

The following are pictures of the large Vons center across the freeway.



New Services Potentially Detrimental to Existing Business

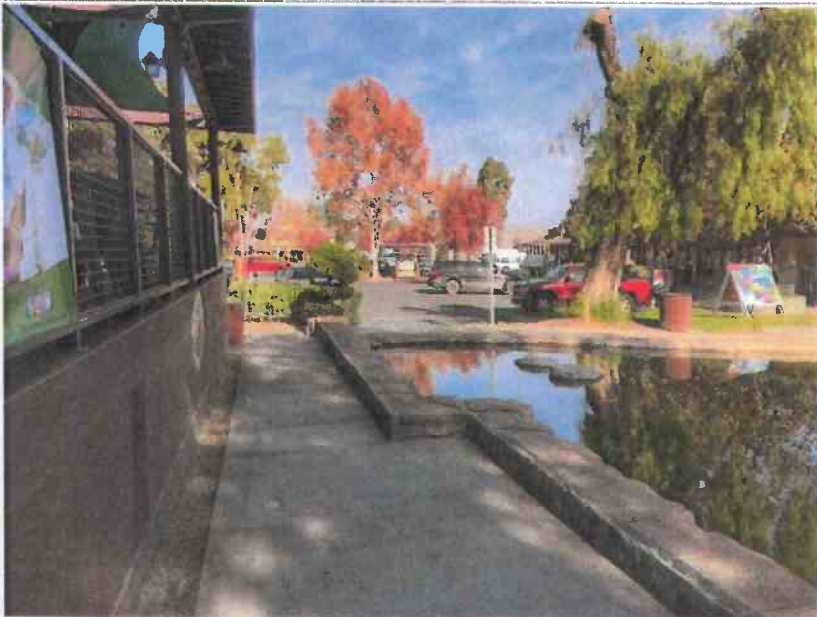
Duplicating services can be detrimental to an area that still doesn't have a strong foot-hold. The Vons Center has had challenges over the years maintaining full occupancy and there has been turnover of businesses within the shopping center. There just aren't that many roof-tops in the immediate area, as shown in the following map.



It is highly unlikely that a second grocery store could survive long-term in the semi-rural area, especially 10 miles away from Costco, 9 miles away from Sam's Club, and even closer to the Crossings Shopping Center, Dos Lagos Shopping Center (with a Trader Joes), the Stater Brothers Village, and Tom's Farms restaurant/shopping area. Furthermore, it would likely have a negative impact on many of the businesses within the Vons shopping center across the way, as well as the iconic Tom's Farms less than three miles away on the same road.

Tom's Farms contains the following long-term businesses:

- Farmers market and candy store
- Wine and Cheese shop, deli, and pizza
- Senor Tom's Mexican and barbeque food
- Burger and Sandwich Shop
- Furniture and Antique Store
- Several smaller kiosk type stores
- Train ride and other amenities for kids



Also in close proximity to Tom's is a Carl's Jr Restaurant, a six pump Arco gas station, a Shell gas station/car wash, and a car maintenance facility.

It's not just that the Von's Center has struggled maintaining high occupancy over the years, nearly all of the centers mentioned above have had occupancy challenges over the last ten years.

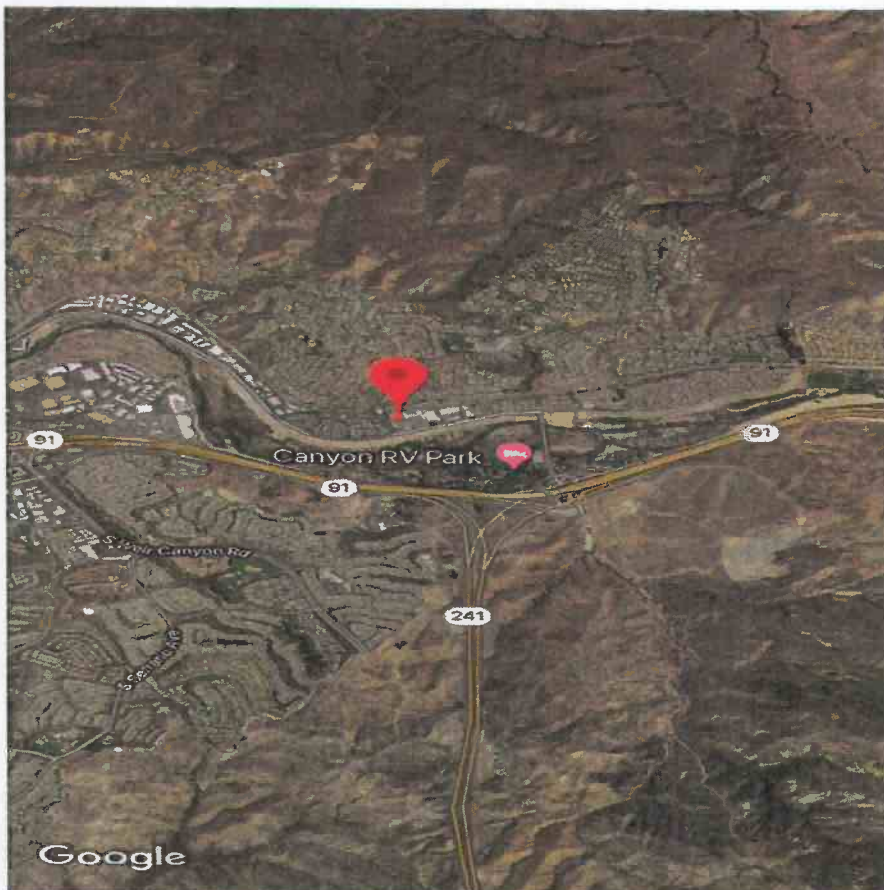
Throughout local public outreach the Applicant has stated that he was close to having firm commitments to bring in services that are needed. To date, the only service that seems to have shown strong commitment is Arco (and maybe Jack in the Box) which I'd consider very low on the priority of what is needed. There is already a six pump gas station across the way Von at the Vons center, and there are Arcos at two of three off ramps to the south (Nichols, Central), and Arcos at two off ramps immediately to the north (Temescal Canyon, Weirick/Dos Lagos). It's hard to label a second grocery store and third pharmacy in the immediate area as needs as well.

The concept of need almost becomes irrelevant once the property zone has been changed, but it is often considered germane in projects that are requesting a zone change, such as this. I consider it important. The fact that there are few, if any, signed letters of intent at this stage is uncommon for a shopping area of this size and may be an indication of lack of viability.

Bryan Ranch Center – An Example of Building without Need

The Bryant Ranch Center Shopping Center in affluent South Yorba Linda is an example of what happens when the grocery store of a shopping center village doesn't survive. In this case, the grocery store on 23641 La Palma Ave, moved out and was replaced over time with an ice rink (the Rinks Yorba Linda Ice). There has been significant turnover within the shopping center with those staying of the lower rent variety. There are currently two large vacancies within the village which is a similar size to what is proposed in this project.

As you can see from the following picture, the Bryan Ranch Center has a similar number of rooftops in the area, it's near a freeway, and off a high traffic road (La Palma near Gypsum Canyon). It is important to note that this grocery store went under even with no direct competing grocery store in near proximity.



The following are pictures taken of struggling Bryant Ranch Village on 12/13/18.



In person, Bryant Ranch Village is obviously struggling, and as center continues to struggle over time and businesses have gone under it becomes even more challenging to lure new businesses to that location. They'd often rather try out newer areas or move to thriving areas than those that have already proven unsuccessful.

Unfortunately, I think the project hurts local business both if it is successful and if it is not, and thus I don't think it should be approved before an economic study of viability was first completed for this center, one that includes the possible negative business impact to the businesses at Vons center and historic Tom's Farms, and potential hurdles that it causes the already approved Serrano Project.

Significantly Impactful Emissions

It is determined that Toscana Village is significantly impactful with regard to emission levels expected. One of the Planning Commissioners suggested that the Applicant take out one of the two drive-thru fast food bays (leaving one a drive thru and the other parking required), but those changes were not adopted.

Furthermore, the project increased the number of pumps to eight (16 service spots) even after concerns were raised about the number of car trips and emissions. All other gas stations in Temescal Valley are six pumps (12 service spots). I'd prefer a gas station not be put in this project at that location, but if one is put there I'd prefer six pumps at a maximum to help lessen overall car trips and so that it does not have a competitive advantage over those already established in the area.

This is a high volume large truck artery that will increase the emissions in the area as they negotiate the three additional installed street lights. It is concerning that no real effort has been made to alter the project to lessen the emission impact to this important wildlife crossing corridor. Before moving the project forward I request that two gas station pumps be reduced (back to the initial plan) and one fast food drive-thru bay be removed.

Earthquake Zone and Wash Proximity

It has been determined that the proposed facility is not on an earthquake fault, but it is in close proximity to the Lake Elsinore fault according to the California Institute of Technology, and an earthquake of 6.0 has been measured right next to the proposal site (see orange circle) according to their map (<http://scedc.caltech.edu/significant/index.html>).



Their website claims that this fault zone is "one of the largest in Southern California" and estimates Probable Magnitudes at $M_w 6.5 - 7.5$. Having a large earthquake centered nearly on the development area seems an indication that it is in an earthquake concern area, regardless of whether or not is literally on the fault.

