	08.21.2017	1606207A

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

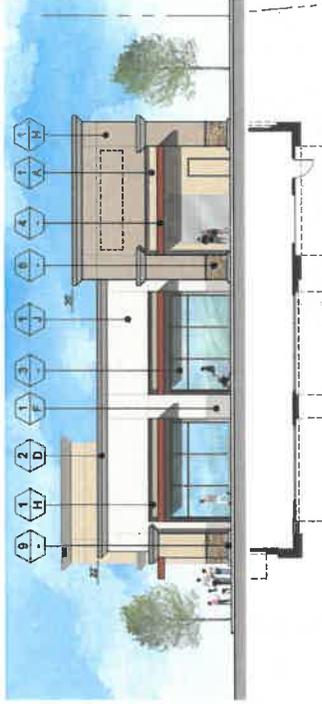
McKenty Malak
ARCHITECTS
31 HERRING CANYON AVENUE
TEMECULA, CALIFORNIA 92592
PH: 951.261.1100
WWW.MCKENTYMALAK.COM



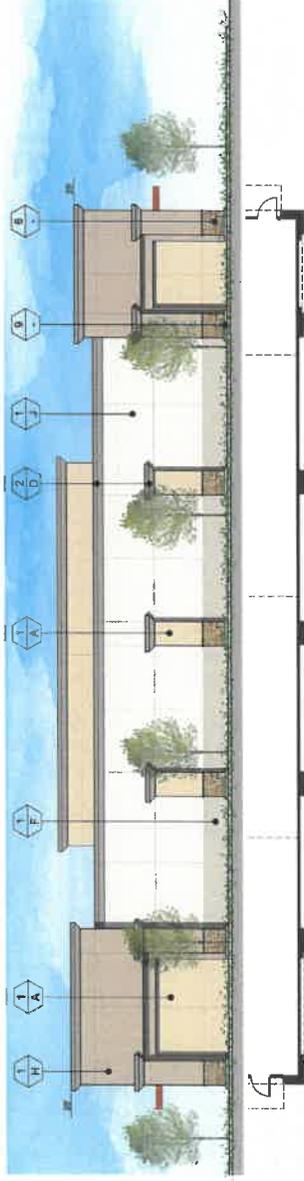
1 WEST ELEVATION
SCALE: 1/8" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
1	EXTERIOR WALLS: MASONRY BY: MASONRY CONTRACTOR
2	CONCRETE BY: CONCRETE CONTRACTOR
3	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
4	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
5	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
6	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
7	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
8	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
9	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR
10	EXTERIOR WALLS: STUCCO BY: STUCCO CONTRACTOR

PAINT COLORS	
1	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
2	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
3	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
4	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
5	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
6	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
7	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
8	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
9	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR
10	PAINT: LIGHT TAUPE BY: PAINT CONTRACTOR

BUILDING-2
PRELIMINARY SUBJECT TO CHANGE

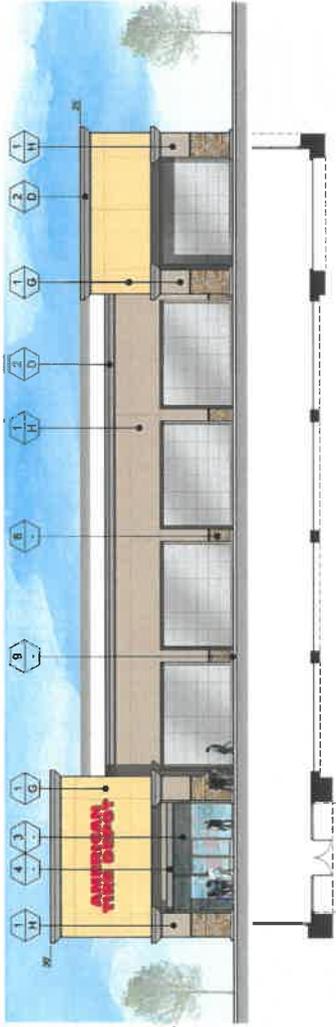
EXTERIOR ELEVATION
08.01.2017
146870704

McKenty Malak
ARCHITECTS
11111 HARRIS AVENUE, SUITE 100
PAINA, CALIFORNIA 94501
PH: (925) 334-1111 FAX: (925) 334-1111

#	Date	By	For
1	08.01.2017	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501
2	08.24.2018	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501
3	08.15.2020	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501
4	08.10.2021	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501	11111 HARRIS AVENUE, SUITE 100 PAINA, CALIFORNIA 94501

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638



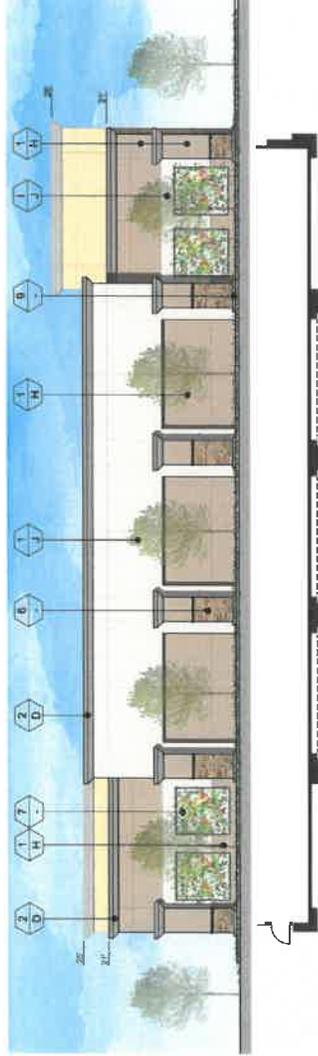
1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES

- 1 FINISH: STUCCO
BY LA HABRA STUCCO
- 2 FINISH: STUCCO
BY LA HABRA STUCCO
- 3 FINISH: STUCCO
BY LA HABRA STUCCO
- 4 FINISH: STUCCO
BY LA HABRA STUCCO
- 5 FINISH: STUCCO
BY LA HABRA STUCCO
- 6 FINISH: STUCCO
BY LA HABRA STUCCO
- 7 FINISH: STUCCO
BY LA HABRA STUCCO
- 8 FINISH: STUCCO
BY LA HABRA STUCCO
- 9 FINISH: STUCCO
BY LA HABRA STUCCO
- 10 FINISH: STUCCO
BY LA HABRA STUCCO
- 11 FINISH: STUCCO
BY LA HABRA STUCCO

PAINT COLORS

- A PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- B PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- C PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- D PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- E PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- F PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- G PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- H PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- I PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- J PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- K PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS
- L PAINT: 1/2" SW 6600 TRUFFLE
BY DUNBAR PAINTS

BUILDING-3
PRELIMINARY SUBJECT TO CHANGE

EXTERIOR ELEVATION
09.01.2017
14097MA

A203

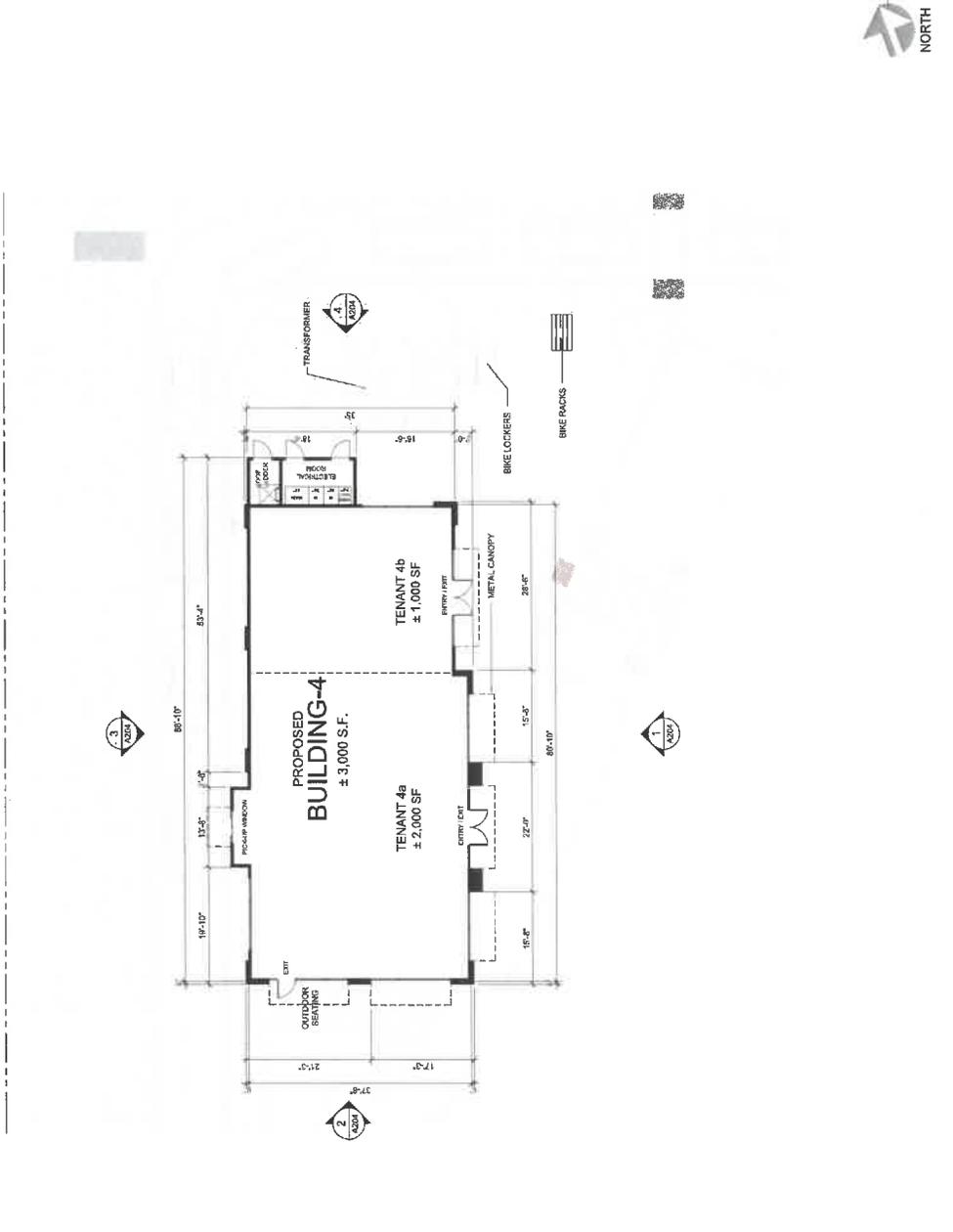
#	Description	Date
1	Initial	08.01.2017
2	Revised	08.04.2017
3	Revised	08.04.2017
4	Revised	08.15.2017
5	Revised	08.15.2017

McKenty Malak
ARCHITECTS
13000 BAYVIEW BLVD SUITE 103
PASEADENA, CALIFORNIA 91036
TEL: 714.944.1111

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638



PROPOSED FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 NORTH

BUILDING-4
 PRELIMINARY SUBJECT TO CHANGE

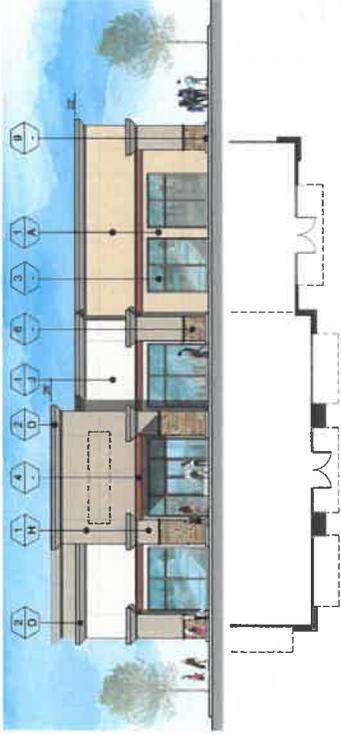
#	Disc. Item	Date
1	Initial	06/01/2017
2	Revised	06/04/2020
3	Current Set	09/15/2020

McKenty Malak
 ARCHITECTS
 35 HUGHES AVE. SUITE 100
 PASADENA, CALIFORNIA 91103
 (626) 792-1100

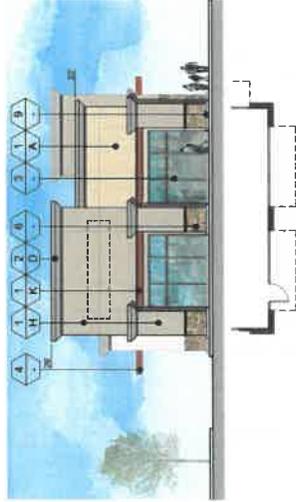
SKY CANYON RETAIL CENTER
 N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
 TEMECULA, CALIFORNIA

AVA, Property Investment LLC
 14407 Alondra Boulevard
 La Mirada, California 90638

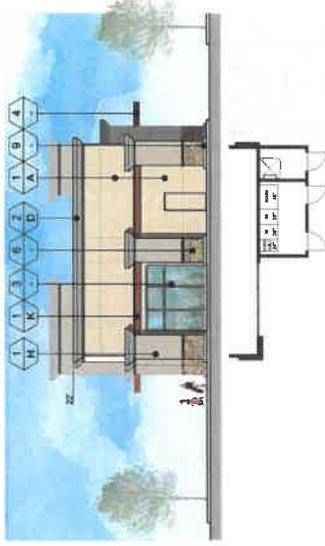
FLOOR PLAN
 09.01.2017
 140907MA
A104



1 EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



4 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"

FINISH KEYNOTES	
1	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
2	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
3	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
4	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
5	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
6	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
7	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
8	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
9	CEILING: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile

PAINT COLORS	
A	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
B	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
C	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
D	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
E	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
F	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
G	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
H	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
I	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
J	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
K	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile
L	PAINT: 1/2" X 1/2" GRID, 1/2" X 1/2" ACoustic Tile

BUILDING-4
PRELIMINARY SUBJECT TO CHANGE

EXTERIOR ELEVATION
08.01.2017

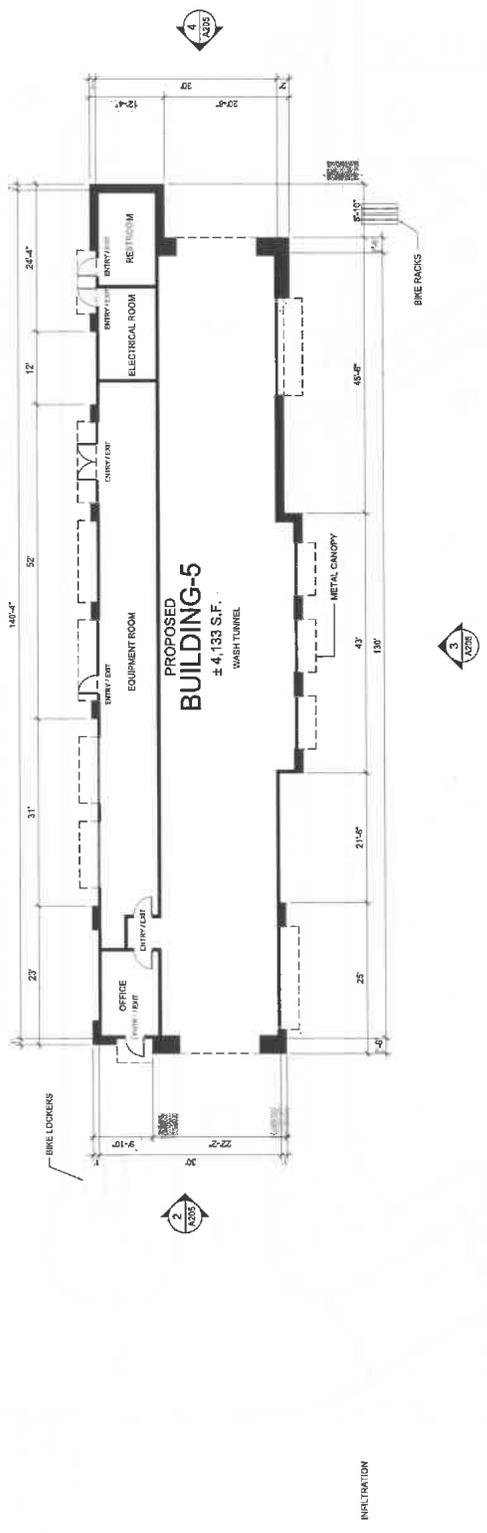
A204

NO.	DATE	BY	DESCRIPTION
1	08.01.2017	MD	1st Submission
2	08.04.2017	MD	2nd Submission
3	08.04.2017	MD	Current Set
4	08.15.2017	MD	Current Set

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SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
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La Mirada, California 90638



INFLATION

PROPOSED FLOOR PLAN



BUILDING-5
PRELIMINARY SUBJECT TO CHANGE

FLOOR PLAN
08.01.2017
140627WA
A105

McKenty Malak
ARCHITECTS
35 HUBBARD AVENUE SUITE 100
PALM BEACH, FLORIDA 33480

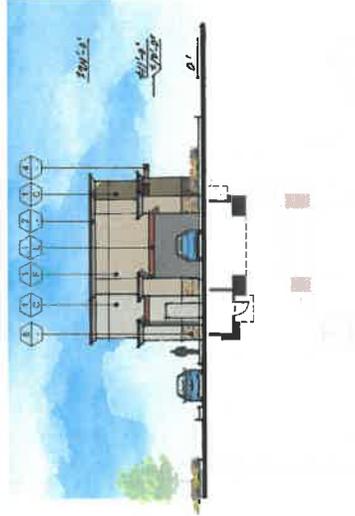
#	DATE	DESCRIPTION
1	08.01.2017	1st Submission
2	08.01.2017	2nd Submission
3	08.04.2020	Revision
4	09.15.2020	Current Set

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

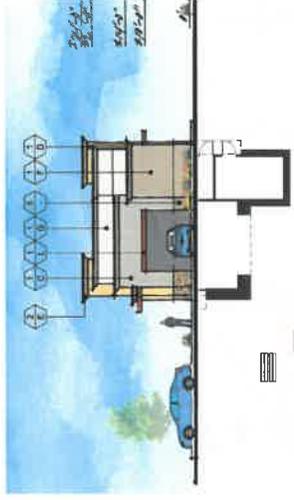
AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638



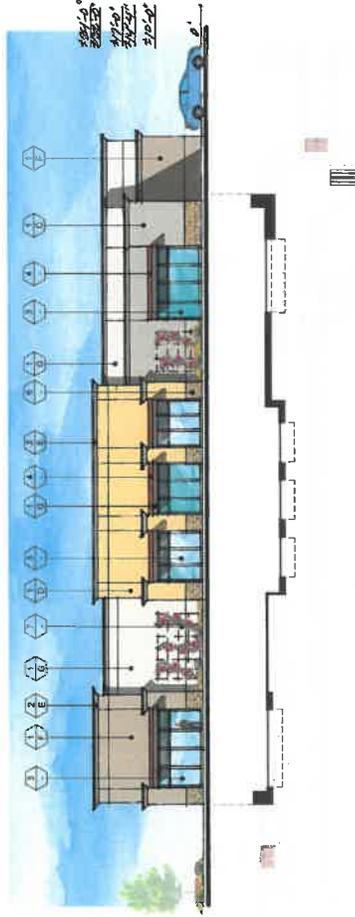
1 WEST ELEVATION
SCALE: 3/32" = 1'-0"



2 SOUTH ELEVATION
SCALE: 3/32" = 1'-0"



4 NORTH ELEVATION
SCALE: 3/32" = 1'-0"



3 EAST ELEVATION
SCALE: 3/32" = 1'-0"

FINISH KEYNOTES	
1	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
2	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
3	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
4	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
5	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
6	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
7	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
8	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
9	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION

PAINT COLORS	
1	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
2	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
3	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
4	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
5	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
6	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
7	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
8	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION
9	EXTERIOR WALLS AND ROOFING BY LUNA CONSTRUCTION

BUILDING-5
PRELIMINARY SUBJECT TO CHANGE

McKenty Malak
EXTERIOR ELEVATION
08.01.2017
140807WA
A205

#	Description	Date
1	Issue for Review	08/24/2017
2	Revised	08/24/2017
3	Revision	08/04/2020
4	Current Set	08/15/2020

SKY CANYON RETAIL CENTER
N.E.C. WINCHESTER ROAD & WILLOWS AVENUE
TEMECULA, CALIFORNIA

AVA, Property Investment LLC
14407 Alondra Boulevard
La Mirada, California 90638



A PAINT: DE 6178 BOUTIQUE RIDGE
BY: DUNN EDWARDS



F PAINT: SW 7542 NATUREL
BY: SHERWIN WILLIAMS



B PAINT: DE 6222 WEATHER BOARD
BY: DUNN EDWARDS



G PAINT: SW 7692 COPOLA YELLOW
BY: SHERWIN WILLIAMS



C PAINT: DE 6164 AUTUMN BARK
BY: DUNN EDWARDS



H PAINT: SW 7548 PORTICO
BY: SHERWIN WILLIAMS



D PAINT: SW 7018 DORETAL
BY: SHERWIN WILLIAMS



J PAINT: SW 7586 STUCCO
BY: SHERWIN WILLIAMS



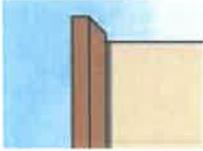
E PAINT: SW 7035 AESTHETIC WHITE
BY: SHERWIN WILLIAMS



K PAINT: SW 7710 BRANDY WINE
BY: SHERWIN WILLIAMS



1 STUCCO
FINISH: SAND FINISH
BY: LA HABRA STUCCO



2 CORNICE
FINISH: SAND FINISH
BY: LA HABRA STUCCO



4 METAL CANOPY
FINISH: PAINTED STEEL TUBE
BY: NEW CONSTRUCTION



5 FABRIC AWNING
COLOR TO MATCH: SW CR1186 ENVY GREEN
BY: SUREBELLA



6 STONE VENEER
MODEL: COUNTRY LEDGESTONE
COLOR: CHANNEL
BY: COLOURED STONE



3 STOREFRONT
FINISH: ALUMINIUM
GLASS: CLEAR FLOAT GLASS
BY: MAGNIA



7 WALL TRELLIS
BY: NEW CONSTRUCTION



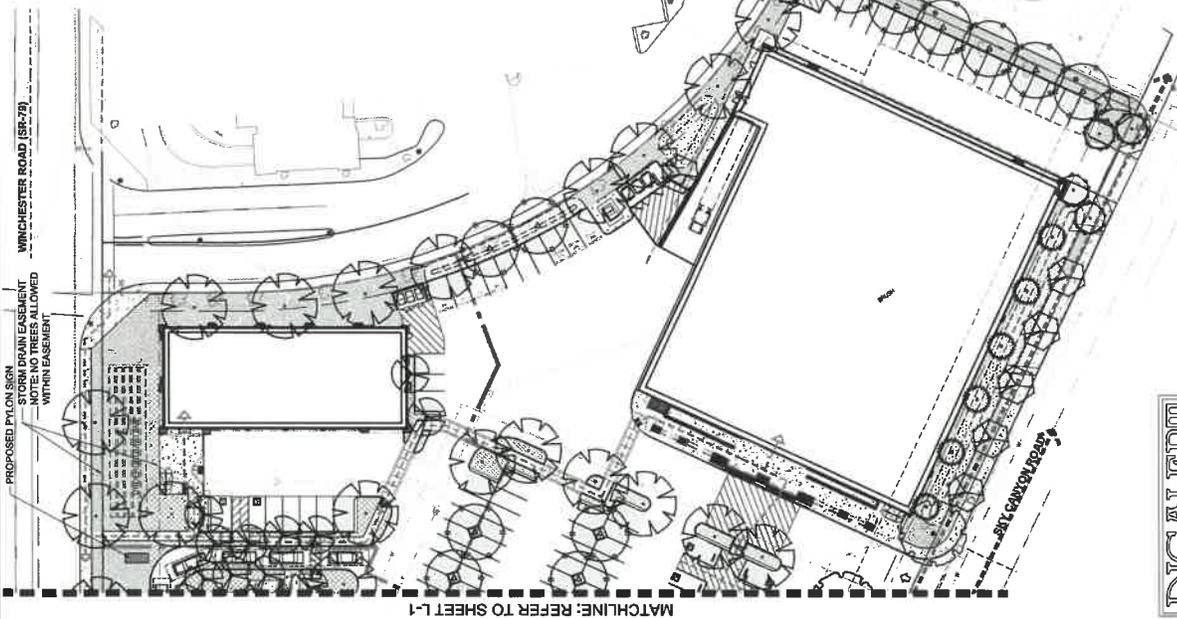
8 WALL SCONCE
MODEL: TORIN
COLOR: BLACK
BY: ECLIPSE LIGHTING



9 CONCRETE CURB
COLOR: NATURAL CONCRETE
BY: NEW CONSTRUCTION

#	DATE	BY	DESCRIPTION
1	08/01/2017	LAH	Issue for Review
2	08/04/2018	LAH	Revised
3	08/04/2018	LAH	Revised
4	08/15/2020	LAH	Current Set

McKenty Malak
11111 15th St
35 Newark, A1111 15th St 150
Pasadena, California 91102
PH: 626.792.1111



LANDSCAPE CONCERN: CONSIST OF CALIFORNIA-FRIENDLY, LOW AND MEDIUM WATER USE PLANT MATERIAL. ALL PLANTS HAVE BEEN CHOSEN FROM THE LOW OR MEDIUM WATER USE CATEGORY. ACCORDING TO WUCOLS, PLANTS HAVE BEEN CHOSEN TO CREATE A DIVERSE AND CALIFORNIA FRIENDLY PLANT MATERIAL. THE SHRUB AND GROUND COVER PLANT MATERIAL ON THE COMMERCIAL PROJECT ADJACENT TO THIS SITE DOES NOT MEET CURRENT WATER USE BASED ON TREES USED AT THE ADJACENT SITE. SHRUB SPECIES ARE ALSO SIMILAR AND A MEANDERING PARKWAY OF MYOPORUM HAS BEEN USED ALONG WINCHESTER ROAD IN ORDER TO MIMIC THE LONGEVITY OF PLANT MATERIAL HAS BEEN TAKEN INTO CONSIDERATION. ROOT PANELS AND BARRIERS WILL BE INSTALLED ON ALL TREES NECESSARY, CONSISTENT WITH ALL STANDARDS AND SPECIFICATIONS. LANDSCAPE AREAS WILL CONFORM TO THE CURRENT COUNTY OF RIVERSIDE LANDSCAPE GUIDELINES.

LANDSCAPE NOTES:
 1. PROVIDE 3" LAYER OF MULCH (MIN.) IN SHRUB BEDS AND UNPLANTED AREAS. 2" LAYER OF MULCH IN GROUND COVER AREAS. 3" LAYER OF SHREDDED, STABILIZED MULCH FOR CONSERVATION EASEMENT AND TEMPORARY SLOPES ON THE ACCESS ROAD SHALL RECEIVE A NON-IRRIGATED HYPOCRESSID MIX WITH A SLOPE STABILIZATION BINDER.
 2. TREES SHALL BE STAKED WITH 2-3 STAKES AND 6 TREES PER COUNTY STANDARD DETAILS. USE TRIPLE STAKING WITH 6" (MIN.) OF HARDSCAPE PER COUNTY STANDARD DETAILS.
 3. ROOT BARRIERS SHALL BE INSTALLED FOR TREES WITHIN 6" (MIN.) OF HARDSCAPE PER COUNTY STANDARD DETAILS.
 4. ROOT BARRIERS SHALL NOT ENIRCLE THE TREE ROOT BALL AND SHALL BE LOCATED AT EDGE OF HARDSCAPE AND EXTEND BEYOND CENTER OF TREE A MINIMUM OF 6" IN EACH DIRECTION.
 5. TREES SHALL HAVE BREATHERS TUBES PER COUNTY STANDARD DETAILS.
 6. PLANTER ISLANDS ADJACENT TO PARKING SPACES SHALL HAVE A 12" WIDE CONCRETE WALKWAY STRIP INSTALLED ADJACENT TO AND INTEGRAL WITH OR DOWELED INTO THE 6" WIDE CONCRETE WALKWAY STRIP.
 7. SLOPE PLANTING TO BE COMPLIANT WITH MINIMUM STANDARDS FOR BUILDING AND SAFETY EROSION CONTROL STANDARDS ORDINANCE 487, SECTION 3318.1).
 8. IRRIGATION SYSTEM DESIGN STATEMENT
 A PERMANENT AUTOMATIC IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED TO IRRIGATE ALL PLANTING AREAS. THE DESIGN OF THE IRRIGATION SYSTEM SHALL EMPHASIZE WATER CONSERVATION AND PROVIDE EFFICIENT AND UNIFORM WATER TO ALL PLANTING AREAS. THE SYSTEM SHALL BE DESIGNED TO USE RECYCLED WATER WHEN IT BECOMES AVAILABLE, IN ACCORDANCE WITH STATE OF CALIFORNIA AND LOCAL WATER DISTRICT RULES AND REGULATIONS.
 IRRIGATION NOTES:
 1. ALL IRRIGATION SHALL BE INCORPORATED INTO THE FINAL IRRIGATION DESIGN PLANS AND SPECIFICATIONS.
 2. REAL-TIME ET (MINIMUM) CONTROLLER RATING SHALL BE LIGHT COMMERCIAL.
 3. MASTER VALVE AND FLOW SENSOR
 4. ANTI-SIPHON CHECK VALVES
 5. PRESSURE REGULATOR
 6. HYDROZONES WILL BE PROPERLY DESIGNATED SURFACES, AND RESTRICTIONS TO METHOD IF ADJACENT TO SURFACES.
 7. SURFACE OR CALLOW-LINE IRRIGATION WILL BE USED FOR IRREGULARLY SHAPED AREAS, OR AREAS LESS THAN 10 FEET IN WIDTH

PARKING SHADE:
 TOTAL PARKING AREA: 56,190 SQ. FT.
 TOTAL PARKING LANDSCAPE AREA: 7,320 SQ. FT.
 PERCENTAGE PROVIDED: 13.0%
 PERCENTAGE REQUIRED: 50% MIN.
PARKING LANDSCAPE:
 TOTAL PARKING AREA: 56,190 SQ. FT.
 TOTAL PARKING LANDSCAPE AREA: 7,320 SQ. FT.
 PERCENTAGE PROVIDED: 13.0%
 PERCENTAGE REQUIRED: 10%

NO ABRUPT CHANGES IN ELEVATION ALONG THE PATH OF TRAVEL SHOWN. THE SLOPE AND CROSS-SLOPE ALONG THE PATH OF TRAVEL SHALL NOT EXCEED 5% AND 2% RESPECTIVELY. INSPECTOR TO VERIFY.

TREE SYMBOL	BOTANICAL NAME	SIZE	WUCOLS
	CERCIDUM X DESERT PALM VERDE	24"BOX L	L
	LAGERSTROEMIA X TUSCARORA	24"BOX M	M
	GRAPE MYRTLE CORAL PINK	24"BOX M	M
	PAULS BLDAMERICA AFGHAN PINE	24"BOX M	M
	PLATANUS X ACEBIFOLIA BLOODGOOD	24"BOX M	M
	LONDON PLANE TREE	36"BOX L	L
	ELDERSCA AGRIFOLIA COAST LIVE OAK	36"BOX L	L
	RHUS LANCEA AFRICAN BURRAC	24"BOX L	L
	TRISTANIA CONFERTA TRISTANIA BOX	24"BOX L	L
	TRISTANIA LAURINA WATER GUM	24"BOX L	L

REFER TO SHEET L-3 FOR INDIVIDUAL LANDSCAPE AREA PLANT PALETTES

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

PLAN CHECK OVERSIGHT ENGINEER	REGISTRATION NUMBER	DATE SIGNED

SHEET INDEX

SHEET 1 - LANDSCAPE PLAN
 SHEET 2 - LANDSCAPE PLAN
 SHEET 3 - PLANTING ENLARGEMENTS

SYMBOL	LANDSCAPE AREA
	PERMIETER LANDSCAPE AREA LOW WATER USE HYDROZONE (HYDROZONE #1) DRIP IRRIGATION
	ENTRANCE LANDSCAPE AREA MEDIUM WATER USE HYDROZONE (HYDROZONE #2) DRIP IRRIGATION
	PARKING LOT LANDSCAPE AREA SHRUBS AND GROUND COVER, DRIP IRRIGATION
	ENHANCED BUILDING LANDSCAPE AREA SHRUBS AND GROUND COVER, DRIP IRRIGATION
	SHRUBS AND GROUND COVER, DRIP IRRIGATION
	SHRUBS AND GROUND COVER, DRIP IRRIGATION
	SHRUBS AND GROUND COVER, DRIP IRRIGATION
	SHRUBS AND GROUND COVER, DRIP IRRIGATION

LOCATION MAP

WINCHESTER ROAD (SR-79)
 CANYON ROAD
 TICALOTA CREEK
 WILLOW AVE

PROJECT NUMBER:	DATE	SCALE	DATE
PWJ 23-098	08-01-20	AS SHOWN	08-01-20

REVISIONS

MARK	BY	DATE	DESCRIPTION

ENGINEER

SHANNON MARLSON
 ARCHITECTURAL

REGISTERED LANDSCAPE ARCHITECT

SHANNON MARLSON
 ARCHITECTURAL

ENGINEERING COMPANY

bmla
 ARCHITECTURAL

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

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APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

APPROVED AS TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

PROPOSED PYLON SIGN
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 WITHIN EASEMENT

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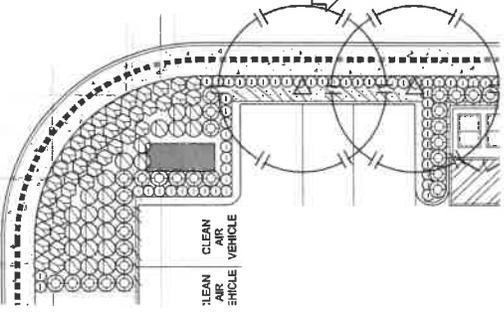
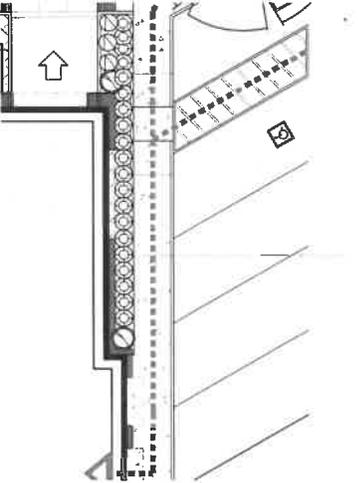
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PROPOSED PYLON SIGN
 WITHIN EASEMENT
 WITHIN EASEMENT

ENHANCED BUILDING PLANTING ENLARGEMENT
SCALE: 1"=10'-0"

SHRUBS	BOTANICAL NAME	SIZE	WUCOLS
⊙	BOUGAINVILLEA X 'ROSENIKA'	5 GAL	L
⊙	BOUGAINVILLEA	5 GAL	L
⊙	BOULEGUA GRACILIS 'BLONDE'	5 GAL	L
⊙	BLUE GRAMA	5 GAL	M
⊙	DIANELLA TASMANICA 'VARIEGATA'	5 GAL	L
⊙	FLAX LILY	5 GAL	L
⊙	DIETES X 'NOLA ALBA'	5 GAL	L
⊙	KATRINA AFRICAN IRIS	5 GAL	L
⊙	HESPERALOE PARVIFLORA	5 GAL	L
⊙	RED YUCCA	5 GAL	L
⊙	PHORMIUM X 'PLATT'S BLACK'	5 GAL	M
⊙	NEW ZEALAND FLAX	5 GAL	M
⊙	ROSA FLORIBUNDA 'ICEBERG'	5 GAL	M
⊙	ICEBERG ROSE	5 GAL	M
⊙	ROSA X 'NOAIRE'	5 GAL	M
⊙	FLOWER CHERRY RED GROUNDCOVER ROSE	5 GAL	M



ENTRY PLANTING ENLARGEMENT
SCALE: 1"=10'-0"

SHRUBS	BOTANICAL NAME	SIZE	WUCOLS
⊙	ANIGOSANTHOS X 'BIG RED'	5 GAL	L
⊙	BIG RED KANGAROO PAW	5 GAL	L
⊙	BOUGAINVILLEA X 'ROSENIKA'	5 GAL	L
⊙	BOUGAINVILLEA	5 GAL	L
⊙	BOULEGUA GRACILIS 'BLONDE'	5 GAL	L
⊙	DIANELLA TASMANICA 'VARIEGATA'	5 GAL	M
⊙	FLAX LILY	5 GAL	L
⊙	DIETES X 'NOLA ALBA'	5 GAL	L
⊙	KATRINA AFRICAN IRIS	5 GAL	L
⊙	HESPERALOE PARVIFLORA	5 GAL	L
⊙	RED YUCCA	5 GAL	L
⊙	MULLENBERGIA CAPILLARIS 'LENKA'	5 GAL	L
⊙	REGAL MIST PINK MUHLY	5 GAL	M
⊙	PHORMIUM X 'PLATT'S BLACK'	5 GAL	M
⊙	NEW ZEALAND FLAX	5 GAL	M
⊙	ICEBERG ROSE	5 GAL	M
⊙	ROSA X 'NOAIRE'	5 GAL	M
⊙	FLOWER CARPET RED GROUNDCOVER ROSE	5 GAL	M
⊙	LEWYNS CONDENSATUS 'CANYON PRINCE'	5 GAL	L
⊙	NATIVE BLUE EYE (4"Ø D.C.)	1 GAL	L
⊙	ROSMARINUS OFFICINALIS 'PROSTRATUS'	1 GAL	L
⊙	DWARF ROSEMARY (4"Ø D.C.)	1 GAL	L

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APPROVED TO CONFORMANCE WITH APPLICABLE COUNTY STANDARDS AND PRACTICES.

PLAN CHECK OVERSIGHT ENGINEER _____ REGISTRATION NUMBER _____ DATE SIGNED _____

MARK BY _____ DATE _____ ENGINEER _____

REVISIONS _____

APPL. DATE _____ COUNTY _____

DATE _____ B.L.A. NO. _____ DATE _____

DATE _____ B.L.A. NO. _____ DATE _____

DATE _____ B.L.A. NO. _____ DATE _____

ENGINEERING COMPANY
bmla
310 NORTH OLIVER STREET | DENVER, CO 80202
PREPARED BY: ARCHITECTURE
SHANNON FARLSON

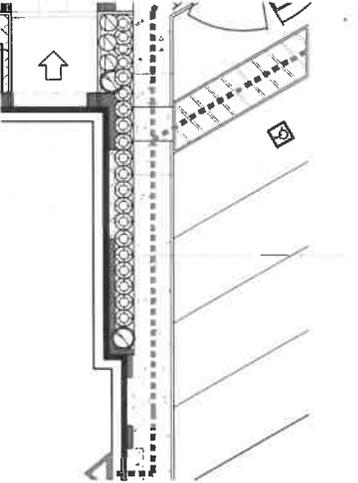
PROJECT NO. 08-01-20
SCALE: 1"=10'-0"

PROJECT NUMBER: PMJ_37398
COUNTY OF RIVERSIDE
SKY CANYON RETAIL CENTER
WHICHSTER ROAD (SR-9)
LANDSCAPE PLANS

SHEET NO. L-3
3 of 3 SHEETS

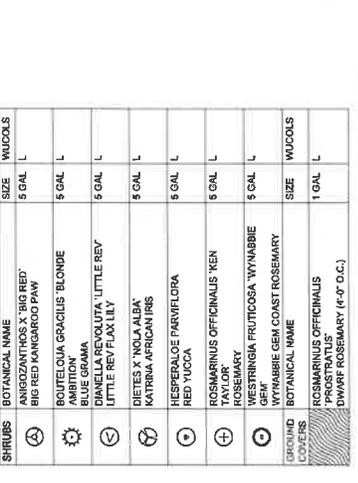
ENHANCED BUILDING PLANTING ENLARGEMENT
SCALE: 1"=10'-0"

SHRUBS	BOTANICAL NAME	SIZE	WUCOLS
⊙	BOULEGUA GRACILIS 'BLONDE'	5 GAL	L
⊙	BLUE GRAMA	5 GAL	L
⊙	DIANELLA TASMANICA 'VARIEGATA'	5 GAL	M
⊙	FLAX LILY	5 GAL	L
⊙	DIETES X 'NOLA ALBA'	5 GAL	L
⊙	KATRINA AFRICAN IRIS	5 GAL	L
⊙	HESPERALOE PARVIFLORA	5 GAL	L
⊙	RED YUCCA	5 GAL	L
⊙	PHORMIUM X 'PLATT'S BLACK'	5 GAL	M
⊙	NEW ZEALAND FLAX	5 GAL	M
⊙	ROSA FLORIBUNDA 'ICEBERG'	5 GAL	M
⊙	ICEBERG ROSE	5 GAL	M
⊙	ROSA X 'NOAIRE'	5 GAL	M
⊙	FLOWER CHERRY RED GROUNDCOVER ROSE	5 GAL	M



PERIMETER PLANTING ENLARGEMENT
SCALE: 1"=10'-0"

SHRUBS	BOTANICAL NAME	SIZE	WUCOLS
⊙	BOULEGUA GRACILIS 'BLONDE'	5 GAL	L
⊙	BLUE GRAMA	5 GAL	L
⊙	DIANELLA TASMANICA 'VARIEGATA'	5 GAL	M
⊙	FLAX LILY	5 GAL	L
⊙	DIETES X 'NOLA ALBA'	5 GAL	L
⊙	KATRINA AFRICAN IRIS	5 GAL	L
⊙	HESPERALOE PARVIFLORA	5 GAL	L
⊙	RED YUCCA	5 GAL	L
⊙	PHORMIUM X 'PLATT'S BLACK'	5 GAL	M
⊙	NEW ZEALAND FLAX	5 GAL	M
⊙	ROSA FLORIBUNDA 'ICEBERG'	5 GAL	M
⊙	ICEBERG ROSE	5 GAL	M
⊙	ROSA X 'NOAIRE'	5 GAL	M
⊙	FLOWER CHERRY RED GROUNDCOVER ROSE	5 GAL	M



PERIMETER PLANTING ENLARGEMENT
SCALE: 1"=10'-0"

SHRUBS	BOTANICAL NAME	SIZE	WUCOLS
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⊙	DIETES X 'NOLA ALBA'	5 GAL	L
⊙	KATRINA AFRICAN IRIS	5 GAL	L
⊙	HESPERALOE PARVIFLORA	5 GAL	L
⊙	RED YUCCA	5 GAL	L
⊙	PHORMIUM X 'PLATT'S BLACK'	5 GAL	M
⊙	NEW ZEALAND FLAX	5 GAL	M
⊙	ROSA FLORIBUNDA 'ICEBERG'	5 GAL	M
⊙	ICEBERG ROSE	5 GAL	M
⊙	ROSA X 'NOAIRE'	5 GAL	M
⊙	FLOWER CARPET RED GROUNDCOVER ROSE	5 GAL	M
⊙	LEWYNS CONDENSATUS 'CANYON PRINCE'	5 GAL	L
⊙	NATIVE BLUE EYE (4"Ø D.C.)	1 GAL	L
⊙	ROSMARINUS OFFICINALIS 'PROSTRATUS'	1 GAL	L
⊙	DWARF ROSEMARY (4"Ø D.C.)	1 GAL	L

PARKING LOT PLANTING ENLARGEMENT
SCALE: 1"=10'-0"

SHRUBS	BOTANICAL NAME	SIZE	WUCOLS
⊙	ANIGOSANTHOS X 'BIG RED'	5 GAL	L
⊙	BIG RED KANGAROO PAW	5 GAL	L
⊙	BOUGAINVILLEA X 'ROSENIKA'	5 GAL	L
⊙	BOUGAINVILLEA	5 GAL	L
⊙	BOULEGUA GRACILIS 'BLONDE'	5 GAL	L
⊙	DIANELLA TASMANICA 'VARIEGATA'	5 GAL	M
⊙	FLAX LILY	5 GAL	L
⊙	DIETES X 'NOLA ALBA'	5 GAL	L
⊙	KATRINA AFRICAN IRIS	5 GAL	L
⊙	HESPERALOE PARVIFLORA	5 GAL	L
⊙	RED YUCCA	5 GAL	L
⊙	MULLENBERGIA CAPILLARIS 'LENKA'	5 GAL	L
⊙	REGAL MIST PINK MUHLY	5 GAL	M
⊙	PHORMIUM X 'PLATT'S BLACK'	5 GAL	M
⊙	NEW ZEALAND FLAX	5 GAL	M
⊙	ICEBERG ROSE	5 GAL	M
⊙	ROSA X 'NOAIRE'	5 GAL	M
⊙	FLOWER CARPET RED GROUNDCOVER ROSE	5 GAL	M
⊙	LEWYNS CONDENSATUS 'CANYON PRINCE'	5 GAL	L
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PROJECT NO. 08-01-20
SCALE: 1"=10'-0"

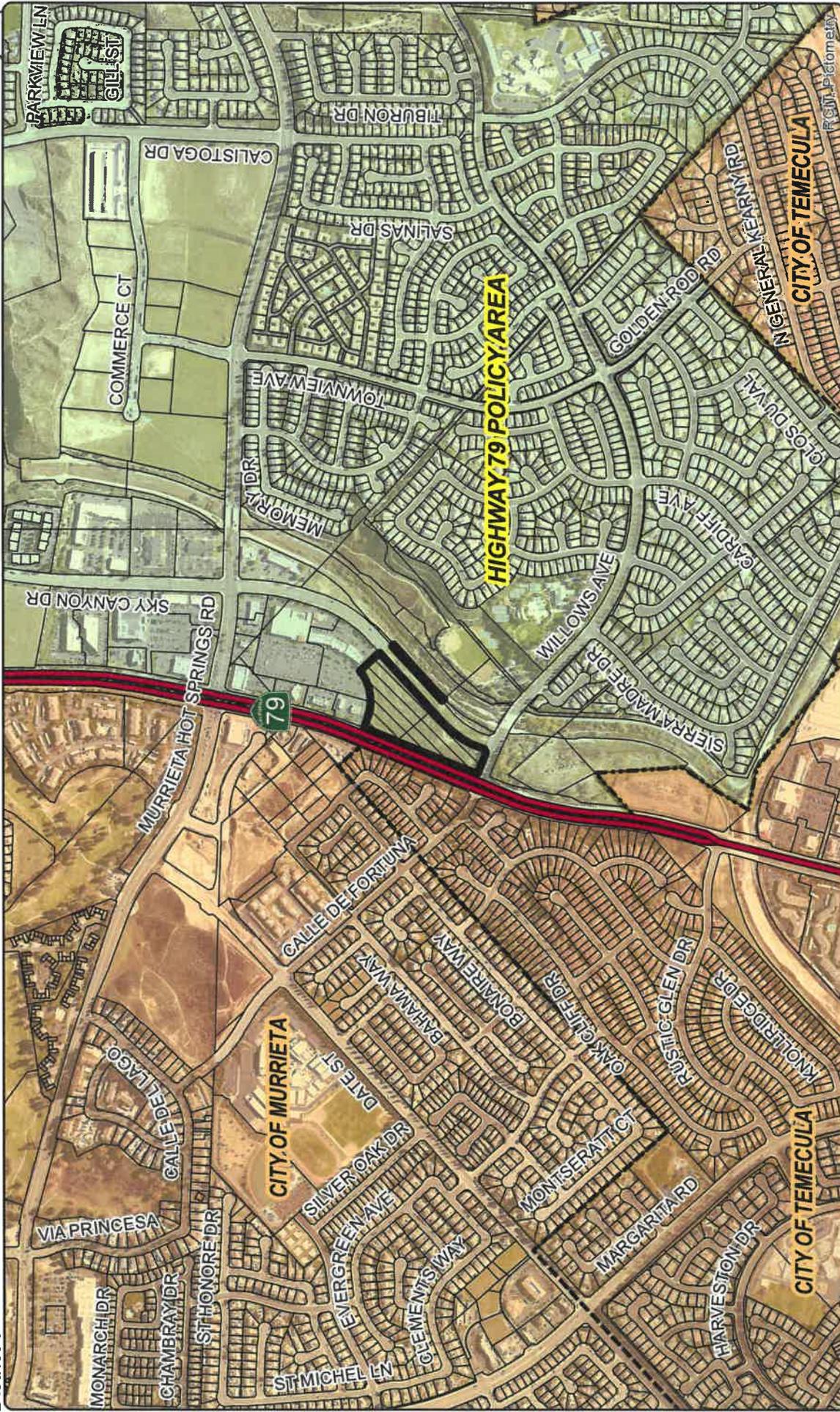
PROJECT NUMBER: PMJ_37398
COUNTY OF RIVERSIDE
SKY CANYON RETAIL CENTER
WHICHSTER ROAD (SR-9)
LANDSCAPE PLANS

SHEET NO. L-3
3 of 3 SHEETS

RIVERSIDE COUNTY PLANNING DEPARTMENT
PP26346 PM37398
VICINITY/POLICY AREAS

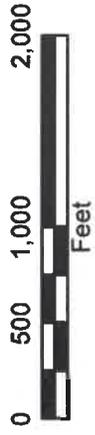
Supervisor: Washington
 District 3

Date Drawn: 12/08/2020
 Vicinity Map



Zoning Area: Rancho California

Author: Vinnie Nguyen



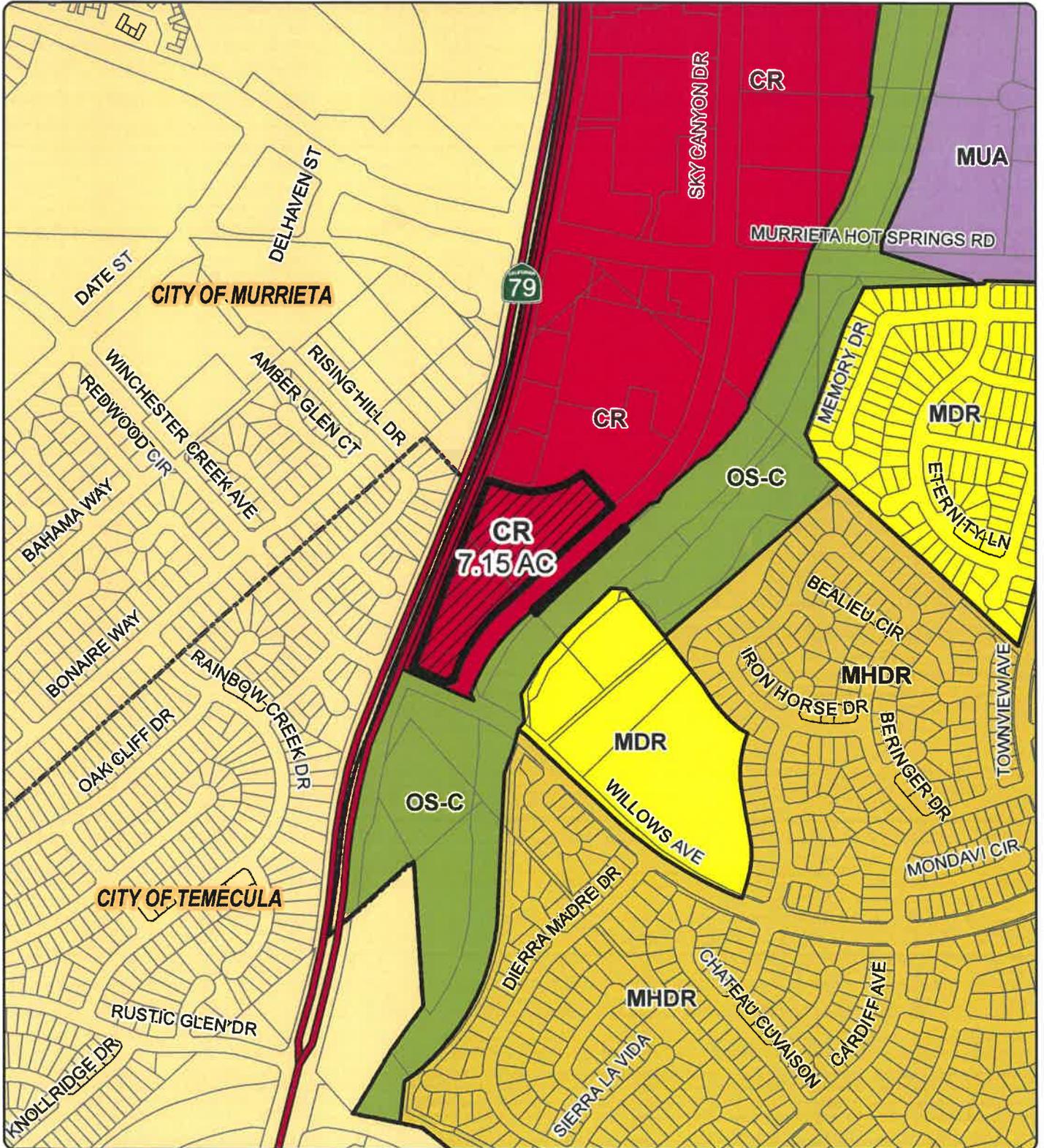
DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan for the County. The General Plan is a long-range, broad-based policy document that provides a framework for future development. The County of Riverside is providing this vicinity map for informational purposes only. For further information, please contact the Riverside County Planning Department offices at Riverside at 951.955.5200 (Western County) or in Palm Desert at (760)863.8277 (Eastern County) or Website: <http://www.co.riverside.ca.us>

RIVERSIDE COUNTY PLANNING DEPARTMENT

PP26346 PM37398
EXISTING GENERAL PLAN

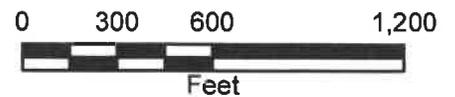
Supervisor: Washington
District 3

Date Drawn: 12/08/2020
Exhibit 5



Zoning Area: Rancho California

Author: Vinnie Nguyen



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

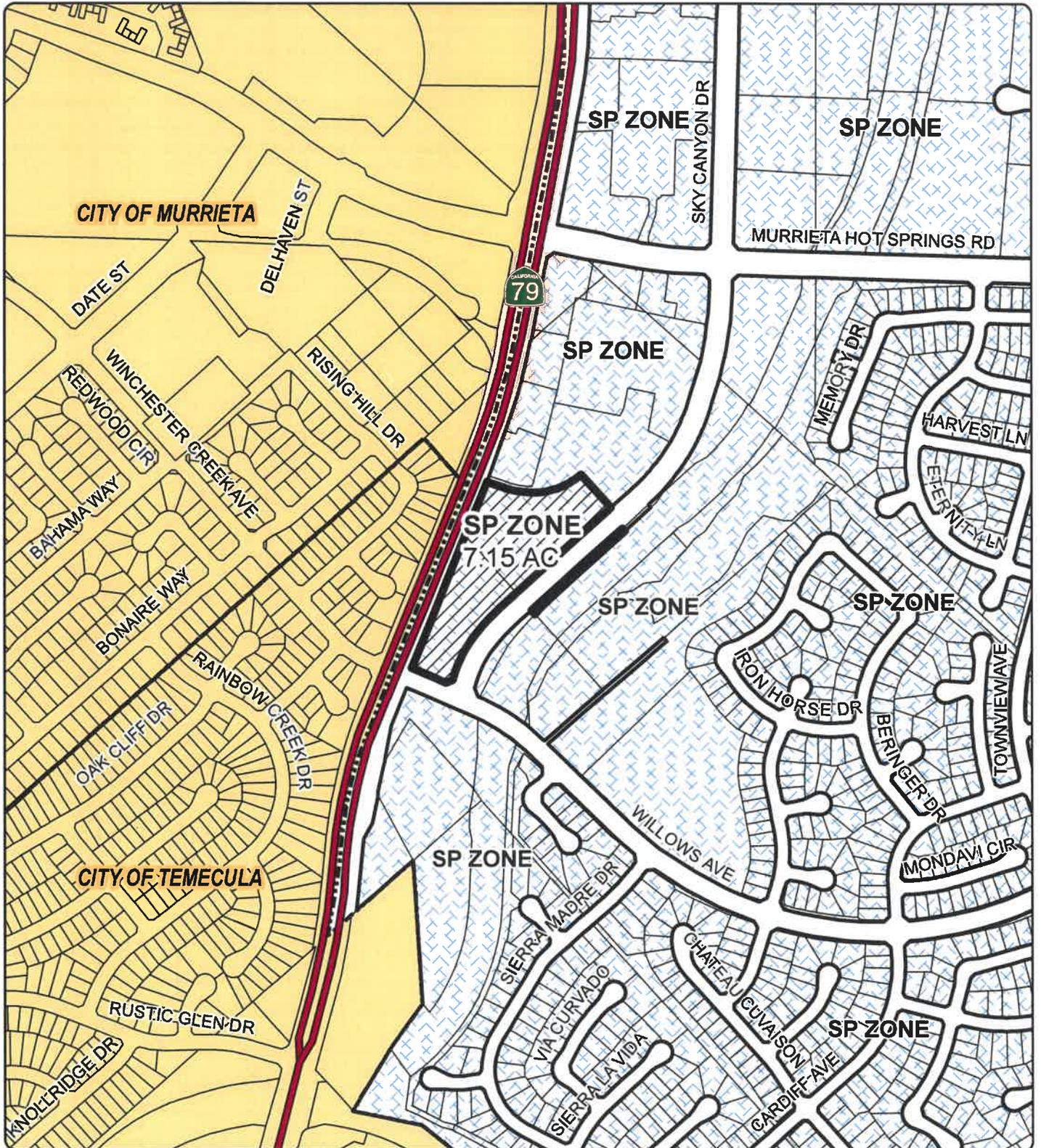
RIVERSIDE COUNTY PLANNING DEPARTMENT

PP26346 PM37398

EXISTING ZONING

Supervisor: Washington
District 3

Date Drawn: 12/08/2020
Exhibit 2



Zoning Area: Rancho California

Author: Vinnie Nguyen



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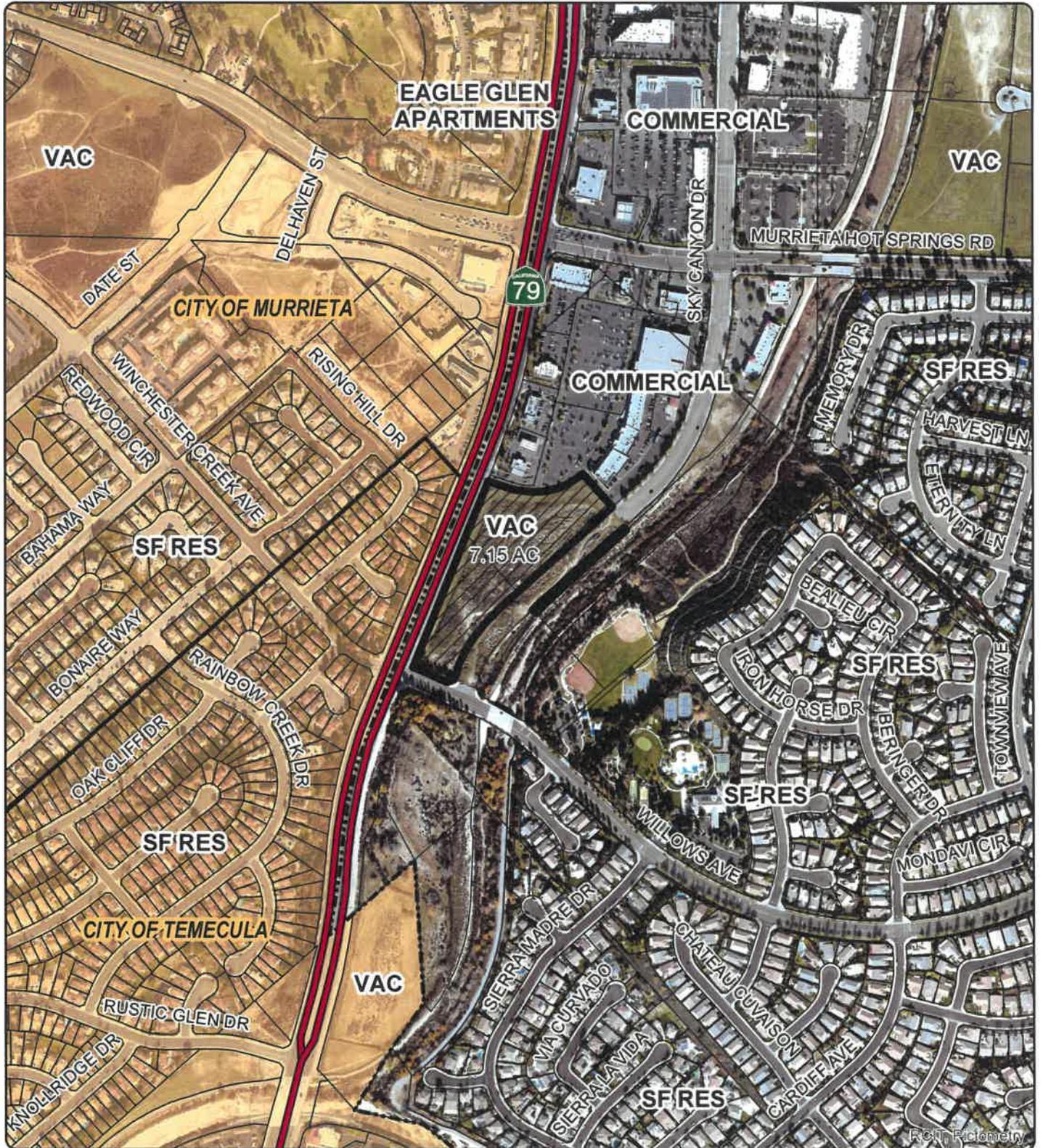
RIVERSIDE COUNTY PLANNING DEPARTMENT

PP26346 PM37398

Supervisor: Washington
District 3

Date Drawn: 12/08/2020
Exhibit 1

LAND USE



Zoning Area: Rancho California

Author: Vinnie Nguyen



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RIVERSIDE COUNTY PLANNING DEPARTMENT

John Hildebrand
Planning Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: PM37398 and PP26346

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

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

COMPLETED/REVIEWED BY:

By: Deborah Bradford Title: Contract Project Planner Date: June 1, 2021

Applicant/Project Sponsor: AVA Properties, Investments, LLC. Date Submitted: September 8, 2017

ADOPTED BY: Planning Commission

Person Verifying Adoption: _____ Date: _____

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

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

For additional information, please contact Deborah Bradford at (951) 955-6646.

Please charge deposit fee case#: CEQ190078 ZCFG

FOR COUNTY CLERK'S USE ONLY

Sky Canyon Retail Center Project

Draft Initial Study/
Mitigated Negative Declaration

June 2021 | AVA-01

Prepared for:

AVA Property Investments, LLC
14407 Alondra Boulevard
La Mirada, CA 90638

Prepared by:

HELIX Environmental Planning, Inc.
7578 El Cajon Boulevard
La Mesa, CA 91942

**COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY**

Environmental Assessment (CEQ / EA) Number: 43062

Project Case Type (s) and Number(s): Plot Plan No. 26346; Tentative Parcel Map No. 37398

Lead Agency Name: County of Riverside Planning Department

Address: 4080 Lemon Street 12th Floor, Riverside, CA 92501

Contact Person: Deborah Bradford

Telephone Number: (951) 955-6646

Applicant's Name: AVA Property Investments, LLC

Applicant's Address: 14407 Alondra Boulevard, La Mirada, CA 90638

I. PROJECT INFORMATION

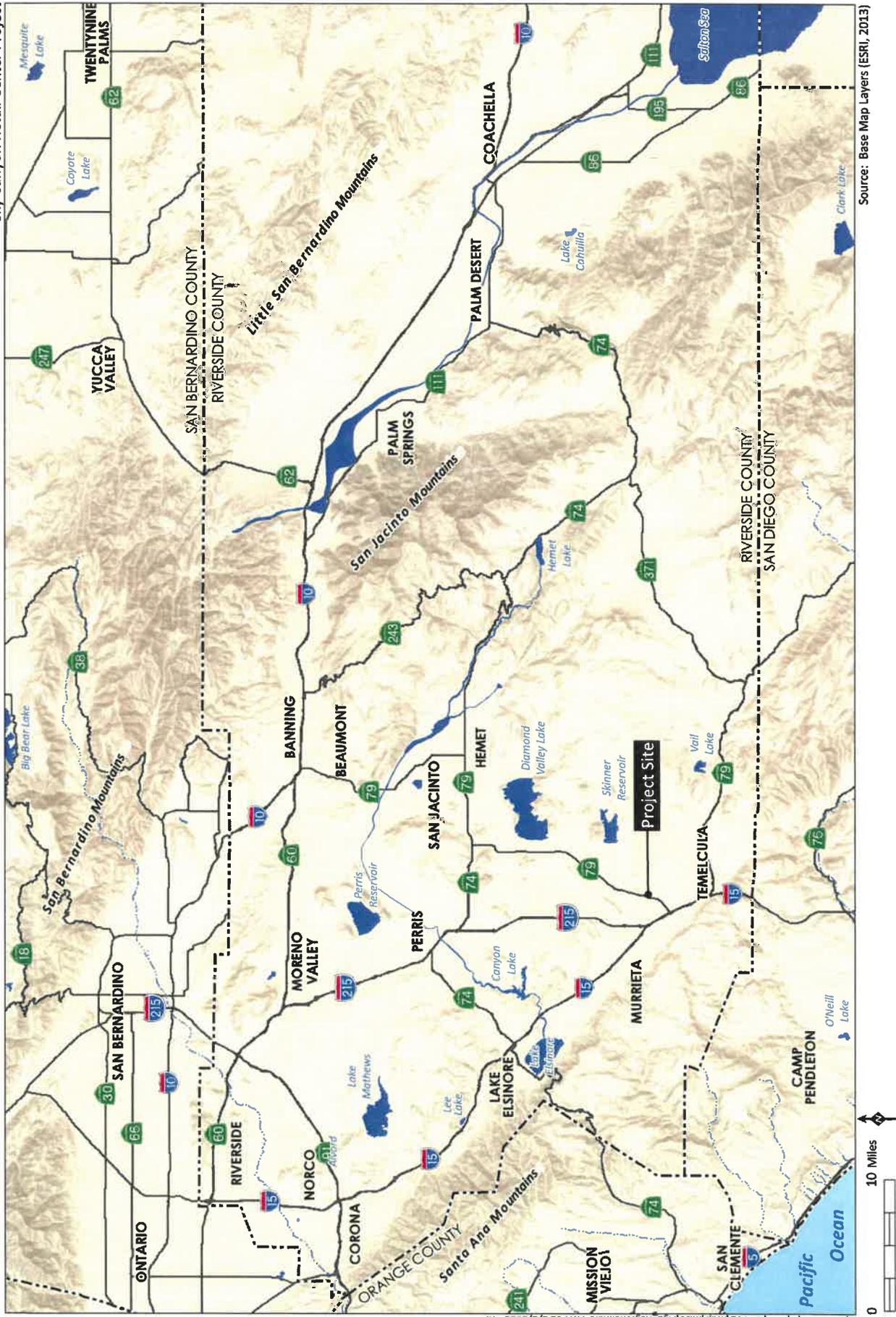
Project Description: The project site is located in the unincorporated County of Riverside (County), adjacent to the City of Temecula limits (see Figure 1, *Regional Location*). The project site is located at the northeast corner of the intersection of Winchester Road (State Route [SR] 79) and Willows Avenue (see Figure 2, *Aerial Photograph*). Tentative Parcel Map No. 37398 is a Schedule 'E' subdivision of two parcels totaling 10.98 gross acres into five (5) commercial lots. The minimum lot size is approximately 0.68 acre (29,620 square feet [sf]). Plot Plan No. 26346 proposes to construct a commercial and retail center comprised of a 31,900-sf grocery store, 10,000-sf retail store, 7,027-sf tire shop, 3,000-sf drive-through restaurant, and 4,133-sf car wash on approximately 7.3 acres (see Figure 3, *Site Plan*).

The site would connect to existing utilities for electricity, water, and sewer within adjacent roadways. The project would also provide two water quality basins, one at the southern edge of the site, and one near the center of the site adjacent to Winchester Road.

The project would build an extension southward of Sky Canyon Drive from its current southern terminus to connect the roadway with Willows Avenue. To avoid impacts to sensitive resources within the adjacent Tocalota Creek, the Sky Canyon Drive extension would be constructed using sheet pilings. The sheet pilings would be installed using high frequency vibrators that work above the natural frequency of the existing soil so that only minor negative resonances are generated and therefore reduces disturbance to the surrounding area. Since the high frequency vibrators work at frequencies that are higher than the natural frequencies of the soil, potential damaging resonances to surrounding structures are greatly reduced.

Construction

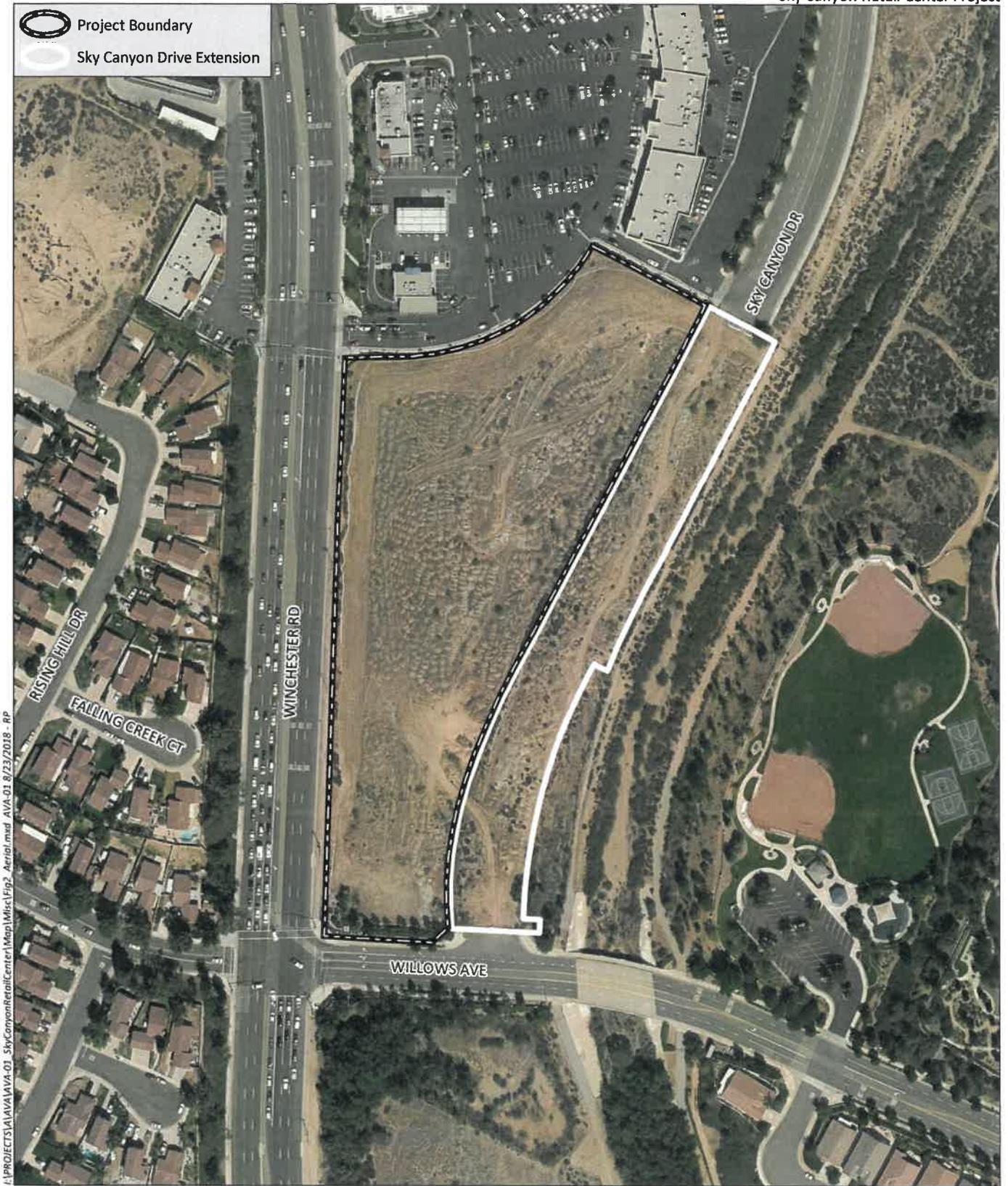
Project construction is assumed to occur over an approximately 21-month period. Construction activities include site preparation, grading, installation of underground utilities and infrastructure, construction of structures, paving of the site, and application of architectural coatings. The project would not require demolition, as the site is currently vacant and undeveloped. Underground utilities installation is anticipated to require approximately two months to complete and would overlap with grading activities for the first month and with construction of structures the second month. During site preparation, approximately 5,600 cubic yards of material would be exported and approximately 27,287 cubic yards of soil would be imported during grading activities, generating approximately 1,285 truck trips over one month. Overall construction is expected to last approximately three years.