Given the combination of danger factors, likely traffic issues, emission issues, and proximity to protected washes I'd prefer that this project not include a gas station, and especially a large one with eight pumps (16 service spots). If a gas station is ultimately approved here, I ask that a history of groundwater depths are considered prior to installation and that there is a requirement for the safest gas tank construction in the

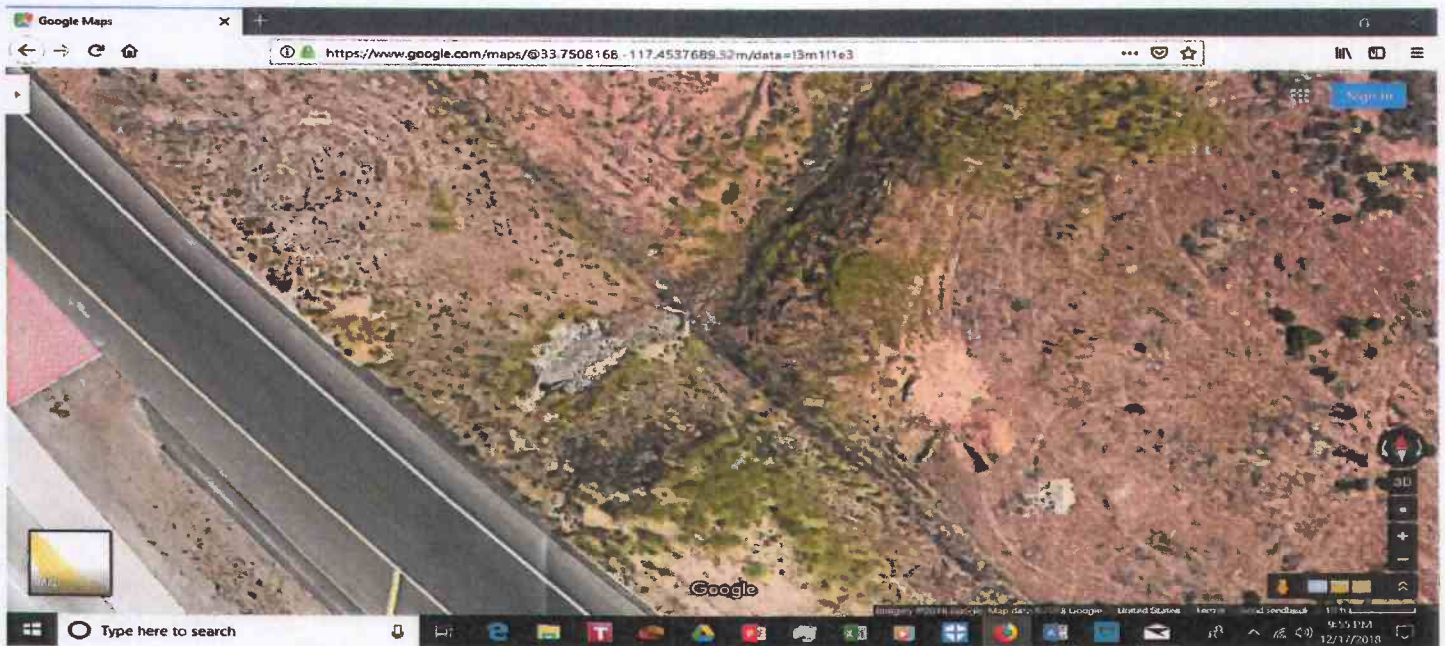
industry in the year the gas tanks are installed, and annual testing for leakage and excessive vapor release using the most rigorous testing the year they are tested (testing criteria should be updated each year to the industry standard for high risk areas). I also request a condition of approval for a large bond (or equivalent) in perpetuity for an appropriate cleanup fund should it be needed for whatever reason related to the project site, such as a significant gas tank leak that isn't covered by the gasoline tenant and/or property owner's insurance.

Project Compliance with MSHCP Requirements

Although, the Riverside County Planning Department suggested in February 12, 2012 that the project site was not within the proposed conservation for the MSHCP, I still have concerns that haven't been answered.

Criterion Cell 3448, of which the project resides with portions of the project site extending into Criteria Cells 3349 and 3350, are located within the Estelle Mountain/Indian Canyon Subunit of the Elsinore Area Plan of the Western Riverside County MSHCP with defined goals for this cell group. The primary goal focuses on riparian scrub, woodland, forest, and Riversidean alluvial fan sage scrub habitat associated with Temescal Wash and provides habitat and movement for listed species.

The following picture shows a culvert (the grey part up the hill from the green below the freeway onramp) that may be used as a wildlife crossing.



The Temescal Canyon Wash and the Indian Canyon Wash intersects just south of the project and winds back near the northern part of the project. These longstanding wash intersections are two of the main wildlife crossing zones in the area. The fact that the project is in a high fire zone, close to a known earthquake fault, and naturally flows into the wash (and down-stream Blue Line stream) is concerning to me from a wildlife perspective, and more consideration ought to be given to the project, such as emissions and potential wildlife crossings.

Several main components of the Temescal Canyon Area Plan also reiterate the need to make the protection of washes and wildlife crossing areas as a high priority. Below are other excerpt from the Temescal Valley Area Plan:

Careful consideration is needed to preserve the Temescal Wash and accommodate the Multiple Species Habitat Conservation Plan, especially in terms of linkages under Interstate 15 at key points.

Temescal Wash is a major influence on the character of this area plan, traversing the length of it from northwest to southeast adjacent to Interstate 15. Policy direction in the area plan related to the Wash reflects a desire to buffer it from development so that its scenic and natural resource values are retained

The Temescal Wash creates an impressive swath pinched between the Gavilan Hills and the Santa Ana Mountains. Although dry most of the year, the wash serves as an outlet for Lake Elsinore and eventually drains into the Santa Ana River. While the wash runs in a generally northwest/southeast direction, it also provides a critical perpendicular linkage for animals between the mountain and hill habitats on either side. That is why the wash plays such an important role in the Western Riverside County Multiple

TCAP 6.1

Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the Safety Element, the Watershed Management Floodplain and Riparian Area Management and Wetland sections of the Multipurpose Open Space Element, and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element in the General Plan.

TCAP 6.2

Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

It is in the best interest of the County and Applicant to review all aspects of the MSHCP with regard to the three MSHCP Criterion cells to validate that the assessment made nearly seven years ago was correct and current. Specifically I'd like someone to confirm that it is not a wildlife crossing area, and that there are no other requirements being an tributary into a Blue Line Stream.

Bird Habitats

I am also concerned for some of the bird nesting areas there so close to the washes and with such conducive habitat as the California sage scrub, etc. I understand that nest/burrow identification has already been completed, and am supportive of the process of identifying nests, especially protected nests or burrows, again just prior to development, especially if the development gets delayed. I am for mitigation MM Bio-7 that recompletes appropriate bird nesting area identification and protection of identified nests just before each grading activity. I'm hopeful that identified nests be protected and protected chicks be safely relocated, when the time is appropriate.

Power Lines

I would much prefer to have the power lines put underground in this scenic area and would ask the County to reconsider burying them underground. The Terramor development on the other side of the road improved the aesthetics of the area and relocating the lines above ground to a new spot would seem inconsistent with nearby improvements on this historic road, and inconsistent with Temescal Canyon Area Plan guidelines for putting powerlines underground whenever feasible near washes or streams.

TCAP 5.12

Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.

Two large washes intersect just to the south of the proposal and the Temescal Canyon Wash approaches again to the north east. The area from Lee Lake through Terramor is one of the most publicly accessible parts of these large washes and the County really should use this opportunity to put the power lines underground at this proposed public area.

Oak Trees

I'm hopeful that some of the existing protected oak trees get utilized onsite.

Brady, Russell

From: Brady, Russell
Sent: Tuesday, January 29, 2019 8:26 AM
To: 'Rob Mucha'; Supervisor Jeffries - 1st District; Magee, Robert
Subject: RE: [EXTERNAL MAIL] Toscana Village Supervisor Comments

See below responses to your comments. Let me know if you have any other questions or concerns.

Cumulative projects considered

As it is noted in responses included in the Final EIR (Response to Comment M-2), per Riverside County methodology on traffic studies, the analysis should include reasonably foreseeable projects. This includes projects that are on file with the County and that are anticipated to be built and operating at the time the project would be built out. Although the Serrano Specific Plan is approved, it does not yet have any implementing projects applied for that would be necessary to actually build it. Additionally, at the time the traffic study was scoped for this project it did include the implementing projects within the Terramor development that were on file at that time. Although these Specific Plans are not directly addressed in the cumulative projects listed, their potential future construction and operation is addressed through the ambient growth factor included for long range traffic impact projection. Beyond traffic, the EIR does address the cumulative impacts of this project on applicable topics.

Off Ramp Impacts

The comment accurately notes the potentially significant impacts to the I-15 ramps as it is noted in the EIR prepared for the project. Due to this significant impact a statement of overriding considerations will be needed for certification of the EIR. To note also, the EIR does provide in its Alternatives analysis comparison of the proposed project to an alternative that develops under the current Light Industrial designation and notes that the traffic impacts from an industrial type development may be greater due to a potential higher number of truck trips.

Queuing On Indian Truck Trail

As it was noted at the Planning Commission hearing, the queuing analysis performed for the project showed adequate queuing would be available to accommodate traffic at these intersections. Furthermore, there was the condition added at Planning Commission requiring traffic signal coordination with the signals at the ramps and those on Temescal Canyon Road to assist in limiting the potential for excess queuing.

U Turns on Temescal Canyon Road

As noted above, the queuing at the intersections is anticipated to be adequately served by the improvements proposed and with the requirement for signal coordination with the ramps. This alone should limit the potential for people to turn right on Temescal Canyon Road and make a U turn to bypass the left turn at the intersection. Based on this, it does not necessitate further consideration by the project to analyze and address.

Slower Traffic on Temescal Canyon Road

Although the project would include additional traffic signals on Temescal Canyon Road that may result in locations where traffic needs to stop momentarily, the signals are required to be synchronized to help limit the potential for a start-stop-start-stop movement to traffic and allow for more free flowing movement to traffic. Additionally, without the signals in place it brings up the potential issue of traffic safety by having unsignalized intersections with traffic attempting to make left turns onto Temescal Canyon Road which can experience vehicles moving at high speeds. So

while there may be some inconvenience with added signals, due to the synchronization and the signals ability to provide for greater traffic safety at these intersections, the signals are an appropriate inclusion into the project design.

Fastrak Construction Impact

As it is noted in responses included in the Final EIR (Response to Comment C-1 and C-2), the EIR does reference the I-15 Express Lanes Project, including the northern extension, starting at I-15/Cajalco Road interchange in the City of Corona and extending north to the I-15/State Route 60 interchange in the City of Ontario, and the southern extension from Cajalco Road south to State Route 74. However, as the southern extension is still in the early planning stages and the location of entrance/exit lanes has not been determined yet. Riverside County Transportation Commission (RCTC) will start environmental studies for the southern extension in mid-2019. RCTC will be requesting traffic counts and traffic operations data for the Toscana Village at Temescal Valley project for use in the I-15 Express Lane Project - Southern Extension Traffic Impact Analysis.

As outlined in their comment letter dated January 23, 2019, RCTC agrees with the County's conclusion that the Toscana Village Project and other reasonable foreseeable projects, will have significant cumulative impacts to traffic, particularly to the I-15 mainline. The environmental analysis to be completed for the I-15 Express Lane Project - Southern Extension will take into account traffic generated from nearby developments, including Toscana Village. The I-15 Express Lane Project - Southern Extension project is assumed to improve traffic flows on the I-15 mainline in the project area.

Services Already Available

Phase I is not proposing any buildings that are likely to accommodate a grocery store, although a drugstore may be possible in Building 5. The decision to pursue the entitlements at this time with the General Plan Amendment, Change of Zone, and design of the commercial center and uses anticipated is an economic decision for the property owner to pursue. The recommendation of staff is based on whether what is proposed through these entitlements meets the necessary findings to be approved.

Significant Emissions

There are eight (8) gas pumps proposed which have 16 fueling stations, one on each side of the pump. The eight gas pumps have been proposed and included in the site plans in the Initial Study/Notice of Preparation and the Draft EIR. It was an inadvertent inconsistency that the project description identified Building 3 as "a single-story 3,800 square foot gas station with **12 fueling stations**, car wash, and a convenience store." (Environmental Assessment Form: Initial Study, page 1) But the site plan included 8 gas pumps with 16 fueling stations. (Environmental Assessment Form: Initial Study, Figure 4 – Site Plan) The FEIR outlines this correction within the Final EIR, Section 3 - EIR Errata/ Draft EIR Revisions, page FEIR 3-1 to 3-10.

The air quality analysis in the EIR includes full build out of the project and long-term operations as identified in the EIR project description. The EIR identified that the project would have impacts on long-term regional air quality that are significant and unavoidable. Eliminating drive-thru's from the proposed project may reduce vehicle emissions however, it is not anticipated to reduce emissions to less than significant levels.

Earthquake Zone and Wash Proximity

The project will be required to adhere to state requirements for encasement of underground storage tanks to limit the potential for an earthquake induced leak to occur that may impact groundwater or the nearby wash. As it is noted in responses included in the Final EIR (Response to Comment I-21), the underground storage tanks associated with the gas station are regulated by the California Water Boards to protect public health and safety and the environment from releases of petroleum and other hazardous substances. The proposed project will be required to meet all of the

Underground Storage Tank (UST) Program requirements, including leak prevention, clean up, enforcement and tank tester licensing.

Compliance with MSHCP

As it is noted in responses included in the Final EIR (Response to Comment I-22), no portion of the project site is required to be conserved for MSHCP Reserve Assembly. As outlined in the Habitat Assessment and MSHCP Consistency Analysis Report, page 26 (Appendix C of the Draft EIR), the project site is located in criteria cells for which conservation is targeted for habitat associated with Temescal Canyon Wash and adjacent upland areas. Temescal Canyon Wash functions as a wildlife corridor in a northwest-southeast direction adjacent and parallel to the project site and the freeway. Due to the site's located between the I-15 freeway and Temescal Canyon Road it is not expected to function as a wildlife corridor. The project would not impact Temescal Canyon Wash and its ability to function as a wildlife corridor as it is located adjacent and parallel to it and will not impede it in any way.

As outlined in the Determination of Biologically Superior Preservation (DBESP) Report (Attachment C of the Final EIR), there are three existing culverts in the adjacent Caltrans ROW that convey stormwater runoff from the I-15 freeway to the project site. As shown in Exhibit 9A of the DBESP report two originate from the center of the I-15 freeway, between the northbound and southbound sides, and one originates between the northbound lanes and the northbound on-ramp. The culvert is not expected to function as a wildlife corridor as terrestrial wildlife is not anticipated to be moving across the freeway in a northeast direction to and across the project site.

The 2012 determination was that no part of the project site is required for reserve assembly as it is not described for conservation Criteria Cells 3348, 3349, 3350. Subsequent to that the County and the applicant did complete a thorough evaluation of the project with all required elements of the MSHCP, as outlined in Habitat Assessment and MSHCP Consistency Analysis (2013, updated 2017; Appendix C of the DEIR) and the DBESP Report (revised 2018) (Attachment C of the Final EIR), and in Section 5.2 Biological Resources of the EIR. The project was determined to be consistent will all required elements of the Plan. The MSHCP Consistency Review for this project was also reviewed by the Western Riverside County Regional Conservation Authority, the California Department of Fish and Wildlife and the US Fish and Wildlife Service.

Bird Habitats

As noted in the comments, there are existing measures and requirements in place to address potential nesting birds that may occupy the site in the future prior to any disturbance.

Power Lines

The project is required and conditioned to underground any existing or proposed lines that are rated 33 kV or below. While lines above that rating could be undergrounded, they are not always feasible due to addressing the additional heat that radiates from lines at higher ratings that requires added design measures to address that are not always financially feasible for development or may be desirable by SCE.

Oak Trees

As part of the project's required replanting that will occur in the northern part of the project, the project may pursue replanting of the existing oak trees, but will be determined based on feasibility of whether replanting would be viable for continued survival and growth of the tree compared to planting new ones.

4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025



How are we doing? Click the Link and tell us

From: Rob Mucha [<mailto:robmuchaphotography@outlook.com>]

Sent: Monday, January 28, 2019 2:02 PM

To: Brady, Russell <rbrady@RIVCO.ORG>; Supervisor Jeffries - 1st District <district1@RIVCO.ORG>; Magee, Robert <RMagee@RIVCO.ORG>

Subject: [EXTERNAL MAIL] Toscana Village Supervisor Comments

Here are my comments for tomorrow's Supervisor meeting regarding the proposed Toscana Village development. Please confirm receipt.

Rob Mucha
714-402-7017

Sent from [Mail](#) for Windows 10

Brady, Russell

From: Jannlee Watson <jannlee.watson@ca.rr.com>
Sent: Monday, January 28, 2019 5:23 PM
To: Brady, Russell
Cc: Jeffries, Kevin; Leach, Charissa; Magee, Robert
Subject: [EXTERNAL MAIL] RE: [EXTERNAL MAIL] Comments -- Toscana Village at Temescal Valley

Thank you, Russell. I am aware of everything planned for Phase 1 – I hope it all materializes. I think the ARCO and mini-mart will be built quickly. But isn't the norm not to construct buildings without commitments from possible tenants? I do not want to see those 27 acres entitled and graded, and nothing else being built there.

Yes – In the DEIR, I did find the health hazards linked to the various emissions created by the project. It wasn't where I expected it to be. NOx is the big offender because the amount anticipated to be created by this project exceeds the numbers allowed by SCAQMD. It will be interesting to see how the court ruling affects future EIRs.

Thank you, again, for your quick response.

jannlee

From: Brady, Russell <rbrady@RIVCO.ORG>
Sent: Monday, January 28, 2019 3:02 PM
To: Jannlee Watson <jannlee.watson@ca.rr.com>
Cc: Jeffries, Kevin <KJeffries@RIVCO.ORG>; Leach, Charissa <cleach@RIVCO.ORG>; Magee, Robert <RMagee@RIVCO.ORG>
Subject: RE: [EXTERNAL MAIL] Comments -- Toscana Village at Temescal Valley

Comments received.

The 6 buildings that have been designed with the Plot Plan for Phase I of this site does allow for a variety of potential uses. While 3 of the buildings are designed as fast food restaurants (Buildings 1, 2, 4) and another building is designed as a convenience store with the gas station use (Building 3), Building 5 is designed as a two story building to accommodate office and retail type uses and Building 6 is proposed as either a sit down (non fast food/drive-thru) restaurant or retail use. Beyond how the site and buildings are designed to accommodate certain types of uses, the uses on the site would also be limited to those uses listed in the proposed Scenic Highway Commercial zone. Regarding the grading, the grading as proposed is needed to help balance grading on the site and to accommodate drainage facilities to serve Phase I, so I don't think holding the ability to grade the Phase II portion of the site is feasible based on the project as designed.

I had heard of this case and looking at the details you provided appear to focus on the whether the health risks from air quality were adequately addressed in the project involved. The Toscana Village project has noted the mitigation measures it does include to reduce air quality impacts as much as is feasible, but that even with these measures that potentially significant impacts could occur. The project did also include a health risk assessment that analyzes the potential health risks from air quality from the project. So it does not appear to be similar to the project involved in the case referenced since the analysis discloses the potentially significant impacts from air quality generally as well as information on health risks that are not significant and this information has been included in the EIR for the decision makers to reference.

Thanks and let me know if you have any other questions or need anything else.

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025



How are we doing? Click the Link and tell us

From: Jannlee Watson [mailto:jannlee.watson@ca.rr.com]
Sent: Monday, January 28, 2019 2:34 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Cc: Jeffries, Kevin <KJeffries@RIVCO.ORG>; Leach, Charissa <cleach@RIVCO.ORG>; Magee, Robert <RMagee@RIVCO.ORG>
Subject: [EXTERNAL MAIL] Comments -- Toscana Village at Temescal Valley

Dear Riverside County Board of Supervisors:

Although my concerns regarding the Toscana Village at Temescal Valley shopping center project were addressed by the Planning Commission, I still have one concern that may or may not be under the purview of the county's planning and approval process.

I support this project if the result is a retail/commercial center with several tenants that will provide much-needed services to the Temescal Valley community. In meetings with the developer, community members have identified many business entities that would meet community needs and therefore have a high degree of success at this project site.

To date only three businesses have been identified – the same three since the project's inception – ARCO, am/pm Mini-Mart and Jack in the Box. I have spoken with the applicant about my concerns and he told me that potential tenants do not want to be disclosed until after the project's approval.

While I am in favor of additional shopping opportunities for Temescal Valley residents, I seek reassurance that the center will be more than a service station and a fast-food restaurant, which are not needed and not worth the potential traffic and air quality issues they would generate.

Is there any condition that the county can impose to ensure the project will be more than only a gas station and drive-thru/fast-food restaurant? Since the plot plan for the second phase is not included in this approval, can grading for that acreage not commence until the second phase plot plan is approved?

Also, with the EIR finding that project's impact on air quality to be "significant and unavoidable," I'm wondering if a recent California Supreme Court decision would apply in this instance. The court last month in the case of Sierra Club v. County of Fresno basically ruled that the EIR for a housing development did not adequately address the project's significant and unavoidable air quality impacts because it did not disclose the health hazards associated with the pollutants the project would generate.