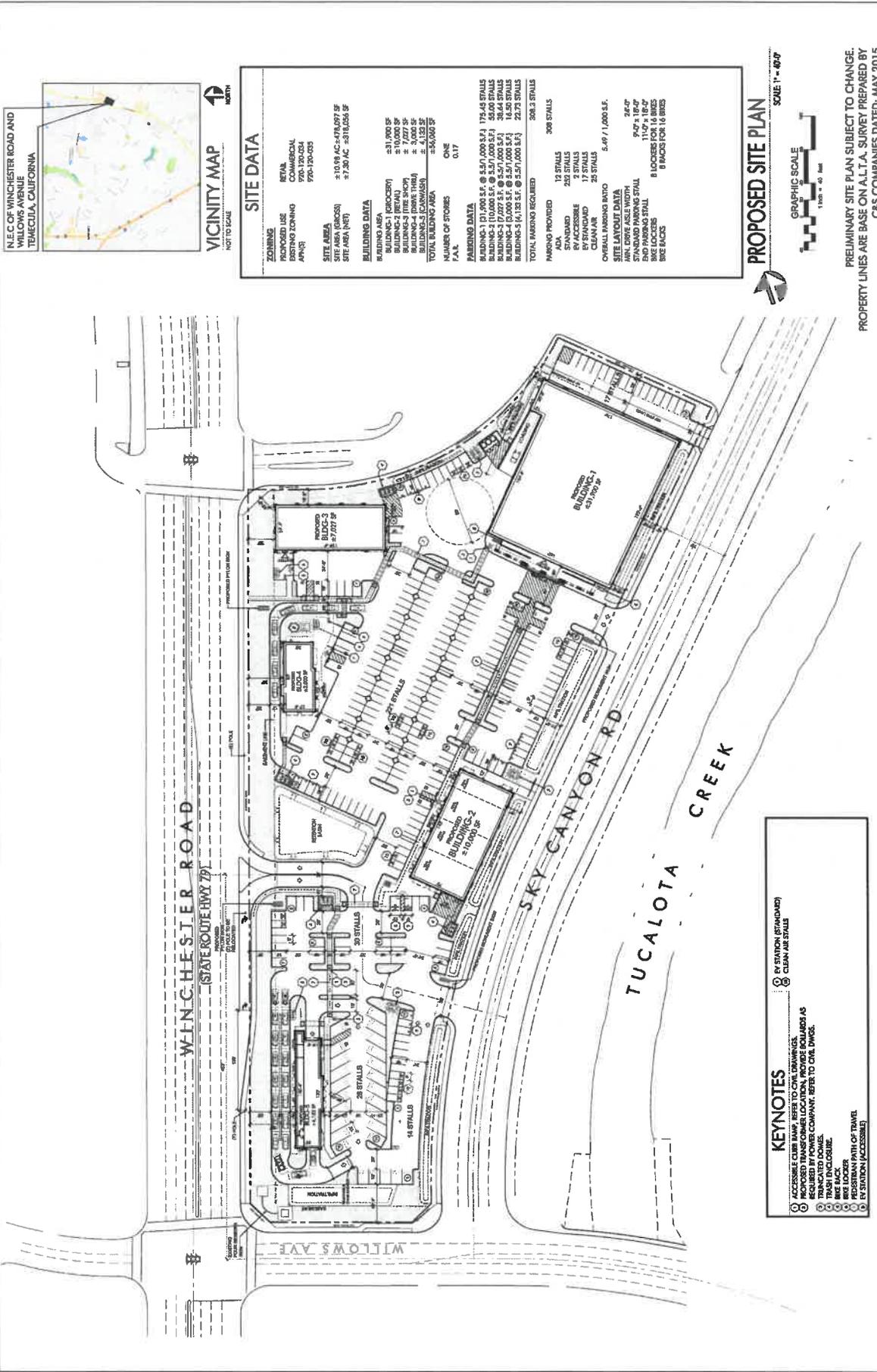
Source: Base Map Layers (ESRI, 2013)

Regional Location
Figure 1

I:\PROJECTS\A\VA\VA-01\Map\Misc\Fig1_Regional.mxd AVA-01/2/1/2018 - RP



I:\PROJECTS\A\VA\VA-01_SkyCanyonRetailCenter\Map\Misc\Fig2_Aerial.mxd AVA-01 8/23/2018 - RP



SITE DATA

ZONING	RETAIL COMMERCIAL
PROPOSED USE	RETAIL COMMERCIAL
APPLICABLE ZONING	990-120-024
APPLICABLE MAP	990-120-025
SITE AREA	± 10.91 AC = 474,077 SF
SITE AREA (GROSS)	± 7.30 AC = 318,056 SF
SITE AREA (NET)	± 7.30 AC = 318,056 SF
BUILDING DATA	
BUILDING AREA	± 31,000 SF
BUILDING-1 (RETAIL)	± 10,000 SF
BUILDING-2 (RETAIL)	± 7,027 SF
BUILDING-3 (FIRE SHOP)	± 7,027 SF
BUILDING-4 (RETAIL)	± 2,133 SF
BUILDING-5 (TRANSFORMER)	± 55,000 SF
TOTAL BUILDING AREA	ONE
NUMBER OF STORES	0.17
F.A.R.	0.17
PARKING DATA	
BUILDING-1 (17,145 SF @ 5.5/1,000 S.F.)	175.145 STALLS
BUILDING-2 (55,000 S.F. @ 5.5/1,000 S.F.)	55.000 STALLS
BUILDING-3 (38,644 S.F. @ 5.5/1,000 S.F.)	38.644 STALLS
BUILDING-4 (22,738 S.F. @ 5.5/1,000 S.F.)	22.738 STALLS
BUILDING-5 (508,300 S.F. @ 5.5/1,000 S.F.)	508.300 STALLS
TOTAL BUILDINGS REQUIRED	508.3 STALLS
PARKING PROVIDED	
BY STANDARD	15 STALLS
BY ACCESSIBLE	232 STALLS
BY STANDARD	2 STALLS
CLEAN AIR	17 STALLS
CLEAN AIR	25 STALLS
CLEAN AIR	5.49 / 1,000 S.F.
SITE LAYOUT DATA	
MAIL DRIVE ASSESSMENT	26.0'P
STANDARD PARKING STALL	9.0'P x 18.0'P
END PARKING STALL	11.0'P x 18.0'P
BIKE BACKS	8 BACKS FOR 16 BIKES
BIKE BACKS	8 BACKS FOR 16 BIKES

PROPOSED SITE PLAN

SCALE: 1" = 60'

GRAPHIC SCALE

1" = 60' Feet

- KEYNOTES**
- ① ACCESSIBLE CURB RAMP, REFER TO CIVIL DRAWINGS.
 - ② PROPOSED TRANSFORMER LOCATION, PROVIDE BOLLARDS AS REQUIRED BY POWER COMPANY, REFER TO CIVIL DRAWING.
 - ③ TRASH ENCLOSURE.
 - ④ BIKE BACK.
 - ⑤ PEDESTRIAN PATH OF TRAVEL.
 - ⑥ BY STATION (ACCESSIBLE).
 - ⑦ BY STATION (STANDARD).
 - ⑧ CLEAN AIR STALL.

PRELIMINARY SITE PLAN SUBJECT TO CHANGE.
PROPERTY LINES ARE BASED ON A.L.T.A. SURVEY PREPARED BY
C&S COMPANIES DATED: MAY 2015

Source: McKenty Malak Architects (2018)

Additional Construction-Related Project Design Features

The project would implement the following standard construction practices and design features to minimize impacts during construction of the project:

Air Quality

The project would incorporate best management practices (BMPs) during construction to reduce emissions of fugitive dust. This includes implementation of standard dust control measures as required by South Coast Air Quality Management District (SCAQMD) Rule 403, which involves watering two times daily during grading, ensuring that all exposed surfaces maintain a minimum soil moisture of 12 percent, and limiting vehicle speeds on unpaved roads to 15 miles per hour (mph). In addition, the following project design features would be implemented to minimize other construction-related air emissions:

- Off-road construction equipment engines would utilize California Air Resources Board (CARB)/United States Environmental Protection Agency (USEPA) Certification Tier 2 or better engines, or other equivalent methods approved by CARB, to reduce air emissions.
- All construction equipment/vehicles would be maintained properly as per the manufacturers' recommendations.

Hazardous Materials

The following project design features would minimize impacts related to hazardous materials:

- Standard BMPs would be implemented to prevent impacts to the public through the transport, use, or disposal of hazardous materials. Standard industry measures include, but are not limited to:
 1. Hazardous materials used or stored on site would be restricted to areas at least 50 feet from storm drains and watercourses.
 2. All hazardous materials would be covered or kept in enclosed facilities.
 3. A written inventory would be kept of all hazardous materials used or stored on site.
 4. In order to prevent discharge in the event of a spill, berms, ditches, and/or impervious liners (or other applicable methods) would be provided in material storage and vehicle/equipment storage areas to provide a containment volume of 1.5 times the volume of the stored/used materials.
 5. Agency telephone numbers and a summary guide of clean-up procedures would be posted in a conspicuous location at or near the job site trailer during construction.

Water Quality

The contractor would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the State Water Resources Control Board's (SWRCB's) permit for stormwater discharges associated with construction activities. The SWPPP would include BMPs to achieve maximum

sediment removal and represent the best available technology that is economically achievable and may include, but not be limited to, the following:

- Protection of storm drain inlets located within the project impact footprint and in downstream off-site areas with the use of BMPs acceptable to the local jurisdictions and the Regional Water Quality Control Board (RWQCB).
- Sweeping of dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events.
- Proper storage, use, and disposal of construction materials.
- Removal of sediment from surface runoff before it leaves the project site through use of silt fences or other similar devices around the laydown area perimeters.
- Protection of tracking soil off site through use of a gravel strip or wash facilities at exits from project laydown areas.
- Protection or stabilization of stockpiled soils.

The following BMPs would also be implemented for project operation:

- **Area Source Air Pollutant Emission Reductions** - The project would use low volatile organic compound (VOC) coating during operation of the project.
- **Mobile Source Air Pollutant Emission Reductions** - The project would be built in such a way as to include features that work to minimize vehicle miles traveled (VMT). This includes the following measures as described in the California Air Pollution Control Officers Association (CAPCOA; 2010) Quantifying Greenhouse Gas Mitigation Measures:
 - *LUT-3 Increase Diversity of Urban and Suburban Developments (Mixed Use)* - Having different types of land uses in close proximity can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transport. The project would increase diversity of neighborhood land uses by placing a commercial-retail area within a quarter-mile walking distance and one-mile bicycling distance of single- and multi-family residences.
 - *LUT-5 Increased Transit Accessibility* - Locating a project near transit facilities increase the use of transit by people traveling to or from the project site. The use of transit results in a mode shift and therefore reduced VMT. The project site is near two Riverside Transit stops located on Highway 79: Winchester FS Winchester Creek, located approximately 800 feet northwest of the project site; and Winchester FS Willows, located along the western boundary of the project site; and one Riverside Transit Stop, Murrieta Hot Springs FS Winchester, located approximately 1,500 feet north of the project site at the intersection of Highway 79 and Murrieta Hot Springs Road.
 - *SDT-1 Improve Pedestrian Network* - Providing a pedestrian access network to link areas of the project site encourages people to walk instead of drive. This mode shift results in people driving less and thus a reduction in VMT. The project would provide a pedestrian

access network that internally links all uses and connects to all existing external streets and pedestrian facilities contiguous with the project site.

- **Water and Waste Related Air Pollutant Emission Reductions** - The project would provide 20 percent water reduction per California Green Building Standards Code (CALGreen). A 25 percent operational solid waste diversion rate was applied to the project to account for 75 percent diversion rate consistent with Assembly Bill (AB) 341 standards.
- **Other Operational Design Features:**
 - Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.
 - Provide sufficient trash receptacles. Dispose of wastes properly.
 - Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks, and parking lots). Power washing in outdoor areas is strictly prohibited.
 - Maintain parking lots to be free from trash and petroleum leaks.
 - All dumpsters used by this project shall have lockable lids. All lids on dumpsters shall remain closed while dumpster is not directly in use and locked after business hours. All dumpsters shall be properly stored inside of a building or in a covered trash enclosure.
 - All trash enclosures must be secured, covered with an impervious roof and constructed with a berm or grade-break across the entire entrance.
 - All materials must be stored in a properly covered and contained area that will not be exposed to urban run-on and run-off.
 - Vehicle maintenance activities must be conducted in a covered and contained building that is protected from urban run-on and run-off. Maintenance areas shall drain to a self-contained sump of through an approved pretreatment system, such as a sand and oil separator system, that is connected to the sanitary sewer.

A. Type of Project: Site Specific ; Countywide ; Community ; Policy .

B. Total Project Area:

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 7.3	Lots: N/A	Sq. Ft. of Bldg. Area: 56,060	Est. No. of Employees: TBD
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

C. Assessor's Parcel No(s): 920-120-034 and 920-120-035

Street References: North of Willows Avenue, south of Murrieta Hot Springs Road, east of Winchester Road and west Sky Canyon Road.

A. Section, Township & Range Description or reference/attach a Legal Description: Section 24, Township 7 South, Range 3 West

B. Brief description of the existing environmental setting of the project site and its surroundings:

The approximately 7.3-acre project site is currently undeveloped and supports several types of vegetation. The site is bordered by Winchester Road (SR-79) to the west, a shopping center to the north, Willows Avenue to the south, and Tualota Creek to the east. Tualota Creek is a sandy wash that contains vegetation. Surrounding land uses include single-family and multi-family residential, recreational, commercial (grocery store and restaurants), and open space (see Figure 2). Sky Canyon Drive, which extends south from French Valley Airport, terminates at the northeastern corner of the project site.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use: Policy LU 7.1 – Require land uses to develop in accordance with the General Plan and area plan to ensure compatibility and minimize impacts.** The project site has a General Plan land use designation of Commercial Retail. The project's proposed use of the site as a commercial retail center would be consistent with the applicable land use designation.

Policy LU 11.1 – Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and thereby minimize long-distance commuting. The proposed project would provide local commercial and retail employment opportunities, thereby minimizing long-distance commuting.

- 2. Circulation: Policy C 1.4 – Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.** The proposed project would extend Sky Canyon Drive from its existing southern terminus to Willows Avenue, therefore utilizing existing infrastructure to efficiently extend infrastructure and provide enhanced circulation in the area.

Policy C 2.4 – The direct project related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service targets. The proposed project's traffic impacts would be mitigated through improvements recommended in the project's Traffic Impact Analysis and provided in Item 43, below.

- 3. Multipurpose Open Space: Policy OS 4.6 – Retain storm water at or near the site of generation for percolation into the groundwater.** The proposed project would include on-site water quality basins to collect storm water and allow it to percolate into the groundwater table.

Policy OS 18.1 – Preserve multi-species habitat resources in the County through the enforcement of the provisions of applicable MSHCPs. Through implementation of mitigation measures recommended in the project's General Biological Resources Assessment and provided in Item 7, below, the proposed project would be consistent with the Western Riverside County Multi Species Habitat Conservation Plan.

4. **Safety: Policy S 1.1** – Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified. Construction of the proposed project would adhere to applicable requirements of the California Building Code and International Building Code, and would incorporate recommendations of the project-specific Geotechnical Investigation, thereby minimizing geology-related hazard impacts.

Policy S 4.10 – Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems. The proposed project would include two on-site water quality basins, which would accommodate storm water runoff and decrease flow rates into off-site storm drain systems, thus reducing adverse impacts on the carrying capacity of the storm drain system.

5. **Noise: Policy N 1.6** – Minimize noise spillover or encroachment from commercial or industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. Operation of the project would not generate noise levels in excess of County standards at the nearby residential land uses.

Policy N 3.7 – Encourage noise-tolerant land uses, such as commercial or industrial, to locate in areas already committed to land uses that are noise-producing. The proposed noise-tolerant commercial development would be located adjacent to noise-producing sources, including Winchester Road (SR-79) and the commercial development to the north.

6. **Housing: Not Applicable.** The project is consistent with the site's Commercial retail General Plan Land Use Designation and does not include housing.

7. **Air Quality: Policy AQ 4.8** – Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites. The project would comply with SCAQMD Rule 403, which involves watering two times daily during grading, ensuring that all exposed surfaces maintain a minimum soil moisture of 12 percent, and limiting vehicle speeds on unpaved roads to 15 mph.

Policy AQ 8.6 – Encourage employment centers in close proximity to residential uses. The proposed commercial retail center would provide new job opportunities and would be located in a predominately residential area.

8. **Healthy Communities: Policy HC 6.2** – Coordinate with transportation service providers and transportation planning entities to address the location of civic uses such as schools and government buildings, commercial corridors, and medical facilities so that they are accessible by public transit. The proposed project would be accessible via Riverside County Transit Agency bus lines 23 and 79, for which there is a bus stop located along Winchester Road (SR-79) adjacent to the project site.

Policy HC 6.5 – Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today. The proposed commercial retail center would provide new job opportunities thereby reducing out-of-county job commutes.

9. Environmental Justice (After Element is Adopted): The project site is not located within or in proximity to an area designated as an affected Environmental Justice (EJ) Community according to the Draft EJ Affected Communities Map.

B. General Plan Area Plan(s): Southwest Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Commercial Retail

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

F. Policy Area(s), if any: Highway 79 Policy Area

G. Adjacent and Surrounding:

1. General Plan Area Plan(s): Southwest Area Plan

2. Foundation Component(s): Community Development to the north, south, and east, except for the creek area, which is identified as Open Space Foundation

3. Land Use Designation(s): North – Commercial Retail; East – Medium-High Density Residential; South – Open Space Conservation

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

5. Policy Area(s), if any: Highway 79 Policy Area

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any: Specific Plan No. 213 - Winchester Properties (Silverhawk)

2. Specific Plan Planning Area, and Policies, if any: Planning Area 24

I. Existing Zoning: Specific Plan No. 213 - Winchester Properties (Silverhawk)

J. Proposed Zoning, if any: N/A

K. Adjacent and Surrounding Zoning: North, east, and south: Specific Plan No. 213 - Winchester Properties (Silverhawk)

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|--|---|---|
| <input type="checkbox"/> <u>Aesthetics</u> | <input type="checkbox"/> <u>Hazards & Hazardous Materials</u> | <input type="checkbox"/> <u>Recreation</u> |
| <input type="checkbox"/> <u>Agriculture & Forest Resources</u> | <input type="checkbox"/> <u>Hydrology / Water Quality</u> | <input checked="" type="checkbox"/> <u>Transportation</u> |
| <input type="checkbox"/> <u>Air Quality</u> | <input type="checkbox"/> <u>Land Use / Planning</u> | <input checked="" type="checkbox"/> <u>Tribal Cultural Resources</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input type="checkbox"/> <u>Mineral Resources</u> | <input type="checkbox"/> <u>Utilities / Service Systems</u> |
| <input checked="" type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Noise</u> | <input type="checkbox"/> <u>Wildfire</u> |
| <input type="checkbox"/> <u>Energy</u> | <input type="checkbox"/> <u>Paleontological Resources</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |
| <input type="checkbox"/> <u>Geology / Soils</u> | <input type="checkbox"/> <u>Population / Housing</u> | |
| <input type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input type="checkbox"/> <u>Public Services</u> | |

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

Date

For: John Hildebrand
Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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AESTHETICS Would the project:

1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Caltrans list of eligible and officially designated state Scenic Highways; Southwest Area Plan Figure 9, *Southwest Area Plan Scenic Highways*

Findings of Fact: No Impact. The project site is located along SR-79 North, which is neither a designated or eligible scenic highway. A portion of SR-79 South is a County Eligible Scenic Highway but is located over four and a half miles south of the project site. Other highways in the area include Interstate [I-] 15, which is a state Eligible Scenic Highway (Caltrans 2018), and I-215, which is a County Eligible Scenic Highway (County 2017). Both I-15 and I-215 are located over two miles west of the project site. Therefore, implementation of the proposed project would not have a substantial effect upon a scenic highway corridor, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Southwest Area Plan; Specific Plan No. 213 - Winchester Properties (Silverhawk)

Findings of Fact: Less Than Significant Impact. The project site is heavily disturbed and does not contain scenic resources or unique or landmark features. The County’s Southwest Area Plan identifies defining physical features of the planning area, which include the Santa Ana Mountains to the west, the Santa Margarita Mountains and Agua Tibia range to the south, and the Black Hills to the east (County 2017a). The project site, however, is not located within the immediate vicinity of the notable mountain features or ridgelines. Public views from the project area and surrounding roadways are limited due to the existing built environment and distance to the nearest scenic vistas. As such, the proposed project would not result in an adverse effect on scenic vistas or resources, and impacts would be less than significant.

The proposed project involves the development of a commercial retail center on an existing undeveloped lot. Although implementation of the proposed project would change the visual character of the site, it would be consistent with the surrounding land uses and visual character. The project site is zoned as Commercial under Specific Plan No. 213, as is the development immediately adjacent to the northern boundary of the project site. Development of the project would follow the same specific plan design guidelines as the existing commercial retail center to the north, and would maintain a similar visual character. Therefore, implementation of the proposed project would not substantially degrade

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Specific Plan No. 213 - Winchester Properties (Silverhawk)

Findings of Fact: Less Than Significant Impact. The project site is located within the boundaries of Specific Plan No. 213 - Winchester Properties (Silverhawk), which designates the project site for commercial uses and also contains various development standards and design guidelines that are applicable to the project design, including Land Use Planning Standards, Site Plan Design Guidelines, Architectural Design Guidelines, and Landscape Design Guidelines. The project would be consistent with the zoning designation for the site and the proposed development would be designed in accordance with the applicable development standards and design guidelines provided by the Specific Plan. The project’s consistency with these standards and guidelines would be verified through the plan check process. Given consistency with the Specific Plan standards and guidelines, the proposed development would not conflict with the applicable zoning and other regulations governing scenic quality in the project area, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Southwest Area Plan Figure 6, *Southwest Area Plan Mt Palomar Night Time Lighting Policy Area*; County Light Pollution Ordinance; County Outdoor Lighting Ordinance

Findings of Fact: Less Than Significant Impact. The most prominent light sources from the proposed project would be interior lighting for the retail uses, parking lot lighting, and exterior landscaping and signage lighting. The project site is within Zone B of the Mt. Palomar Nighttime Lighting Policy Area (County 2017) and would adhere to applicable requirements of the policy, as well as the County Light Pollution Ordinance (County 1988) and Outdoor Lighting Ordinance (County 2011), to limit light leakage

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and spillage that may obstruct or hinder the observatory's view. Such measures include use of dark sky compliance certified lighting, shielded outdoor lighting fixtures, and automatic timing devices to turn lights off. Through adherence to applicable requirements, the project would not interfere with the nighttime use of the Mt. Palomar Observatory, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): County Light Pollution Ordinance; County Outdoor Lighting Ordinance

Findings of Fact: Less Than Significant Impact. The most prominent light sources from the proposed project would be interior lighting for the retail uses, parking lot lighting, and exterior landscaping and signage lighting. The new lighting would be consistent with the surrounding residential and commercial land uses and would comply with the County Light Pollution Ordinance (County 1988), Outdoor Lighting Ordinance (County 2011), and policies associated with the Mt. Palomar Nighttime Lighting Area, all of which set forth standards and regulations to limit light trespass and glare. Measures included in the policies include use of dark sky compliance certified lighting, shielded outdoor lighting fixtures, and automatic timing devices to turn lights off. In addition, the proposed structures would not include colors and/or finishes that would exhibit reflective properties that could cause adverse glare effects. Glass windows and doors would be non-reflective in nature. Based on these considerations, the project would not contribute a substantial new source of light or glare that would adversely affect day of nighttime views in the area, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Expose residential property to unacceptable light levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): County Light Pollution Ordinance; County Outdoor Lighting Ordinance

Findings of Fact: Less Than Significant Impact. The nearest residential properties to the project site are located across Winchester Road (SR-79) approximately 200 feet to the west of the project site, and across Tualota Creek approximately 700 feet east of the project site. As discussed in Item 3.a, above, the project's lighting would be consistent with the surrounding residential and commercial land uses and would comply with the County Light Pollution Ordinance (County 1988), Outdoor Lighting Ordinance (County 2011), and policies associated with the Mt. Palomar Nighttime Lighting Area, all of which set forth standards and regulations to limit light trespass and glare. Therefore, the project would not expose residential properties to unacceptable light levels, and impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:

4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): California Department of Conservation California Important Farmland Finder

Findings of Fact: No Impact. Although the project site is mapped as Farmland of Local Importance by the Farmland Mapping and Monitoring Program (CDC 2016a), it is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the site is not used for agriculture, and implementation of the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): California Department of Conservation Riverside County Williamson Act FY 2015/2016 Sheet

Findings of Fact: No Impact. The proposed project would not be located in area that is under a Williamson Act contract (CDC 2016b). The project site has a General Plan land use designation of commercial retail and does not support agricultural uses or an Agricultural Preserve; therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County GIS database

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: No Impact. There are not agriculturally zoned properties within 300 feet of the project site. Therefore, the project would not cause development of non-agricultural use within 300 feet of an agriculturally zoned property, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," Riverside County GIS database

Findings of Fact: No Impact. The project site does not support agricultural, and implementation of the proposed project would not involve changes in the existing environment which would result in conversion of farmland to non-agricultural use. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County GIS database

Findings of Fact: No Impact. The project area is not zoned as forest land or timberland, and no related impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County GIS database

Findings of Fact: No Impact. The proposed project is not within or near forest land. Accordingly, project construction and operation would not convert forest land to non-forest use, and no impact would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County GIS database

Findings of Fact: No Impact. The project site does not support forestry uses, and implementation of the proposed project would not involve changes in the existing environment which would result in conversion of conversion of forest land to non-forest use. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:

6. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report; South Coast Air Quality Management District Air Quality Management Plan; CEQA Air Quality Handbook

Findings of Fact: No Impact. An Air Quality and Greenhouse Gases Technical Report was prepared for the proposed project (HELIX 2021; refer to Appendix A).

The project site is located within the South Coast Air Basin (SCAB), where air quality is regulated by the SCAQMD. As a regional agency, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, as well as cooperates actively with applicable federal and state government agencies. SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, economy, community development, and environment. With regard to air quality planning, SCAG has prepared the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), a long-range transportation plan that uses growth forecasts to project trends out over a 20-year period to identify regional transportation strategies to address mobility needs. These growth forecasts form the basis for the land use and transportation control portions of the Air Quality Management Plan (AQMP). These documents are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RTP/SCS and AQMP are based, in part, on projections originating with County and City General Plans.

The proposed project is consistent with the County of Riverside General Plan land use of Commercial Retail (County 2015a). Because the project is consistent with the local general plan, pursuant to SCAQMD guidelines, the proposed project is considered consistent with the region's AQMP. As such, proposed project-related emissions are accounted for in the AQMP, which is crafted to bring the basin

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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into attainment for all criteria pollutants. Accordingly, the proposed project would be consistent with the projections in the AQMP, thus resulting in no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report; SCAQMD CEQA Air Quality Handbook

Findings of Fact: Less Than Significant Impact. In accordance with CEQA Guidelines Section 15064(h)(3), the SCAQMD’s approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. If a project is not consistent with the AQMP, which is intended to bring the SCAB into attainment for all criteria pollutants, that project can be considered cumulatively considerable. Additionally, if the mass regional emissions calculated for a project exceed the applicable SCAQMD daily significance thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards, that project can be considered cumulatively considerable. The applicable SCAQMD daily significance thresholds established by the SCAQMD are shown below in Table 1, *SCAQMD Thresholds of Significance*.

Mass Daily Thresholds (pounds per day)		
Pollutant	Construction	Operation
VOC	75	55
NO _x	100	55
CO	550	550
PM ₁₀	150	150
PM _{2.5}	55	55
SO _x	150	150
Lead	3	3
Toxic Air Contaminants		
TACs	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	

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

Table 1 SCAQMD THRESHOLDS OF SIGNIFICANCE		
Mass Daily Thresholds (pounds per day)		
Pollutant	Construction	Operation
Ambient Air Quality for Criteria Pollutants		
NO ₂	1-hour average ≥ 0.18 ppm Annual average ≥ 0.03 ppm	
CO	1-hour average ≥ 20.0 ppm (state) 8-hour average ≥ 9.0 ppm (state/federal)	
PM ₁₀	24-hour average ≥ 10.4 µg/m ³ (construction) 24-hour average ≥ 2.5 µg/m ³ (operation) Annual average ≥ 1.0 µg/m ³	
PM _{2.5}	24-hour average ≥ 10.4 µg/m ³ (construction) 24-hour average ≥ 2.5 µg/m ³ (operation)	
SO ₂	1-hour average ≥ 0.075 ppm 24-hour average ≥ 0.04 ppm	
Source: HELIX 2021 lbs/day: pounds per day; VOC: volatile organic compound; NO _x : nitrogen oxides; CO: carbon monoxide; PM ₁₀ : respirable particulate matter with a diameter of 10 microns or less; PM _{2.5} : fine particulate matter with a diameter of 2.5 microns or less; SO _x : sulfur oxides; TACs: toxic air contaminants; GHG: greenhouse gas emissions; MT/yr: metric tons per year; CO _{2e} : carbon dioxide equivalent; NO ₂ : nitrogen dioxide; ppm: parts per million; µg/m ³ : micrograms per cubic meter.		

The project would generate criteria pollutants in the short-term during construction and the long-term during operation. The project's emissions were estimated using the California Emissions Estimator Model (CalEEMod) model as described in the Air Quality and Greenhouse Gases Technical Report (HELIX 2021). The results of the calculations for project construction are shown below in Table 2, *Maximum Daily Construction Emissions*. The data are presented as the maximum anticipated daily emissions for comparison with the SCAQMD thresholds. Emissions of criteria pollutants related to project construction would not exceed the SCAQMD significance thresholds.

Table 2 MAXIMUM DAILY CONSTRUCTION EMISSIONS						
Phase	Pollutant Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	5	53	24	<0.5	11	7
Grading	4	62	22	<0.5	7	4
Underground Utilities/Infrastructure	1	5	7	<0.5	<0.5	<0.5
Building Construction	3	26	22	<0.5	3	2
Paving	2	13	15	<0.5	1	1
Architectural Coating	15	2	2	<0.5	<0.5	<0.5
Maximum Daily Emissions¹	15	67	29	0	11	7
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Significant Impact?	No	No	No	No	No	No
Source: HELIX 2021 ¹ Maximum daily emissions for ROG occur during architectural coating; the maximum daily emissions for NO _x and CO, and SO _x occur when grading and underground utilities phases overlap; and the maximum daily emissions for PM occur during site preparation activities. Note: Totals may not sum due to rounding						

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

As detailed below in Table 3, *Maximum Daily Operational Emissions*, operational emissions would not exceed the SCAQMD regional significance thresholds, and would therefore not be cumulatively considerable.

Category	Pollutant Emissions (pounds per day)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1.28	<0.005	0.03	<0.005	<0.005	<0.005
Energy	<0.005	0.03	0.03	<0.005	<0.005	<0.005
Mobile	6.81	54.79	66.88	0.28	20.39	5.59
Maximum Daily Emissions	8.09	54.82	66.94	0.28	20.39	5.60
<i>SCAQMD Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Significant Impact?	No	No	No	No	No	No
Source: HELIX 2021						
Note: Totals may not sum due to rounding						

For two or more projects within close proximity, that is, 1,640 feet (500 meters) or less from the same sensitive receptor, a local cumulative analysis must be performed. The on-site emissions from the related project must be added to the background concentration, which is then summed with the proposed project emissions for comparison to the SCAQMD localized significance threshold (LSTs) or state and federal Ambient Air Quality Standards (AAQS). If the related projects combine with the proposed project to result in an exceedance of the ambient standards, the project impact is considered cumulatively significant.

If approved, the proposed Murrieta Hot Springs Road Improvements Project, located along Murrieta Hot Springs Road, from the intersection of Margarita Road to the intersection of Winchester Road, is anticipated to be constructed from Spring 2021 to Winter 2021. Sensitive receptors that would be within 1,640 feet of both projects are residences located west of the proposed project and south of the easternmost length of the Murrieta Hot Springs Road Improvements Project. If both projects are approved, construction could overlap during the grading, underground utilities installation, and building phases of the proposed project. However, due to the location of the two proposed projects, it would be impossible for the identified sensitive receptors to be downwind of both projects at the same time. That is, to be affected by the proposed project, the wind would have to be blowing from the east, and to be affected by the Murrieta Hot Springs Road Improvements Project, the wind would have to be blowing from the north. Additionally, localized construction emissions for the proposed project would fall below the SCAQMD LSTs. Therefore, emissions would not be cumulatively considerable, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): SCAQMD CEQA Air Quality Handbook; Traffic Impact Analysis

Findings of Fact: Less Than Significant Impact. The SCAQMD describes sensitive receptors as residences, schools, day-care centers, playgrounds, medical facilities, or other facilities that may house individuals with health conditions (medical patients or elderly persons/athletes/students/children) that may be adversely affected by changes in air quality. Impacts to sensitive receptors were analyzed for construction period criteria pollutants and toxic air contaminants (TACs), and for operational CO hot spots and TACs.

Construction

Criteria Pollutants

Project construction emissions would be below the SCAQMD’s LSTs. The project, therefore, would not expose sensitive receptors to criteria pollutant emissions that would exceed the ambient air quality standards.

Toxic Air Contaminants

The greatest potential for TAC emissions during construction would be related to diesel particulate matter (DPM) associated with exhaust of off-road, heavy-duty diesel equipment. The SCAQMD does not consider diesel-related cancer risks from construction equipment to be an issue due to the short-term nature of construction activities. Additionally, according to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project.

Construction activities associated with the proposed project would be transitory and short term in nature (i.e., less than two years). Because there would be relatively few pieces of off-road, heavy-duty diesel equipment used during construction, and the construction period would be relatively short, especially when compared to 30 years, construction of the proposed project is not anticipated to result in an elevated cancer risk to exposed persons due to the short-term nature of construction. Combined with the highly dispersive properties of diesel PM, construction-related emissions would not expose sensitive receptors to substantial emissions of TACs. As such, project-related TAC emission impacts during construction would be less than significant.

Operation

Carbon Monoxide Hot Spots

Vehicle exhaust is the primary source of CO. In an urban setting, the highest CO concentrations are generally found within close proximity to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increase. Project-generated traffic has the potential of contributing to localized “hot spots” of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections, where the level of service (LOS) is severely degraded.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CARB recommends evaluation of the potential for the formation of locally high concentrations of CO, known as CO hot spots. A CO hot spot is a localized concentration of CO that is above the state or national 1-hour or 8-hour CO ambient air standards. To verify that the project would not cause or contribute to a violation of the 1-hour and 8-hour CO standards, an evaluation of the potential for CO hot spots at nearby intersections was conducted.

The Traffic Impact Analysis (TIA; LLG 2020) evaluated whether there would be a change in the LOS at the intersections affected by the proposed project. The Transportation Project-Level Carbon Monoxide Protocol (California Department of Transportation 1998) was followed to determine whether a CO hot spot is likely to form due to project-generated traffic, based upon traffic volumes provided by the TIA. In accordance with the Protocol, CO hot spots are typically evaluated when: (a) the LOS of an intersection decreases to a LOS E or worse; (b) signalization and/or channelization is added to an intersection; and (c) sensitive receptors such as residences, schools, hospitals, etc., are located in the vicinity of the affected intersection or roadway segment.

According to the TIA, two of the intersections evaluated would meet these criteria as they exceed the acceptable threshold of LOS D, indicating that there would be a potential CO hotspot and a quantitative screening required. In the *Existing With Ambient Growth With Project With Cumulative Projects* scenario, Winchester Road at Murrieta Hot Springs Road would operate at LOS F in AM and PM peak hours and Winchester Road at Margarita Road would operate at LOS E in the PM peak hour.

Therefore, consistent with the CO Protocol, these findings indicate that further screening is required. Various air quality agencies in California have developed conservative screening methods (SCAQMD has not established a screening method). The screening methods of the Sacramento Metropolitan Air Quality Management District (SMAQMD) are used for this project because ambient CO concentrations within the SMAQMD jurisdiction are higher than for the project area, as measured by CARB, resulting in a more conservative analysis. The SMAQMD states that a project would not result in a significant impact to local CO concentrations if it meets all of the below criteria:

- The affected intersection carries less than 31,600 vehicles per hour;
- The project does not contribute traffic to a tunnel, parking garage, bridge underpass, urban street canyon, below-grade roadway, or other location where horizontal or vertical mixing of air would be substantially limited; and
- The affected intersection, which includes a mix of vehicle types, is not anticipated to be substantially different from the County average, as identified by EMFAC or CalEEMod models (SMAQMD 2009).

As displayed in Table 4, *Proposed Project Traffic Volumes*, the greatest traffic volumes at the affected intersections are estimated to be 8,202 vehicles at the intersection of Winchester Road at Murrieta Hot Springs Road during the PM peak hour; and 7,327 vehicles at the intersection of Winchester Road at Margarita Road during the PM peak hour (LLG 2020). The intersections are not located in a tunnel, urban canyon, or similar area that would limit the mixing of air, nor is the vehicle mix anticipated to be substantially different than the County average. There would be no potential for a CO hot spot or exceedance of state or federal CO ambient air quality standards because the maximum traffic volume would be substantially less than the 31,600 vehicles per hour screening level. In addition, the congested

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

intersection is located where mixing of air would not be limited; and the vehicle mix would not be uncommon. Therefore, impacts from CO hot spots would be less than significant.

Proposed Project Intersection	Eastbound (AM/PM)	Westbound (AM/PM)	Southbound (AM/PM)	Northbound (AM/PM)	TOTAL (AM/PM)
<i>Winchester Road at Murrieta Hot Springs Road</i>	909/1,204	1,645/1,939	2,333/1,987	1,942/3,072	6,829/8,202
<i>Winchester Road at Margarita Road</i>	1,483/1,396	631/1,358	2,255/1,730	1,239/2,843	5,608/7,327
Source: LLG 2020 Note: bold and underline = maximum vehicles at specified intersection					

Toxic Air Contaminants

Based on the SCAQMD’s “Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis” (SCAQMD 2003), projects that should be analyzed for diesel particulate emissions include truck stops, distribution centers, and transit centers, which could be sources of DPM from heavy-duty diesel trucks.

Additionally, the CARB siting recommendations within the Air Quality and Land Use Handbook suggest a detailed health risk assessment should be conducted for proposed sensitive receptors within 1,000 feet of a warehouse distribution center, 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater), 50 feet of a typical gas dispensing facilities or within 300 feet of a dry cleaning facility that uses perchloroethylene (PCE), among other siting recommendations (CARB 2005).

The project would not develop land uses associated with sensitive air pollutant receptors and would not include uses associated with the requirement for a detailed health risk assessment. Therefore, impacts associated with TACs during operation would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): SCAQMD CEQA Air Quality Handbook

Findings of Fact: Less Than Significant Impact. The project could produce odors during proposed construction activities from construction equipment exhaust and application of asphalt; however, standard construction practices would minimize the odor emissions and their associated impacts. Furthermore, the nearest residences are located approximately 200 feet from the project site, and odors

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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emitted during construction activities would be temporary, short-term, and intermittent in nature, and would cease upon the completion of the activities.

Operation of the commercial and retail center would not include uses that would generate substantial odors, such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. Vehicle exhaust generated by the proposed project may emit odors during operation; however, vehicle exhaust is already prevalent in the area due to its proximity to Winchester Road and I-215. Additionally, solid waste generated by the proposed on-site uses would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Therefore, construction and operation would not create objectionable odors that would affect a substantial number of people, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:

7. Wildlife & Vegetation

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

Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** The project site is located within the Southwest Area Plan of the MSHCP but is not located within or adjacent to a MSHCP Criteria Area or Conservation Area; therefore, the project is not subject to special conservation requirements that apply to cells. The following sections demonstrate the project’s compliance with MSHCP requirements.

Riparian/Riverine and Vernal Pool (MSHCP Section 6.1.2)

Section 6.1.2 of the MSHCP focuses on protection of Riparian/Riverine areas and Vernal Pool habitats capable of supporting MSHCP covered species, particularly within the identified Conservation Area. Implementation of the proposed project would result in permanent impacts to approximately 0.02 acre of MSHCP Riparian/Riverine habitat associated with the southern willow scrub. Direct permanent impacts to southern willow scrub are necessary to complete the extension of Sky Canyon Drive. According to MSHCP Section 7.3, Sky Canyon Drive is a Planned Road and is considered a Covered Activity (Dudek 2003). A Determination of Biologically Equivalent or Superior Preservation (DBESP; HELIX 2019a, included as Appendix C of this Initial Study) was prepared for the project to provide a detailed account of impacts and proposed mitigation. Permanent impacts to the southern willow scrub would be mitigated through the purchase of off-site in-lieu fee credits from Skunk Hollow Mitigation Bank at a ratio of 3:1 (0.06 acre), as detailed in mitigation measure BIO-1.

The study area does not support suitable habitat for 11 of the 12 identified Riparian/Riverine or Vernal Pool animal species. Least Bell’s vireo (*Vireo bellii pusillus*) was not observed in the study area during

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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focused surveys, although two pairs were observed within Tualota Creek to the south of the study area. Indirect impacts to least Bell's vireo species during the nesting season (March 1 through August 31) would be a potentially significant. To avoid potential indirect impacts to least Bell's vireo, mitigation measure BIO-2 would be implemented.

With implementation of mitigation measures BIO-1 and BIO-2, the project would be consistent with MSHCP Section 6.1.2.

Narrow Endemic Plant Species (MSHCP Section 6.1.3)

The study area is not located within a NEPSSA; therefore, no focused surveys are required and the project would be consistent with MSHCP Section 6.1.3.