According to the ruling, the EIR needed to "relate the expected adverse air quality impacts to likely health consequences or explain in meaningful detail why it is not feasible to provide such an analysis, so that the public may make informed decisions" regarding the project.

While maybe not applicable to the Toscana Village project, but going forward, this ruling has set a precedent for all development found to have a significant and unavoidable impact on air quality.

Link to court decision: <http://www.courts.ca.gov/opinions/documents/S219783A.PDF>

Respectfully ...

**Jannlee Watson
Temescal Valley resident**

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County of Riverside California

Brady, Russell

From: issa bahu <thegasking@yahoo.com>
Sent: Monday, January 28, 2019 2:07 PM
To: Brady, Russell
Subject: [EXTERNAL MAIL] Regarding EIR552, Toscana Village

I'm a long-term business owner and resident in the in the Toscana Village area and am against the Toscana Village project as proposed. I'm concerned it will significantly increase traffic congestion to both Temescal Canyon Road and Indian Truck Trail. I'm also concerned the area is not economically viable for more direct retail competition and its development may hurt local businesses currently struggling to survive, such as Tom's Farms. I think the Serrano project is more viable and necessary and am concerned that this one could cause challenges or delays to Serrano's implementation and ultimate success. Thank you for your consideration.

Regarding EIR552, Toscana Village

Brady, Russell

From: gena osborne <higena@att.net>
Sent: Sunday, January 27, 2019 12:09 PM
To: Brady, Russell
Subject: [EXTERNAL MAIL] Toscana Village

Some of us residents do like the red if a "brick" red. This represents the clay in the valley. There is too much "beige" here. I have lived here 31 years and was on the Temescal Valley committee that was involved in the Temescal Valley Design Guidelines that is represented in our pamphlet and was approved.

I also oppose the large 60' foot sign that will be an eyesore. It will distract the beauty of our valley. Maybe several smaller ones that are not so high.

We are trying to introduce murals as a heritage/art/awareness statement. So far we have two. Two more are in the works. Would be nice if all new businesses had to add a mural to their project. Mural suggestions have to be approved by the valley committee.

We do not want to be a "cookie cutter" community. Riverside needs "draws".

Respectfully,

gena osborne

Brady, Russell

From: Lee Wilson <leeallanwilson@gmail.com>
Sent: Monday, January 28, 2019 6:52 PM
To: Brady, Russell
Subject: [EXTERNAL MAIL] Toscana Village Traffic Concerns.

Dear Mr. Brady:

As a resident of Temescal Valley I am very concerned regarding the potential of creating a dangerous traffic situation along Temescal Canyon Rd adjacent to the Toscana Project.

I believe that the Toscana Village Project will create a situation very similar to the one that exists on Temescal Canyon Rd at the I15 interchange.

There currently is no posted signage limiting or restricting Parking on Temescal Canyon Rd between Campbell Ranch Rd and Indian Truck Trail. The Toscana Village Project with a proposed Gas Station and Fast Food Restaurant will cause illegal truck parking along the curb, which will inhibit traffic flow, limit visibility and create a dangerous situation identical to what exists at the Carl's Jr. and ARCO Gas Station to the north. Although there has been increased traffic enforcement by the CHP, and the situation is slightly improved, there is still a considerable amount of illegal trucking parking at that location. The entire street, on both sides, in front of the Carl's Jr and ARCO Gas Station are posted "No Stopping". The signs are ignored and the highly dangerous and illegal parking is a daily issue and safety concern.

What can be done during the project approval stage, to prevent this from happening .

Thank you for your consideration

Best regards,

Lee Wilson
24634 Hatton Ln.
Temescal Valley, CA 92883

714 612-0123



**PLANNING COMMISSION
MINUTE ORDER
DECEMBER 19, 2018**

- I. **AGENDA ITEM 4.4**
GENERAL PLAN AMENDMENT NO. 1146, CHANGE OF ZONE NO. 7859, PLOT PLAN NO. 26290, CONDITIONAL USE PERMIT NO. 3712, and VARIANCE NO. 180004 – Intent to Certify an Environmental Impact Report – EIR00552 – Applicant: Speedway Development – Engineer: K&A Engineering, Inc. – First Supervisorial District – Temescal Zoning Area – Elsinore Area Plan – Community Development: Light Industrial (CD-LI) – Location: Westerly of Temescal Canyon Road, northerly of Indian Truck Trail, and easterly of Interstate 15 – Zoning: Manufacturing – Service Commercial (M-SC).

- II. **PROJECT DESCRIPTION:**
General Plan Amendment No. 1146 is a proposal to change the Land Use designation of Parcels 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006, 290-130-005, 290-130-085, 290-130-086, and 393-070-005 from Community Development: Light Industrial (CD-LI) to Community Development: Commercial Retail (CD-CR). **Change Of Zone No. 6915** is a proposal to change the zoning of Parcels 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006, 290-130-005, 290-130-085, 290-130-086, and 393-070-005 from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S). **Plot Plan No. 26290** is a proposal to develop six (6) buildings totaling approximately 52,291 sq. ft. for fast food, retail, service, office, and gas station use on 10.47 acres. **Conditional Use Permit No. 3712** is a proposal to permit the sale of beer and wine for off-site consumption associated with the convenience store (Building 3) and gas station use proposed (ABC Type 20 license). **Variance No. 180004** is a proposal requesting to vary from sign standards related to number of freestanding signs, sign area for a freeway pylon sign, and height for a freeway pylon sign.

- III. **MEETING SUMMARY:**
The following staff presented the subject proposal:
Project Planner: Russell Brady at (951) 955-3025 or email at rbrady@rivco.org.

Spoke in favor:
Thomas Chavez, Applicant

Spoke in opposition:
Rob Mucha, Neighbor, 22512 Amber Eve Drive, Temescal Valley, 92883
Fred Myers, Neighbor- did not speak, donated time
Ruth Brissenden, Neighbor, Temescal Valley, 92883

Spoke in a neutral position:
Jerry Sincich, Interested Party, Temescal Valley

- IV. **CONTROVERSIAL ISSUES:**
None.

- V. **PLANNING COMMISSION ACTION:**
Public Comments: Closed
Motion by Commissioner Shaffer, 2nd by Commissioner Hake
A vote of 5-0

ADOPTED Planning Commission Resolution No. 2018-012; and

The Planning Commission Recommend the Following Actions to the Board of Supervisors:

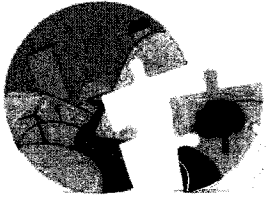
TENTATIVELY Certify Environmental Impact Report No. 552; and

TENTATIVELY Approve General Plan Amendment No. 1146; and

TENTATIVELY Approve Change of Zone No. 7859; and

APPROVE Plot Plan No. 26290; and,

APPROVE Conditional Use Permit No. 3712, subject to the conditions of approval as modified at hearing.



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

Memorandum

DATE: December 19, 2018
TO: Planning Commission
FROM: Russell Brady, Project Planner
RE: Item 4.4 – Public Comments

Since the preparation of the staff report, emails have been received by staff with comments on the project. These are attached to this memo for reference.

Additionally, to further address comments received from the public regarding impacts to oak trees, the below condition of approval is recommended to be incorporated for the Plot Plan to ensure implementation of the analysis in the EIR, the Riverside Oak Tree Management Guidelines, as well as what is shown in the conceptual landscape plan for the project.

Planning-EPD - Prior to Building Permit

Prior to building permit, to implement the Riverside County Oak Tree Management Guidelines, the project shall submit an Oak Tree Mitigation and Monitoring plan to ensure the survival and success of the re-planted oak trees. The project is anticipated to impact 12 oak trees. Onsite replanting of oak trees shall be implemented at a 3:1 ratio for a total of 36 oaks to be replanted.

Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

Desert Office · 77588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

Brady, Russell

From: Brady, Russell
Sent: Monday, December 17, 2018 2:29 PM
To: 'robmuch@aol.com'
Cc: Supervisor Jeffries - 1st District; Magee, Robert
Subject: RE: Toscana Village FEIR-PC Notice

To clarify on M-2, when it refers to "reasonably foreseeable projects" that means projects that have actual development applications in that could develop in the near future to reflect what may be in existence when this project opens. Although there is an approved Specific Plan for the Serrano Specific Plan (SP 353), there are no approved or in process development applications (i.e. a Plot Plan, Conditional Use Permit, or Tentative Tract Map) that would actually result in real development. That was the question Terramor was posing in their comment as to why wasn't their entire SP counted in the traffic analysis. So while there is development potential in the Serrano Specific Plan, since there are no development applications currently on record for this area then it isn't counted for traffic analysis as part of known projects. The Serrano Specific Plan instead would be captured in the more long term cumulative analysis that utilizes the ambient traffic growth rate factor.

Let me know if you have any other questions on this or any other responses.

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-956-3025



RIVERSIDE COUNTY
PLANNING DEPARTMENT

[How are we doing? Click the Link and tell us](#)

From: robmuch@aol.com [mailto:robmuch@aol.com]
Sent: Monday, December 17, 2018 2:07 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Cc: Supervisor Jeffries - 1st District <district1@RIVCO.ORG>; Magee, Robert <RMagee@RIVCO.ORG>
Subject: Re: Toscana Village FEIR-PC Notice

Thanks!

I appreciate that there will be another bite at the Apple at the Board level but I believe the process is meant to be setup to deal with most issues prior to it going to them, and that the public should have a reasonable opportunity to provide detailed comments to the responses and changes prior to Planning Commission, I would think. Thorough seems better than fast. It took the County some four months to get their comments back, for good reason, 12 days to us seems a little short, a week before Christmas. Thanks again for trying.

And thanks for your offer to answer questions. Comment M-2 refers to transportation cumulative impact. It doesn't appear the approved and recently renewed large Serrano project was taken into consideration into cumulative impact. If so, can you explain the logic behind that decision?

Thanks again!
Rob Mucha
714-401-7017

Sent from my iPhone

On Dec 17, 2018, at 1:34 PM, Brady, Russell <rbrady@RIVCO.ORG> wrote:

I will provide your request for consideration by the Commission. I understand that it can be a lot of documents to sort through and review and we do try to maximize the amount of time the public has these prior to public hearing. Let me know if there is anything you have issues accessing or questions or concerns you may have as you review it.