Urban/Wildlands Interface (MSHCP Section 6.1.4)

Proposed developments adjacent to MSHCP Conservation Areas may create edge effects than can impact conserved biological resources. The MSHCP provides several guidelines that address potential indirect effects from proposed developments that are in proximity to MSHCP Conservation Areas. These guidelines include measures addressing quantity and quality of runoff generated by the development (i.e., drainage and toxics), night lighting, noise, non-native invasive plant species, barriers to humans and animal predators, and grading/land development encroachment.

The study area does not occur adjacent to land targeted for conservation or existing MSHCP Conservation Areas. The nearest MSHCP Conservation Area is Proposed Core 2, which is approximately 0.15 mile to the northeast of the study area. Existing development separates much of the study area from Proposed Core 2; however, Tualota Creek is adjacent to the eastern study area boundary. Tualota Creek runs through Proposed Core 2 to the northeast of the study area. Through compliance with the following Urban/Wildland Interface Guidelines, the project would be consistent with MSHCP Section 6.1.4.

- **Drainage:** The study area does not support any drainages; however, the project would incorporate measures to avoid discharge of untreated surface runoff into downstream waters. Measures would include those required for construction pursuant to the State Water Resources Control Board (SWRCB) General Construction Stormwater Permit and those required post-construction pursuant to the National Pollutant Discharge Elimination System (NPDES) and Municipal Storm Drain requirements. As such, the project would be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm biological resources or ecosystem processes downstream from the study area.
- **Toxic Materials:** Land uses proposed by the project that use chemicals or generate bio-products that are potentially toxic or may adversely affect wildlife species, habitat, or water quality would incorporate measures to ensure that application of such chemicals does not result in discharge into downstream waters. Measures such as those employed to address drainage issues would be implemented by the proposed project to avoid the potential impacts of toxics.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- **Lighting:** Temporary construction lighting and ambient lighting from the proposed development would be required to be selectively placed, directed, and shielded away from the MSHCP Conservation Area. In addition, large spotlight-type lighting directed into conserved habitat would be prohibited.
- **Noise:** Temporary increases in noise could occur during construction that would cause potentially significant indirect impacts to burrowing owls (*Athene cunicularia*), least Bell's vireo, and nesting birds. Implementation of mitigation measures BIO-2, BIO-3, and BIO-4 would ensure that the appropriate avoidance measures are in place to protect the species if present.
- **Invasive Species:** No species listed in Table 6-2, *Plants that Should Be Avoided Adjacent to the MSHCP Conservation Area*, of the MSHCP would be used in the project landscape plans (including hydroseed mix used for interim erosion control).
- **Barriers:** Because the study area is not directly adjacent to the MSHCP Conservation Area, barriers or signage are not necessary.
- **Grading/Land Development:** The project is not adjacent to an existing or proposed MSHCP Conservation Areas. Therefore, manufactured slopes associated with proposed site development would not extend into a MSHCP Conservation Area.

Additional Surveys (MSHCP Section 6.3.2)

The study area is not within a Criteria Area Species Survey Area (CASSA) or an amphibian or mammal survey area. No impacts to CASSA species or sensitive amphibian or mammal species are anticipated.

The study area is within the MSHCP Burrowing Owl Survey Area and supports suitable burrowing owl habitat. A focused survey was conducted in accordance with the County's survey protocol. No burrowing owls or burrowing owl signs were observed during the focused survey; however, due to the presence of suitable habitat, a pre-construction survey is required within 30 days of ground disturbance pursuant to the MSHCP, as detailed in mitigation measure BIO-3. Therefore, the project would be consistent with MSHCP Section 6.3.2.

Fuel Management (MSHCP Section 6.4)

The property is not adjacent to a MSHCP Conservation Area; therefore, fuel modification impacts would not extend into a conservation area. The project would be consistent with MSHCP Section 6.4.

Local Development Mitigation Fee and Stephens' Kangaroo Rat Fees

To comply with the MSHCP, the project applicant is required to pay the MSHCP LDMF and the Stephens' Kangaroo Rat Habitat Conservation Plan Fee, which will be paid prior to issuance of any grading permit. With payment of these fees, the project would be consistent with the MSHCP.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation/Monitoring:

BIO-1 Sensitive Riparian Habitat: Prior to issuance of a grading permit for impacts to the manmade basin, the project Applicant shall obtain a Section 1602 Streambed Alteration Agreement from the CDFW. Compensatory mitigation for permanent impacts to CDFW jurisdiction shall be required as part of subsequent Section 1602 permitting requirements. Permanent impacts to CDFW jurisdiction shall be mitigated through the purchase of off-site in-lieu fee credits from Skunk Hollow Mitigation Bank at a ratio of 3:1 (0.06 acre). The following minimization measures will be implemented during construction:

1. Use of standard BMPs to minimize the impacts during construction.
2. Prior to construction, silt fencing shall be installed adjacent to Tualota Creek along the eastern perimeter of the study area to avoid discharge of sediment.
3. Construction-related equipment will be stored in upland areas, outside of drainages except as required by project design (restoration, trash removal, etc.).
4. Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Source control BMPs include landscape planning, roof runoff controls, trash storage areas, use of alternative building materials, and education of future tenants and residents. Treatment control BMPs include detention basins, vegetated swales (bio-swales), drain inlets, and vegetated buffers. Water quality BMPs will be implemented throughout the project to capture and treat contaminants.
5. To avoid attracting predators during construction, the project shall be kept clean of debris to the extent possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from site.
6. Employees shall strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
7. Construction limits shall be fenced with orange snow screen and exclusion fencing should be maintained until the completion of construction activities.

BIO-2 Least Bell's vireo: Due to presence of LBVI in the vicinity of the study area, the following avoidance and minimization measures shall be implemented to avoid potential impacts:

1. To the extent feasible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the nesting season for LBVI (September 1 through March 14). All pile driving activities required for the Sky Canyon Drive extension shall be conducted outside of the LBVI nesting season.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2. If construction activities are proposed within the LBVI nesting season (March 15 through August 31), the following measures (a. through g.) shall be implemented to avoid potential indirect impacts. Pile driving activities shall not be conducted in the LBVI nesting season.
 - a. Prior to initiation of construction activities, a qualified biological monitor shall clearly delineate a 300-foot avoidance buffer around suitable habitat. The 300-foot avoidance buffer shall be clearly marked with flags and/or fencing prior to commencement of construction. No construction activities shall occur within the 300-foot buffer during the nesting season without the presence of a biological monitor.
 - b. If construction activities (e.g., ground disturbance and canopy trimming) are planned within 300 feet of suitable habitat, the following measures shall be implemented:
 - i. A biological monitor shall be present to perform daily surveys for LBVI and monitor construction activities. The biological monitor shall have the authority to stop work and notify the construction supervisor if the construction activities appear to be altering the birds' normal behavior. The activities shall cease until additional minimization measures have been determined through coordination with CDFW and/or USFWS.
 - ii. A qualified acoustician shall also be retained to determine ambient noise levels and construction-related noise levels at the edge of suitable habitat. Noise levels at the edge of the suitable habitat shall not exceed an hourly average of 60 dBA, or an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If project-related noise levels exceed the threshold described above, construction activities shall cease until additional minimization measures are taken to reduce project-related noise levels to below an hourly average of 60 dBA, or below an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If additional measures do not decrease project-related noise levels below the thresholds described above, construction activities shall cease until CDFW and/or USFWS are contacted to discuss alternative methods.
 - c. All project personnel shall attend a Workers Environmental Awareness Program training presented by a qualified biologist prior to construction activities. The training program will inform project personnel about the life history of LBVI and all avoidance and minimization measures.
 - d. The construction contractor shall only allow construction activities to occur during daylight hours.
 - e. The construction contractor shall require functional mufflers on all construction equipment (stationery or mobile) used within or immediately adjacent to any 300-foot avoidance buffers to reduce construction equipment noise. Stationary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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equipment shall be situated so that noise generated from the equipment is not directed towards any suitable habitat for the LBVI.

- f. The construction contractor shall place staging areas as far as possible from any suitable habitat for the LBVI.
- g. The biological monitor shall prepare written documentation of all monitoring activities at the completion of construction activities, which shall be submitted to CDFW and/or USFWS.

BIO-3

Burrowing Owl: In compliance with the MSHCP, a pre-construction survey shall be conducted on the study area within 30 days prior to ground disturbance to determine presence of burrowing owl. If the pre-construction survey is negative and burrowing owl is confirmed absent, then ground-disturbing activities shall be allowed to commence and no further mitigation would be required.

If burrowing owl is observed during the pre-construction survey, active burrows shall be avoided by the project in accordance with the California Department of Fish and Wildlife's (CDFW) *Staff Report on Burrowing Owl Mitigation* (2012) or CDFW's most recent guidelines. The project proponent shall immediately inform the Western Riverside County Regional Conservation Authority (RCA) of burrowing owl observations. A Burrowing Owl Protection and Relocation Plan (plan) shall be prepared by a qualified biologist, which must be sent for approval by RCA prior to initiating ground disturbance. The RCA will coordinate directly with CDFW as needed to ensure that the plan is consistent with the MSHCP and CDFW guidelines. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur outside of the nesting season (September 1 through January 31). The RCA may require translocation sites to be created within the MSHCP Conservation Area for the establishment of new colonies. If required, the translocation sites must take into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species in order to successfully create suitable habitat for burrowing owl. The translocation sites must be developed in consultation with RCA. If required, translocation sites would also be described in the agency-approved plan.

BIO-4

Nesting Birds: No grubbing, clearing, or grading shall occur during the general songbird and raptor nesting season, which is generally January 15 to August 31. All grading permits, improvement plans, and the final map shall state the same.

If grubbing, clearing, or grading is proposed to occur during the general bird nesting season, a pre-construction survey within all suitable habitat shall be conducted by a qualified biologist to determine if active bird nests are present within the disturbance area. If there are no nesting birds (includes nest building or other breeding/nesting behavior) within the disturbance area, clearing, grubbing, and grading shall be allowed to proceed. If active nests or nesting birds are observed within the disturbance area, the biologist shall delineate a buffer of 300 feet (500 feet for raptors) around each nest. Construction activities within the buffer shall not be permitted until nesting behavior

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
has ceased, nests have failed, or young have fledged. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.				
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** A General Biological Resources Assessment was prepared for the proposed project (HELIX 2020; refer to Appendix B). Potential impacts to sensitive species within the project site and vicinity as determined in the assessment are presented below.

Special Status Plant Species

A total of 22 of the 23 special status plant species recorded in the California Natural Diversity Database (CNDDDB) and California Native Plant Survey (CNPS) within the vicinity of the project study area were determined to have no potential to occur within the study area based on geographic range, elevation range, and/or lack of suitable habitat or substrate. One species (San Diego ambrosia [*Ambrosia pumila*]) was determined to have a low potential to occur within the study area based on mapped sandy soils and the species' affinity for disturbance. This species is conditionally covered under the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP; Dudek 2003) and is a federally endangered species. Because San Diego ambrosia is conditionally covered under the MSHCP and because the study area is not located within a Narrow Endemic Plant Species Survey Area (NEPSSA), focused surveys were not warranted. Therefore, significant impacts to sensitive plant species as a result of project implementation are not anticipated.

Sensitive Animal Species

A total of 10 of the 25 special status animal species recorded in the CNDDDB within the project study area were determined to have no potential to occur due to a lack of suitable habitat. Two species, golden eagle (*Aquila chrysaetos*) and Swainson's hawk (*Buteo swainsoni*), are not expected to occur due to lack of suitable habitat for residence and/or breeding, but may disperse through or across the project study area.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Low Potential Species

Seven species were determined to have a low potential to occur in the study area based on the presence of low-quality habitat, limited acreage of habitat, and lack of recent observations within the immediate vicinity of the study area. These species include California glossy snake (*Arizona elegans occidentalis*), coast horned lizard (*Phrynosoma blainvillii*), Dulzura pocket mouse (*Chaetodipus californicus femoralis*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), red diamond rattlesnake (*Crotalus ruber*), western mastiff bat (*Eumops perotis californicus*; foraging only), and white-tailed kite (*Elanus leucurus*).

Coast horned lizard, northwestern San Diego pocket mouse, red diamond rattlesnake, and white-tailed kite are fully covered under the MSHCP. Because the project is within an area participating in the MSHCP, the project applicant is required to pay a Local Development Mitigation Fee (LDMF) to finance the acquisitions of conservation areas to provide habitat for MSHCP covered species. Therefore, with payment to the LDMF, impacts to sensitive natural communities would be less than significant.

Although California glossy snake, Dulzura pocket mouse, and western mastiff bat are not MSHCP covered species, these species are listed as species of special concern by CDFW and do not carry a federal or state listing as threatened or endangered. California glossy snake has a potential to occur on the study area based on the presence of a small area of non-native vegetation/buckwheat scrub and sandy soils, although the habitat is considered low quality based on the high level of existing disturbance and limited size of habitat. This species was only recorded once within the Murrieta quadrangle on CNDDDB, which was in 1946 approximately 4.3 miles to the west of the study area (CDFW 2018). Dulzura pocket mouse has a potential to occur on the study area based on the presence of non-native/ buckwheat scrub, although the habitat is considered low quality based on the high level of existing disturbance and limited size of habitat. Additionally, the study area does not support its preferred habitat type (mature chaparral). This species was only recorded once within the Murrieta quadrangle on CNDDDB, which was in 2005 approximately 2.2 miles to the west of the study area (CDFW 2018). The study area does not support suitable roosting habitat for western mastiff bat. There is some potential for foraging habitat on the study area, although the habitat is considered low quality based on the high level of existing disturbance. This species was only recorded once within the Murrieta quadrangle on CNDDDB, which was in 1991 approximately 2.9 miles to the southwest of the study area (CDFW 2018). Based on the presence of low-quality habitat, lack of recent observations, and absence of suitable roosting habitat for western mastiff bat, no significant impacts to these sensitive wildlife species from implementation of the project are anticipated.

Moderate Potential Species

Two species were determined to have a moderate potential to occur in the study area based on the presence of some habitat (although disturbed) and/or small extent of habitat. These species include Los Angeles pocket mouse (*Perognathus longimembris brevinasus*) and Stephens' kangaroo rat. Both of these species are fully covered under the MSHCP. Therefore, the project applicant is required to pay the MSHCP LDMF. In addition, the project study area is located within the Stephens' Kangaroo Rat Habitat Conservation Plan and would be required to pay a Stephens' kangaroo rat mitigation fee for incidental take authorization. With payment of the required fees, impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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High Potential Species

Two species (coastal California gnatcatcher [*Polioptila californica californica*] and San Diego black-tailed jackrabbit [*Lepus californicus bennettii*]) were determined to have a high potential to occur on the study area. One adult and two juvenile coastal California gnatcatchers were observed approximately 50 feet to the southeast of the Sky Canyon Drive extension area on the slopes of Tusalota Creek. Coastal California gnatcatcher and San Diego black-tailed jackrabbit are fully covered species under the MSHCP. Therefore, the project applicant is required to pay the MSHCP LDMF. With payment of the LDMF, impacts would be less than significant.

Presumed Absent Species

A focused survey for burrowing owl was conducted in accordance with the County’s survey protocol. No burrowing owls or burrowing owl signs were observed within the survey area. Therefore, the study area does not currently support burrowing owls. However, burrowing owl may be present at the site at the time of construction and impacts would be potentially significant. Therefore, mitigation measure BIO-3, which requires a preconstruction survey and avoidance of active nests and/or relocation of burrowing owl, would be implemented.

A focused survey for least Bell’s vireo was conducted in accordance with U.S. Fish and Wildlife Service (USFWS) survey protocol. The study area supports a very small area of suitable habitat (0.02 acre), which lacks a dense understory usually preferred by nesting least Bell’s vireo. No least Bell’s vireo was observed within suitable habitat in the study area, and therefore this species is currently presumed absent from the study area. Habitat observed directly adjacent to the study area within Tusalota Creek comprises a sandy wash with mule fat (*Baccharis salicifolia*) scrub along the banks of creek. Higher quality southern riparian forest was observed within Tusalota Creek to the south of the study area and Willows Avenue, which comprises dense canopies of Fremont cottonwood (*Populus fremontii*) and willows and a dense understory of mule fat, smaller willows, and herbaceous species. Two pairs of least Bell’s vireo were observed off-site during the focused survey within the southern riparian forest associated with Tusalota Creek, approximately 175 feet and 400 feet to the south of the study area. Since least Bell’s vireo were observed within the vicinity of the study area, project construction could have indirect impacts to least Bell’s vireo occupying habitat to the south of the Willows Avenue. Therefore, mitigation measure BIO-2 would be implemented to avoid potential impacts to this species during construction.

Car Wash Noise Impacts to Biologically Sensitive Habitat

Some studies, such as that completed by the Bioacoustics Research Team (1997), have concluded that 60 dBA is a criterion to use as a starting point for passerine impacts until more specific research is done. Associated guidelines produced by the USFWS require that project noise be limited to a level not to exceed 60 dBA L_{EQ} or, if the existing ambient noise level is above 60 dBA L_{EQ}, increase the ambient noise level by 3 dBA L_{EQ} at the edge of occupied habitat during the avian species breeding season.

The project’s proposed car wash would be located at the southern portion of the project site. Operation of the car wash would require the use of equipment within the car wash structure. This equipment would generate elevated noise levels emanating from the car wash entrance and exit. A biologically sensitive habitat is located south of the project across Willows Avenue, where two pairs of least Bell’s

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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vireo were identified in the project’s General Biological Resources Assessment (HELIX 2020; Appendix B). The sensitive habitat would be located approximately 175 feet from the car wash. Analysis of the car wash noise determined that car wash noise levels at the habitat would range between 40.3 to 43.7 dBA L_{EQ} (see Appendix I of Appendix B). In addition, existing noise levels at the habitat were estimated to be 61.9 dBA L_{EQ} to 67.2 dBA L_{EQ} due to existing traffic. Therefore, the addition of a car wash would not generate a significant noise increase of 3 dBA, impacts to sensitive species would be less than significant.

The nearest residences would be located approximately 250 feet to the west of the car wash. Noise levels from the car wash would be lower than the estimated noise levels at the sensitive habitat due to the increased distance; in addition, greater attenuation would occur as the car wash is oriented in a north-to-south direction and equipment generating noise would not directly face the nearest residences. Therefore, noise from the car wash would be consistent with the County Noise Ordinance and impacts would be less than significant.

Mitigation/Monitoring: With implementation of mitigation measures BIO-2 and BIO-3, impacts to sensitive animal species would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: Less Than Significant with Mitigation Incorporated.

Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. The study area does not directly connect to large blocks of habitat, as it is bounded by Winchester Road to the west, a shopping center to the north, and Willows Avenue to the south. Tualota Creek is located to the east of the study area, which likely facilitates wildlife movement through the area. Some wildlife moving through Tualota Creek may use the study area for foraging and/or nesting, but use of the study area would be restricted due to limited vegetative cover and disturbance from surrounding human development.

The study area is not located within any MSHCP Linkages, which are areas within the Plan Area that are identified as having the potential to facilitate wildlife movement. The nearest linkage to the study area is Constrained Linkage A, which is approximately 1.2 miles to the northeast of the study area and consists of lands within the Skunk Hollow conservation easement (Dudek 2003). The study area also is not located within any linkages recognized by the South Coast Missing Linkages report. The nearest linkage described by the South Coast Missing Linkages report is the Palomar–San Jacinto–Santa Rosa Connection located approximately 8.3 miles to the southeast of the study area (South Coast Wildlands 2008).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Although the study area does not function as a wildlife corridor, it does support some shrubs, herbaceous ground cover, and trees that may provide limited opportunities for local wildlife movement or wildlife moving through Tualota Creek. Smaller mammals and reptiles that are adapted to human disturbance may use the study area for foraging and/or cover, while bird species may fly over existing development to access the study area for foraging and/or nesting; however, the project does not propose direct impacts to Tualota Creek and potential indirect effects would be minimized through implementing urban/wildlands interface guidelines, as discussed in Section IV.f, below. Therefore, because the project study area does not function as a wildlife corridor and because the project would not directly impact Tualota Creek, impacts to wildlife movement would be less than significant.

Migratory Species

The study area supports ornamental and riparian trees that have the potential to provide nesting habitat for bird species protected under the Migratory Bird Species Act (MBTA). Because these trees would be impacted, development of the proposed project could disturb or destroy active migratory bird nests, including eggs and young. Disturbance to or destruction of migratory bird eggs, young, or adults would be in violation of the MBTA and is considered a potentially significant impact. To avoid impacts to protected migratory bird species, mitigation measure BIO-4 would be implemented.

Mitigation/Monitoring: With implementation of mitigation measure BIO-4, impacts to protected migratory bird species would be less than significant.

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| e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Source(s): General Biological Resources Assessment; Western Riverside MSHCP

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** Five vegetation communities occur within the project study area, including southern willow scrub, non-native vegetation, non-native vegetation/buckwheat scrub, ornamental, and disturbed (refer to Figure 5, *Vegetation*, of the GBRA attached to this Initial Study as Appendix B). One of the five vegetation communities, southern willow scrub, is considered a sensitive natural community by CDFW.

Southern willow scrub consists of dense, broad-leaved, winter-deciduous stands of trees dominated by shrubby willows (*Salix* spp.) in association with mule fat and scattered Fremont cottonwoods and western sycamores (*Platanus racemosa*). This vegetation community occurs on loose, sandy or fine gravelly alluvium deposited near stream channels during flood flows. A small patch of southern willow scrub occurs in the southeast corner of the Sky Canyon Drive extension area, which totals 0.02 acre. The southern willow scrub is associated with a small manmade basin located between the study area and Tualota Creek. The majority of the basin is located outside of the study area, although a small portion of the southern willow scrub canopy extends into the Sky Canyon Drive extension area. The southern willow scrub is dominated by Goodding’s black willow (*Salix gooddingii*). Other species include coyote brush (*Baccharis pilularis*), Fremont cottonwood, mule fat, and tamarisk (*Tamarix* sp.). No southern willow scrub was observed on the project site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would result in permanent impacts to 0.02 acre of southern willow scrub in order to complete the extension of Sky Canyon Drive, which is considered a Planned Road under the policies of Section 7.3 of the MSHCP and is therefore a MSHCP Covered Activity (Dudek 2003). Permanent impacts to southern willow scrub would be considered significant and would require compensatory mitigation as part of the California Fish and Game Code Section 1602 permitting requirements. Therefore, mitigation measure BIO-1 would be implemented. In addition, sheet pilings will be installed as part of the Sky Canyon Drive extension to avoid impacts to adjacent Tualota Creek. Standard construction and post-construction BMPs will be required to avoid permanent and/or temporary impacts to Tualota Creek. Silt fencing will be installed adjacent to Tualota Creek along the eastern perimeter of the study area to avoid discharge of sediment.

Mitigation/Monitoring: With implementation of mitigation measure BIO-1, impacts to sensitive vegetation communities would be less than significant.

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| f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Source(s): General Biological Resources Assessment

Findings of Fact: Less Than Significant with Mitigation Incorporated. The jurisdictional delineation conducted as part of the General Biological Resources Assessment (HELIX 2020; Appendix B) determined that drainage features, wetlands, or other special aquatic sites under the jurisdiction of USACE/RWQCB do not occur within the project study area. Therefore, no impacts to federally protected wetlands occur. However, as discussed above, the off-site area, which would be impacted by the implementation of the project, supports a total of 0.02 acre of CDFW jurisdiction. As such, implementation of mitigation measure BIO-1 is required to address impacts to State-protected wetlands. With implementation of mitigation measure BIO-1 impacts in this regard would be less than significant

Mitigation/Monitoring: With implementation of mitigation measure BIO-1, impacts to CDFW jurisdiction (State wetlands) would be less than significant.

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| g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): County Ordinance Number 559

Findings of Fact: No Impact. The County of Riverside Ordinance Number 559 regulates the removal of trees within the County to protect and preserve timberlands. The ordinance states that it is unlawful for any person to remove a native tree on a property greater than one-half acre in size, located above 5,000 feet in elevation in unincorporated areas of the County (County 1977). The project site is located in unincorporated County land, but ranges in elevation from 1,099 feet to 1,114 feet above mean sea level. Therefore, the project would not conflict with a tree ordinance and no impacts would occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

CULTURAL RESOURCES Would the project:				
8. Historic Resources				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): County General Plan Multipurpose Open Space Element Figure OS-7

Findings of Fact: No Impact. Figure OS-7 of the County of Riverside General Plan Multipurpose Open Space Element maps historical resources throughout the County. According to the map, there are no historical resources located on or adjacent to the project site (County 2015a). Therefore, implementation of the project would not cause a substantial adverse change in the significance of a historical resource, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): On-Site Inspection, Project Application Materials

Findings of Fact: Less Than Significant with Mitigation. Due to the previously disturbed nature of the project site, the presence of archaeological resources, human remains, or existing religious or sacred uses is not anticipated; however, because project construction would involve ground-disturbing activities, the potential to encounter and disturb unknown resources exists. Therefore, impacts to archaeological resources would be potentially significant. The following mitigation measures would be implemented to reduce impacts to a less-than-significant level.

Mitigation/Monitoring

CUL-1 Cultural Resource Monitoring Program: Prior to issuance of grading permits, the developer/permit applicant shall provide evidence to the County of Riverside Planning Department that a County-certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and provides procedures that must be followed in order to reduce the impacts to undiscovered buried archaeological resources associated with the project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

CUL-2 **Discovery of Resources:** During ground disturbing activities, if unanticipated cultural resources are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the developer/permit applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

CUL-3 **Curation of Discovered Resources:** Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines.

For prehistoric resources recovered on-site, one of the following treatments shall be applied:

- Reburial of the resources on the project property. Measures shall be implemented to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis, and studies have been completed on the cultural resources, with an exception that sacred items, burial goods, and Native American remains are excluded. Any reburial processes shall be culturally appropriate. Listing

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under the confidential cover and not subject to a Public Records Request.

- If reburial is not agreed upon by the Consulting Tribes, then the resources shall be curated in a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods, or Native American remains.

CUL-4 Phase IV Cultural Resources Monitoring Report: Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department’s requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

ENERGY Would the project:

10. Energy Impacts

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials, Air Quality and Greenhouse Gas Emissions Technical Report

Findings of Fact: Less Than Significant Impact. The project would use electricity for lighting, heating and cooling. Electricity generation typically entails the combustion of fossil fuels, including natural gas and coal, which are then stored and transported to end users. A building’s electricity use is thus associated with the off-site or indirect emission of GHGs at the source of electricity generation (power plant). Project electricity would be supplied by Southern California Edison. Energy source emissions were estimated assuming implementation of energy-reducing project design features to comply with 2019

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Title 24 standards. In addition, the project would result in additional consumption of energy resources related to vehicular transportation. Based on the trip generation rate from the TIA (LLG 2020) prepared for the project, the project would generate 4,652 average daily trips (ADTs).

According to the CalEEMod output file contained in Appendix A of the project’s Air Quality and Greenhouse Gas Emissions Technical Report (Appendix A of this Draft IS/MND), the project would consume an average of 124,453 thousand British Thermal Units (kBtu) of natural gas and 764,600 kilowatt-hours (kWh) of electricity. Regarding vehicle fuels, applying the 2016 standard equivalent fuel efficiency of 35.5 miles per gallon, the project’s projected vehicle 4,652 ADTs would result in a total mitigated average of 9,463 vehicle miles traveled (VMT) per day, or 3,454,000 VMT per year, for a total consumption of approximately 97,296 gallons of vehicle fuels (gasoline).

The project’s energy use is typical of projects of this size and type and thus the project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. In addition, the project would comply with all applicable regulations regarding energy and water efficiency, including Title 24 and the California Green Building Standards Code, as well as implement project commitments are part of the project’s Climate Action Plan Screening Table (included in Appendix B of the Air Quality and Greenhouse Gas Emissions Technical Report). Therefore, the project would not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

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

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The nearest active fault to the project site is the Elsinore-Temecula Fault, which is approximately 3.7 miles to the southwest. No active, potentially active, or inactive faults occur within the project site and the site does not lie within an Alquist-Priolo Earthquake Fault Hazard Zone as defined by the state of California in the Alquist-Priolo Earthquake Fault Hazard Zoning Act (LGC Geo-Environmental Inc. 2017, included in Appendix D of this Initial Study). Therefore, fault rupture on site is unlikely, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Liquefaction Potential Zone				
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The potential for seismic-related ground failure is associated with the probability of severe ground shaking as a result of an earthquake or a nearby active fault. Liquefaction is a type of ground-failure where saturated granular soils develop high-pore water pressures during seismic shaking and behave like a heavy fluid. This phenomenon generally occurs in areas of high seismicity where groundwater is shallow and loose granular soils or hydraulic fill soils subject to liquefaction are present. For liquefaction to occur, loose granular sediments below the groundwater table must be present and shaking of sufficient magnitude and duration must occur. The project site falls within an area that has the potential for seismically induced liquefaction occurrences (LGC Geo-Environmental, Inc. 2017). However, construction of the proposed structures would incorporate measures to accommodate projected seismic-related ground failure and loading, pursuant to existing guidelines such as the International Building Code (IBC). Such guidelines are produced through joint efforts by industry groups to provide standard specifications for engineering and construction activities, including measures to accommodate seismic loading parameters. The referenced guidelines, while not comprising formal regulatory requirements per se, are widely accepted by regulatory authorities and are regularly included in related standards such as municipal building and grading codes. In addition, construction would follow guidelines within the California Building Code (CBC; California Code of Regulations, Title 24, Part 2). The CBC is based on the previously described IBC, with appropriate amendments and modifications to reflect site-specific conditions in California. The project would also incorporate the recommendations from the Project’s Geotechnical Investigation (LGC Geo-Environmental, Inc. 2017). Based on the incorporation of applicable measures, potential impacts associated with liquefaction would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone				
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. An earthquake along the Elsinore-Temecula Fault could result in severe ground shaking at the project site. Construction and design of the proposed development, however, would incorporate the measures and recommendations discussed in Item 11.a. to minimize potential impacts associated with ground shaking. Based on the incorporation of applicable guidelines, potential impacts associated with ground shaking would be less than significant.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

14. Landslide Risk

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

Source(s): Southwest Area Plan

Findings of Fact: No Impact. The project site is characterized by level terrain. Additionally, according to the Southwest Area Plan, the project site is not located within an area of high susceptibility to seismically induced landslides (County 2017a). Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

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

Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The project site is underlain by artificial fill and quaternary young axial deposits, both consisting of silty sand and clayey sand. The Geotechnical Investigation determined that the existing artificial fill soils on the project site may be prone to potential settlement and/or hydroconsolidation under the structural loads and are not suitable to support the proposed structures (LGC Geo-Environmental Inc. 2017). The Geotechnical Investigation therefore recommends overexcavation of the artificial fill to underlying competent young axial channel deposits. Following the recommendations of the Geotechnical Investigation and standard construction guidelines from the IBC and CBC, impacts associated with a geologic unit or soil that is unstable would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): On-site Inspection, Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: No Impact. Lake Skinner, located approximately 4.7 miles northeast of the project site, has the potential to produce a seiche; however, given the distance from the project site to the lake, the proposed project would not be at risk of impacts from a seiche. Additionally, the project site is not located in an area near a volcano or directly adjacent to steep hills and would not be susceptible to volcanic hazards or mudflows. No impacts related to inundation by seiche, mudflow, or volcano would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes

a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. The existing project site is generally flat with minor uneven surfaces throughout. The project would involve grading to further level the site in order to provide a suitable surface for the proposed development. Project grading would not substantially change the topography of the site, create slopes, or affect subsurface sewage disposal systems. Impacts related to on-site slopes would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): California Stormwater Best Management Practices Handbook

Findings of Fact: Less Than Significant Impact. The proposed project would not result in long-term, operational impacts associated with soil erosion or loss of topsoil as the site would be developed and paved and would not contain a substantial amount of exposed soil. Potential short-term erosion and sedimentation impacts from grading and construction activities would be addressed through a SWPPP, prepared specifically for the proposed project, in accordance with the NPDES permit. The SWPPP would incorporate BMPs in accordance with the California Stormwater Best Management Practices Handbook

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to control erosion and protect the quality of surface water runoff during project construction. Based upon compliance with the NPDES permit and implementation of a SWPPP, impacts related to soil erosion and the loss of topsoil would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Updated Preliminary Geotechnical Investigation and Infiltration Testing for the Proposed Commercial Development

Findings of Fact: Less Than Significant Impact. Expansive soils are soils subject to volumetric fluctuations in response to changes in moisture content (wetting and drying). Expansive soils have a substantial amount of clay particles, which can both release water (shrink) or absorb and hold water (swell). The Geotechnical Investigation (LGC Geo-Environmental, Inc. 2017) found the expansion potential of the on-site soils to be “very low” to “low.” The investigation does, however, provide recommendations related to expansive soils, including evaluating soils for expansive properties during and at the completion of rough grading. Following the recommendations of the Geotechnical Investigation, impacts related to expansive soils would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection, Soils Report

Findings of Fact: No Impact. No septic tanks or alternative wastewater disposal systems would be installed as part of the proposed project. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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19. Wind Erosion and Blowsand from project either on or off site.

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

Source(s): Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map,” Ord. No. 460, Article XV & Ord. No. 484

Findings of Fact: Less Than Significant Impact. According to Figure S-8 of the County General Plan, the project site is located in an area with a moderate wild erodibility rating. The project site currently contains exposed soils that are subject to wind erosion. Development of the project would reduce the amount of exposed soil on-site and would therefore reduce the potential for wind erosion, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

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

Source(s): Air Quality and Greenhouse Gas Emissions Technical Report

Findings of Fact: Less Than Significant Impact. An Air Quality and Greenhouse Gases Technical Report was prepared for the proposed project (HELIX 2021; refer to Appendix A). Potential impacts related to greenhouse gas emissions (GHGs) as determined in the report are presented below.

California Health and Safety Code Section 38505(g) defines GHG emissions to include the following compounds: carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). As individual GHGs have varying heat-trapping properties and atmospheric lifetimes, GHG emissions are converted to carbon dioxide equivalent (CO₂e) units for comparison. The CO₂e is a consistent methodology for comparing GHG emissions because it normalizes various GHG emissions to a consistent measure. The most common GHGs related to the project are CO₂ (CO₂e = 1), CH₄ (CO₂e = 21), and N₂O (CO₂e = 310).

The Riverside County Climate Action Plan (CAP), adopted on December 8, 2015, establishes a screening level threshold in the County of 3,000 metric tons (MT) CO₂e per year (County 2015b). The screening levels were developed by analyzing the capture of 90 percent or more of future discretionary development projects. For projects that exceed this screening level, compliance with the CAP Screening Tables or a reduction of 25 percent over the business as usual scenario must be demonstrated. County guidance also recommends including construction emissions (amortized over a typical duration of 30 years) in the screening threshold. The 2019 CAP Update was approved on December 17, 2019. The 2019 CAP Update refines the County's efforts to meet GHG reduction strategies, specifically for the years

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2035 and 2050. The 2019 CAP Update builds upon the GHG reduction strategies in the 2015 Climate Action Plan.

Construction

Project construction would generate GHG emissions associated with construction equipment exhaust and from construction worker vehicle trips to and from the project site, as described under Item III.b. The primary GHG emissions would be CO₂ from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of N₂O and CH₄. Total GHG emissions during project construction were calculated using CalEEMod and are presented in Table 5, *Estimated Construction GHG Emissions*. As shown in Table 5, the project would result in GHG emissions from construction of 876 MT CO₂e. Amortized over 30 years, the proposed construction activities would contribute approximately 29 MT CO₂e emissions per year.

Phase	Emissions (MT CO ₂ e)
Site Preparation	57
Grading	152
Underground Utilities / Infrastructure	20
Building Construction	600
Paving	43
Architectural Coating	4
TOTAL¹	876
<i>Amortized Construction Emissions²</i>	<i>29</i>
Source: CalEEMod (output data is provided in Appendix A)	
¹ The total presented is the sum of the unrounded values.	
² Construction emissions are amortized over 30 years in accordance with SCAQMD and County guidance	
Note: Totals may not sum due to rounding	

Operation

Operational sources of GHG emissions include: area sources (landscaping equipment), energy use, vehicle use, solid waste generation, and water conveyance and treatment. An estimate of the annual emissions of GHGs during project operation is presented in Table 6, *Estimated Operational GHG Emissions*. As shown in Table 6, the project would result in annual operational GHG emissions of 5,086 MT CO₂e. Together with amortized construction emissions, the total emissions would be 5,155 MT CO₂e per year. This value is more than the County CAP’s 3,000-MT CO₂e per year screening threshold.

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

**Table 6
ESTIMATED OPERATIONAL GHG EMISSIONS**

Emission Sources	Emissions (MT CO ₂ e)
	2020
Area Sources	<0.5
Energy Sources	251
Vehicular (Mobile) Sources	4,779
Solid Waste Sources	30
Water Sources	26
Operational Subtotal	5,086
<i>Construction (Annualized over 30 years)</i>	<i>29</i>
TOTAL EMISSIONS	5,155

Source: CalEEMod (output data is provided in Appendix A)
Note: Totals may not sum due to rounding

For projects that exceed the screening threshold, a less-than-significant impact can be determined through the completion an additional screening table. The purpose of the screening table is to provide guidance in measuring the reduction of GHG emissions attributable to design and construction measures incorporated into the project. The table assigns points for each project design feature or mitigation measure. Projects that garner a total of 100 points or greater would be determined to have a less-than-significant individual and cumulative impact for GHG emissions. Proactive Engineering completed the Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities, with a total of 105 points earned. The measures would be included as part of project design, as applicable, and would be required as part of project approval. The measures and their associated point values are shown in Table 7, *Climate Action Plan Screening Table Project Measures*, and are included in Appendix A. The increase in GHG emissions would not be cumulatively considerable, and the impact would be less than significant.