To note, this project will initially be heard by the Planning Commission, but will also be required to be heard by the Board of Supervisors (probably mid-January at the earliest) who would have final action on the project and EIR.

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025
<image001.jpg>

How are we doing? Click the Link and tell us

From: robmuch@aol.com [<mailto:robmuch@aol.com>]
Sent: Monday, December 17, 2018 12:06 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Cc: Supervisor Jeffries - 1st District <district1@RIVCO.ORG>; Magee, Robert <RMagee@RIVCO.ORG>
Subject: Re: Toscana Village FEIR-PC Notice

Mr. Brady,

Thank you for the notification. As the documents, comments and responses are well over 1,000 pages, and includes some project changes, I respectfully request a continuance of the December 19th meeting to a date in January.

I'm finding it very burdensome to try to review the numerous comments and referred documents, discuss with other community members, and prepare my rebuttals/questions in the 12-day period allocated, especially during this holiday season. I thank the Committee for their consideration and apologize for any inconvenience.

Please respond to the email and thank you for your assistance in this regard.

Rob Mucha
714-402-7017

PS: this is a resend as first attempt did not go to my sent mail folder. You do not need to respond to both.

Sent from my iPhone

On Dec 6, 2018, at 1:41 PM, Brady, Russell <rbrady@RIVCO.ORG> wrote:

Pursuant to your comments on the Draft EIR or other request to receive notices on this project, the Final EIR is now available for this project and is available online via the link below. The documents will also be available here at our office at 4080 Lemon Street, 12th Floor, Riverside, CA.

<https://planning.rctlma.org/Home/PlanningNotices/EIRforToscanaVillage.aspx>

Additionally, the project has been scheduled for to be heard by the Planning Commission on December 19th. See attached notice. The agenda and staff report for this item should be posted on the afternoon of December 13th.

<https://planning.rctlma.org/PublicHearings/PlanningCommission/2018PCMeetingsandAgendas.aspx>

Let me know if you have any questions or concerns on either the Final EIR or have any issues accessing the documents online.

Thanks

Russell Brady
Riverside County Planning
4080 Lemon Street 12th Floor
Riverside, CA 92501
951-955-3025
<image001.jpg>

How are we doing? Click the Link and tell us

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County of Riverside California

<PC Notice.pdf>

Rob Mucha Comments regarding EIR no 552, Toscana Village at Temescal Valley

Accumulated Impact of Approved Serrano Warehousing Project

This is a significant project as shown by the numerous approvals required – a stand-alone EIR, a General Plan Amendment, a change of zone and a conditional use permit (CUP). This project fails to adequately contemplate cumulative impacts, cumulative long-term impacts that this project will create, without full mitigation. It did so by failing to address the cumulative impacts to and from the Serrano Specific Plan (SP 353), which is approved in the County's Current General Plan. Because this project requires a General Plan Amendment, it is incumbent on this project to fully address all cumulative long-term impacts, for all projects currently in the County's General Plan.

This includes Traffic, Drainage, Air Quality, Water Quality, Greenhouse gas emissions, Fire hazard/Hazmat, Urban Interface issues, Wildlife Corridors, Endangered Species issues (including the County's own Multi Species Habitat Conservation Plan ((MSHCP)). This project EIR fails to adequately address all of these issues, in part by not adequately addressing and mitigating Cumulative long-term impacts as required under the California Environmental Quality Act (CEQA).

Potential Inadequate Queuing Distance on Indian Truck Trail

There is very little queuing distance for those making a left turn on Indian Truck Trail onto Temescal Canyon Road which is likely the route taken for the large majority of customers to this project. Indian Truck Trail needs to have steady throughput as it is the closest freeway onramp/off-ramp area for all of Horesethief Canyon, Sycamore Creek, and Terramor residents.

Rail Road Canyon in Lake Elsinore is an example of an area where there is not enough queuing space between the freeway ramps and the "service road" next to the freeway. This picture was taken on a typical weekday mid-day at Railroad Canyon. Because Railroad Truck traffic kept running the red light and blocking the off ramp exit, it took three lights to make a right turn from the rightmost lane onto Indian Truck Trail from the I15 north off -ramp. It took more than three lights for persons trying to make a right turn from the middle lane and left from the leftmost lane.



Here is a photo from the northern side of the Road.



This back up is a pretty common situation throughout the day, even on weekends, with the backup happening often on both sides of Rail Road Canyon. On a recent weekend trip it also took three lights to be able to make a left from the service road to get back onto Railroad Canyon to try to get back onto the freeway.

The next photos are of the Indian Truck Trail freeway area, which is right next to the proposed project. As you can see, there is also very little queuing space available for left turns onto Temescal Canyon Road. In fact, Railroad Canyon and Indian Truck Trail have similar queuing distances. The north side of Indian Truck Trail is approximately 57 paces from crosswalk limit line to on ramp limit line and Railroad Canyon is approximately 51 paces.



The next photo is a reverse angle photo showing the lack of left turn queuing space and also that there isn't much queue space on Indian Truck Trail to get back to the North onramp.



If this left turn off Indian Truck trail backs up to the ramp area, it would negatively impact I15 on and off-ramps in a significant way that does not occur today with very limited options to resolve. Preventing this sort of backup is in both the best interest of the Applicant and the County.

I'm concerned that the number of car trips to this project via Indian Truck Trail may not be conservative enough to prevent a Railroad Canyon like backup. Apparently the traffic engineer used standard percentages to determine that 75% of all project customers will approach the project from South on Temescal Canyon Road, but from personal observation of traffic flows in the area I am concerned that number is not conservative enough.

It is not clear to me what percentage of cars they assume will get to Temescal Canyon Road via Indian Truck Trail at peak hours and what they believe Indian Truck trail capacity is before impacting those exiting 15 north or south. I would like to see a more detailed modeling of what is expected at that left turn at peak time periods before this project is approved.

Also, light synchronization was discussed as a method to possibly reduce the likelihood of these left turns from queuing up excessively on Indian Truck Trail at peak hours, but it is not clear to me how that would work without excessively slowing down those heading north/south on Temescal Canyon road, or those trying to make a left turn off Temescal Canyon Road onto Indian Truck trail to get to the freeway.

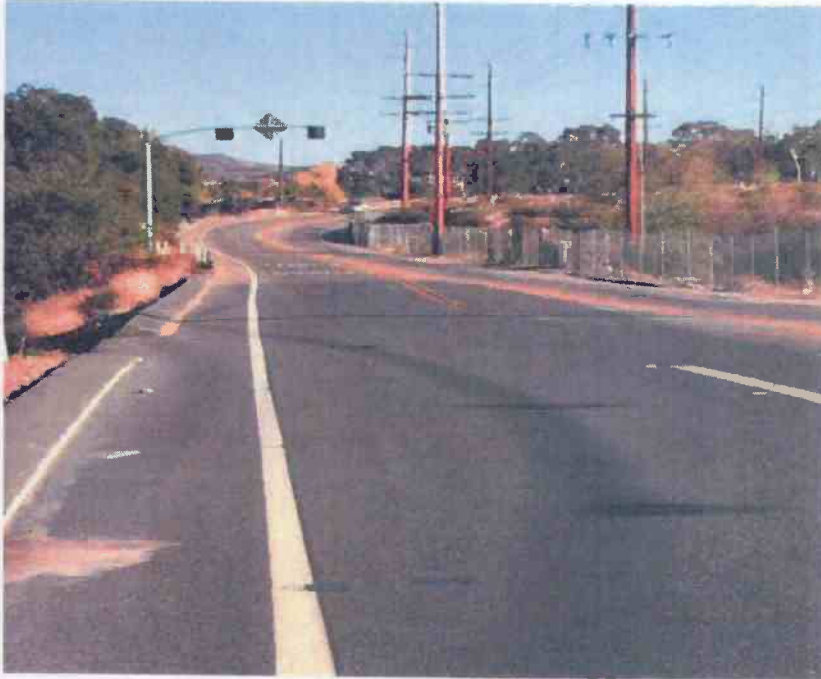
I think it's in the best interest of the County to conduct a more thorough study of the Temescal Canyon Road Indian Truck trail intersection to help ensure that original estimates are conservative and there is ample room for queuing on Indian Truck Trail.

Potentially Dangerous U-Turns on Temescal Canyon Road

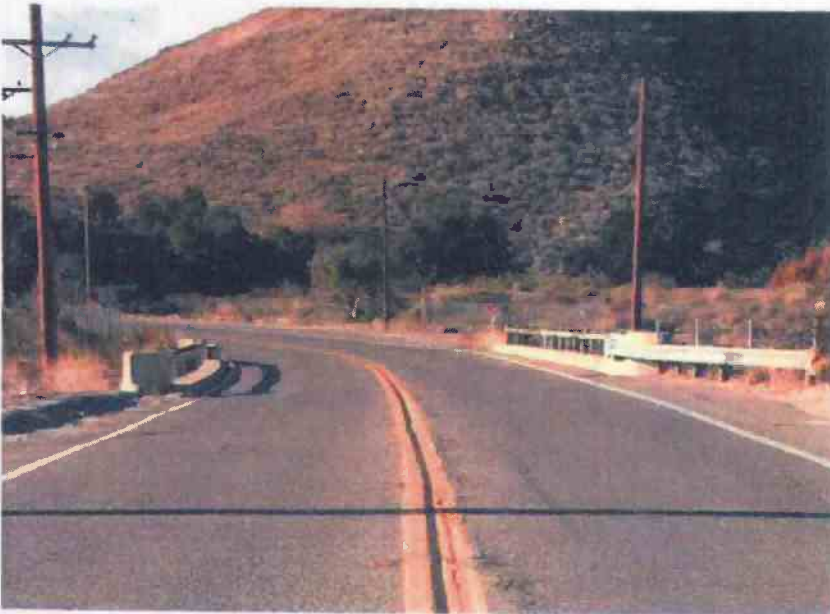
If there is not ample queue space on Indian Truck Trail for left turns onto Temescal Canyon Road, or if the left lanes back up, some drivers will inevitably make a right turn onto Temescal Canyon heading south and attempt a U turn somewhere along the windy, high speed Temescal Canyon road. Bypassing turn queues and making U turns is already an issue within Temescal Valley because of onramps backing up. The Weirick/Knabe

intersection is one example where these bypassing U turns are both dangerous and add to commuter frustration.