**Table 7
CLIMATE ACTION PLAN SCREENING TABLE PROJECT MEASURES**

Feature	Description	Project Points
EE10.A.1	<i>Insulation</i> Modestly Enhanced Insulation (walls R-13, roof/attic R-38)	9
EE10.A.2	<i>Windows</i> Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	4
EE10.A.3	<i>Cool Roofs</i> Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	7
EE10.A.4	<i>Air Infiltration</i> Air barrier applied to exterior walls, caulking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	7
EE10.B.1	<i>Heating/Cooling Distribution System</i> Modest Duct Insulation (R-6)	5
EE10.B.2	<i>Space Heating/Cooling Equipment</i> Improved Efficiency HVAC	4

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

**Table 7
CLIMATE ACTION PLAN SCREENING TABLE PROJECT MEASURES**

Feature		Description	Project Points
EE10.B.4	<i>Water Heaters</i>	Improved Efficiency Water Heater (0.675 Energy Factor)	8
EE10.B.6	<i>Artificial Lighting</i>	Efficient Lights (25% of in-unit fixtures considered high efficiency. High efficiency is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	5
EE10.B.7	<i>Appliances</i>	Energy Star Commercial Refrigerator (new); Energy Star Commercial Dish Washer (new)	4
EE10.C.2	<i>Shading</i>	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21 st .	6
W2.D.1	<i>Water Efficient Landscaping</i>	Only low water using plants.	3
W2.E.2	<i>Toilets</i>	Water Efficient Toilets/Urinals (1.5 gpm); Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	6
W2.E.3	<i>Faucets</i>	Water Efficient Faucets (1.28 gpm)	2
W2.E.4	<i>Commercial Dishwashers</i>	Water Efficient Dishwashers (20% water savings)	2
T3.A.3	<i>Employee Bicycle/ Pedestrian Programs</i>	Complete sidewalk to residential within ½ mile; Bike lockers and secure racks	2
T3.A.4	<i>Shuttle/Transit Programs</i>	Local transit within ¼ mile	1
T1.F.1	<i>Parking</i>	Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles	1
T2.B.1	<i>Sidewalks</i>	Provide sidewalks on both sides of the street	1
T2.B.2	<i>Bicycle Paths</i>	Provide bicycle path linkages between commercial and other land uses	2
T4.B.1	<i>Electric Vehicle Recharging</i>	Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations; Install electric vehicle charging stations in garages/parking areas	24
S1.B.1	<i>Recycling</i>	Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up	2
TOTAL POINTS			105
Source: HELIX 2021; refer to Appendix A.			

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Riverside County Climate Action Plan (“CAP”), Air Quality and Greenhouse Gas Emissions Technical Report

Findings of Fact: Less Than Significant Impact. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. The principal overall State plan and policy is AB 32, the California Global Warming Solutions Act of 2006. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. SB 32 would require further reductions of 40 percent below 1990 levels by 2030. Because the project’s operational year is post-2020, the project aims to reach the quantitative goals set by SB 32. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the Low Carbon Fuel Standard, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the proposed project does not conflict with those plans and regulations.

As previously discussed, the County CAP applies a screening threshold of 3,000 MT CO₂e per year to comply with the reduction goals of AB 32. The proposed project’s increase in GHG emissions would be greater than the County’s screening threshold; therefore, the additional GHG screening tables were applied to this analysis. As described above under Item VII.a, the project would implement measures that meet the required points total, further detailed in Appendix A. With adherence to identified measures, the project would be consistent with the County CAP. Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This would represent a less-than-significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. Construction of the project may require the use of hazardous materials (fuels, lubricants, solvents, etc.), which would require proper storage, handling, use, and disposal. The potential use of these materials would be temporary in nature and in accordance with applicable standards and regulations. Operation and maintenance of the proposed retail center may require the use of small amounts of hazardous materials such as cleaners, paint, and pesticides/herbicides. These materials would be properly stored, handled, used, and disposed of in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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accordance with applicable standards and regulations. Therefore, the project’s use of hazardous materials would not create a significant hazard to the public or environment, and impacts would be less than significant

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials; Phase I Environmental Site Assessment

Findings of Fact: Less Than Significant Impact. A Phase I Environmental Site Assessment (ESA) was prepared for the Project Site by LGC Geo-Environmental, Inc. (LGC) in December 2017 (2017b, included as Appendix E of this Initial Study). The Phase I ESA concluded that the Project Site does not contain any potential sources of contamination or other hazardous materials conditions that could result in the release of such materials into the environment. Specifically, the Phase I ESA made the following conclusions:

Site Background

Aerials photos of the project site dating back to 1938 were reviewed for this report. From 1938 to the present the property has remained vacant with Winchester Road bounding the east side of the property. In 1996 large residential tract development is visible on the west side of Winchester Road. In 2002 rough grading is visible to the north property boundary. Dirt roadways are visible onsite. In 2005 the commercial development to the north is complete. Several end-dump piles are now visible along the eastern portion of the site. Based on the visible dirt roadways the artificial fills onsite may be spoils from this commercial development to the north.

Onsite Hazardous Material Sources

Visual or physical evidence of AST's, UST's, sumps, clarifiers, and any other hazardous material storage or treatment structures was not discovered during the visual assessment of the project site and was not encountered onsite during the records review.

Onsite Hazardous Material Releases

Hazardous material releases of petroleum hydrocarbons and/or chemicals of concern were not evident during the site reconnaissance or during the records review. Based on the research and the aerial photographs reviewed since 1938, the project site appears to have no operations which could possibly release potentially hazardous materials.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regional Hazardous Material Releases

Based on the assessment, records review, and available documentation, although several REC's within one mile exist, no apparent threat of hazardous material releases, either past or present, exist for the project site.

Recognized Environmental Conditions

Recognized environmental conditions, or REC's, were not identified for the project site. This was concluded upon the visual inspection of the property, records review, and aerial photograph review. Based on these conclusions, no additional environmental studies are recommended by the Phase I ESA for the project site at this time. This recommendation is founded on site observations, records review, aerial photograph review, and all available documentation, all of which suggest there are no known onsite conditions or any suspected conditions based on the information available that would warrant the involvement of a regulating agency, including any conditions or actions that would necessitate environmental soil sampling, soil contamination remediation, and/or groundwater contamination remediation.

As such, the proposed project is not anticipated to result in a release of hazardous materials into the environment. During the temporary, short-term construction period, however, there is the possibility of accidental release of hazardous substances such as spilling of hydraulic fluid or diesel fuel associated with construction equipment maintenance. The level of risk associated with the accidental release of these hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials. The construction contractor would be required to use standard construction controls and safety procedures to avoid or minimize the potential for accidental release of such substances into the environment. Therefore, the impact of the proposed project with respect to exposing the public or the environment to hazardous materials through upset and accident conditions would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Project Application Materials

Findings of Fact: **Less Than Significant Impact.** Construction of the project would not require road closures, and emergency access routes to all parts of the surrounding community would be maintained. Operation of the project would not interfere with emergency plans. In addition, the extension of Sky Canyon Drive would provide an additional evacuation route in the project area. Therefore, impacts to emergency plans would be less than significant.

Mitigation: No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): N/A

Findings of Fact: No Impact. The schools nearest the project site, Warm Springs Middle School and Nicolas Valley Elementary School, are located 0.4 mile and 0.9 mile, respectively, from the project site. As such, the project would not emit hazardous emissions or handle hazardous materials that would impact schools within one-quarter mile of the site, and no related impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Geotracker database; Phase I ESA

Findings of Fact: No Impact. In reviewing all available environmental databases as part of the Phase I ESA (2017b, included as Appendix E of this Initial Study) prepared for the project site, Environmental Data Resources, Inc. (EDR) was utilized to conduct an exhaustive search of available environmental records and resources for the subject site. In EDR's search, a radius of up to 1 mile from the subject property was used to meet the specific requirements of ASTM Designation E1527-13 including specific search distances and data currency. Included in the EDR inquiry was governmental databases for records review. A copy of EDR's summary report, dated November 20, 2017, can be found in Appendix D of the Phase I ESA, in the Government Records Searched and Data currency Tracking section at the end of the report describe the databases that were utilized along with a brief description and the most current date available of the database. During the background review of available documentation, LGC found one historical record of hazardous material or petroleum hydrocarbon releases or any other environmental risks in the general vicinity which have been denoted by the Resource Conservation and Recovery Act (RCRA) of 1976 as Small Quantity Generators (SQGs) of hazardous waste, one Aboveground Storage Tank (AST), two Underground Storage Tanks (USTs), one Leaking Underground Storage Tank (LUST), four dry cleaners, one historical auto station, and one Department of Conservation recognized recycler, within one-mile of the site. The Phase I ESA concludes that all of these sites are at a higher elevation, and therefore any hazardous materials generated from these facilities should have no impact on the project site. As such, no impact would occur.

Mitigation: No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Airport Land Use Commission Approval/Consistency Letter (Appendix F)

Findings of Fact: Less Than Significant Impact. The project site is located approximately 1.2 miles south of the French Valley Airport and is within Airport Land Use Compatibility Zone D (Riverside County Airport Land Use Commission 2004). Zone D requires airspace review for objects greater than 70 feet tall and restricts certain uses, including schools, hospitals, and nursing homes. Because the project would not include structures greater than 70 feet tall or incompatible uses, the project would not result in inconsistency with an Airport Master Plan, or expose people residing or working in the area to a safety hazard related to the airport. The Airport Land Use Commission (ALUC) reviewed the project because it is located within an Airport Influence Area (AIA). However, the ALUC determined the project was consistent with the conditions of approval as outlined in the ALUC Approval/Consistency Letter attached to this Initial Study as Appendix F. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan Figure S-20 "Airport Locations," GIS database

Findings of Fact: No Impact. The nearest private airport, Billy Joe Airport, is located approximately 5 miles southeast of the project site. Due to this distance, the project site is not within two miles of a private airstrip, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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HYDROLOGY AND WATER QUALITY Would the project:

23. Water Quality Impacts				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials; County Project Specific Water Quality Management Plan

Findings of Fact: Less Than Significant Impact. The project site is currently undeveloped, and construction of the proposed project would have the potential to result in short-term water quality impacts associated with erosion and sedimentation. On-site soils would become susceptible to erosion from vegetation clearing, grading, and other ground-disturbing activities during construction, potentially resulting in increased sedimentation in Tucalota Creek. The contractor would be required to implement a SWPPP in accordance with the SWRCB’s permit for stormwater discharges associated with construction activities. The SWPPP would include BMPs to achieve maximum sediment removal and represent the best available technology that is economically achievable and may include, but not be limited to, the following:

- Protection of storm drain inlets located within the project impact footprint and in downstream off-site areas with the use of BMPs acceptable to local jurisdictions and the Santa Ana RWQCB.
- Sweeping of dirt and debris from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events.
- Proper storage, use, and disposal of construction materials.
- Removal of sediment from surface runoff before it leaves the project site through use of silt fences or other similar devices around the laydown area perimeters.
- Protection of tracking soil off site through use of a gravel strip or wash facilities at exits from project laydown areas.
- Protection or stabilization of stockpiled soils.

Implementation of the SWPPP during construction the proposed project and associated BMPs would reduce or eliminate the discharge of potential pollutants from stormwater runoff and discharges from dewatering operations to the maximum extent practicable.

Operation of the proposed retail center has the potential to result in the release of trash and debris, vehicle fluids, and sediment, nutrients, and pesticides associated with the maintenance of landscaped areas. Two water quality basins would be constructed on site and would help to accommodate potentially polluted runoff. Per Appendix 8, Source Control, of the project-specific Water Quality Management Plan (WQMP) prepared by Adkan Engineers (Adkan, 2020a, included as Appendix H of this Initial Study), the following BMPs would also be implemented to further reduce operational impacts:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Only rain is permitted to enter the storm drain system. Discharges (direct or by conveyance) of trash, debris, vehicle fluids, or wastewater (including washing fluids) to the storm drain system are strictly prohibited.
- Provide sufficient trash receptacles. Dispose of wastes properly.
- Sweep or vacuum to clean outdoor areas (trash enclosures, sidewalks, and parking lots). Power washing in outdoor areas is strictly prohibited.
- Maintain parking lots to be free from trash and petroleum leaks.
- All dumpsters used by this project shall have lockable lids. All lids on dumpsters shall remain closed while dumpster is not directly in use and locked after business hours. All dumpsters shall be properly stored inside of a building or in a covered trash enclosure.
- All trash enclosures must be secured, covered with an impervious roof and constructed with a berm or grade-break across the entire entrance.
- All materials must be stored in a properly covered and contained area that will not be exposed to urban run-on and run-off.
- Vehicle maintenance activities must be conducted in a covered and contained building that is protected from urban run-on and run-off. Maintenance areas shall drain to a self-contained sump or through an approved pretreatment system, such as a sand and oil separator system, that is connected to the sanitary sewer.

Through compliance with applicable BMPs during both construction and operation, impacts to water quality standards or waste discharge requirements would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials; Preliminary Hydrology Study; Preliminary Water Quality Management Plan (WQMP)

Findings of Fact: Less Than Significant Impact. The project would not alter the course of a stream or river, but it would increase the amount of impervious surface area and associated runoff generated on site. However, the proposed water quality basins, included pursuant to the project’s approved WQMP (2020a) and Preliminary Hydrology Study prepared by Adkan Engineers (Adkan, 2020b, included as Appendix G of this Initial Study), would contain and treat the runoff so that it would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. In addition, the project site is currently undeveloped and provides limited infiltration of stormwater over the site’s 7.3 acre area; however, the site is not utilized for groundwater recharge specifically, and following construction, all stormwater generated on-site would be conveyed to existing drainage facilities including local storm drains and/or Tualota Creek, which would allow for off-site infiltration, where available given soil conditions. During construction, implementation of a SWPPP and applicable BMPs would minimize polluted runoff (including erosion and siltation effects), while the project’s WQMP would be implemented throughout project operations to preclude adverse water quality effects in the long-term as noted above. Therefore, given on-site containment and pre-treatment of project-related runoff, and compliance with all applicable Best Management Practices (BMPs) contained in the project-specific SWPPP and WQMP, impacts regarding groundwater recharge, alteration of drainage patterns, erosion and siltation, flooding hazards, storm drain capacity, and substantial additional sources of polluted runoff would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report/ Condition, GIS database; Preliminary Hydrology Study

Findings of Fact: Less Than Significant Impact. The project site is not located within a designated flood hazard area according to the County’s GIS database and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) provided in Appendix H of the Preliminary Hydrology Study (2020b). The project would not impede or redirect flood flows, as the project site is located adjacent to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Tucalota Creek (but well above the drainage channel), which would convey all stormwater flows from upstream areas. Any incidental flood flows, including flood waters from failure of the Lake Skinner Dam to the northeast of the project area, would be conveyed via Tucalota Creek or other major drainages in the area, such that the project would not affect the routing of flood waters. The project site is located approximately 25 miles inland from the Pacific Ocean, and northeast of the Santa Ana Mountains, and therefore there is no potential for tsunami effects at this location. Although the site is located downstream of Lake Skinner, the potential for seiche effects to result in flooding at the project site is considered remote given the distance and intervening development and drainage facilities between the project site and the reservoir. As such, impacts related to project inundation would be less than significant. As noted above, the project site is not currently utilized for groundwater recharge and would implement all applicable design features and BMPs required by the project-specific WQMP (2020a), which would preclude adverse water quality effects. Therefore, the project would not be expected to conflict with applicable water quality control plans or sustainable groundwater management plans in the area. Impacts in this regard would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE/PLANNING Would the project:

24. Land Use

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Source(s): Riverside County General Plan, GIS database, Project Application Materials

Findings of Fact: No Impact. The proposed project includes the construction and operation of a commercial retail center on a site located in a predominately developed area, on a site that is designated in Specific Plan 213 and zoned for commercial uses such as those proposed as part of the project. The project also includes the southward extension and connection of Sky Canyon Drive to Willows Avenue, allowing for improved access and connectivity of the community. As such, implementation of the proposed project would not physically divide an established community, and no impacts would occur.

Mitigation: No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MINERAL RESOURCES Would the project:

25. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): County General Plan Figure OS-6

Findings of Fact: No Impact. The County of Riverside General Plan (2015a) identifies the project area as Mineral Resource Zone 3 (MRZ-3). MRZ-3 denotes that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The proposed project would occur in an area that has not been used for mining and is designated by the Southwest Area Plan as retail commercial, where mining operations are not expected to occur. Therefore, the project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site and would not be an incompatible land use located adjacent to an existing surface mine; no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-6 "Mineral Resources Area"

Findings of Fact: No Impact. The project area supports commercial retail, residential, and recreational land uses, and there are no proposed, existing, or abandoned mines in the vicinity. Therefore, the project would not expose people or property to hazards from mines, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in:

26. Airport Noise				
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County Airport Land Use Commission 2004

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Less Than Significant Impact. The nearest public airport to the project site is French Valley Airport, located approximately 1.2 miles to the north. The 65 CNEL contour for the airport is located approximately 1.1 miles north of the project (Riverside County Airport Land Use Commission 2004). Therefore, airport noise would not create substantial noise at the project site, and impacts associated with airports would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Google Maps

Findings of Fact: No Impact. The nearest private airport, Billy Joe Airport, is located approximately 5 miles southeast of the project site. Due to this distance, the project would not expose people residing or working in the project area to excessive noise levels, and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Noise Effects by the Project

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Acoustical Analysis Report (HELIX 2019b; Appendix I of this Initial Study)

Findings of Fact: Less Than Significant Impact. The project would result in a permanent increase in ambient noise levels from the operation of rooftop HVAC units, as well as from traffic generated by the project. As discussed in Item XII.c., below, noise generated by the HVAC units located on the rooftop of the proposed grocery store (anticipated to have the largest HVAC units) would be well below the County’s daytime and nighttime allowable hourly limits. In addition, noise level increases along roadways in the project vicinity from project-generated traffic would be below the applicable 1 dBA to 3 dBA allowed increase. Therefore, impacts related to a permanent increase in ambient noise levels would be less than significant.

Construction of the proposed project would create elevated short-term construction noise impacts to nearby park and residential land uses; however, noise generated by construction is exempt from the County’s exterior noise standards if construction is conducted outside the hours of 6:00 p.m. and 6:00 a.m. from June and September and 6:00 p.m. and 7:00 a.m. from October to May. Because

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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construction would occur between these hours, construction noise impacts to nearby NSLUs would be less than significant.

The proposed project would produce noise in the short term through the use of construction equipment and the generation of construction traffic, and would generate noise in the long term through the operation of heating, ventilation, and air conditioning (HVAC) units and the car wash, as well as the generation of operational traffic.

Construction Equipment

Construction activities associated with the project that would produce substantial noise include grading, erecting new buildings and structures, and paving. The magnitude of the noise impact would depend on the type of construction activity, equipment used, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. Construction would generate elevated noise levels that may disturb nearby NSLUs.

Construction equipment would not all operate at the same time or location. Additionally, construction equipment would not be in constant use during the eight-hour operating day. Construction was conservatively estimated to take place an average of approximately 500 feet from the nearest NSLU in unincorporated Riverside County, a single-family residence on Korbel Circle. The loudest piece of construction equipment at the nearest NSLU would be a grader, which would produce a noise level of 61 dBA _{LEQ}.

As discussed above, noise generated by construction is exempt from the County’s exterior noise standards if construction is conducted outside the hours of 6:00 p.m. and 6:00 a.m. from June and September and 6:00 p.m. and 7:00 a.m. from October to May. Because construction would occur outside of these hours, construction noise impacts to nearby NSLUs would be less than significant.

Construction Traffic

Project construction traffic would be highest during a one-month period for site preparation and grading. This would result in approximately 58 average daily trips (ADT) for import and export of material. Assuming an eight-hour work day, eight trips per hour would be required. Exact routes the trucks would take is unknown at this time; however, trucks would likely use Winchester Road and Willows Avenue for site access. A general rule of thumb is that a doubling of traffic would cause a doubling in noise energy (a 3-dBA increase), which would be an audible increase in noise levels. Therefore, for construction traffic noise, a 3-dBA increase is considered significant.

These roadways currently have high levels of hourly traffic, with 3,977 trips on Winchester Road north of Willows Avenue, 3,363 trips on Winchester Road south of Willows Avenue, and 445 trips on Willows Avenue. The addition of eight hourly trips from construction traffic to these existing roadways would increase traffic by less than two percent on Willows Avenue, the roadway segment with the fewest trips. This increase would be much lower than the amount needed to double traffic. Therefore, the project’s construction traffic would have a minor impact on noise and impacts would be less than significant.

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

Operational noise associated with the project would occur from the use of rooftop HVAC units, car wash operations, and off-site transportation noise.

HVAC

Specific HVAC planning information for the project, including unit types and locations, is not currently available. The grocery store building would require the largest and highest quantity HVAC units, due to its size and proposed use, and HVAC noise from this building would be the dominant noise source from project HVAC operation. For the potential neighborhood grocery store, which would be located approximately 375 feet from the park land use across Tualota Creek to the east, analysis is based on typical size and locations for HVAC units used in similar facilities, using a 10-ton Carrier Centurion Model 50 PG03-12. Standard HVAC planning assumes one ton of HVAC for every 350 SF of habitable space. Based upon the grocery store size of 31,900 SF, it was assumed that 91 tons of HVAC, or approximately ten 10-ton units, for the grocery store would be used. Conservatively assuming the ten 10-ton units would generate noise from the same location, they would produce a noise level of 55 dBA L_{EQ} at 50 feet. Therefore, at a distance of 375 feet to the nearby park land use, the HVAC units would generate noise levels of 38 dBA L_{EQ} . At this distance, the HVAC units would be below the County’s daytime and nighttime allowable hourly limits of 55 dBA and 45 dBA, respectively. Additionally, per the County Noise Ordinance, noise generated by heating and air conditioning equipment are exempt. Therefore, no impacts from project HVAC units to off-site uses would occur.

Car Wash Operations

See Item 7(b) for discussion of the project’s car wash noise to biologically sensitive habitat.

Operational Traffic

The proposed project is anticipated to generate traffic along Winchester Road, Willows Avenue, and Winchester Creek Road. To analyze the increase in noise levels from operation of the project, noise levels were calculated for these off-site roadways under the following scenarios: Existing, Existing + Project, Existing + Ambient + Cumulative, and Existing + Ambient + Cumulative + Project. A direct significant impact would occur if exterior and interior noise levels are exposed to a 3-dBA increase on roadways where the baseline noise level is less than 60 CNEL; a 2 dBA for roadways where the baseline noise level is 60-64 CNEL; and a 1 dBA for roadways where the baseline noise level is 65 CNEL or over. The nearest NSLUs to each roadway are single-family residences located approximately 50 to 100 feet from the roadway. As shown in the Acoustical Analysis Report (HELIX 2019b; Appendix I), noise levels would increase 0.1 to 0.2 CNEL at the nearest NSLUs along all segments, which would be well below the applicable 1 dBA to 3 dBA allowed increase. Therefore, direct off-site transportation noise impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Acoustical Analysis Report

Findings of Fact: Less Than Significant Impact. Groundborne vibration is a concern for projects that require heavy construction activity such as blasting, pile-driving, and operating heavy earth-moving equipment. Groundborne vibration can result in a range of impacts, from minor annoyances to people to major shaking that damages buildings. Typically, groundborne vibration generated by man-made sources attenuates rapidly with distance from the source of vibration. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly and sick), and vibration-sensitive equipment.

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted as part of the project. The anticipated greatest source of vibration during project construction activities would be a vibratory roller, which may be used within 200 feet of the nearest off-site residence. A vibratory roller would create approximately 0.210 inch per second peak particle velocity (PPV) at a distance of 25 feet (Caltrans 2013). A 0.210 inch per second PPV vibration level would equal 0.021 inch per second PPV at a distance of 200 feet.¹ This would be lower than what is considered a “strongly perceptible” impact for humans of 0.1 inch per second PPV, and the structural damage impact to older residential structures of 0.5 inch per second PPV. Therefore, although a vibratory roller may be perceptible to nearby human receptors, temporary impacts associated with the roller (and other potential equipment) would be less than significant.

The proposed land uses do not include equipment that would generate substantial vibration. Therefore, no operational vibration impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-8 “Paleontological Sensitivity,” Paleontological Resource Impact Mitigation Program (“PRIMP”) Report, County GIS Database

Findings of Fact: Less Than Significant Impact with Mitigation. The project site is located within an area of high paleontological resource sensitivity (County 2018). Implementation of the proposed project would involve grading and other ground-disturbing activities that would have the potential to destroy paleontological resources on-site.

¹ Equipment PPV = Reference PPV * (25/D)ⁿ (in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receiver in feet, and n = 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2013.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation/Monitoring: The following mitigation measures would be implemented to reduce impacts to a less-than-significant level.

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

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

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

1. Description of the proposed site and planned grading operations.
2. Description of the level of monitoring required for all earth-moving activities in the project area.
3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
8. Procedures and protocol for collecting and processing samples and specimens.
9. Fossil identification and curation procedures to be employed.
10. Identification of the permanent repository to receive any recovered fossil material. Pursuant to the County of Riverside "Safeguard Artifacts Being Excavated in Riverside County (SABER) Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

11. All pertinent exhibits, maps, and references.
12. Procedures for reporting of findings.
13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting, and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery, and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

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

POPULATION AND HOUSING Would the project:

29. Housing

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): N/A

Findings of Fact: No Impact. No residential uses are located on the project site, and no existing housing would be displaced as a result of the project. The project involves the construction and operation of a commercial retail center on a vacant site and would not displace people or require the construction of replacement housing. No impacts associated with displacing housing or people would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Source(s): Project Application Materials

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: No Impact. The project is not anticipated to create a demand for additional housing because the project would not introduce a temporary or permanent population to the area. Workers associated with the proposed commercial retail center are anticipated to come from the existing population of the area. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. The project entails the development of a commercial retail center expected to serve the existing population. No residential uses or other land uses associated with directly impacting population growth are included with the project. Although the project would result in an increase in temporary construction jobs and permanent retail jobs, these jobs are expected to be filled by the existing population of the area. Additionally, the extension of Sky Canyon Drive would improve access within the existing community but would not induce population growth. Therefore, the project would not induce substantial direct or indirect population growth and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

- | | | | | |
|-------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 30. Fire Services | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Riverside County General Plan Safety Element

Findings of Fact: Less Than Significant Impact. Although the proposed commercial retail center would generate an increase in the number of on-site visitors beyond existing conditions (a vacant lot), a substantial increase in the number of calls for fire services is not expected. The project site is located in a developed area currently served by fire protection services, and project implementation would not require the construction of new, or the expansion of existing, fire facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

31. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan

Findings of Fact: **Less Than Significant Impact.** Although the proposed commercial retail center would generate an increase in the number of on-site visitors beyond existing conditions (a vacant lot), a substantial increase in the number of calls for police services is not expected. The project site is located in a developed area currently served by police protection services, and project implementation would not require the construction of new, or the expansion of existing, police facilities. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): GIS database

Findings of Fact: **No Impact.** The proposed project would not result in an increase in population, and therefore there would be no increased demand on schools.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan

Findings of Fact: **No Impact.** The proposed project would not result in an increase in population, and therefore there would be no increased demand on libraries.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan

Findings of Fact: **No Impact.** The proposed project would not result in an increase in population, and therefore there would be no increased demand for health services.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

RECREATION Would the project:

35. Parks and Recreation

a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Source(s): N//A

Findings of Fact: No Impact. The proposed project does not include recreational facilities and would not generate residents who would require parks or other recreational facilities; no impacts would occur to such facilities.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Source(s): N/A

Findings of Fact: No Impact. The proposed project does not include housing and would therefore not generate residents who would require parks or other recreational facilities; no impacts would occur to such facilities.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

Source(s): County General Plan Multipurpose Element Figure OS-3a

Findings of Fact: No Impact. According to Figure OS-3a, *Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas*, of the County General Plan Multipurpose Open Space Element (County 2011), the project site and surrounding areas are not within a park, recreation, open space, or community service district. Therefore, no impacts would occur.

Mitigation: No mitigation is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

36. Recreational Trails

a) Include the construction or expansion of a trail system?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): South Area Plan Figure 8

Findings of Fact: **No Impact.** According to Figure 8, *Southwest Area Plan Trails and Bikeway System*, of the County’s Southwest Area Plan, there are no recreational trails within or adjacent to the project site (County 2017a). Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:

37. Transportation

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Sky Canyon Retail Center Traffic Impact Analysis (LLG 2020)

Findings of Fact: **Less Than Significant with Mitigation Incorporated.** A Traffic Impact Analysis (TIA) was prepared for the proposed project (LLG 2020) to describe the existing intersection functions under current conditions and to analyze future intersection functions following implementation of the project. The study is summarized below, and the complete TIA is included in Appendix J of this Initial Study.

The TIA evaluated 10 key intersections which provide both local and regional access to the study area and were used to determine the potential traffic-related deficiencies associated with area growth, cumulative projects, and the proposed project. The key study intersections include:

1. Winchester Road/La Alba Drive (*City of Murrieta/Riverside County*)
2. Winchester Road/Hunter Road (*City of Murrieta/Riverside County*)
3. Winchester Road/Robert Trent Jones Parkway (*City of Murrieta/Riverside County*)
4. Winchester Road/Murrieta Hot Springs Road (*City of Murrieta/Riverside County*)
5. Winchester Road/Winchester Square Drive (*City of Temecula/Riverside County*)
6. Winchester Road/Willows Avenue (*City of Temecula/Riverside County*)
7. Winchester Road/Nicolas Road (*City of Temecula*)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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8. Winchester Road/Margarita Road (*City of Temecula*)
9. Winchester Road/Ynez Road (*City of Temecula*)
10. Sky Canyon Drive/Willows Avenue (*Riverside County*)

Intersection operating conditions are typically described in terms of LOS. LOS is a scale used to indicate the quality of traffic flow at intersections, with a range of LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). The County of Riverside, City of Murrieta, and City of Temecula criteria (City/County criteria) consider LOS "D" to be the minimum acceptable LOS for intersections.

Project Trip Generation

According to the TIA, the proposed project is expected to generate 4,976 daily trips, including 240 trips during the AM peak hour and 454 trips during the PM peak hour. After applying pass-by reduction factors (for vehicles that would be traveling in the area regardless of the proposed project facilities), the project is expected to generate a net of 4,309 daily trips, including 206 trips during the AM peak hour and 340 trips during the PM peak hour.

Existing With Project Intersection Operations

Intersection operations under the Existing and Existing With Project conditions are shown in Table 8, *Existing Intersection Operations*. As shown in the table, all intersections currently operate at an acceptable LOS (LOS D or better). With the addition of project-generated traffic, all intersections would continue to operate at an acceptable LOS.

Intersection	Peak Hour	Existing		Existing With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/ La Alba Drive	AM	17.2	B	17.5	B	0.3
	PM	14.8	B	15.1	B	0.3
Winchester Road/ Hunter Road	AM	28.6	C	27.5	C	-1.1
	PM	17.8	B	18.2	B	0.4
Winchester Road/Robert Trent Jones Parkway	AM	12.3	B	12.3	B	0.0
	PM	28.7	C	29.1	C	0.4
Winchester Road/ Murrieta Hot Springs Road	AM	39.7	D	39.9	D	0.2
	PM	42.1	D	43.2	D	1.1
Winchester Road/ Winchester Square Drive	AM	10.5	B	10.5	B	0.0
	PM	21.9	C	21.5	C	-0.4
Winchester Road/ Willows Avenue	AM	19.8	B	22.4	C	2.6
	PM	22.9	C	30.3	C	7.4
Winchester Road/ Nicolas Drive	AM	41.2	D	40.5	C	-0.7
	PM	24.5	C	26.1	C	1.6
Winchester Road/ Margarita Road	AM	34.0	C	34.0	C	0.0
	PM	46.0	D	48.7	D	2.7

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

**Table 8
EXISTING INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Existing With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/Ynez Road	AM	32.3	C	32.2	C	-0.1
	PM	37.3	D	37.4	D	0.1
Sky Canyon Drive/ Willows Avenue	AM	DNE	N/A	13.5	B	N/A
	PM	DNE	N/A	23.7	C	N/A

Source: LLG 2020

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ Change in delay due to project.

DNE = does not exist

N/A = not applicable

Future (Year 2022) Intersection Operations

To determine future (year 2022) intersection operations upon completion of the project, a background traffic growth factor of two percent per year was applied to existing traffic volumes. The ambient growth factor is intended to include unknown and future cumulative projects in the study area and to account for regular growth in traffic volumes due to development outside of the study area. Traffic associated with 11 cumulative projects in the study area was also applied to existing traffic volumes in order to make a realistic estimate of future intersection conditions in the study area. Future (Year 2022) With Project intersection operations were then compared to existing intersection operations per County standards.

Intersection operations under the Future (Year 2022) With Project scenario are shown in Table 9, *Future (Year 2022) Intersection Operations*. As shown in the table, two intersections would operate at an unacceptable LOS:

- Winchester Road/Murrieta Hot Springs Road (LOS F during AM and PM peak hours)
- Winchester Road/Margarita Road (LOS E during PM peak hour)

Deficiencies at these two intersections would be potentially significant; therefore, mitigation measure TRA-1 would be implemented.

**Table 9
FUTURE (YEAR 2022) INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Future (Year 2022) With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/ La Alba Drive	AM	17.2	B	38.4	D	21.2
	PM	14.8	B	35.3	D	20.5
Winchester Road/ Hunter Road	AM	28.6	C	53.7	D	25.1
	PM	17.8	B	52.4	D	34.6

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

**Table 9
FUTURE (YEAR 2022) INTERSECTION OPERATIONS**

Intersection	Peak Hour	Existing		Future (Year 2022) With Project		Δ Delay ³
		Delay ¹	LOS ²	Delay	LOS	
Winchester Road/Robert Trent Jones Parkway	AM	12.3	B	15.2	B	2.9
	PM	28.7	C	48.4	D	19.7
Winchester Road/Murrieta Hot Springs Road	AM	39.7	D	85.8	F	46.1
	PM	42.1	D	122.5	F	80.4
Winchester Road/Winchester Square Drive	AM	10.5	B	11.5	B	1.0
	PM	21.9	C	25.4	C	3.5
Winchester Road/Willows Avenue	AM	19.8	B	28.3	C	8.5
	PM	22.9	C	45.9	D	23.0
Winchester Road/Nicolas Drive	AM	41.2	D	49.4	D	8.2
	PM	24.5	C	36.2	D	11.7
Winchester Road/Margarita Road	AM	34.0	C	35.5	D	1.5
	PM	46.0	D	65.9	E	19.9
Winchester Road/Ynez Road	AM	32.3	C	34.9	C	2.6
	PM	37.3	D	37.9	D	0.6
Sky Canyon Drive/Willows Avenue	AM	DNE	N/A	12.5	B	N/A
	PM	DNE	N/A	21.9	C	N/A

Source: LLG 2020

¹ Average delay expressed in seconds per vehicle.

² Level of Service.

³ Change in delay due to project.

DNE = does not exist

N/A = not applicable

Process Access Location Operations

The TIA analyzed LOS at the project's three proposed stop-controlled access driveways, which include a right-in/right-out only driveway along Winchester Road and two full-access driveways along Sky Canyon Drive. Table 10, *Project Access Location Operations*, shows the operations of the three access driveways under the Future (Year 2022) With Project scenario. These driveways would operate at an acceptable LOS.

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

**Table 10
PROJECT ACCESS LOCATION OPERATIONS**

Intersection	Control Type	Peak Hour	Future (Year 2022) With Project	
			Delay ¹	LOS ²
Winchester Road at Project Driveway 1	One-Way Stop	AM	12.9	B
		PM	27.0	D
Sky Canyon Drive at Project Driveway 2	One-Way Stop	AM	8.9	A
		PM	9.1	A
Sky Canyon Drive at Project Driveway 3	One-Way Stop	AM	8.6	A
		PM	9.1	A

Source: LLG 2020
¹ Average delay expressed in seconds per vehicle.
² Level of Service.

Recommendations

With implementation of TRA-1, deficiencies to the Winchester Road/Murrieta Hot Springs Road intersection and the Winchester Road/Margarita Road intersection would be less than significant:

TRA-1 Intersection Improvements: Prior to operation of the proposed project, the applicant shall implement the following improvements through the project’s “fair share” contribution:

- **Winchester Road/Murrieta Hot Springs Road:** (1) restripe the west leg to include a third eastbound left-turn lane; (2) widen and restripe the east leg to include a third westbound through lane; (3) modify the existing traffic signal to include a southbound right-turn overall and restrict eastbound U-turn movements on Murrieta Hot Springs Road; (4) modify the existing traffic signal to include a westbound right-turn overlap and restrict southbound U-turn movements on Winchester Road.
- **Winchester Road/Margarita Road:** (1) widen the south leg to provide a fourth northbound through lane; (2) widen the north leg departure to provide four receiving lanes; (3) modify the existing traffic signal.

With implementation of TRA-1, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, including alternative modes of transportation. Accordingly, deficiencies would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), in relation to potential Vehicle Miles Traveled impacts?

Source(s): Traffic Impact Analysis; County Congestion Management Plan

Findings of Fact: **Less Than Significant Impact.** A VMT Assessment Technical Memorandum was prepared for the proposed project (LLG 2021) to analyze the project’s consistency with the County of Riverside *Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (December*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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2020). The VMT Assessment Technical Memorandum is attached to this Initial Study as Appendix K. The proposed project is located within a “low VMT-generating TAZ” as provided in the County of Riverside 743 VMT Impact Screening Tool, which shows the VMT per worker of **11.32 VMT/worker** and lower than the County’s jurisdictional average of **14.24 VMT/worker**. In addition, the proposed land use is consistent with the existing land use in the surrounding area, which satisfies the secondary screening steps. Also, given that the project is considered local-serving and has no single store greater than 50,000 SF, the project will also screen out per the local-serving retail project screening criteria. Based on the discussion above, the proposed project would result in a less-than-significant transportation impact.

The proposed project would result in a less than significant impact based on the County of Riverside SB 743 VMT Impact Screening Tool, Transportation Analysis Guidelines, and local-serving retail project criteria.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): County Ordinance 461

Findings of Fact: Less Than Significant Impact. The proposed project would not include design features or incompatible features that would affect traffic safety. The project’s driveways along Winchester Road and Sky Canyon Drive would be designed and implemented to allow for safe ingress and egress. The extended portion of Sky Canyon Drive would be constructed consistent with County Ordinance 461, *Road Improvement Standards and Specifications*, which contains standards and requirements that would allow for safe roadway conditions. Therefore, the project would not increase hazards, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): N/A

Findings of Fact: Less Than Significant Impact. The project would involve the southward extension of Sky Canyon Drive from its current southern terminus to connect the roadway with Willows Avenue. This new 1,000-foot portion of Sky Canyon Drive would require typical roadway maintenance throughout its lifetime. Because maintenance already occurs on the existing portion of Sky Canyon Drive, and because the extension would be relatively minor, the impacts related to new roadway maintenance would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. Project construction traffic would be highest during a one-month period for site preparation and grading. This would result in approximately 58 ADT, or eight trips per hour, for import and export of material. Exact routes for the trucks are unknown at this time; however, trucks would likely use Winchester Road and Willows Avenue for site access. These roadways currently have high levels of hourly traffic, with 3,977 trips on Winchester Road north of Willows Avenue, 3,363 trips on Winchester Avenue south of Willows Avenue, and 445 trips on Willows Avenue. The addition of eight hourly trips to these existing roadways would increase traffic by less than two percent on Willows Avenue, which is the roadway segment with the fewest trips. Therefore, the project is not anticipated to cause an effect upon circulation during the project's construction, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Project Application Materials

Findings of Fact: No Impact. During construction, access to the project site itself would be limited, but access to the surrounding areas would be maintained. Upon completion of construction, emergency access to the site and surrounding areas would not be impacted by the project. In addition, the extension of Sky Canyon Drive would provide additional emergency access to the site and the surrounding area; no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Southwest Area Plan Figure 8

Findings of Fact: No Impact. According to Figure 8, *Southwest Area Plan Trails and Bikeway System*, of the County's Southwest Area Plan, there are no bike paths or recreational trails within or adjacent to the project site (County 2017a). Therefore, no impacts would occur.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

39. Tribal Cultural Resources

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source(s): AB 52 Tribal Consultation

Findings of Fact: **Less than Significant with Mitigation Incorporated.** Tribal Cultural Resources (TCRs) are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources, as defined in subdivision (k) of Public Resources Code Section 5020.1, or determined to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1. As discussed in Item V.b, the presence of cultural resources, including TCRs, is not anticipated due to the disturbed nature of the project site, but the potential to encounter resources during ground-disturbing activities exists. Therefore, impacts would be potentially significant. Mitigation measures would be implemented to reduce impacts to a less-than-significant level.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on October 16, 2017. Consultations were requested by the Pechanga Band of Indians and the Rincon Band of Indians. The Soboba Band and the Pala Band deferred to closer tribes. There was no response from the Cahuilla, the Colorado River Indian Tribes, the Ramona Band or the Quechan. Pechanga requested to consult in a letter dated October 23, 2017. Project documents and exhibits were provided to Pechanga on November 09, 2017. Pechanga concluded consultation on August 29, 2018. Rincon requested consultation in a letter dated November 13, 2017. This project was discussed with Rincon on November 20, 2017. On November 23, 2018 the project conditions of approval were provided to Rincon and consultation was concluded on November 30, 2018. None of the tribes identified any Tribal Cultural Resources however, ground disturbing activities may impact previously unidentified subsurface resources. As such mitigation measures TCR-1 and TCR-2 have been incorporated into the project's conditions of approval and impacts would be less than significant with mitigation incorporated.

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

TCR-1 Native American Monitor: Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect, or halt ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

TCR-2 Discovery of Human Remains: If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with state Health and Safety Code Section 750.5.

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

Source(s): Project Application Materials

Findings of Fact: **Less Than Significant Impact.** The anticipated amount of water consumption, wastewater generation, and stormwater generation would not necessitate the construction of new treatment facilities or the expansion of existing facilities, as the facilities serving the site were designed and built to accommodate the buildout of planned uses in the area, which includes a commercial retail center at the project site as proposed by the project. As such, no relocation, construction, or expansion of such facilities would be necessary to serve the project. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Source(s): Project Application Materials, Eastern Municipal Water District

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Less Than Significant Impact. Businesses and landscaped areas as part of the retail center would require a water supply. The amount of water required, however, would not be substantial. In addition, the project is consistent with the General Plan, which anticipates water use and plans for future water supplies. As such, the existing entitlement under Eastern Municipal Water District (EMWD) would be sufficient to serve the proposed project and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials, Eastern Municipal Water District

Findings of Fact: Less Than Significant Impact. Sewage transmission and collection facilities would be installed as part of the project to accommodate the project’s wastewater and connect to the existing sewer system. The amount of water supplies required or wastewater generated, however, would not necessitate the construction of new treatment facilities or the expansion of existing facilities. Project-related wastewater flows would be conveyed through existing sewers serving the project site to the Temecula Valley Regional Water Reclamation Plant (TVRWRP) owned and operated by EMWD, which has a current tertiary treatment capacity of 23 million gallons per day (mgd), and treats an average of 14 mgd. Thus, with available treatment capacity of approximately 7 mgd at the TVRWRP, the project’s wastewater generation would not exceed the available capacity of this facility. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Eastern Municipal Water District

Findings of Fact: Less Than Significant Impact. The amount of wastewater generated by the project would be minimal and within the existing available capacity of the TVRWRP, and therefore implementation of the project would not require a determination by the wastewater treatment provider regarding adequate capacity. Impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Solid Waste

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Project Waste Recycling Plan

Findings of Fact: Less Than Significant Impact. Per the Waste Recycling Plan prepared for the project (County, 2017b), construction activities would divert up to 99 percent of construction and demolition debris, which would minimize the need for additional landfill capacity for construction waste. Operation of the proposed retail center would be comparable to that of similar retail uses and also would implement commercial recycling programs as required by the County’s Integrated Waste Management Plan. Operation of the proposed project is not anticipated to exceed the disposal capacity of the landfill(s) serving the project area. The proposed project, during both construction and operation, would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Accordingly, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Less Than Significant Impact. The project would connect to existing utilities for electricity, natural gas, and communications within adjacent roadways. The project would construct new storm water drainage systems within the proposed development and would install street lighting within the project’s parking areas. Because construction of these utilities would occur within the project boundaries, associated impacts have been analyzed throughout this ISMND. The project would not affect these facilities in a manner that would require or result in the construction of new or expansion of existing off-site facilities. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

44. Wildfire Impacts

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Source(s): Project Application Materials

Findings of Fact: Less Than Significant Impact. Construction of the project would not require road closures, and emergency access routes to all parts of the surrounding community would be maintained. Operation of the project would not interfere with emergency plans. In addition, the extension of Sky Canyon Drive would provide an additional evacuation route in the project area. Therefore, impacts to emergency plans would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-11 "Wildfire Susceptibility", GIS database, Project Application Materials, Southwest Area Plan

Findings of Fact: Less Than Significant Impact. Except for the undeveloped parcel of land to the south of the project site, land in the vicinity of the project site is predominately developed and not at risk from wildland fires. In addition, the project site is not located within a fire hazard severity zone (County 2017a). The project site is already served by all utilities and services, and the extension of Sky Canyon Drive to connect to Willows Avenue is a relatively short segment within a larger street network that is already constructed in the area. As such, the construction of this segment of Sky Canyon Drive would not be expected to increase wildfire risks in the area. Therefore, project implementation would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The project would require the use of gasoline and diesel fuel. Although the project involves the use of petroleum gasoline, standards that currently exist in California help to ensure the risk of an accident would be minimized (National Fire Protection Association [NFPA] 2018). Further, given the developed nature of the surrounding area, lack of proximate significant natural vegetation areas, availability of fire protection services and facilities in the area, and lack of significant slope areas on-site, impacts related to wildland fire hazards would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review, Project Application Materials

Findings of Fact: Less Than Significant with Mitigation Incorporated. The project may result in potentially significant impacts to burrowing owls, least Bell's vireo, southern willow scrub, and nesting birds. Impacts would be mitigated to less-than-significant levels through implementation of mitigation measures BIO-1 and BIO-4, as identified in Section IV. The project may also result in potentially significant impacts to unknown archaeological, tribal, and paleontological resources. However, potential

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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degradation of the quality of the environment would be reduced to below a level of significance through implementation of mitigation measures CUL-1 through CUL-6, as identified in Section V.

46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): Staff Review, Project Application Materials, County General Plan EIR

Findings of Fact: Less Than Significant with Mitigation Incorporated. The County General Plan EIR (County 2015c) considered cumulative impacts associated with increased development in the County. The EIR identified potentially significant cumulative impacts in the following areas: population and housing, aesthetics, agriculture and forestry resources, air quality, GHGs, cultural and paleontological resources, geology and soils, hazardous materials and safety, noise, parks and recreation, public facilities, transportation and traffic, and water resources. The project’s potential contributions to these impacts to these areas are discussed below.

Population and Housing: Potentially significant impacts to population and housing were identified in the County General Plan EIR from the direct and indirect inducement of population growth. The project does not include housing and would not directly induce population growth. Jobs created by the project are expected to be filled by the existing local population. Therefore, the project would not contribute a cumulatively considerable impact to population and housing.

Aesthetics: Potentially significant impacts to aesthetics were identified in the County General Plan EIR from adverse effects on scenic vistas and scenic resources within state Scenic Highways, as well as from adverse light and glare effects. Because the project site is not located within the immediate vicinity of notable mountains or ridgelines, and because public views from the project area and surrounding roadways are limited, the project would not result in an adverse effect on scenic vistas. The project would not impact scenic resources within a state Scenic Highway as the portion of SR-79 along which the project is located is neither a designated nor an eligible scenic highway. The project would introduce new lighting sources to the project site; however, light fixtures would comply with the County Light Pollution Ordinance (County 1988) and the Mt. Palomar Nighttime Lighting Policy so that the project would not contribute a substantial new source of light. Therefore, the project would not contribute a cumulatively considerable impact to aesthetics.

Agriculture and Forestry Resources: Potentially significant impacts to agriculture and forestry resources were identified in the County General Plan EIR from the conversion of designated Farmlands and the encroachment on or conflict with existing agricultural uses. Although the site is designated as Farmland of Local Importance, it is not currently used for agriculture nor is it zoned for agricultural use, and the project would not result in the conversion of farmland. Therefore, the project would not contribute a cumulatively considerable impact to agriculture and forestry resources.

Air Quality: Potentially significant impacts to air quality were identified in the County General Plan EIR from conflict with air quality plans, air pollutant emissions, and exposure of sensitive receptors to air

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pollutants. The project would be consistent with the local AQMP, and criteria pollutant emissions from the project would not exceed SCAQMD thresholds. In addition, the project would not result in a cumulatively considerable air quality impact with a project identified in the vicinity, the Murrieta Hot Springs Road Widening Project. This is because it would not be possible for a sensitive receptor to be downwind of both projects at the same time, due to their location. Therefore, the project would not contribute a cumulatively considerable impact to air quality.

GHGs: Potentially significant impacts related to GHGs were identified in the County General Plan EIR from the generation of GHGs and potential to conflict with GHG reduction plans/policies. With implementation of measures identified in the Screening Table for GHG Implementation Measures for Commercial Development completed for the project, the project’s GHG emissions would be reduced and the project would be consistent with the County CAP. Therefore, the project would not contribute a cumulatively considerable impact related to GHGs.

Cultural and Paleontological Resources: Potentially significant impacts to cultural and paleontological resources were identified in the County General Plan EIR from the destruction of archaeological or paleontological resources. The project’s potentially significant impacts to cultural and paleontological resources would be mitigated through CUL-1 through CUL-4, TCR-1 and TCR-2, and PAL-1 and PAL-2. With mitigation, the project would not contribute a cumulatively considerable impact to cultural and paleontological resources.

Geology and Soils: Potentially significant impacts related to geology and soils were identified in the County General Plan EIR from exposure of people to strong seismic ground shaking and landslides. Through incorporation of applicable seismic loading standards pursuant to the IBC and CBC, as well as the recommendations of the project’s Geotechnical Investigation (LGC GeoEnvironmental, Inc. 2017a), the project would not expose people to substantial adverse effects related to seismic ground shaking. In addition, the project site is not located in an area subject to landslides. Therefore, the project would not contribute a cumulatively considerable impact related to geology and soils.

Hazardous Materials and Safety: Potentially significant hazardous materials and safety impacts were identified in the County General Plan EIR from exposure of people or structures to wildland fires. The project site is not located within a fire hazard severity zone (County 2017a). Therefore, the project would not contribute cumulatively considerable hazardous materials and safety impacts.

Noise: Potentially significant noise impacts were identified in the County General Plan EIR from the generation of temporary and permanent noise. Noise generated during construction and operation of the project would be in compliance with the County Noise Ordinance and County General Plan. Therefore, the project would not contribute a cumulatively considerable noise impact.

Parks and Recreation: Potentially significant impacts to parks and recreation were identified in the County General Plan EIR from an increase in the use of existing parks and recreational facilities resulting in this substantial physical deterioration. The project would not induce population growth and would therefore not result in the increased use of parks and recreational facilities. Thus, the project would not contribute a cumulatively considerable impact to parks and recreation.

Public Facilities: Potentially significant impacts to public facilities were identified in the County General Plan EIR from the needs for new fire protection, law enforcement, school, library, and medical facility

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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services. The project would not induce population growth and would therefore not result in an increased demand for such services. Thus, the project would not contribute a cumulatively considerable impact to public facilities.

Transportation and Traffic: Potentially significant impacts to transportation and traffic were identified in the County General Plan EIR from roadway and intersection congestion and decreased LOS. Operation of the project would add vehicles to the surrounding roadways; however, with implementation of mitigation measure TRA-1, the project would not result in decreased LOS under current or future conditions. Therefore, the project would not contribute a cumulatively considerable impact to transportation and traffic.

Water Resources: Potentially significant impacts to water resources were identified in the County General Plan EIR from an insufficient water supply, groundwater depletion, and runoff resulting in erosion, siltation, and pollution. Because the project is consistent with the County General Plan land use designation for the site, which takes into account water requirements, the project would not result in the unplanned for or excessive use of water. Through incorporation of on-site water quality basins, runoff from the site would be able to percolate to the groundwater table. The basins would also reduce on- and off-site erosion, siltation, and water pollution. Therefore, the project would not result in a cumulatively considerable impact to water resources.

As described above, with mitigation the proposed project would not result in a cumulatively considerable increase to cumulative impacts within the County. Therefore, impacts would be less than significant with mitigation.

47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source(s): Staff Review, Project Application Materials

Findings of Fact: Less Than Significant Impact. The proposed project would cause an increase in ambient noise levels during construction and operation; however, project-generated noise would be in compliance with local ordinances and would not adversely affect humans. Hazardous materials used during construction and operation of the project would be used, handled, and stored in compliance with applicable regulations. Impacts would be less than significant.

III. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: N/A

Location Where Earlier Analyses, if used, are available for review: N/A

Location: County of Riverside Planning Department
4080 Lemon Street 12th Floor
Riverside, CA 92505

VII. AUTHORITIES CITED

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**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Charissa Leach, P.E.
Assistant CEO/TLMA Director



06/08/21, 10:11 am

PM37398

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PM37398. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PM37398) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

TENTATIVE PARCEL MAP NO. 37398 is a Schedule "E" subdivision of two parcels totaling 10.98 gross acres into five (5) commercial lots with a minimum lot size of 0.68 acres.

- Parcel 1 - 1.49 acres
- Parcel 2 - 1.18 acres
- Parcel 3 - 2.69 acres
- Parcel 4 - 1.27 acres
- Parcel 5 - 0.68 acres
- Total - 7.3 net acres.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. County Wide Design Guidelines and Standards
2. Specific Plan No. 213 Design Guidelines

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED MAP Tentative Map No. 37398, dated September 15, 2020

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - State Subdivision Map Act
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 625 (Right to Farm)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 679 (Directional Signs for Subdivisions)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)

4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Hold Harmless

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

- (a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PP26346 and PM37398 or its associated environmental documentation; and,

- (b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PP26346 and PM37398, including, but not limited to, decisions made in response to California Public Records Act requests; and

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 6 AND - Hold Harmless (cont.)

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

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

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

Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30) days of receipt of notice from COUNTY that LITIGATION has been initiated against the Project, applicant/permittee shall initially deposit with the COUNTY's Planning Department the total amount of Twenty Thousand Dollars (\$20,000). Applicant/permittee shall deposit with COUNTY such additional amounts as COUNTY reasonably and in good faith determines, from time to time, are necessary to cover costs and expenses incurred by the COUNTY, including but not limited to, the Office of County Counsel, Riverside County Planning Department and the Riverside County Clerk of the Board associated with the LITIGATION. To the extent such costs are not recoverable under the California Public Records Act from the records requestor, applicant/permittee agrees that deposits under this section may also be used to cover staff time incurred by the COUNTY to compile, review, and redact records in response to a Public Records Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

E Health

E Health. 1 DEH ECP COMMENTS

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2 Water/Sewer

The proposed Project shall obtain potable water service and sanitary sewer service from Eastern Municipal Water District (EMWD). Prior to building permit issuance, applicant shall submit an original copy of water and sewer "will-serve" letter(s) to DEH for review and record keeping.

ADVISORY NOTIFICATION DOCUMENT

Flood

Flood. 2

Flood Haz. Report (cont.)

The project proposes to bypass the offsite runoff from Sky Canyon Drive to Tualota Creek via an existing 18-in storm drain. Seven proposed bioretention basins treat the onsite runoffs before discharge to a basin located to the south of the site. The basin is owned by multiple private owners and the County of Riverside. County Transportation reviews WQMP and the drainage study to confirm the extension of Sky Canyon Road is adequately protected from Tualota Creek.

An encroachment permit will be required for any performed work within District right-of-way or involving Winchester Road Storm Drain.

The site is located within the bounds of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of grading or building permits for this project whichever occurs first. Although the current fee for this ADP is \$1,179 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued.

Every effort has been made to identify all potential areas of concern for which the District will recommend conditions of approval should this case be filed. However, if during further review of the site and development proposal, additional public safety and health issues are discovered, the District reserves the right to bring such issues to the attention of the hearing body.

Any questions pertaining to this project can be directed to Han Yang at 951.955.1348 or hyang@rivco.org.

Planning

Planning. 1

ALUC

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

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:

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

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

Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 1

ALUC (cont.)

the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

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

(e) Children's schools, hospitals, skilled nursing and care facilities, highly noise sensitive outdoor nonresidential uses, and hazards to flight.

3. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final parcel map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.

4. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

5. The dining/seating area within Building 4 (restaurant) shall be limited to 2,400 square feet (maximum 80 percent of gross floor area).

6. Any dining/seating area of eating and drinking places in Buildings 1 and 2 shall be limited to a maximum of 1,500 square feet per building.

7. No restaurant uses shall be permitted in Building 3.

8. Building 1 shall be limited to general retail (including food-related retail) uses, along with accessory office and storage activities. Use of more than 1,500 square feet within

Building 1 for assembly uses (such as churches, theaters, gymnasiums, fitness centers, and auditoriums) or any use where the Building Code permits occupancy at levels greater than one person per 30 square feet is prohibited.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Planning. 2

FINAL MAP PREPARER

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

Planning. 3

Human Remains

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 8

Unanticipated Resources (cont.)

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.

** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Transportation

Transportation. 1

RCTD - GENERAL

1. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
2. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
3. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
4. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
5. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
6. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
7. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
8. The project shall comply with the most current ADA requirements. Curb ramps shall be provided at all intersections, including T-intersections. Curb ramps and accessible paths shall be individually designed, and included in the improvement plans, in accordance with Ordinance 461 and Riverside County Improvement Plan Check Policies and Guidelines.
9. The Project shall obtain approval of street improvement plans from 'CALTRANS' and Transportation Department. Street Improvement Plans shall comply with Ordinance 460, 461, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online <http://rctlma.org/trans>.
10. The Project shall obtain approval of street improvement plans from the 'CALTRANS' and Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 **RCTD - GENERAL (cont.)**

project limits.

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

Transportation. 2 **RCTD-MAP TS/Conditions**

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

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

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

SR-79-Winchester Road (NS) at:

- La Alba Drive (EW)
- Hunter Road-Borel Road (EW)
- Robert Trent Jones Parkway (EW)
- Murrieta Hot Springs Road (EW)
- Winchester Square Drive (EW)
- Willow Avenue (EW)
- Nicolas Road (EW)
- Margarita Road (EW)
- Ynez Road (EW)

Sky Canyon Road (NS) at:

- Willows Avenue (EW)

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

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

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Fire

050 - Fire. 1 Gen - Custom Not Satisfied

Ecs map must be stamped by the Riverside County Surveyor with the following note: Emergency vehicle access shall be provided in accordance with the California Fire Code and Riverside County Fire Department standards.

050 - Fire. 2 Gen - Custom Not Satisfied

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

050 - Fire. 3 Gen - Custom Not Satisfied

Ecs map must be stamped by the Riverside County Surveyor with the following note: All buildings shall be constructed with Class B material as per the California Building Code.

Flood

050 - Flood. 1 0050-Flood-MAP 3 ITEMS TO ACCEPT FACILITY Not Satisfied

Inspection and maintenance of the flood control facility/ies to be constructed with this tract must be performed by either the County Transportation Department or the Flood Control District. The engineer (owner) must request in writing that one of these agencies accept the proposed system. The request shall note the project number, location, briefly describe the system (sizes and lengths) and include an exhibit that shows the proposed alignment. The request to the District shall be addressed to the General Manager-Chief Engineer, Attn: Chief of the Planning Division.

If the District is willing to maintain the proposed facility three items must be accomplished prior to recordation of the final map or starting construction of the drainage facility: 1) the developer shall submit to the District the preliminary title reports, plats and legal descriptions for all right of way to be conveyed to the District and secure that right of way to the satisfaction of the District; 2) an agreement with the District and any maintenance partners must be executed which establishes the terms and conditions of inspection, operation and maintenance; and 3) plans for the facility must be signed by the District's General Manager-Chief Engineer. The plans cannot be signed prior to execution of the agreement.

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Flood

050 - Flood. 1 0050-Flood-MAP 3 ITEMS TO ACCEPT FACILITY (cont.) Not Satisfied

An application to prepare the agreement must be submitted to the attention of the District's Administrative Services Section. All right of way transfer issues must be coordinated with the District's Right of Way Section.

The engineer/developer will need to submit proof of flood control facility bonds and a certificate of insurance to the District's Inspection section before a pre-construction meeting can be scheduled.

050 - Flood. 2 0050-Flood-MAP ONSITE EASE ON FINAL MAP Not Satisfied

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

050 - Flood. 3 0050-Flood-MAP SUBMIT ECS & FINAL MAP Not Satisfied

A copy of the environmental constraint sheet and the final map shall be submitted to the District for review and approval. All submittals shall be date stamped by the engineer and include the appropriate plan check fee.

050 - Flood. 4 0050-Flood-MAP ZONE 7 PRESENT WORTH MAINT Not Satisfied

All flood control facilities should be constructed to District standards. All facilities that the District will assume for maintenance will require the payment of a one time maintenance charge equal to the "present worth" value of 10 years of maintenance costs at the time of improvement plan approval.

050 - Flood. 5 0050-Flood-XXM*ADP FEES Not Satisfied

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

NOTICE OF DRAINAGE FEES

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

Notice is further given that, pursuant to Section 10.25 of

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Planning

050 - Planning. 1 CC&R Reciprocal Access/Parking/Landscape Maintenance (Not Satisfied

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

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division.

050 - Planning. 2 ECS NOTE MT PALOMAR LIGHTING Not Satisfied

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

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

050 - Planning. 3 ECS SHALL BE PREPARED Not Satisfied

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

050 - Planning. 4 Planning-MAP - FEE BALANCE Not Satisfied

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

Survey

050 - Survey. 1 RCTD - FINAL MAP REQUIREMENTS Not Satisfied

The final map shall comply with the following requirements, as approved by the County Survey Department, to clear this condition:

1. Any easement not owned by a public utility, public entity or subsidiary, not relocated or eliminated prior to final map approval, shall be delineated on the final map in addition to having the name of the easement holder, and the nature of their interests, shown on the map.
2. The Project shall install survey monumentation as directed by the Transportation Department, or bond and enter into an agreement with the Transportation Department.
3. Lot access shall be restricted on SH-79 (Winchester Road), except one 30 foot wide right in and right out access on SH-79 (Winchester Road) as approved by CALTRANS, so noted on the final map.
4. All ENTRY MONUMENT(S) shall be installed outside the ultimate road right-of-way.

Transportation

050 - Transportation. 1 RCTD - ANNEX ALL MAINT DISTRICTS Not Satisfied

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Transportation

050 - Transportation. 1 RCTD - ANNEX ALL MAINT DISTRICTS (cont.) Not Satisfied

Prior to map recordation, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

050 - Transportation. 2 RCTD - ANNEX CATCH BASIN/CURB INLET INSERTS Not Satisfied

Prior to map recordation, the Project shall complete annexation/formation, with fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved public or quasi-public entity) for maintenance of catch basin inserts, as shown on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 3 RCTD - ANNEX LANDSCAPING MAINT Not Satisfied

Prior to map recordation, the Project shall complete annexation/formation for landscaping, graffiti maintenance, fencing, and trails, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved entity) for landscaping maintenance, as shown on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 4 RCTD - ANNEX STREETLIGHT MAINT Not Satisfied

Prior to map recordation, the Project shall complete streetlight annexation/formation, with approved improvement plans and fees, into the applicable maintenance district(s) (e.g. CSA, CFD, or other approved entity) for streetlight maintenance, as noted on the approved Maintenance Exhibit, as applicable.

050 - Transportation. 5 RCTD - APPROVED MAINT EXHIBIT (ME) Not Satisfied

The Project shall submit a Maintenance Exhibit (ME) for approval, on two 11 inches x 17 inches hard copies and two CD copies to County EDA/CSA. The ME shall show, with applicable quantities (i.e. square footage, or lengths), potable and recycled water meters, irrigated landscaped areas, non-irrigated landscaping, open space, trails and pedestrian pathways, WQMP related BMPs, basin bottoms, fence and walls, graffiti, weed abatement, traffic signals, and any other feature that may require permanent maintenance (e.g. storm drains, low flow drains, community buildings, restrooms, parking lots, block walls, and fencing) with the entities proposed to provide maintenance. All right-of-way areas shall be separately delineated. The ME shall have the engineer's certification for square footage calculations and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.).

The Transportation Department will clear this condition after the ME is approved by the County EDA/CSA and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department (three 11"x 17" hardcopies and one fully signed PDF copy on CD).

Note:

Landscaping in the road right-of-way shall be maintained by a public or quasi-public entity, as approved by the Transportation Department, Landscape Section. To ensure water quality compliance, the County discourages the use of HOA's for maintaining WQMP related BMPs. County Policy B-12 limits the total tax burden. Tax burden includes Community Facility Districts (CFDs), Assessment District, ad valorem taxes, any other assessments, taxes, and fees. The local water purveyor may

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Transportation

050 - Transportation. 5 RCTD - APPROVED MAINT EXHIBIT (ME) (cont.) Not Satisfied
require the use of reclaimed water for landscaping, prior to approving water improvement plans. ME shall be approved prior to submitting CC&R's, and submitting water improvement plans.

050 - Transportation. 6 RCTD - CALTRANS MAINTAINED Not Satisfied

Approval of the Street Improvement plans by 'CALTRANS' and Transportation Department will clear this condition. The Project shall provide the following improvements:

Winchester Road (SH 79) along project boundary is a paved 'CALTRANS' maintained road and designated as EXPRESSWAY and shall be improved with 55'-67' half width AC pavement, concrete curb and gutter (project side), and MUST much-up asphalt concrete paving; reconstruction or resurfacing of existing paving as determined by the 'CALTRANS' within the 92 foot half width dedicated right of way in accordance with County Standard No. 83, Ordinance 461.

NOTE:

1. The driveway shall be constructed in accordance with County Standard No. 207A or as directed by Caltrans/Director of Transportation.
2. A pork-chop channelization (to restrict right in/out movements) shall be improved as approved by CALTRANS. See letter from Caltrans, dated January 27, 2017, regarding this requirement. [Letter saved in PLUS attachments]
3. A 6 foot meandering concrete sidewalks (project side) shall be improved within the 37 foot parkway.
4. ENTRY MONUMENT(S) shall be installed outside the ultimate road right-of-way.
5. Transition AC pavement tapering for right-turn lane pocket shall be per 60 m/h design speed limit or as directed by 'CALTRANS'.
6. All curb to curb required street improvement plans within the 'CALTRANS' jurisdiction shall be submitted to CALTRANS.
7. All parkway improvement plans within the 'CALTRANS' jurisdiction shall be submitted for review and approval to County Transportation Department.

050 - Transportation. 7 RCTD - COORDINATION WITH OTHERS Not Satisfied

Approval of the Street Improvement plans by the 'CALTRANS' and Transportation Department will clear this condition.

1. Caltrans' letter dated January 27, 2017. The Project shall coordinate with and obtain approval from Caltrans District 8 Attn: I.G.R. 464 W. 4th Street, San Bernardino Ca 92401 and submit evidence of approval to the Transportation Department.

2. Prior to issuance of a building permit, the Project shall coordinate with PM37398.

050 - Transportation. 8 RCTD - CSA/LMD ANNEXATION STARTED Not Satisfied

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Transportation

050 - Transportation. 8 RCTD - CSA/LMD ANNEXATION STARTED (cont.) Not Satisfied

Prior to map recordation, the project proponent shall file an application for annexation, with fees, into the applicable maintenance district(s) (CSA, L&LMD, CFD) or other approved entity for landscaping maintenance in public right of way, as shown on the Maintenance Exhibit.
Landscape Maintenance of SR-79/Winchester Road shall be County maintained.

050 - Transportation. 9 RCTD - DEDICATNS Not Satisfied

Approval of the Street Improvement plans by the Transportation Department will clear this condition. The Project shall provide the following improvements:

Sky Canyon Road along project boundary to be improved with 76 foot full-width AC pavement, 8-inch concrete curb and gutter, concrete sidewalks (project side) within the 100 feet full-width dedicated right-of-way in accordance with modified County Standard No. 93, Ordinance 461. (Modified for reduced full-width right-of-way from 118 feet to 100 feet.)

Note:

1. A 6 foot concrete sidewalks shall be improved adjacent the curb line within the 12 foot parkway.
2. The driveway shall be constructed in accordance with County Standard No. 207A.
3. ENTRY MONUMENT(S) shall be installed outside the ultimate road right-of-way.
4. The design and location of the proposed sheet piles shall be submitted to the Transportation Department for review and approval.

050 - Transportation. 10 RCTD - LIGHTING PLAN Not Satisfied

A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

050 - Transportation. 11 RCTD - MAINT DISTRICTS – SUBMIT APPLICATION Not Satisfied

Prior to map recordation, the Project shall file an application with County EDA/CSA for annexation/formation into all of respective maintenance districts, with a proposed Maintenance Exhibit and applicable fees.

050 - Transportation. 12 RCTD - UTILITY COORDINATION Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans, according to Ordinance 460 for subdivisions and/or Ordinance 461 for road improvements. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

- a. The Street Improvement Plans are approved.

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Transportation

050 - Transportation. 12 RCTD - UTILITY COORDINATION (cont.) Not Satisfied

b. Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

050 - Transportation. 13 RCTD-MAP TS/Design Not Satisfied

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

Signals not eligible for fee credit:

Sky Canyon Drive (NS) at Willows Avenue (EW)

NOTE: The project applicant shall be responsible for the design of a three-phase traffic signal with a continuous green operation for the eastbound through movement. As described in the project traffic study, the eastbound No. 1 through lane shall be converted to an exclusive eastbound left-turn lane. Restripe the east leg to provide two westbound through lanes, and a shared westbound through/right-turn lane. Stripe the north leg to include an exclusive left-turn lane and an exclusive right-turn lane. The signal shall be coordinate with signal located at SR-79-Winchester Road and Willows Avenue.

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

050 - Transportation. 14 RCTD-MAP TS/Geometrics Not Satisfied

The intersection of SR-79-Winchester Road (NS) at Willows Avenue (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one shared through/right-turn lane

Southbound: one left-turn lane, two through lanes, one shared through/right-turn lane

Eastbound: one left-turn lane, one shared through/right-turn lane

Westbound: one left-turn lane, one shared left-turn/through lane, one right-turn lane

NOTE: The signal shall be coordinate with the proposed signal located at Sky Canyon Road and Willows Avenue.

The intersection of SR-79-Winchester Road (NS) at Project Access (EW) shall be improved to provide the following geometrics:

Northbound: three through lanes, one right-turn lane

Southbound: three through lanes

Eastbound: N/A

Westbound: one right-turn lane

NOTE: The project access shall be restricted to right-in/right-out turning movements. Left-turns are prohibited. Appropriate channelization shall be provided by the applicant to enforce this turning movement restriction. Widening of SR-79-Winchester Road is required to provide the right-turn lane.

Plan: PM37398

Parcel: 920120034

50. Prior To Map Recordation

Transportation

050 - Transportation. 14 RCTD-MAP TS/Geometrics (cont.) Not Satisfied

The intersection of Sky Canyon Road (NS) at Willows Avenue (EW) shall be signalized and improved to provide the following geometrics:

Northbound: N/A

Southbound: one left-turn lane, one right-turn lane

Eastbound: one left-turn lane, one through lane

Westbound: two through lanes, one shared through/right-turn lane

NOTE: The project applicant shall be responsible for the design of a three-phase traffic signal with a continuous green operation for the eastbound through movement. As described in the project traffic study, the eastbound No. 1 through lane shall be converted to an exclusive eastbound left-turn lane. Restripe the east leg to provide two westbound through lanes, and a shared westbound through/right-turn lane. Stripe the north leg to include an exclusive left-turn lane and an exclusive right-turn lane. The signal shall be coordinate with signal located at SR-79-Winchester Road and Willows Avenue.

or as approved by the Transportation Department.

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

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

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 0060-BS GRADE-USE - EASEMENTS/PERMISSION Not Satisfied

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

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

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

060 - BS-Grade. 2 0060-BS GRADE-USE - IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 3 0060-BS GRADE-USE - IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department at (951) 955-6888 for additional information and requirements.

Plan: PM37398

Parcel: 920120034

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 3 0060-BS GRADE-USE - IMPROVEMENT SECURITIES (cont) Not Satisfied

060 - BS-Grade. 4 0060-BS-Grade-MAP - NO PRECISE GRDG Not Satisfied

A PRECISE GRADING PERMIT WILL NOT BE ISSUED , BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

Flood

060 - Flood. 1 ADP Fee - Map Not Satisfied

This project is located within the limits of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

060 - Flood. 2 Encroachment Permit Required Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

Planning

060 - Planning. 1 Fee Balance Not Satisfied

Prior to issuance of grading permits, the Planning Department shall determine if the deposit based fees are in a negative balance. If so, any outstanding fees shall be paid by the applicant/developer.

060 - Planning. 2 Plot Plan Not Satisfied

See Plot Plan No. 26346 Conditions of Approval.

060 - Planning. 3 SKR Fee Condition Not Satisfied

Prior to the issuance of a grading permit, the land divider/permit holder shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 10.98 gross acres in accordance with the TENTATIVE MAP. If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project

Plan: PM37398

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 3 SKR Fee Condition (cont.) Not Satisfied
acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable. However, should Riverside County Ordinance No. 663 be rescinded and superseded by a subsequent mitigation fee ordinance, payment of the appropriate fee set forth in that ordinance shall be required.

Planning-EPD

060 - Planning-EPD. 1 0060 – EPD – Least Bell’s vireo Not Satisfied

Due to presence of LBVI in the vicinity of the study area, as discussed in “Sky Canyon Retail Center Project, General Biological Resources Assessment, dated June 10, 2019, prepared by Helix Environmental Planning”, the following avoidance and minimization measures shall be implemented to avoid potential impacts:

1. To the extent feasible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the nesting season for LBVI (September 1 through March 14). All pile driving activities required for the Sky Canyon Drive extension shall be conducted outside of the LBVI nesting season.

2. If construction activities are proposed within the LBVI nesting season (March 15 through August 31), the following measures (a. through g.) shall be implemented to avoid potential indirect impacts. Pile driving activities shall not be conducted in the LBVI nesting season.

a. Prior to initiation of construction activities, a qualified biological monitor shall clearly delineate a 300-foot avoidance buffer around suitable habitat. The 300-foot avoidance buffer shall be clearly marked with flags and/or fencing prior to commencement of construction. No construction activities shall occur within the 300-foot buffer during the nesting season without the presence of a biological monitor.

b. If construction activities (e.g., ground disturbance and canopy trimming) are planned within 300 feet of suitable habitat, the following measures shall be implemented:

i. A biological monitor shall be present to perform daily surveys for LBVI and monitor construction activities. The biological monitor shall have the authority to stop work and notify the construction supervisor if the construction activities appear to be altering the birds’ normal behavior. The activities shall cease until additional minimization measures have been determined through coordination with CDFW and/or USFWS.

ii. A qualified acoustician shall also be retained to determine ambient noise levels and construction-related noise levels at the edge of suitable habitat. Noise levels at the edge of the suitable habitat shall not exceed an hourly average of 60 dBA, or an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If project-related noise levels exceed the threshold described above, construction activities shall cease until additional minimization measures are taken to reduce project-related noise levels to below an hourly average of 60 dBA, or below an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If additional measures

Plan: PM37398

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 0060 – EPD – Least Bell's vireo (cont.) Not Satisfied

do not decrease project-related noise levels below the thresholds described above, construction activities shall cease until CDFW and/or USFWS are contacted to discuss alternative methods.

c. All project personnel shall attend a Workers Environmental Awareness Program training presented by a qualified biologist prior to construction activities. The training program will inform project personnel about the life history of LBVI and all avoidance and minimization measures.

d. The construction contractor shall only allow construction activities to occur during daylight hours.

e. The construction contractor shall require functional mufflers on all construction equipment (stationery or mobile) used within or immediately adjacent to any 300-foot avoidance buffers to reduce construction equipment noise. Stationary equipment shall be situated so that noise generated from the equipment is not directed towards any suitable habitat for the LBVI.

f. The construction contractor shall place staging areas as far as possible from any suitable habitat for the LBVI.

g. The biological monitor shall prepare written documentation of all monitoring activities at the completion of construction activities, which shall be submitted to CDFW and/or USFWS.

060 - Planning-EPD. 2 0060-EPD-30-Day Burrowing Owl Preconstruction Survey Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist who holds a Memorandum of Understanding with the County. The survey results shall be provided in writing to the Environmental Programs Division (EPD) of the Planning Department. If the grading permit is not obtained within 30 days of the survey, a new survey shall be required.