Temescal Canyon Road south of Indian Truck Trail has a lot of slow-stopping large truck traffic. People making illegal U-turns in the area would significantly increase the danger in that area. The next photo is of Temescal Canyon Road facing south from Indian Truck Trail.



There is not enough room to make a safe U turn and those coming from the opposite direction have a limited view because of the large bend. The following photo shows the limited view from the reverse angle.



There really isn't a safe U-turn for an extended period of time but it is a dangerous likely occurrence as a result of this project.

If the project is moved forward I would ask the County consider a condition of approval for the implementation of a U-turn lane not in close proximity to Indian Truck Trail and a hard median from Indian Truck to that U turn lane to help reduce the possibility of increased critical accidents.

Slower Traffic Flow on Temescal Canyon Road

I am concerned that this project would significantly impact the traffic flow and safety of both Temescal Canyon Road (TCR) and Indian Truck Trail, two of the main arteries in Temescal Valley. The addition of three synchronized lights on Temescal Canyon Road in such a small area – against community request -- and a synchronized Indian Truck trail light will certainly slow throughput through this area. The proximity of the lights to each other would be similar distances to those near the Dos Lagos center in Corona and unfortunately Dos Los Lagos doesn't flow very well. The flow may still meet County approved service levels, but it will certainly slow traffic through that corridor compared to what it is today.

Fastrak Construction Impact and Traffic Flow Impact

I think it's in both Applicant's and County's best interest to take a more through look at how the current and future Fastrak projects may impact traffic flow prior to starting the project. There has been a large public outcry over this over the last five years in Corona regarding local road impact during recent 91 Fastrak expansion, and I feel it's important to the County to try to anticipate any such challenges so that the project goes in more seamlessly.

There are two projects underway regarding Fastrak expansion that both could impact this area significantly, the one that is currently underway that extends the Fastrak to Cajalco, and a future one that will take it from Cajalco to Central.

According to Anne Mayer (Executive Director RCTC) "bottlenecks do not go away, they get moved farther out." Our experience with the 91 Fastrak being implemented to the Ontario on ramp was that the morning commute bottleneck got moved farther south from East Corona to North Temescal Valley. This next 91 expansion currently underway from Ontario to Cajalco would more likely move the morning commute bottleneck farther south, potentially exacerbating the Indian Truck area.

The second phase would also have a direct impact on the Indian Truck Trail area as the Temescal Canyon Road, Indian Truck Trail, and Lake off-ramps are being worked on. There is no immediate start for this phase of the project but it is unlikely to believe that either of these projects would provide relief to this project anytime in the foreseeable future.

Temescal Valley local road flows have changed significantly over the last two years and to have a more thorough overall review of the Fastrak or growth caused new bottlenecks seem to me in the best interests of the County and would hopefully be completed prior to approval.

If this project is approved, I'd like to request a conditional approval that this project not be constructed until completion of the first phase of Fastrak expansion (to Cajalco), and that it not occur simultaneously with future Fastrak modification to the Indian Truck Trail or Temescal Canyon Road off-ramps. I understand that the County has no authority over scheduling freeway project work but the County has control over when the proposed project begins development, and a smooth implementation is in the best interest of both the Applicant and the County.

Off-Ramps Significantly Impacted

The Traffic Impact Analysis states that the Indian Truck Trail off ramps are already performing at or near capacity at PM peak hours (LOS D and LOS E) and that on ramp infrastructure will significantly be impacted by the project if changes are not made to the on ramp infrastructure, according to Tables 5-8 and 5-9 on Pages 60 and 61, bumping categories up two levels to LOS D and LOS E in some cases. Between LOS C and D is the County target for the Temescal Canyon Plan, and CalTrans target as well.

TCAP 11.3

Evaluate proposed projects located adjacent to the right-of-way of any of the existing Interstate 15 interchanges for additional interchange improvements.

I'm open to more services in the area at some point, but am concerned of the Applicant's approach of putting in so many "high-volume" type businesses in the area next to freeway ramps that are operating at near capacity. It seems as though traffic impact is largely ignored by the Applicant as he recently upped the number of pumps by two (four service spots). The applicant has stated that overall traffic experience will be lessened as new service require less overall driving but most services proposed are already available across the street (discussed later), and the majority of peak hour drivers are commuters.

Given that there are no scheduled CalTrans improvements to Indian Truck Trail ramps, and that the County seems to have a policy not to recommend improvement to CalTrans as a project is being approved, I'd ask the County to please reconsider whether or not the project as planned is truly better for the community than how it is zoned as light Industrial. I'd prefer a less potentially impactful Light Industrial project until a more reasonable approach is presented by the Applicant.

Services Already Available in Immediate Area

The large majority of services planned in this project are already available in the large Vons Center across the way. In large part, this project is a duplication of what is already at the Vons Center but on a more high volume car-trip approach. The Vons Center currently contains the following businesses:

Vons with pharmacy, US bank, deli, Starbucks kiosk, and 6 pump (12 spot) gas station

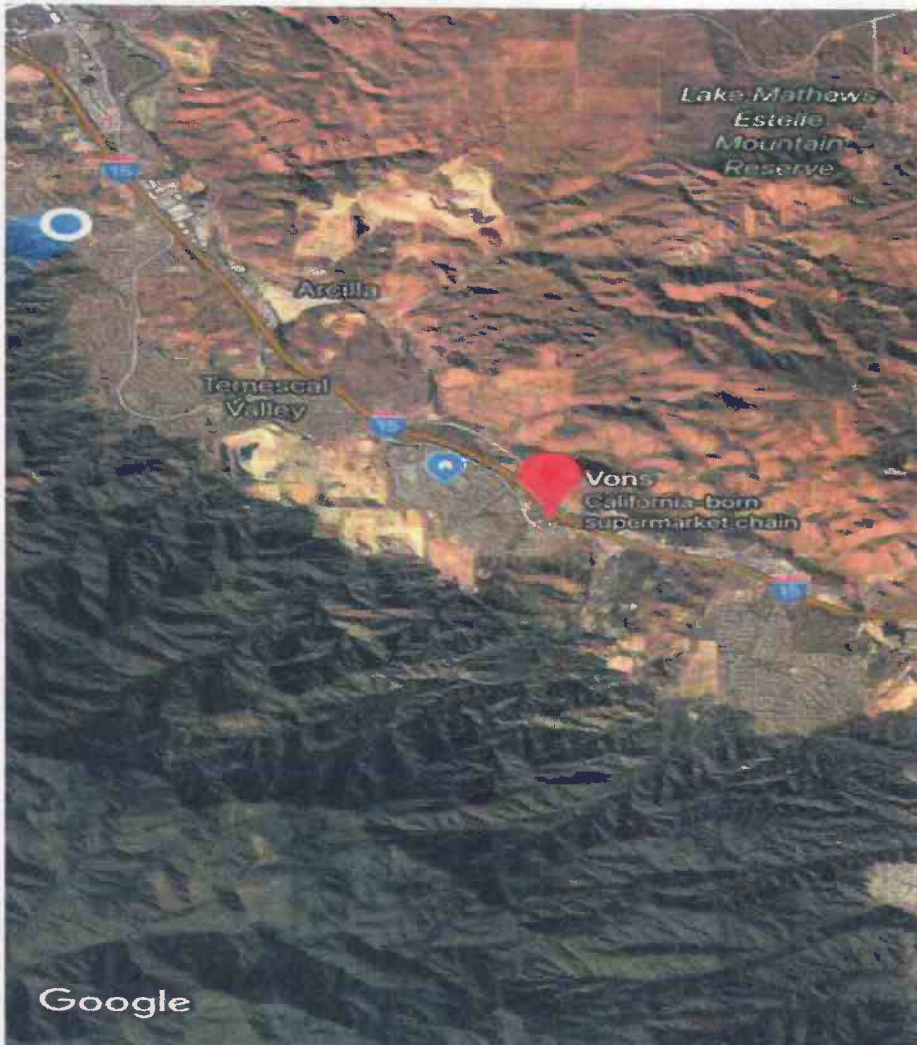
- | | | |
|--------------------------|-----------------------------|---------------------|
| Starbucks (separate one) | Premium Medical Care Clinic | Tae Kwan Do |
| CVS with Pharmacy | Ever Last Foot Therapy | Kick Boxing Fitness |
| Wells Fargo Bank | Sycamore Creek Dental | Everything Postal |
| El Sol Mexican Food | Vet Hospital | Dry Cleaners |
| T's Tavern Sports Grill | Fantastic Sam's Haircutting | Smoke Shop |
| Pizza Hut | Charisma Beauty Salon | |
| Subway Sandwiches | True Touch Nails and Spa | |

The following are pictures of the large Vons center across the freeway.



New Services Detrimental to Existing Business

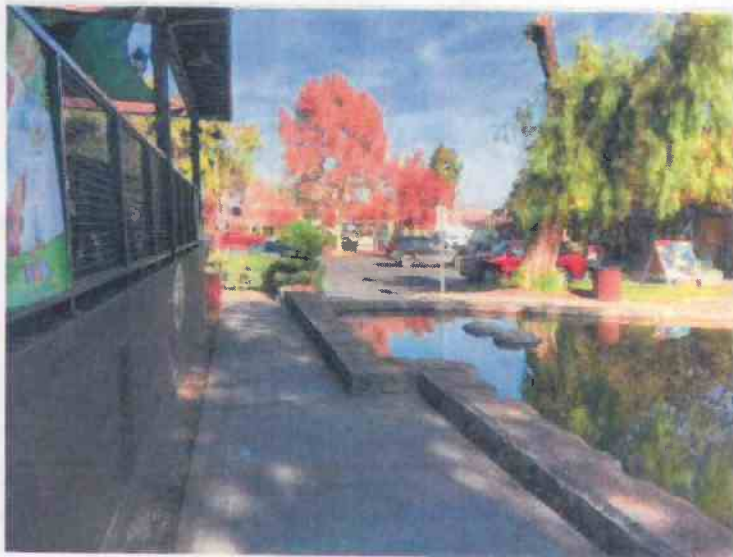
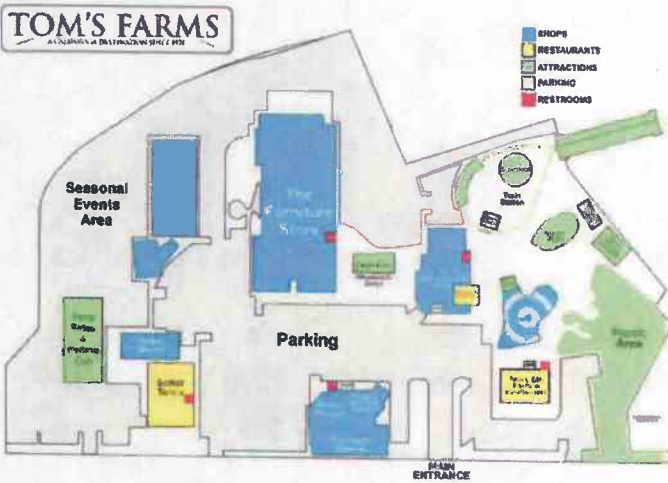
Duplicating services can be detrimental to an area that still doesn't have a strong foot-hold. The Vons Center has had challenges over the years maintaining full occupancy and there has been turnover of businesses within the shopping center. There just aren't that many roof-tops in the immediate area, as shown in the following map.



It is highly unlikely that a second grocery store could survive long-term in the semi-rural area, especially 10 miles away from Costco, 9 miles away from Sam's Club, and even closer to the Crossings Shopping Center, Dos Lagos Shopping Center (with a Trader Joes), the Stater Brothers Village, and Tom's Farms restaurant/shopping area. Furthermore, it would likely have a negative impact on many of the businesses within the Vons shopping center across the way, as well as the iconic Tom's Farms less than three miles away on the same road.

Tom's Farms contains the following long-term businesses:

- Farmers market and candy store
- Wine and Cheese shop, deli, and pizza
- Senor Tom's Mexican and barbeque food
- Burger and Sandwich Shop
- Furniture and Antique Store
- Several smaller kiosk type stores
- Train ride and other amenities for kids

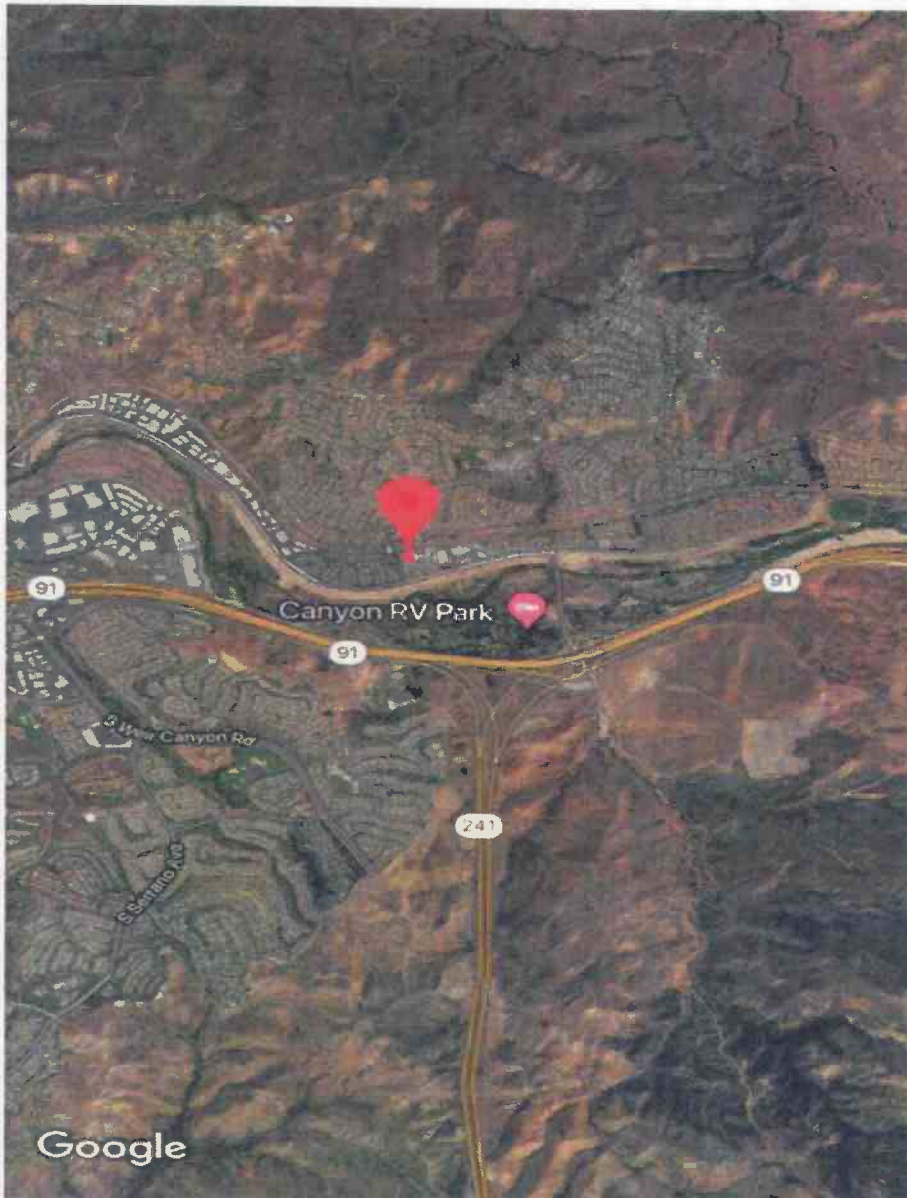


Also in close proximity to Tom's is a Carl's Jr Restaurant, a six pump Arco gas station, a Shell gas station/car wash, and a car maintenance facility.

Bryan Ranch Center – An Example of Building without Need

The Bryant Ranch Center Shopping Center in affluent South Yorba Linda is an example of what happens when the grocery store of a shopping center village doesn't survive. In this case, the grocery store on 23641 La Palma Ave, moved out and was replaced over time with an ice rink (the Rinks Yorba Linda Ice). There has been significant turnover within the shopping center with those staying of the lower rent variety. There are currently two large vacancies within the village which is a similar size to what is proposed in this project.

As you can see from the picture, there are a similar amount of rooftops in the area, it's near a freeway, and off a high traffic road (La Palma near Gypsum Canyon). It is important to note that this grocery store went under even with no direct competing grocery store in near proximity.



The following are pictures taken of struggling Bryant Ranch Village on 12/13/18.



In person, Bryant Ranch Village is obviously struggling, and as center continues to struggle over time and businesses have gone under it becomes even more challenging to lure new businesses to that location. They'd often rather try out newer areas or move to thriving areas than those that have already proven unsuccessful.

Unfortunately, I think the project hurts local business both if it is successful and if it is not, and thus I don't think it should be approved before an economic study of viability was first completed for this center, one that includes the possible negative business impact to the businesses at Vons center and historic Tom's Farms.

Regarding the proposed gas station, all other gas stations in Temescal Valley are six pumps (12 service spots). As mentioned above, having the project recently increase the number of pumps to eight (16 service spots) after substantial concerns were raised about the number of car trips is a disappointing change. I'd prefer a gas station not be put in this project at all, but if one is put there I'd prefer six pumps at a maximum to help lessen overall car trips and so that it does not have a competitive advantage over those already established in the area.

No Commitments from Service Providers

Throughout local public outreach the Applicant has stated that he was close to having firm commitments to bring in services that are needed. To date, the only service that seems to have shown commitment is Arco which I'd consider very low on the priority of what is needed. There is already a six pump gas station across the way Von at the Vons center, and there are Arcos at two of three off ramps to the south (Nichols, Central), and Arcos at two off ramps immediately to the north (Temescal Canyon, Weirick/Dos Lagos). It's hard to label a second grocery store and third pharmacy in the immediate area as needs as well.

The concept of need almost becomes irrelevant once the property zone has been changed, but it is often considered germane in projects that are requesting a zone change, such as this. I consider it important. The fact that there are few, if any, signed letters of intent at this stage is uncommon for a shopping area of this size and may be an indication of lack of viability, or that there may be only intent to build a small part of the plan. I hope the County has some was to protect the community from the possible outcome of bulldozing and grading the natural landscape (including removal of protected oak trees) only to wind up a lone gas station and graded plots. I'd much prefer to keep it retained as light industrial if that is a possible scenario.

Project Compliance with MSHCP Requirements

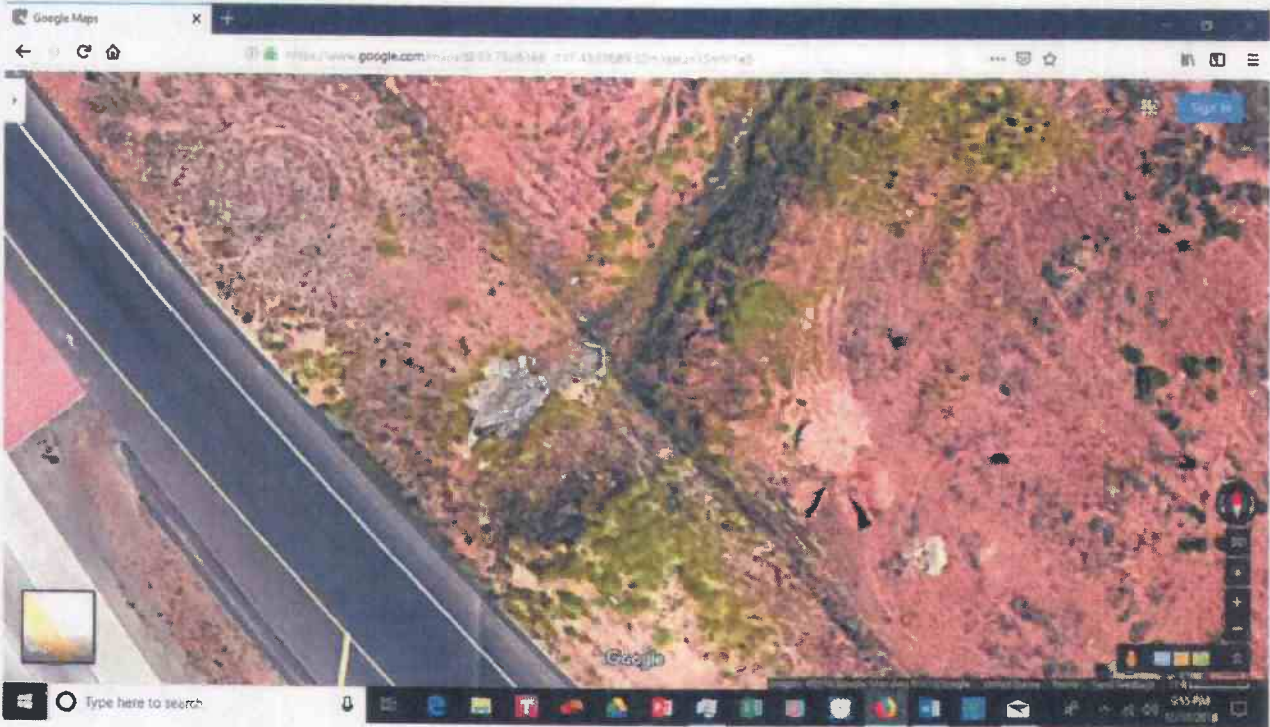
Although, the Riverside County Planning Department suggested in February 12, 2012 that the project site was not within the proposed conservation for the MSHCP, I believe that may be in error. Criterion Cell 3448, of which the project resides with portions of the project site extending into Criteria Cells 3349 and 3350, are located within the Estelle Mountain/Indian Canyon Subunit of the Elsinore Area Plan of the Western Riverside County MSHCP with a defined goals for this cell group. The primary goal focuses on riparian scrub, woodland, forest, and Riversidean alluvial fan sage scrub habitat associated with Temescal Wash and provides habitat and movement for listed species.