If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act.

Burrowing Owl relocation shall only be allowed to take place outside of the burrowing owl nesting season (nesting season is March 1 through August 31) and is required to be performed by a qualified biologist familiar with relocation methods. The County Environmental Programs Department shall be consulted to determine appropriate type of relocation (active or passive) and potential translocation sites. Burrowing Owl Protection and Relocation Plans and Biological Monitoring Plans are required to be reviewed and approved by the California Department of Fish and Wildlife

060 - Planning-EPD. 3 0060-EPD-Nesting Bird Survey (MBTA) Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season. Nesting bird season is February 15th through August 31st. If habitat or structures that support nesting birds must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted.

The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be

Plan: PM37398

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 3 0060-EPD-Nesting Bird Survey (MBTA) (cont.) Not Satisfied

adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report to Environmental Programs Division (EPD) documenting the results of the pre-construction nesting bird survey.

060 - Planning-EPD. 4 0060-EPD-Urban/Wildlands Interface Guidelines (UWIG) Not Satisfied

The portions of the project adjacent to the MSHCP Conservation area shall incorporate the appropriate Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4) in order to reduce Edge Effects that can adversely affect biological resources such as:

INVASIVES

When approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area, Permittees shall consider the invasive, non-native plant species listed in Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

BARRIERS

Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.

DRAINAGE/TOXICS

Proposed Developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Storm water systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of

Plan: PM37398

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 4 0060-EPD-Urban/Wildlands Interface Guidelines (UWIG) (cor Not Satisfied
runoff control systems.

LIGHTING

Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

GRADING/LAND DEVELOPMENT

Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

NOISE

Proposed noise generating land uses within the MSHCP conservation area(s), Public/Quasi-Public (PQP) Lands, and/or Riparian/Riverine/Vernal Pool areas, shall incorporate setbacks, berms or walls to minimize the effects of noise on wildlife and biological resources in conservation area.

060 - Planning-EPD. 5 0060-Planning-EPD-EPD - MITIGATION CREDITS Not Satisfied

Prior to the issuance of a grading permit, a biologist who holds a MOU with the County of Riverside shall submit documentation that mitigation for impacts to MSHCP riparian/riverine systems proposed as part of the project to reduce potential impacts to water resource beneficial floodplain values has been purchased as discussed in, "Sky Canyon Retail Center Project, General Biological Resources Assessment, dated June 10, 2019, prepared by Helix Environmental Planning". MSHCP riparian/riverine habitat would be mitigated at a mitigation-to-impact ratio of 2:1 for the 0.02 acres of permanent impacts, which results in 0.04 acres. To offset impacts to 0.02 acre of MSHCP Riparian/Riverine Areas, the Applicant will (1) purchase off-site in-lieu fee credits from Skunk Hollow Mitigation Bank at a ratio of 2:1 (0.04 acre); and (2) purchase offsite in-lieu fee credits from Riverside-Corona Resource Conservation District (RCRCD) or provide a contribution to Southwest Resource Management Association (SRMA) at a ratio of 1:1 (0.02 acre), for a total mitigation to impact ratio of 3:1 (0.06 acre).

Documentation of this must be submitted to EPD prior to a grading permit being issued.

Transportation

060 - Transportation. 1 RCTD - APPROVED MAINT EXHIBIT (ME) Not Satisfied

In the event that the project requires a grading permit prior to map recordation, the Project shall submit a Maintenance Exhibit (ME) for approval, on two 11"x17" hard copies and two CD copies to County EDA/CSA. The ME shall have the engineer's certification for square footage calculations for all facilities requiring maintenance, and note the proposed maintenance entity responsible for all maintenance activities, including those that cannot be depicted on the exhibit (e.g. street sweeping, etc.). The Transportation Department will clear this condition after the ME is approved by the County EDA/CSA and/or other associated public/quasi-public maintenance entities. The approved ME shall be provided to the Transportation Department (three 11"x 17" hardcopies and one fully signed PDF copy on CD).

060 - Transportation. 2 RCTD - MAINT DISTRICTS – SUBMIT APPLICATION Not Satisfied

In the event that the project requires a grading permit prior to map recordation, the Project shall file an application with County EDA/CSA for annexation/formation into all of respective maintenance districts,

Plan: PM37398

Parcel: 920120034

60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 2 RCTD - MAINT DISTRICTS – SUBMIT APPLICATION (cont.) Not Satisfied
with a proposed Maintenance Exhibit and applicable fees.

70. Prior To Grading Final Inspection

BS-Grade

070 - BS-Grade. 1 0070-BS-Grade-MAP - ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1.Submitting a "Wet Signed" copy of the Soils Compaction Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.

2.Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.

3.Submitting a Contractors Statement of Conformance form (284-259).

4.Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.

5.Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage to stabilize the site prior to receiving a rough grade permit final.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 0080-BS-Grade-MAP - NO BP'S W/O L.U. PRMT Not Satisfied

NO BUILDING PERMITS TO BE ISSUED , BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - UNLESS AN APPROPRIATE LAND USE PERMIT HAS ALSO BEEN ISSUED AND APPROVED, BY THE PLANNING DEPARTMENT, FOR THAT SAME PARCEL(S).

Plan: PM37398

Parcel: 920120034

80. Prior To Building Permit Issuance

Flood

080 - Flood. 1 ADP Fee - Map Not Satisfied

This project is located within the limits of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1 Plot Plan Not Satisfied

See Plot Plan No. 26346 Conditions of Approval.

080 - Planning. 2 School Mitigation Not Satisfied

Impacts to the Temecula Unified School District shall be mitigated in accordance with California State law.

080 - Planning. 3 Underground Utilities Not Satisfied

All utility extensions within a lot shall be placed underground.

Planning-EPD

080 - Planning-EPD. 1 0080-EPD-Nesting Bird Survey (MBTA) Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season. Nesting bird season is February 15th through August 31st. If habitat or structures that support nesting birds must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted.

The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Plan: PM37398

Parcel: 920120034

80. Prior To Building Permit Issuance

Planning-EPD

080 - Planning-EPD. 1 0080-EPD-Nesting Bird Survey (MBTA) (cont.) Not Satisfied

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report to Environmental Programs Division (EPD) documenting the results of the pre-construction nesting bird survey.

Transportation

080 - Transportation. 1 RCTD - ANNEX ALL MAINT DISTRICTS Not Satisfied

Prior to issuance of a building permit, the Project shall complete all annexation/formation into all of respective maintenance districts, as approved by the County Transportation and County EDA/CSA, with approved improvement plans, and as noted or shown on the approved Maintenance Exhibit.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 0090-BS-Grade-MAP - NO PRECISE GRD APRVL Not Satisfied

A PRECISE GRADING INSPECTION WILL NOT BE PERFORMED, BY THE BUILDING AND SAFETY DEPARTMENT, FOR ANY PARCEL(S) OF THIS SUBDIVISION - ALL PRECISE GRADE INSPECTIONS TO BE PERFORMED UNDER THE PRECISE GRADE PERMIT ISSUED UNDER THE APPROPRIATE LAND USE PERMIT, FOR THAT SAME PARCEL(S).

Transportation

090 - Transportation. 1 RCTD - 80% COMPLETION Not Satisfied

Occupancy releases will not be issued to Building and Safety for any lot exceeding 80% of the total recorded residential lots within any map or phase of map prior to completion of the following improvements:

- a. Primary and Alternate (secondary) access roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions.
- b. Interior roads shall be completed and paved to finish grade according to the limits indicated in the improvement plans and as noted elsewhere in these conditions. All curbs, gutters, sidewalks and driveway approaches shall be installed. The final lift of Asphalt Concrete on interior streets shall be placed prior to the release of the final 20% of homes or the production models or at any time when construction of new homes within the development has stopped. The Project shall be required to cap pave in front of occupied homes up to the nearest capped street within the tract boundary. The subdivision will remain responsible for the maintenance of these facilities until all improvements within the tract boundary shall be completed and accepted into the County maintained system.
- c. Storm drains and flood control facilities shall be completed according to the improvement plans and as noted elsewhere in these conditions. Written confirmation of acceptance for use by the Flood Control District, if applicable, is required.
- d. Water system, including fire hydrants, shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All water valves shall be raised to

Plan: PM37398

Parcel: 920120034

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 RCTD - 80% COMPLETION (cont.) Not Satisfied
pavement finished grade. Written confirmation of acceptance from water purveyor is required.

e. Sewer system shall be installed and operational, according to the improvement plans and as noted elsewhere in these conditions. All sewer manholes shall be raised to pavement finished grade.

f. Written confirmation of acceptance from sewer purveyor is required.

g. Landscaping and irrigation, water and electrical systems shall be installed and operational in accordance with County Ordinance 461 and 859.

090 - Transportation. 2 RCTD - FEE PAYMENT Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

1. All Transportation Uniform Mitigation Fees (TUMF)

090 - Transportation. 3 RCTD - LANDSCAPING INSTALLATION COMPLETION Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved along the streets associated with this development.

090 - Transportation. 4 RCTD - UTILITY INSTALL Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 5 RCTD-MAP TS/Installation Not Satisfied

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

Signals not eligible for fee credit:

Sky Canyon Drive (NS) at Willows Avenue (EW)

NOTE: The project applicant shall be responsible for the design and installation of a three-phase traffic signal with a continuous green operation for the eastbound through movement. As described in the project traffic study, the eastbound No. 1 through lane shall be converted to an exclusive eastbound left-turn lane. Restripe stripe the east leg to provide two westbound through lanes, and a shared westbound through/right-turn lane. Stripe the north leg to include an exclusive left-turn lane and an exclusive right-turn lane. The signal shall be coordinate with signal located at SR-79-Winchester Road and Willows Avenue.



**COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY**

Charissa Leach, P.E.
Assistant CEO/TLMA Director



06/08/21, 10:08 am

PP26346

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PP26346. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this Plan (PP26346) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

PLOT PLAN NO. 26346 proposes the siting, construction, and development of approximately 56,060 square feet of a commercial and retail center on a 10.98 gross acre site. The Plot Plan includes the construction of 1 retail buildings:

- Building 1 - a 31,900 square foot grocery store, thirty-five (35') feet in height.
 - Building 2 - a 10,000 square foot retail store, twenty-eight (28') feet in height.
 - Building 3 - a 7,027 square foot tire shop, thirty (30') feet in height.
 - Building 4 - a 3,000 square foot drive-thru restaurant, twenty-six (26') feet in height.
 - Building 5 - a 4,133 square foot car-wash, twenty-five (25') feet in height.
- A total of 308 parking stalls will be provided.

Advisory Notification. 3 AND - Design Guidelines

- Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards
 2. Specific Plan No. 213 Design Guidelines

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(S)

- Exhibit A (Site Plan), dated September 15, 2020.
- Exhibit B (Elevations), dated September 15, 2020.
- Exhibit C (Floor Plans), September 15, 2020.
- Exhibit G (Conceptual Grading Plan), September 15, 2020.
- Exhibit L (Conceptual Landscaping and Irrigation Plans), dated June 1, 2020.
- Exhibit M (Colors and Materials), dated September 15, 2020.
- Maintenance Exhibit, dated August 31, 2017.

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance (cont.)

Advisory Notification. 5 AND - Federal, State & Local Regulation Compliance

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - State Subdivision Map Act
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)

{Geographically based}

 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 484 (Control of Blowing Sand)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 679 (Directional Signs for Subdivisions)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)

4. Mitigation Fee Ordinances
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

BS-Plan Check

BS-Plan Check. 1 0010-BS-Plan Check-B&S SUBMITTAL REQUIREMENTS

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1

0010-BS-Plan Check-B&S SUBMITTAL REQUIREMENTS (cont.)

PERMIT ISSUANCE:

Per section 105.1 (2016 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter, repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.

The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.

The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.

At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment.

In commercial and residential applications, each separate structure will require a separate building permit.

William Peppas
Senior Building Inspector
Riverside County Building & Safety
(951) 955-1440

E Health

E Health. 1

DEH ECP COMMENTS

Based on the information provided in the environmental assessment documents submitted for this project and with the provision that the information was accurate and representative of site conditions, RCDEH-ECP (Riverside County Department of Environmental Health – Environmental Cleanup Program) concludes no further environmental assessment is required for this project.

If previously unidentified contamination or the presence of a naturally occurring hazardous material is discovered at the site, assessment, investigation, and/or cleanup may be required. Contact Riverside County Environmental Health - Environmental Cleanup Programs at (951) 955-8980, for further information.

E Health. 2

Water/Sewer

The proposed facility shall obtain potable water service and sanitary sewer service from Eastern Municipal Water District (EMWD). Prior to building permit issuance, applicant shall submit an original copy of water and sewer "will-serve" letter(s) to DEH for review and record keeping.

Please note that it is the responsibility of the applicant to ensure that all requirements to obtain potable water service and sanitary sewer service are met with the appropriate purveyors, as well as, all other applicable agencies.

Fire

Fire. 1

Plot Plan Review

1.) Access - Fire Department emergency vehicle apparatus access road locations and design shall be in

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Plot Plan Review (cont.)

accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

As indicated on the site plan, the Plot Plan and Parcel Plan shall also indicate the 150' maximum distance to all exterior portions of the building from the fire apparatus access road, as well as the, required 24' minimum width, and 18' interior and 38' exterior turning radius. Dead end fire apparatus access roads in excess of 150' shall be provided with an approved turnaround.

2.) Water - Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.

Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

Flood

Flood. 1 Flood Haz. Report

Plot Plan (PP) 26346 is a proposal to construct a retail development complex on an 11-acre site in the Temecula area. The site is located at the northeast corner of Winchester Road and Willows Avenue. This project is being reviewed concurrently with PM37398. The District previously reviewed Pre-Applicant Review (PAR) 1454 associated with this project.

The site is located adjacent to the west bank of Tualota Creek which currently lacks slope protection from approximately 750-ft downstream (south) of Murrieta Hot Springs Road to Willows Avenue. The District operates and maintains the concrete lined slope protection upstream and downstream of this site. In addition, the District maintains a 66-inch storm drain, Winchester Road Storm Drain (Project No. 7-0-00184, Dwg No. 7-0152), within a public drainage easement along the western property line and adjacent to Winchester Road that was constructed as part of Assessment District (AD) 161.

The topography of the project area is a mild northeast-to-southwesterly slope, and the site is located in a developed area with existing District facilities and city MS4 storm drains to convey local runoffs. The site is considered free from ordinary storm flood hazard except for nuisance natural local runoff. A storm of unusual magnitude may cause damage.

The project proposes to bypass the offsite runoff from Sky Canyon Drive to Tualota Creek via an existing 18-in storm drain. Seven proposed bioretention basins treat the onsite runoffs before discharge to a basin located to the south of the site. The basin is owned by multiple private owners and the County of Riverside. County Transportation reviews WQMP and the drainage study to confirm the extension of Sky Canyon Road is adequately protected from Tualota Creek.

An encroachment permit will be required for any performed work within District right-of-way or involving Winchester Road Storm Drain.

The site is located within the bounds of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 3 CALGreen Nonresidential Mandatory Measures (cont.)

Planning. 3 CALGreen Nonresidential Mandatory Measures

The Project is required to comply with CALGreen, including all Nonresidential Mandatory Measures, including but not limited to requirements for bicycle parking, parking for clean air vehicles, charging stations, lighting, water conservation, waste reduction, and building maintenance. The provisions of CALGreen reduce energy use and fossil fuel use.

Planning. 4 Causes for Revocation

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 5 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 6 Construction Noise

All construction activities shall comply with Riverside County Noise Ordinance Ordinances No. 847. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors

Planning. 7 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 8 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 8

Fugitive Dust (cont.)

construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 9

Gen - ALUC

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final parcel map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.
4. Any ground-level or aboveground water detention basin or facilities shall be designed

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 9

Gen - ALUC (cont.)

and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

5. The dining/seating area within Building 4 (restaurant) shall be limited to 2,400 square feet (maximum 80 percent of gross floor area).

6. Any dining/seating area of eating and drinking places in Buildings 1 and 2 shall be limited to a maximum of 1,500 square feet per building.

7. No restaurant uses shall be permitted in Building 3.

8. Building 1 shall be limited to general retail (including food-related retail) uses, along with accessory office and storage activities. Use of more than 1,500 square feet within Building 1 for assembly uses (such as churches, theaters, gymnasiums, fitness centers, and auditoriums) or any use where the Building Code permits occupancy at levels greater than one person per 30 square feet is prohibited.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

Planning. 10

Hold Harmless

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

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PP26346 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PP26346 including, but not limited to, decisions made in response to California Public Records Act requests; and

(a) and (b) above are hereinafter collectively referred to as "LITIGATION."

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

The obligations imposed by this condition include, but are not limited to, the following: the applicant/permittee shall pay all legal services expenses the COUNTY incurs in connection with any such LITIGATION, whether it incurs such expenses directly, whether it is ordered by a court to pay such expenses, or whether it incurs such expenses by providing legal services through its Office of County Counsel. Payment for COUNTY's costs related to the LITIGATION shall be made on a deposit basis. Within thirty (30)

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1

GEO200011 ACCEPTED (cont.)

County Geologic Report GEO No. 200011, submitted for the project PP26346, was prepared by LGC Geo-Environmental, Inc., and is titled; "Updated Preliminary Geotechnical Investigation and Infiltration Testing Report for the Proposed Commercial Development, 'Sky Canyon Retail Center', located between Winchester Road and Sky Canyon Drive; APNs: 920-120-034 and 920-130-035, in the City of Temecula, Riverside County, California," dated December 28, 2017.

GEO200011 concluded:

1. No faults (active, potentially active, or inactive) are known to project through the site, based on a review of geologic literature and geologic mapping.
2. The site does not lie within an Alquist-Priolo Earthquake Fault Hazard Zone.
3. The possibility of damage due to ground rupture is considered negligible.
4. A dry sand settlement of approximately 0.8 inches was estimated.
5. Based on the results of the liquefaction analysis, a liquefaction-induced saturated settlement of approximately 3.1 inches was estimated.
6. The estimated differential settlement that should be considered in site development is approximately 1.5 inches.
7. Due to the absence of shallow liquefiable soils, the potential for lateral spread is not considered to be significant.
8. Based on the results of our laboratory testing, the materials underlying the site are considered to have a "very low" to "low" expansion potential.
9. Based on the elevation of the proposed development at the site with respect to sea level and its distance from large open bodies of water, the potential for seiches and/or tsunami is not considered to be significant.

GEO200011 recommended:

1. Weeds, grasses, and trees in areas to be graded should be stripped and hauled offsite.
2. Trees to be removed should be grubbed so that their stumps and major root systems are also removed and the organic materials hauled offsite.
3. The site is underlain by approximately 5 to 15 feet of potentially compressible undocumented artificial fill material and upper young axial channel deposits. Therefore, surficial soil/material considered unsuitable for support of proposed fills, structures, and/or improvements, and should be overexcavated to expose underlying competent young axial channel deposits.
4. Overexcavation should also be at least 3 feet below the proposed footings for buildings and walls.
5. In pavement areas, all undocumented artificial fill material and generally the upper 3 to 5 feet of native young axial channel soils should be overexcavated and recompacted.
6. The exposed surface should then be scarified to a depth of at least 6 inches, moisture conditioned to within two percent of optimum moisture content, and compacted to at least 90 percent relative compaction.
7. Removals should extend at least 5 feet laterally beyond the footing limits where possible.
8. Static settlement is calculated to be less than approximately 1.00 inch, and static differential settlement can be expected to be about 0.50 inches over a horizontal distance of approximately 30 feet.

GEO No. 200011 satisfies the requirement for an update geologic/geotechnical study for Planning/CEQA purposes. GEO No. 200011 is hereby accepted for planning purposes. Engineering and other Building Code parameters were not included as a part of this review or approval. This approval is not intended and should not be misconstrued as approval for grading permit. Engineering and other building code parameters should be reviewed and additional comments and/or conditions may be imposed by the County upon application for grading and/or building permits.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1

RCTD - GENERAL CONDITIONS

1. With respect to the conditions of approval for the referenced tentative exhibit, it is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Q's, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.
2. The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.
3. A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.
4. Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.
5. If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.
6. The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.
7. All corner cutbacks shall be applied per Standard 805, Ordinance 461.
8. All centerline intersections shall be at 90 degrees, plus or minus 5 degrees.
9. The project shall comply with the most current ADA requirements. Curb ramps shall be provided at all intersections, including T-intersections. Curb ramps and accessible paths shall be individually designed, and included in the improvement plans, in accordance with Ordinance 461 and Riverside County Improvement Plan Check Policies and Guidelines.
10. The Project shall obtain approval of street improvement plans from the Transportation Department. Street Improvement Plans shall comply with Ordinance 460, 461, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online <http://rctlma.org/trans>.
11. The Project shall obtain approval of street improvement plans from the 'CALTRANS' and Transportation Department.

Improvement plans shall be based upon a design profile extending a minimum of 300 feet beyond the project limits.

12. Additional information, standards, ordinances, policies, and design guidelines can be obtained from the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - GENERAL CONDITIONS (cont.)

Transportation Department Web site: <http://rctlma.org/trans/>. If you have questions, please call the Plan Check Section at (951) 955 6527.

Transportation. 2 RCTD-USE TS/Conditions

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

The General Plan circulation policies require development proposals to maintain a Level of Service 'C', except that Level of Service 'D' shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

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

SR-79-Winchester Road (NS) at:

- La Alba Drive (EW)
- Hunter Road-Borel Road (EW)
- Robert Trent Jones Parkway (EW)
- Murrieta Hot Springs Road (EW)
- Winchester Square Drive (EW)
- Willow Avenue (EW)
- Nicolas Road (EW)
- Margarita Road (EW)
- Ynez Road (EW)

Sky Canyon Road (NS) at:

- Willows Avenue (EW)

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

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

Waste Resources

Waste Resources. 1 0010-Waste Resources-USE - AB 1826

AB 1826 (effective April 1, 2016) requires businesses that generate 8 cubic yards or more of organic waste per week to arrange for organic waste recycling services. The threshold amount of organic waste generated requiring compliance by businesses is reduced in subsequent years. Businesses subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 0010-Waste Resources-USE - AB 1826 (cont.)

- Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Waste Resources. 2 0010-Waste Resources-USE - AB 341

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
 - Subscribe to a recycling service with waste hauler.
 - Provide recycling service to tenants (if commercial or multi-family complex).
 - Demonstrate compliance with the requirements of California Code of Regulations Title 14.
- For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Waste Resources. 3 0010-Waste Resources-USE - HAZARDOUS MATERIALS

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

Waste Resources. 4 0010-Waste Resources-USE - LANDSCAPE PRACTICES

Use mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries.

Reduce the amount of green waste generated in common landscaped areas through grass recycling (where lawn clippings from a mulching type mower are left on lawn), or through on-site composting of green waste, or through the separation of green waste from other waste types to send to a composting facility.

Xeriscape and/or use drought tolerant/low maintenance vegetation in all landscaped areas of the project.

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 0060-BS GRADE-USE - EASEMENTS/PERMISSION Not Satisfied

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

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

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

060 - BS-Grade. 2 0060-BS GRADE-USE - IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

Proposed sheet piling would extend through the easterly parkway of Sky Canyon Road and terminate at Willows Ave. During the final design, the creek hydraulics will need to be analyzed for current conditions in order to set the top of sheet pile elevations at 1 foot above the creek's water surface elevation. It appears that the creek is much flatter in invert slope as compared to the older HEC-2 analysis provided in the preliminary study and therefore, it is anticipated that the revised water surface elevation will be higher in comparison. The hydraulics of the drainage report would include the reach that defines the hydraulics of the stream, whether it is downstream control in a subcritical flow regime or upstream control with critical depth and supercritical flow.

060 - BS-Grade. 3 0060-BS GRADE-USE - IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department at (951) 955-6888 for additional information and requirements.

Flood

060 - Flood. 1 Encroachment Permit Required Not Satisfied

An encroachment permit shall be obtained for any work that is to be performed within the District right-of-way or involving District facilities. The encroachment permit application shall be processed and approved concurrently with the improvement plans.

060 - Flood. 2 Mitcharge - Use Not Satisfied

This project is located within the limits of the Murrieta Creek/Santa Gertrudis Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1

0060-Planning-USE - PALEO PRIMP/MONITOR

Not Satisfied

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

PRIOR TO ISSUANCE OF GRADING PERMITS:

- 1.The applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
- 2.The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
 - 1.Description of the proposed site and planned grading operations.
 - 2.Description of the level of monitoring required for all earth-moving activities in the project area.
 - 3.Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
 - 4.Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
 - 5.Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.
 - 6.Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.
 - 7.Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.
 - 8.Procedures and protocol for collecting and processing of samples and specimens.
 - 9.Fossil identification and curation procedures to be employed.
 - 10.Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.
 - 11.All pertinent exhibits, maps and references.
 - 12.Procedures for reporting of findings.
 - 13.Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1 0060-Planning-USE - PALEO PRIMP/MONITOR (cont.) Not Satisfied

funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

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

060 - Planning. 2 Construction Noise Not Satisfied

Grading Plans shall note that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Grading Plans shall note that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Grading Plans shall note that the use of amplified music or sound is prohibited on the Project site during construction.

060 - Planning. 3 Fee Status Not Satisfied

Prior to the issuance of grading permits for Plot Plan No. 26346, the Planning Department shall determine the status of the deposit based fees. If the fees are in a negative status, the permit holder shall pay the outstanding balance.

060 - Planning. 4 Planning - Grading Permit Referral Not Satisfied

All grading permits shall be subject to the conditions of approval of Plot Plan No. 26346.

060 - Planning. 5 SKR Fee Condition Not Satisfied

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 10.98 acres (gross) in accordance with APPROVED EXHIBIT NO. A.

If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable.

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

060 - Planning-CUL. 2 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

Planning-EPD

060 - Planning-EPD. 1 0060 – EPD – Least Bell’s vireo Not Satisfied

Due to presence of LBVI in the vicinity of the study area, as discussed in “Sky Canyon Retail Center Project, General Biological Resources Assessment, dated June 10, 2019, prepared by Helix Environmental Planning”, the following avoidance and minimization measures shall be implemented to avoid potential impacts:

1. To the extent feasible, construction activities (i.e., earthwork, clearing, and grubbing) shall occur outside of the nesting season for LBVI (September 1 through March 14). All pile driving activities required for the Sky Canyon Drive extension shall be conducted outside of the LBVI nesting season.

2. If construction activities are proposed within the LBVI nesting season (March 15 through August 31), the following measures (a. through g.) shall be implemented to avoid potential indirect impacts. Pile driving activities shall not be conducted in the LBVI nesting season.

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 1 0060 – EPD – Least Bell's vireo (cont.) Not Satisfied

a. Prior to initiation of construction activities, a qualified biological monitor shall clearly delineate a 300-foot avoidance buffer around suitable habitat. The 300-foot avoidance buffer shall be clearly marked with flags and/or fencing prior to commencement of construction. No construction activities shall occur within the 300-foot buffer during the nesting season without the presence of a biological monitor.

b. If construction activities (e.g., ground disturbance and canopy trimming) are planned within 300 feet of suitable habitat, the following measures shall be implemented:

i. A biological monitor shall be present to perform daily surveys for LBVI and monitor construction activities. The biological monitor shall have the authority to stop work and notify the construction supervisor if the construction activities appear to be altering the birds' normal behavior. The activities shall cease until additional minimization measures have been determined through coordination with CDFW and/or USFWS.

ii. A qualified acoustician shall also be retained to determine ambient noise levels and construction-related noise levels at the edge of suitable habitat. Noise levels at the edge of the suitable habitat shall not exceed an hourly average of 60 dBA, or an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If project-related noise levels exceed the threshold described above, construction activities shall cease until additional minimization measures are taken to reduce project-related noise levels to below an hourly average of 60 dBA, or below an hourly average increase of 3 dBA if existing ambient noise levels exceed 60 dBA. If additional measures do not decrease project-related noise levels below the thresholds described above, construction activities shall cease until CDFW and/or USFWS are contacted to discuss alternative methods.

c. All project personnel shall attend a Workers Environmental Awareness Program training presented by a qualified biologist prior to construction activities. The training program will inform project personnel about the life history of LBVI and all avoidance and minimization measures.

d. The construction contractor shall only allow construction activities to occur during daylight hours.

e. The construction contractor shall require functional mufflers on all construction equipment (stationery or mobile) used within or immediately adjacent to any 300-foot avoidance buffers to reduce construction equipment noise. Stationary equipment shall be situated so that noise generated from the equipment is not directed towards any suitable habitat for the LBVI.

f. The construction contractor shall place staging areas as far as possible from any suitable habitat for the LBVI.

g. The biological monitor shall prepare written documentation of all monitoring activities at the completion of construction activities, which shall be submitted to CDFW and/or USFWS.

060 - Planning-EPD. 2 0060-EPD-30-Day Burrowing Owl Preconstruction Survey Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 4 0060-EPD-Urban/Wildlands Interface Guidelines (UWIG) (cor Not Satisfied
Conservation Area, Permittees shall consider the invasive, non-native plant species listed in Table 6-2
and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid
the use of invasive species for the portions of Development that are adjacent to the MSHCP
Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of
planting areas to the MSHCP Conservation Areas, species considered in the planting plans,
resources being protected within the MSHCP Conservation Area and their relative sensitivity to
invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

BARRIERS

Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.

DRAINAGE/TOXICS

Proposed Developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Storm water systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.

LIGHTING

Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

GRADING/LAND DEVELOPMENT

Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

NOISE

Proposed noise generating land uses within the MSHCP conservation area(s), Public/Quasi-Public (PQP) Lands, and/or Riparian/Riverine/Vernal Pool areas, shall incorporate setbacks, berms or walls to minimize the effects of noise on wildlife and biological resources in conservation area.

060 - Planning-EPD. 5 0060-Planning-EPD-EPD - MITIGATION CREDITS Not Satisfied

Prior to the issuance of a grading permit, a biologist who holds a MOU with the County of Riverside shall submit documentation that mitigation for impacts to MSHCP riparian/riverine systems proposed as part of the project to reduce potential impacts to water resource beneficial floodplain values has been purchased as discussed in, "Sky Canyon Retail Center Project, General Biological Resources Assessment, dated June 10, 2019, prepared by Helix Environmental Planning". MSHCP riparian/riverine habitat would be mitigated at a mitigation-to-impact ratio of 2:1 for the 0.02 acres of

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Planning-EPD

- 060 - Planning-EPD. 5 0060-Planning-EPD-EPD - MITIGATION CREDITS (cont.) Not Satisfied
permanent impacts, which results in 0.04 acres. To offset impacts to 0.02 acre of MSHCP Riparian/Riverine Areas, the Applicant will (1) purchase off-site in-lieu fee credits from Skunk Hollow Mitigation Bank at a ratio of 2:1 (0.04 acre); and (2) purchase offsite in-lieu fee credits from Riverside-Corona Resource Conservation District (RCRCD) or provide a contribution to Southwest Resource Management Association (SRMA) at a ratio of 1:1 (0.02 acre), for a total mitigation to impact ratio of 3:1 (0.06 acre).
Documentation of this must be submitted to EPD prior to a grading permit being issued. II

Transportation

- 060 - Transportation. 1 RCTD - SUBMIT GRADING PLANS Not Satisfied

The project proponent shall submit two sets of grading plans (24" x 36") to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The Standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

- 060 - Transportation. 2 RCTD- FILE L&LMD APPLICATION Not Satisfied

File an application with the Transportation Department, L&LMD Section, 8th Floor, 4080 Lemon Street, Riverside, CA, for required annexation.

If you have any questions or for the processing fee amount, please call the L&LMD Section at (951) 955-6748

- 060 - Transportation. 3 RCTD-MAP-WQ - Santa Margarita Region - FINAL WQMP RI Not Satisfied

The project is located in the Santa Margarita watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <https://rctlma.org/trans/Land-Development/WQMP>, see County-specific WQMP. Prior to opening model home complexes, sales offices, or using roads, the San Diego Regional Board requires fully functioning BMPs in place. The County encourages BMP phasing or Self-Retaining areas, see template for guidance. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. All details necessary to build BMPs per the WQMP shall be included on the grading plans.

Proposed sheet piling would extend through the easterly parkway of Sky Canyon Road and terminate at Willows Ave. During the final design, the creek hydraulics will need to be analyzed for current conditions in order to set the top of sheet pile elevations at 1 foot above the creek's water surface elevation. It appears that the creek is much flatter in invert slope as compared to the older HEC-2 analysis provided in the preliminary study and therefore, it is anticipated that the revised water surface elevation will be higher in comparison. The hydraulics of the drainage report would include the reach that defines the hydraulics of the stream, whether it is downstream control in a subcritical flow regime or upstream control with critical depth and supercritical flow.

WQMP

- Table A.4: Project will disturb greater than one acre. A Statewide Construction General Permit will be required. Please revise.
- Infiltration Design rates were reported incorrectly. Coordination with engineer was conducted

Plan: PP26346

Parcel: 920120034

60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 3 RCTD-MAP-WQ - Santa Margarita Region - FINAL WQMP RI Not Satisfied during plan check review. Errors were corrected and the actual design infiltration rates were provided, as shown in attachment, Table 1: Infiltration Design Rates. Soils report and all applicable text, tables, figures and exhibits to be updated accordingly and included in F-WQMP. The current proposed LID treatment methods are acceptable and are not impacted by this error.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.

Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training

Plan: PP26346

Parcel: 920120034

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 2 Phase IV Monitoring Report (cont.) Not Satisfied
for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 0080-BS GRADE-USE - ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage to stabilize the site prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

080 - BS-Grade. 2 0080-BS GRADE-USE -NO BUILDING PERMIT W/O GRADII Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

E Health

080 - E Health. 1 Food Plans Not Satisfied

A total of three complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with applicable California Health and Safety Code.

Fire

080 - Fire. 1 Prior to permit Not Satisfied

- Prior to building construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
- During phased construction, fire apparatus access roads extending beyond 150 feet which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
- The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Planning

080 - Planning. 1 ALUC Conditions (cont.) Not Satisfied
facing.

2. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.

Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

3. The dining/seating area within Building 4 (restaurant) shall be limited to 2,400 square feet (maximum 80 percent of gross floor area).

4. Any dining/seating area of eating and drinking places in Buildings 1 and 2 shall be limited to a maximum of 1,500 square feet per building.

5. No restaurant uses shall be permitted in Building 3.

6. Building 1 shall be limited to general retail (including food-related retail) uses, along with accessory office and storage activities. Use of more than 1,500 square feet within Building 1 for assembly uses (such as churches, theaters, gymnasiums, fitness centers, and auditoriums) or any use where the Building Code permits occupancy at levels greater than one person per 30 square feet is prohibited.

080 - Planning. 2 Bike Racks Not Satisfied

Commercial, office, service and other similar developments shall provide one (1) employee bicycle space for every twenty-five (25) parking spaces required, and one (1) patron or visitor bicycle space for every thirty-three (33) parking spaces required, with a minimum of four (4) bicycle spaces provided for the development. The bicycle spaces may include either Class I or Class II bicycle parking facilities. Based on the number of parking spaces provided (308) the applicant shall provide 21 bicycle spaces.

080 - Planning. 3 CC&R Reciprocal Access/Parking/Landscape Maintenance Not Satisfied

The applicant shall notify the Planning Department that the following documents will be submitted to the Office of the County Counsel for approval along with the current fee:

1. A cover letter identifying the project for which approval is sought;
2. A signed and notarized declaration of covenants, conditions, and restrictions;
3. A sample document conveying title to the purchaser of an individual lot or unit which provides that the declaration of covenants, conditions, and restrictions is incorporated therein by reference;

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Planning

080 - Planning. 3 CC&R Reciprocal Access/Parking/Landscape Maintenance (Not Satisfied
and,

4. A deposit equaling three (3) hours of the current hourly fee for the Review of Covenants, Conditions and Restrictions established pursuant to County Ordinance No. 671 at the time the above referenced documents are submitted for review by County Counsel.

The declaration of covenants, conditions and restrictions submitted for review shall a) provide for a minimum term of 60 years, b) provide reciprocal easements for ingress, egress and parking, c) provide for the establishment of a property owner's association comprised of the owners of each individual parcel, and d) contain the following provisions verbatim:

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

The property owners' association established herein shall manage and continuously maintain the 'landscape area, more particularly described on Exhibit 'A' attached hereto.

The property owners' association shall have the right to assess the owners of each individual parcel for the reasonable cost of maintaining such 'landscape area', and shall have the right to lien the property of any such owner who defaults in the payment of a maintenance assessment. An assessment lien, once created, shall be prior to all other liens recorded subsequent to the notice of assessment or other document creating the assessment lien.

This Declaration shall not be terminated, 'substantially' amended, or property deannexed therefrom absent the prior written consent of the Assistant TLMA Director - Community Development of the County of Riverside or the County's successor-in-interest. A proposed amendment shall be considered 'substantial' if it affects the extent, usage, or maintenance of the 'landscape area' or any reciprocal easement established pursuant to the Declaration.

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

Once approved by the Office of County Counsel, the declaration of covenants, conditions and restrictions shall be recorded by the Planning Department with one copy retained for the case file, and one copy provided to the County Transportation Department - Survey Division.

NOTE: This may have already been satisfied by the the condition incorporated in the COA for Parcel Map No. 37398 prior to recordation of the Map.

080 - Planning. 4 Color/Material Coordination Not Satisfied

Prior to building permit issuance, the colors and materials selected for final construction of the buildings shall coordinate with the colors and materials as shown on APPROVED EXHIBITS B and M.

080 - Planning. 5 CONFORM TO ELEVATIONS Not Satisfied

Elevations of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBIT B. All architectural treatments and banding on tower elements shall be applied to all elevations of the buildings.

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Planning

080 - Planning. 6 Construction Noise Not Satisfied

Building Plans shall note and construction shall comply that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Building Plans shall note and construction shall comply that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Building Plans shall note and construction shall comply that the use of amplified music or sound is prohibited on the Project site during construction.

080 - Planning. 7 Electrical Hookups Not Satisfied

Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them. The Project shall install electrical hook-ups at the Project's loading docks and/or spaces that allow trucks that have auxiliary power units (APU) and/or transport refrigeration units (TRUs) with electric standby capabilities to plug in when APU and/or TRUs are in use. Such hookups where loading docks and/or spaces are shown with buildings shall be shown on building/electrical plans. The electrical panels will be appropriately sized to allow for future expanded use of electric truck charging.

080 - Planning. 8 EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require fifty (50) or more parking spaces will be required to designate three (3) parking spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. Based on the parking spaces required (308) the applicant would be required to provide eight (8) EV parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 9 Fee Status Not Satisfied

Prior to issuance of building permits for Plot Plan No. 26346, the Planning Department shall determine the status of the deposit based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 10 FENCING PLAN REQUIRED Not Satisfied

A fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable.

080 - Planning. 11 Lighting Plans Not Satisfied

All parking lot lights and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Planning

080 - Planning. 12 Roof Equipment Shielding Not Satisfied

Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 13 School Mitigation Not Satisfied

Impacts to the Temecula Valley Unified School District be addressed in accordance with California State law.

Planning-EPD

080 - Planning-EPD. 1 0080-EPD-Nesting Bird Survey (MBTA) Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season. Nesting bird season is February 15st through August 31st. If habitat or structures that support nesting birds must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted.

The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. Prior to the issuance of a grading permit the project proponent must provide written proof to the Riverside County Planning Department, Environmental Programs Division (EPD) that a biologist who holds an MOU with the County of Riverside has been retained to carry out the required survey. Documentation submitted to prove compliance prior to grading permit issuance must at a minimum include the name and contact information for the Consulting Biologist and a signed statement from the Consulting Biologist confirming that they have been contracted by the applicant to conduct a Preconstruction Nesting Bird Survey. In some cases EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a grading permit.

Prior to finalization of a grading permit or prior to issuance of any building permits the projects consulting biologist shall prepare and submit a report to Environmental Programs Division (EPD) documenting the results of the pre-construction nesting bird survey.

Survey

080 - Survey. 1 RCTD - SURVEY MONUMENT/VACATION Not Satisfied

1. The Project shall install survey monumentation as directed by the Survey Division and Transportation Department, or bond and enter into an agreement with the Transportation Department.
2. Lot access shall be restricted on SH-79 (Winchester Road), except one 30 foot wide right in and right out access on SH-79 (Winchester Road) as approved by CALTRANS, so noted on the final map.
3. All ENTRY MONUMENT(S) shall be installed outside the ultimate road right-of-way.

Transportation

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 1 RCTD - ANNEXATION INTO L&LMD OR OTHER DISTRICT Not Satisfied

Prior to the issuance of a building permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance 461. Assurance of maintenance is required by filing an application for annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division. Said annexation should include the following:

- (1) Landscaping.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structure.
- (4) Street sweeping.
- (5) Curb inlets.
- (6) Traffic signal(s) per the traffic condition of approval.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

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

080 - Transportation. 2 RCTD - COORDINATION WITH OTHERS Not Satisfied

Approval of the Street Improvement plans by the 'CALTRANS' and Transportation Department will clear this condition.

1. Caltrans' letter dated January 27, 2017. The Project shall coordinate with and obtain approval from Caltrans District 8 Attn: I.G.R. 464 W. 4th Street, San Bernardino Ca 92401 and submit evidence of approval to the Transportation Department. [Letter saved in PLUS attachments]
2. Prior to issuance of a building permit, the Project shall coordinate with PM37398.

080 - Transportation. 3 RCTD - Landscape Inspection Deposit Required Not Satisfied

Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 RCTD - Landscape Inspection Deposit Required (cont.) Not Satisfied

The developer/ permit holder shall:

Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 4 RCTD - Landscape Plot Plan/Permit Required Not Satisfied

Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24" x 36"), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings "stamped" by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the "stamped" approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or ALUC;
- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24" box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 RCTD - Landscape Plot Plan/Permit Required (cont.) Not Satisfied
7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 5 RCTD - Landscape Project Specific Requirements Not Satisfied
Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

080 - Transportation. 6 RCTD - LANDSCAPING DESIGN PLANS Not Satisfied
Landscaping within public road right of-way shall comply with Transportation Department standards, Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859 and shall require approval by the Transportation Department.

Landscaping plans shall be designed within streets associated with the development and submitted to the Transportation Department. Landscaping Plans shall be submitted on standard County format (24" x 36"). Landscaping plans shall with the street improvement plans.

080 - Transportation. 7 RCTD - LIGHTING PLAN Not Satisfied
A separate street light plan shall be approved by the Transportation Department. Street lighting shall be designed in accordance with County Ordinance 460 and Streetlight Specification Chart found in Specification Section 22 of Ordinance 461. For projects within SCE boundaries use County of Riverside Ordinance 461, Standard No. 1000 or No. 1001.

080 - Transportation. 8 RCTD - UTILITY PLAN Not Satisfied
Electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. The applicant is responsible for coordinating the work with the serving utility company. This also applies to existing overhead lines which are 33.6 kilovolts or below along the project frontage and between the nearest poles offsite in each direction of the project site. A disposition note describing the above shall be reflected on design improvement plans whenever those plans are required. A written proof for initiating the design and/or application of the relocation issued by

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 8 RCTD - UTILITY PLAN (cont.) Not Satisfied
the utility company shall be submitted to the Transportation Department for verification purposes.

080 - Transportation. 9 RCTD-USE TS/Design Not Satisfied

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

Signals not eligible for fee credit:

Sky Canyon Drive (NS) at Willows Avenue (EW)

NOTE: The project applicant shall be responsible for the design of a three-phase traffic signal with a continuous green operation for the eastbound through movement. As described in the project traffic study, the eastbound No. 1 through lane shall be converted to an exclusive eastbound left-turn lane. Restripe the east leg to provide two westbound through lanes, and a shared westbound through/right-turn lane. Stripe the north leg to include an exclusive left-turn lane and an exclusive right-turn lane. The signal shall be coordinate with signal located at SR-79-Winchester Road and Willows Avenue.

or as approved by the Transportation Department.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

080 - Transportation. 10 RCTD-USE TS/Geometrics Not Satisfied

The intersection of SR-79-Winchester Road (NS) at Willows Avenue (EW) shall be improved to provide the following geometrics:

Northbound: one left-turn lane, two through lanes, one shared through/right-turn lane

Southbound: one left-turn lane, two through lanes, one shared through/right-turn lane

Eastbound: one left-turn lane, one shared through/right-turn lane

Westbound: one left-turn lane, one shared left-turn/through lane, one right-turn lane

NOTE: The signal shall be coordinate with the proposed signal located at Sky Canyon Road and Willows Avenue.

The intersection of SR-79-Winchester Road (NS) at Project Access (EW) shall be improved to provide the following geometrics:

Northbound: three through lanes, one right-turn lane

Southbound: three through lanes

Eastbound: N/A

Westbound: one right-turn lane

NOTE: The project access shall be restricted to right-in/right-out turning movements. Left-turns are prohibited. Appropriate channelization shall be provided by the applicant to enforce this turning movement restriction. Widening of SR-79-Winchester Road is required to provide the right-turn lane.

The intersection of Sky Canyon Road (NS) at Willows Avenue (EW) shall be signalized and improved to provide the following geometrics:

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 10 RCTD-USE TS/Geometrics (cont.) Not Satisfied

Northbound: N/A

Southbound: one left-turn lane, one right-turn lane

Eastbound: one left-turn lane, one through lane

Westbound: two through lanes, one shared through/right-turn lane

NOTE: The project applicant shall be responsible for the design of a three-phase traffic signal with a continuous green operation for the eastbound through movement. As described in the project traffic study, the eastbound No. 1 through lane shall be converted to an exclusive eastbound left-turn lane. Restripe the east leg to provide two westbound through lanes, and a shared westbound through/right-turn lane. Stripe the north leg to include an exclusive left-turn lane and an exclusive right-turn lane. The signal shall be coordinate with signal located at SR-79-Winchester Road and Willows Avenue.

or as approved by the Transportation Department.

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

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

080 - Transportation. 11 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 12 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

Waste Resources

080 - Waste Resources. 1 0080-Waste Resources-USE - RECYCLNG COLLECTION PL Not Satisfied

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval to WastePlanning@rivco.org. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources (found at <http://www.rcwaste.org/business/planning/design>) and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure.

The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas

Plan: PP26346

Parcel: 920120034

80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 1 0080-Waste Resources-USE - RECYCLNG COLLECTION PI Not Satisfied
space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

080 - Waste Resources. 2 0080-Waste Resources-USE - WASTE RECYCLE PLAN (WF Not Satisfied

Prior to building permit issuance, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 0090-BS GRADE-USE - PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Soils Compaction Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

The applicant is required to provide 308 parking spaces. Ordinance No. 348 states if 301 to 400 parking spaces are required, eight (8) accessible parking spaces shall be provided.

Each parking space reserved for persons with disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

finished grade, or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____."

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 ALUC Conditions Not Satisfied

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

2. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries. Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

3. The dining/seating area within Building 4 (restaurant) shall be limited to 2,400 square feet (maximum 80 percent of gross floor area).

4. Any dining/seating area of eating and drinking places in Buildings 1 and 2 shall be limited to a maximum of 1,500 square feet per building.

5. No restaurant uses shall be permitted in Building 3.

6. Building 1 shall be limited to general retail (including food-related retail) uses, along with accessory office and storage activities. Use of more than 1,500 square feet within Building 1 for assembly uses (such as churches, theaters, gymnasiums, fitness centers, and auditoriums) or any use where the Building Code permits occupancy at levels greater than one person per 30 square feet is prohibited.

090 - Planning. 3 Curbs Along Planters Not Satisfied

A six inch high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 4 Electrical Hookups Not Satisfied

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Planning

090 - Planning. 4 Electrical Hookups (cont.) Not Satisfied

Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them. The Project shall install electrical hook-ups at the Project's loading docks and/or spaces that allow trucks that have auxiliary power units (APU) and/or transport refrigeration units (TRUs) with electric standby capabilities to plug in when APU and/or TRUs are in use. The County shall verify electrical hookups have been installed prior to occupancy. The electrical panels will be appropriately sized to allow for future expanded use of electric truck charging.

090 - Planning. 5 Install Bike Racks Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval, and shall be installed in accordance with those plans.

090 - Planning. 6 Ordinance No. 659 (DIF) Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for Plot Plan No. 26346 has been calculated to be approximately 7.3 net acres.

090 - Planning. 7 Ordinance No. 810 Open Space Fee Not Satisfied

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for Plot Plan No. 26346 is calculated to be approximately 7.3 net acres.

090 - Planning. 8 Parking Paving Material Not Satisfied

A minimum of 308 parking spaces shall be provided pursuant to Ordinance No. 348 requirements, as shown on the approved APPROVED EXHIBIT A. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety.

090 - Planning. 9 Roof Equipment Shielding Not Satisfied

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Planning

090 - Planning. 10 Trash Enclosures Not Satisfied

Five (5) trash enclosures (one for each building) which are adequate to enclose a minimum of two bins shall be located as shown on the APPROVED EXHIBIT A, and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 11 Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground if the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

Transportation

090 - Transportation. 1 RCTD - CALTRANS MAINTAINED Not Satisfied

Approval of the Street Improvement plans by 'CALTRANS' and Transportation Department will clear this condition. The Project shall provide the following improvements:

Winchester Road (SH 79) along project boundary is a paved 'CALTRANS' maintained road and designated as EXPRESSWAY and shall be improved with 55 foot-67 foot half width AC pavement, concrete curb and gutter (project side), and MUST much up asphalt concrete paving; reconstruction or resurfacing of existing paving as determined by the 'CALTRANS' within the 92 foot half width dedicated right of way in accordance with County Standard No. 83, Ordinance 461.

NOTE:

1. The driveway shall be constructed in accordance with County Standard No. 207A or as directed by Caltrans/Director of Transportation.
2. A pork-chop channelization (to restrict right in/out movements) shall be improved as approved by CALTRANS. See letter from Caltrans, dated January 27, 2017, regarding this requirement. [Letter saved in PLUS attachments]
3. A 6 foot meandering concrete sidewalks (project side) shall be improved within the 37 foot parkway.
4. ENTRY MONUMENT(S) shall be installed outside the ultimate road right-of-way.
5. Transition AC pavement tapering for right-turn lane pocket shall be per 60 m/h design speed limit or as directed by 'CALTRANS'.
6. All curb to curb required street improvement plans within the 'CALTRANS' jurisdiction shall be submitted to CALTRANS.

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 1 RCTD - CALTRANS MAINTAINED (cont.) Not Satisfied

7. All parkway improvement plans within the 'CALTRANS' jurisdiction shall be submitted for review and approval to County Transportation Department.

090 - Transportation. 2 RCTD - COMPLETE ANNEXATION INTO L&LMD OR OTHEI Not Satisfied

Prior to issuance of an occupancy permit, the project proponent shall complete all annexation to Landscaping and Lighting Maintenance District No. 89-1-Consolidated, and/or any other maintenance district approved by the Transportation Department or by processing and filing a 'Landscape Maintenance Agreement' through the Transportation Department Plan Check Division for continuous maintenance within public road rights-of-way, in accordance with Ordinance 461, Comprehensive Landscaping Guidelines & Standards, and Ordinance 859.

A Streetlight Authorization form from SCE, or other electric provider required in order to complete the annexation process.

090 - Transportation. 3 RCTD - DEDICATION Not Satisfied

Sky Canyon Road along project boundary to be improved with 76 foot full-width AC pavement, 8-inch concrete curb and gutter, concrete sidewalks (project side) within the 100 feet full-width dedicated right-of-way in accordance with modified County Standard No. 93, Ordinance 461. (Modified for reduced full-width right-of-way from 118 feet to 100 feet.)

Note:

1. A 6 foot concrete sidewalks shall be improved adjacent the curb line within the 12 foot parkway.
2. The driveway shall be constructed in accordance with County Standard No. 207A.
3. ENTRY MONUMENT(S) shall be installed outside the ultimate road right-of-way.
4. The design and location of the proposed sheet piles shall be submitted to the Transportation Department for review and approval.

090 - Transportation. 4 RCTD - Landscape Inspection and Drought Compliance Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 RCTD - Landscape Inspection and Drought Compliance (cont) Not Satisfied

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

090 - Transportation. 5 RCTD - LANDSCAPING INSTALLATION COMPLETION Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance 461 and shall require approval by the Transportation Department. Landscaping shall be improved along the streets associated with this development.

090 - Transportation. 6 RCTD - PAYMENT OF TRANSPORTATION FEES Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

1. Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.

090 - Transportation. 7 RCTD - STREETLIGHTS INSTALL Not Satisfied

Install streetlights along the streets associated with development in accordance with the approved street lighting plan and standards of County Ordinances 461.

Streetlight annexation into L&LMD or similar mechanism as approved by the Transportation Department shall be completed.

It shall be the responsibility of the developer to ensure that streetlights are energized along the streets associated with this development where the developer is seeking Building Final Inspection (Occupancy).

090 - Transportation. 8 RCTD - UTILITY INSTALL Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance 460 and 461, or as approved by the Transportation Department. This also applies to all overhead lines below 34 kilovolts along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 9 RCTD-USE TS/Installation Not Satisfied

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

Signals not eligible for fee credit:

Sky Canyon Drive (NS) at Willows Avenue (EW)

NOTE: The project applicant shall be responsible for the design and installation of a three-phase traffic signal with a continuous green operation for the eastbound through movement. As described in

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 9 RCTD-USE TS/Installation (cont.) Not Satisfied

the project traffic study, the eastbound No. 1 through lane shall be converted to an exclusive eastbound left-turn lane. Restripe stripe the east leg to provide two westbound through lanes, and a shared westbound through/right-turn lane. Stripe the north leg to include an exclusive left-turn lane and an exclusive right-turn lane. The signal shall be coordinate with signal located at SR-79-Winchester Road and Willows Avenue.

For improvements eligible for fee credit, the project proponent shall contact the Transportation Department and enter into an agreement for signal mitigation fee credit or reimbursement prior to start of construction of the signal. All work shall be pre-approved by and shall comply with the requirements of the Transportation Department and the public contract code in order to be eligible for fee credit or reimbursement.

090 - Transportation. 10 RCTD-USE TS/Interconnect Not Satisfied

The project proponent shall be required to provide traffic signal interconnect between the traffic signal at SR-79-Winchester Road (NS) at Willows Avenue (EW) to the proposed signal at Sky Canyon Road (NS) and Willows Avenue (EW).

or as approved by the Transportation Department.

090 - Transportation. 11 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 0090-Waste Resources-USE - WASTE REPORTING FORM Not Satisfied

Prior to building final inspection, evidence (i.e., receipts or other types of verification) to demonstrate project compliance with the approved Waste Reporting Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.

090 - Waste Resources. 2 Waste-Recyclables Collection and Loading Area Inspection Not Satisfied

Prior to final inspection, the applicant shall complete a Mandatory Commercial Recycling and Organics Recycling Compliance form (Form D). Form D requires applicants to identify programs or plans that address commercial and organics recycling, in compliance with State legislation/regulation. Once completed, Form D shall be submitted to the Recycling Section of the Department of Waste Resources for approval. For more information go to: www.rcwaste.org/business/planning/applications. To obtain Form D, please contact the Recycling Section at 951-486-3200, or email to: Waste-CompostingRecycling@rivco.org.

090 - Waste Resources. 3 Waste-Recycling and Organics Compliance Not Satisfied

Plan: PP26346

Parcel: 920120034

90. Prior to Building Final Inspection

Waste Resources

090 - Waste Resources. 3 Waste-Recycling and Organics Compliance (cont.) Not Satisfied
Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and verified through an on-site inspection by the Riverside County Department of Waste Resources.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

June 27, 2019

CHAIR

Steve Manos
Lake Elsinore

Ms. Dionne Harris, Urban Regional Planner II

VICE CHAIR

Russell Betts
Desert Hot Springs

Riverside County Planning Department

4080 Lemon Street, 12th Floor

Riverside CA 92501

(VIA HAND DELIVERY)

COMMISSIONERS

Arthur Butler
Riverside

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

John Lyon
Riverside

File No.: ZAP1090FV19

Related File Nos.: PP26346 (Plot Plan), PM37398 (Tentative Parcel Map)

Steven Stewart
Palm Springs

APNs: 920-120-034; 920-120-035.

Richard Stewart
Moreno Valley

Dear Ms. Harris:

Gary Youmans
Temecula

On June 13, 2019, the Riverside County Airport Land Use Commission (ALUC) found Riverside County Case Nos. PP26346 (Plot Plan), a proposal to develop a five-building commercial retail center with a combined gross floor area of 56,700 square feet (including a 31,900 square foot grocery store, a 10,000 square foot retail building, a 7,500 square foot tire shop/service center, a 3,000 square foot restaurant with drive-through, and a 4,300 square foot car wash structure) on approximately 7.3 acres located on the easterly side of Winchester Road (State Highway Route 79), westerly of Sky Canyon Road, and northerly of Willows Avenue in the unincorporated community of French Valley, and PM37398 (Tentative Parcel Map), a proposal to divide the site into five parcels, so that each building would be located on a separate parcel, **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the following conditions:

STAFF

Director
Simon A. Housman

CONDITIONS:

John Guerin
Paul Rull
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky, and shall comply with the requirements of Riverside County Ordinance No. 655, as applicable. Outdoor lighting shall be downward facing.
2. The following uses/activities are not included in the proposed project and shall be prohibited at this site:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

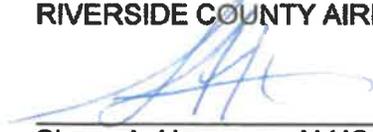
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

- (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, skilled nursing and care facilities, highly noise sensitive outdoor nonresidential uses, and hazards to flight.
3. The attached notice shall be provided to all prospective purchasers of the proposed parcels and tenants or lessees of the buildings, and shall be recorded as a deed notice prior to or in conjunction with recordation of the final parcel map. In the event that the Office of the Riverside County Assessor-Clerk-Recorder declines to record said notice, the text of the notice shall be included on the Environmental Constraint Sheet (ECS) of the final parcel map, if an ECS is otherwise required.
4. Any ground-level or aboveground water detention basin or facilities shall be designed and maintained for a maximum 48-hour detention period after the design storm and remain totally dry between rainfalls. Vegetation around such facilities that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Trees and bushes shall not produce fruit, seeds, or berries.
- Landscaping in the detention basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.
5. The dining/seating area within Building 4 (restaurant) shall be limited to 2,400 square feet (maximum 80 percent of gross floor area).
6. Any dining/seating area of eating and drinking places in Buildings 1 and 2 shall be limited to a maximum of 1,500 square feet per building.
7. No restaurant uses shall be permitted in Building 3.
8. Building 1 shall be limited to general retail (including food-related retail) uses, along with accessory office and storage activities. Use of more than 1,500 square feet within Building 1 for assembly uses (such as churches, theaters, gymnasiums, fitness centers, and auditoriums) or any use where the Building Code permits occupancy at levels greater than one person per 30 square feet is prohibited.

If you have any questions, please contact John Guerin, ALUC Principal Planner, at (951) 955-0982.

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Simon A. Housman, ALUC Director

Attachment: Notice of Airport in Vicinity

**cc: Ara Tchaglassian, AVA Property Investments, LLC (applicant/landowner)
Benjamin Jay Stables, PEC West, Inc. (representative/fee-payer)
Vincent Yzaguirre, Assistant Director, Riverside County Economic Development Agency
Liliana Valle, County Airports Manager
ALUC Case File**

Y:\AIRPORT CASE FILES\French Valley\ZAP1090FV19\ZAP1090FV19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

NOTICE OF PUBLIC HEARING
and
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

A PUBLIC HEARING has been scheduled, pursuant to Riverside County Land Use Ordinance No. 348, before the **RIVERSIDE COUNTY PLANNING COMMISSION** to consider a proposed project in the vicinity of your property, as described below:

TENTATIVE PARCEL MAP NO. 37398 and PLOT PLAN NO. 26346 – Intent to Adopt a Mitigated Negative Declaration – EA43062 – Applicant/Representative: AVA Property Investments, LLC – Engineer/Rep.: Proactive Engineering West, Inc. – Third Supervisorial District – Rancho California Zoning District – Southwest Area Plan – Community Development: Commercial Retail (CD-CR) – Location: Northerly of Willows Avenue, southerly of Murrieta Hot Springs Road, easterly of Winchester Road, and westerly Sky Canyon Road – 10.98 Gross Acres – Zoning: Specific Plan No. 213 (Planning Area 24) – **REQUEST:** Tentative Parcel Map No. 37398 is a proposal for a Schedule “E” subdivision of two (2) current parcels totaling 10.98 gross acres into five (5) commercial lots with a minimum lot size of 0.68 acres. Plot Plan No. 26346 is a proposal for the siting, construction, and development of approximately 56,060 total building sq. ft. of a commercial and retail center on a 10.98 gross acre site. The Plot Plan includes the construction of five (5) buildings, including a grocery store, retail store, tire shop, drive through restaurant, and a car wash. A total of 308 parking stalls will be provided. APN's: 920-120-034 and 920-120-035.

TIME OF HEARING:	9:00 a.m. or as soon as possible thereafter.
DATE OF HEARING:	JULY 21, 2021
PLACE OF HEARING:	RIVERSIDE COUNTY ADMINISTRATIVE CENTER BOARD CHAMBERS, 1ST FLOOR 4080 LEMON STREET, RIVERSIDE, CA 92501

Pursuant to Executive Order N-25-20, this meeting will be conducted by teleconference and at the place of hearing, as listed above. Public access to the meeting location will be allowed but limited to comply with the Executive Order. Information on how to participate in the hearing is available on the Planning Department website at: <https://planning.rctlma.org/>. For further information regarding this project please contact Project Planner Deborah Bradford at (951) 955-6646 or email at dbradfor@rivco.org, or go to the County Planning Department's Planning Commission agenda web page at <http://planning.rctlma.org/PublicHearings.aspx>.

The Riverside County Planning Department has determined that the above project will not have a significant effect on the environment and has recommended adoption of a mitigated negative declaration. The Planning Commission will consider the proposed project and the proposed mitigated negative declaration, at the public hearing. The case file for the proposed project and the proposed mitigated negative declaration is available for review via email by contacting the project planner. Please contact the project planner regarding additional viewing methods.

Any person wishing to comment on the proposed project may submit their comments in writing by mail or email, or by phone between the date of this notice and the public hearing; or, you may appear and be heard at the time and place noted above. You may participate remotely by registering with the Planning Department. All comments received prior to the public hearing will be submitted to the Planning Commission for consideration, in addition to any oral testimony, before making a decision on the proposed project. All correspondence received before and during the meeting will be distributed to the Planning Commission and retained for the official record.

If you challenge this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing, described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Be advised that, as a result of public hearings and comment, the Planning Commission may amend, in whole or in part, the proposed project. Accordingly, the designations, development standards, design or improvements, or any properties or lands, within the boundaries of the proposed project, may be changed in a way other than specifically proposed.

Please send all written correspondence to:
RIVERSIDE COUNTY PLANNING DEPARTMENT
Attn: Deborah Bradford
P.O. Box 1409, Riverside, CA 92502-1409

PROPERTY OWNERS CERTIFICATION FORM

I, VINNIE NGUYEN certify that on December 04, 2020,

The attached property owners list was prepared by Riverside County GIS,

APN (s) or case numbers PP26346 / PM37398 for

Company or Individual's Name RCIT - GIS,

Distance buffered 600'

Pursuant to application requirements furnished by the Riverside County Planning Department. Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

TITLE: GIS Analyst

ADDRESS: 4080 Lemon Street 9TH Floor

Riverside, Ca. 92502

TELEPHONE NUMBER (8 a.m. – 5 p.m.): (951) 955-8158

Riverside County GIS Mailing Labels

PP26346 / PM37398 (600 feet buffer)



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 752 1,505 Feet

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.

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913210038
WINCHESTER AUTO SPA
623 S SANTA FE AVE
VISTA CA 92083

913222002
EMILIO GUTERREZ
39293 BONAIRE WAY
MURRIETA CA 92563

920074019
JOHN D. GONZALES
39313 SPRINGTIME DR
TEMECULA CA 92591

920074026
ANDREW CEDILLO
27045 WINCHESTER CREEK AVE
TEMECULA CA 92591

920074027
ALBERTO M. MAGOS
27035 WINCHESTER CREEK AVE
TEMECULA CA 92591

920052005
ELVIRA ZEPEDA
27072 RAINBOW CREEK DR
TEMECULA CA 92591

920071009
JOSUE A. ESCAMILLA
336 DAVIS CT
OCEANSIDE CA 92058

920072025
FRANK DANIEL BURLESON
27096 WINCHESTER CREEK AVE
TEMECULA CA 92591

920074010
ANTHONY J. MORROW
39290 OAK CLIFF DR
TEMECULA CA 92591

920074021
ELIZALDE RUBEN JR & NORMA E 2006
39293 SPRINGTIME DR
TEMECULA CA 92591

920074024
MEKOYA ALBE
39263 SPRINGTIME DR
TEMECULA CA 92591

920120010
CEAS ABLERT N RESIDUARY
P O BOX 13519
ARLINGTON TX 76094

920120016
K HOVNANIANS FOUR SEASONS
2525 CAMPUS DR
IRVINE CA 92660

920120046
WINCHESTER SQUARE
44 MONTGOMERY ST 3300
SAN FRANCISCO CA 94104

920120074
FOUR SEASONS TEMECULA LOT OPTION
400 EXCHANGE STE 200
IRVINE CA 92602

920120057
ABS CA GL
P O BOX 990
MINNEAPOLIS MN 55440

920120062
WINCHESTER SPRINGS
11456 OLIVE BLVD NO 210
ST LOUIS MO 63141

913210005
TAYLOR MOTOR SPORTS INC
1133 N RAMONA BLV
SAN JACINTO CA 92582

913210023
R & B INV INC
415 N SANTA FE
VISTA CA 92084

913221030
YAN M. YUEN
26990 AMBER GLEN CT
MURRIETA CA 92563

913222003
EDWARD JIM CORTEZ
39303 BONAIRE WAY
MURRIETA CA 92563

913210010
MHS 98
31938 TEMECULA PKY A439
TEMECULA CA 92592

913210036
TESORO SIERRA PROP
P O BOX 592809
SAN ANTONIO TX 78259

920110003
COUNTY OF RIVERSIDE
P O BOX 1180
RIVERSIDE CA 92502

920052004
JESUS HERNANDEZ SERVIN
27064 RAINBOW CREEK DR
TEMECULA CA 92591

920231018
JOHN A. LAMBERT
30005 KORBEL CIR
MURRIETA CA 92563

920071003
INDIGO GROUP
PO BOX 2620
TEMECULA CA 92593

920071008
STEPHEN SMITH
17107 BALTAR ST
VAN NUYS CA 91406

920072001
JOSE GAMA
39100 RISING HILL DR
TEMECULA CA 92591

920072004
FLAVIO AMADOR
39130 RISING HILL DR
TEMECULA CA 92591

920072005
BRIAN J. BUGAJ
39140 RISING HILL DR
TEMECULA CA 92591

920072015
LILA HANLINE
27091 FALLING CREEK CT
TEMECULA CA 92591

913222007
MARCOS NIEVES
39343 BONAIRE WAY
MURRIETA CA 92563

920061002
JORGE PONCE
27080 RAINBOW CREEK DR
TEMECULA CA 92591

920071010
STEVE SLAUGHTER
39167 RISING HILL DR
TEMECULA CA 92591

920071011
ABEL CAMACHO
39159 RISING HILL DR
TEMECULA CA 92591

920071004
JEFFREY D. KENNISON
36705 SUMMITVILLE ST
TEMECULA CA 92592

920072021
JOSEPH A. DIORIO
29838 HAZEL GLEN RD
MURRIETA CA 92563

920073001
RODNEY DARYL HARTSHORN
27088 QUAIL CREEK CT
TEMECULA CA 92591

920073007
MARINA D. FUENTES
27087 QUAIL CREEK CT
TEMECULA CA 92591

920074025
RAMON GALVAN
27055 WINCHESTER CREEK AVE
TEMECULA CA 92591

920071005
FRANKIE LEE MEDLIN
38499 HILLSIDE TRAIL DR
MURRIETA CA 92562

920071006
LOUIS F. IMHOF
39209 RISING HILL DR
TEMECULA CA 92591

920072007
SHAZIA MAHMOOD
39150 RISING HILL DR
TEMECULA CA 92591

920073003
MARCOS HERRERA
27108 QUAIL CREEK CT
TEMECULA CA 92591

920110001
K HOVNIANS FOUR SEASONS
400 EXCHANGE STE 200
IRVINE CA 92602

920120008
SUNCITY TIPSYP INC
26233 WOODLAND CIR
MURRIETA CA 92563

920074022
TROY J. WEESE
39283 SPRINGTIME DR
TEMECULA CA 92591

920301025
RIVERSIDE COUNTY FLOOD & WATER
1995 MARKET ST
RIVERSIDE CA 92501

920072024
CHARLES BLAKE
27086 WINCHESTER CREEK AVE
TEMECULA CA 92591

920073005
BALDOMERO RODRIGUEZ MARQUEZ
40250 MURRIETA HOT SPRING CT # 117
MURRIETA CA 92563

920074023
JAMES ANDREW RUND
39273 SPRINGTIME DR
TEMECULA CA 92591

920120060
SFX WINCHESTER
629 CAM DE LOS MARES 201
SAN CLEMENTE CA 92673

913222004
GARY WEBB
39313 BONAIRE WAY
MURRIETA CA 92563

920061001
YOUWEN YE
6815 N VISTA ST
SAN GABRIEL CA 91775

920120034
AVA PROP INV
14407 ALONDRA BLVD
LA MIRADA CA 90638

920120059
SMBC PROP NO 1
2000 S SPYGLASS HILL CT
LA HABRA CA 90631

920120061
TESORO REFINING & MARKETING CO
19100 RIDGEWOOD PKY
SAN ANTONIO TX 78259

920071013
OSCAR R. ACOSTA
39141 RISING HILL DR
TEMECULA CA 92591

920072002
CHERYL L. TIEDMOND
39100 RISING HILL DR
TEMECULA CA 92591

920072009
ANGELINA GARCIA
39166 RISING HILL DR
TEMECULA CA 92591

920072013
SWH 2017 1 BORROWER
8665 E HARTFORD DR NO 200
SCOTTSDALE AZ 85255

920072018
IDOLINA GONZALEZ ESPARZA
27061 FALLING CREEK CT
TEMECULA CA 92591

920073004
MOISES MENDOZA RAMIREZ
27117 QUAIL CREEK CT
TEMECULA CA 92591

920074012
RALLPH LOKERS
41305 BRAVOS CT
TEMECULA CA 92591

920311030
JOSEPH F. CRAMER
30107 IRON HORSE DR
MURRIETA CA 92563

920071012
ALISON N. HENDERSON
33895 PAUBA RD
TEMECULA CA 92592

920072006
MARIO SANFILIPPO
39148 RISING HILL DR
TEMECULA CA 92591

920072012
LISA J. HAAS
42624 GARCIA WAY
TEMECULA CA 92592

920072016
GREGORY L. OETTLE
27081 FALLING CREEK CT
TEMECULA CA 92591

920072023
ALMENIANO M. CASTILLO
1601 MOORE AVE APT 3601
PORTLAND TX 78374

920311028
LINDA F. KNUDTSON
30091 IRON HORSE DR
MURRIETA CA 92563

920311029
LEO H. RUTLEDGE
30099 IRON HORSE DR
MURRIETA CA 92563

920311031
ROY DENNIS BROWN
30115 IRON HORSE DR
MURRIETA CA 92563

920311032
ELAINE DOLORES MORTON
30123 IRON HORSE DR
MURRIETA CA 92563

920071001
KELLYE M. TORRES
39249 RISING HILL DR
TEMECULA CA 92591

920071007
SYLVIA W. SMITH
26593 PEACHWOOD DR
MURRIETA CA 92563

920072003
BENJAMIN MONTES
39120 RISING HILL DR
TEMECULA CA 92591

920072008
ALICIA ANDALUZ
39158 RISING HILL DR
TEMECULA CA 92591

920072014
DOMINIQUE M. DOYENARD
131 ROLLING FORK BEND
IRVING TX 75039

920072022
JAMIE MITCHELL SAMPSON
27066 WINCHESTER CREEK AVE
TEMECULA CA 92591

920073002
THOMAS FAMILY REV LIVING TRUST DATED
29691 SKI RANCH ST
MURRIETA CA 92563

920074018
SHUWEI SU
904 VISTA HEIGHTS RD
EL CERRITO CA 94530

920072010
IH5 PROP WEST
1717 MAIN ST STE 2000
DALLAS TX 75201

920072011
SON NGOC NGUYEN
27050 FALLING CREEK CT
TEMECULA CA 92591

920072017
CRISS FAMILY TRUST DATED 07/05/18
11453 LUZ RD
SAN DIEGO CA 92127

920110002
J A. SALINE
312 EUCALYPTUS DR
REDLANDS CA 92373

920052001
ANDREW GABRYSZAK
39322 SPRINGTIME DR
TEMECULA CA 92591

920052002
CANUTO PERAZA
39332 SPRINGTIME DR
TEMECULA CA 92591

920052003
TAMIS KAMIZOLAS
1224 S PACIFIC DR
FULLERTON CA 92883

920311033
WILLIAM J. AHERN
30131 IRON HORSE DR
MURRIETA CA 92563

920071002
ALYSON L. HALEY
39241 RISING HILL DR
TEMECULA CA 92591

920231019
COUNTY OF RIVERSIDE
3403 10TH ST STE 400
RIVERSIDE CA 92501

913210011
MHS 98
31938 TEMECULA PKY A369
TEMECULA CA 92592

913222001
SIMON HONG
1509 S STONEMAN AVE
ALHAMBRA CA 91801

913222005
CSC INV
231 STOCKBRIDGE AVE
ALHAMBRA CA 91801

913222006
SHELLY DONALD
39894 CAMDEN CT
TEMECULA CA 92591

920072020
ALONDRA RIVERA HERNANDEZ
39236 RISING HILL DR
TEMECULA CA 92591

920073006
DAVID HOLLOWAY
27097 QUAIL CREEK CT
TEMECULA CA 92591

920074011
GEORGE RICHARD OSMOND
39300 OAK CLIFF DR
TEMECULA CA 92591

920074020
KEVIN T. ALLEN
39303 SPRINGTIME DR
TEMECULA CA 92591

920120082
FIFTY FIVE PROP
39209 WINCHESTER RD STE 104
MURRIETA CA 92563

AVA Property Investments LLC
Atten: Ara Tchaghlassian
4490 Ayres Ave.
Vernon, CA 90058

Adkan Engineers
Atten: Richard Reeves
6879 Airport Drive
Riverside, CA 92504

Temecula Valley Unified School District
c/o Facilities Development
31350 Rancho Vista Road
Temecula, CA 92592

Eastern Municipal Water Dist.
Atten: Joe Mouawad
P.O. Box 8300
Perris, CA 92572-8300

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison St., Suite 150
Oakland, CA 94612

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La Mirada, CA 90638

Cal Trans Dist #8
Atten: Mark Roberts MS:725
464 W. 4th Street, 6th Floor
San Bernardino, CA 92401-1400

Kirkland West
Habitat Defense Council
PO Box 7821
Laguna Niguel, Ca, 92607-7821

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4490 Ayres Ave.
Vernon, CA 90058

City of Temecula
Atten: Matt Peters
c/o Planning Department
41000 Main Street
Temecula, CA 92589

Temecula Valley Unified School District
c/o Facilities Development
31350 Rancho Vista Road
Temecula, CA 92592

Southern California Gas Co.
4495 Howard Ave.
Riverside, CA 92507.

Richard Drury
Komalpreet Toor
Lozeau Drury, LLP
1939 Harrison St., Suite 150
Oakland, CA 94612

City of Murrieta
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c/o Planning Division
1 Town Square
Murrieta, CA 92562

Cal Trans Dist #8
Atten: Mark Roberts MS:725
464 W. 4th Street, 6th Floor
San Bernardino, CA 92401-1400

Adkan Engineers
Atten: Richard Reeves
6879 Airport Drive
Riverside, CA 92504

City of Temecula
Atten: Matt Peters
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41000 Main Street
Temecula, CA 92589

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Atten: Joe Mouawad
P.O. Box 8300
Perris, CA 92572-8300

Southern California Gas Co.
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Riverside, CA 92507.

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La Mirada, CA 90638

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Murrieta, CA 92562

Kevin Johnston
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Livermore, CA 94550