I believe that the Redundant Linkages for habitat migration from the Cleveland National Forest to and from the Estelle Mountain Ridge could be significantly damaged if the project moves forward as proposed. If so, this would be in violation of the County's own MSHCP. This project will also need a 404 permit. US Fish and Wildlife, through the Army Corps of Engineers, could essentially have veto power over the County if ultimately they come to the same conclusion.

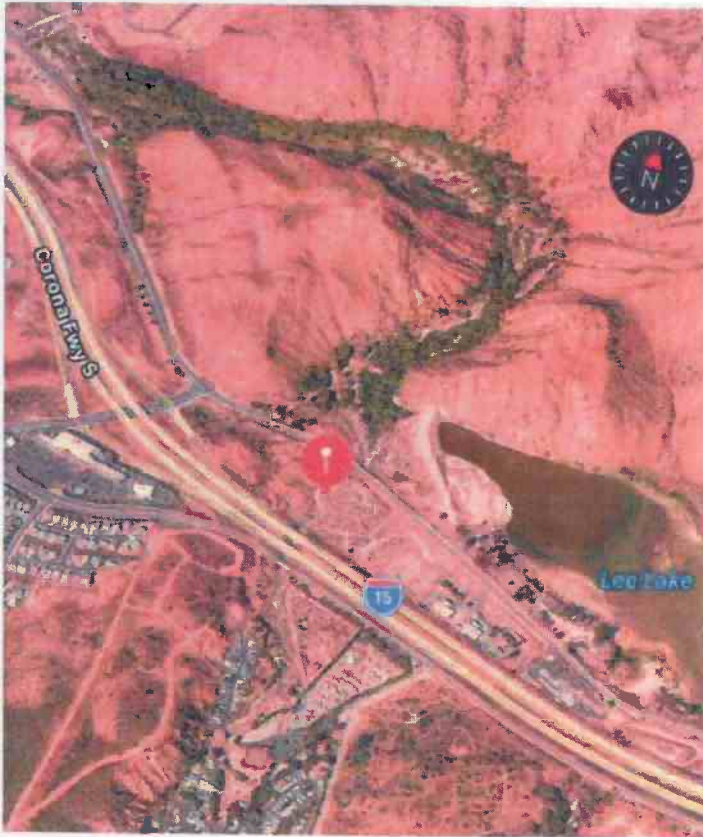
It is in the best interest of the County and Applicant to review all aspects of the MSHCP with regard to the three MSHCP Criterion cells to validate that the assessment made nearly seven years ago was correct and current.

Wildlife Culvert?

Also, on the picture on the next page there appears to be a culvert (the grey part up the hill from the green below the freeway onramp) that may or may not go from one side of the freeway to the other. Please verify that is not a wildlife migratory culvert.



Also, the Temescal Canyon Wash and the Indian Canyon Wash intersects just south of the project and winds back near the northern part of the project where the culvert connects up (photo next page). These longstanding wash intersections are two of the main wildlife crossing zones in the area. The fact that the project is in a high fire zone, close to a known earthquake fault, and naturally flows into the wash (and downstream Blue Line stream) is concerning to me from a wildlife perspective.



Several main components of the Temescal Canyon Area Plan also reiterate the need to make the protection of washes and wildlife crossing areas as a high priority. Below are other excerpt from the Temescal Valley Area Plan:

Careful consideration is needed to preserve the Temescal Wash and accommodate the Multiple Species Habitat Conservation Plan, especially in terms of linkages under Interstate 15 at key points.

Watercourses

Temescal Wash is a major influence on the character of this area plan, traversing the length of it from northwest to southeast adjacent to Interstate 15. Policy direction in the area plan related to the Wash reflects a desire to buffer it from development so that its scenic and natural resource values are retained

The Temescal Wash creates an impressive swath pinched between the Gavilan Hills and the Santa Ana Mountains. Although dry most of the year, the wash serves as an outlet for Lake Elsinore and eventually drains into the Santa Ana River. While the wash runs in a generally northwest/southeast direction, it also provides a critical perpendicular linkage for animals between the mountain and hill habitats on either side. That is why the wash plays such an important role in the Western Riverside County Multiple Species Habitat Conservation Plan.

Temescal Wash

The Temescal Wash, extending 28 miles from Lake Elsinore to the Santa Ana River, is the principal drainage course within the Temescal Canyon. The Wash also serves as an important component of the Western Riverside County Multiple Species Habitat Conservation Plan and has the potential for providing recreational amenities to the Temescal Canyon. The preservation and enhancement of this feature is an important component of the Temescal Canyon Area Plan land use plan. This policy area is coterminous with boundaries of the 100-year flood zone for the Wash, and spans the El Sobrante Landfill Policy Area, the East Temescal Hillside Policy Area, and the Serrano Policy Area. Policies:

TCAP 6.1

Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the Safety Element, the Watershed Management Floodplain and Riparian Area Management and Wetland sections of the Multipurpose Open Space Element, and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element in the General Plan.

TCAP 6.2

Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

TCAP 5.9

Require the placement and design of roads to be compatible with the natural character of the river corridor

Given the combination of danger factors, likely traffic issues, and proximity to protected washes I'd prefer that this project not include a gas station, and especially a large one with eight pumps (16 service spots). If a gas station is ultimately approved here, I ask that a history of groundwater depths are considered prior to installation and that there is a requirement for the safest gas tank construction in the industry in the year the gas tanks are installed, and annual testing for leakage and excessive vapor release using the most rigorous testing the year they are tested (testing criteria should be updated each year to the industry standard for high risk areas). I also request a condition of approval for a large bond (or equivalent) in perpetuity for an appropriate cleanup fund should it be needed for whatever reason related to the project site, such as a significant gas tank leak that isn't covered by the gasoline tenant and/or property owner's insurance.

Bird Habitats

I am also concerned for some of the bird nesting areas there so close to the washes and with such conducive habitat as the California sage scrub, etc. I understand that nest/burrow identification has already been completed, and am supportive of the process of identifying nests, especially protected nests or burrows, again just prior to development, especially if the development gets delayed. I am for mitigation MM Bio-7 that recompletes appropriate bird nesting area identification and protection of identified nests just before each grading activity. I'm hopeful that identified nests be protected and protected chicks be safely relocated, when the time is appropriate.

Oak Tree Resolution

It's disappointing that all 12 oak trees identified are not to be kept or transplanted elsewhere. Replanting at 3:1 is much less preferred to me.

Power Lines

I would much prefer to have the power lines put underground in this scenic area and would ask the County to reconsider burying them underground. The Terramor development on the other side of the road improved the aesthetics of the area and relocating the lines above ground to a new spot would seem inconsistent with nearby improvements on this historic road, and inconsistent with Temescal Canyon Area Plan guidelines for putting powerlines underground whenever feasible near washes or streams.

TCAP 5.12

Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.



As the picture shows, two large washes intersect just to the south of the proposal and the Temescal Canyon Wash approaches again to the north east. The area from Lee Lake through Terramor is one of the most publicly accessible parts of these large washes and the County really should use this opportunity to put the power lines underground at this proposed very public area.

Earthquake Zone Proximity

It has been determined that the proposed facility is not on an earthquake fault, but it is in close proximity to the Lake Elsinore fault according to the California Institute of Technology, and an earthquake of 6.0 has been measured right next to the proposal site (see orange circle) according to their map (<http://scedc.caltech.edu/significant/index.html>). Their website claims that this fault zone is "one of the largest in Southern California" and estimates Probable Magnitudes at $M_w 6.5 - 7.5$. Having a large earthquake centered nearly on the development area seems an indication that it is in an earthquake concern area, regardless of whether or not is literally on the fault. I'm not sure how that impacts a project as this but am hopeful the County takes it into consideration throughout the approval and planning processes.

From: Ruth Brissenden [mailto:ruthbrissenden@gmail.com]
Sent: Tuesday, December 18, 2018 10:35 AM
To: Brady, Russell <rbrady@RIVCO.ORG>
Subject: Toscana Village Final EIR

To Whom It May Concern,

Please consider my comments below on the Final Environmental Impact Report ("FEIR") submitted for Toscana Village at Temescal Valley (the "project").

I am a Temescal Valley resident and my comments concern the twelve (12) large oak trees along Temescal Canyon Road (TCR) at the southeast corner of the project.

1) **Current Status.** The draft EIR indicated that there were ten oak trees along TCR and that the project would follow the Oak Tree Management Guidelines to protect and preserve the oak trees on the site to the greatest extent feasible. However, in response to earlier comments, the number of affected oak trees has been increased to 12 and the developer has stated that ALL are slated for removal.

2) **Mitigation.** The developer proposes to mitigate the loss of the 12 oak trees at a ratio of 3:1 by planting 36 coast live oaks in the northern conserved area of the project. The proposed trees to be planted are in one-gallon containers – so very small saplings. Given that Oak trees take 15-20 years to mature, I hardly think the planting of such minute specimens is adequate mitigation for the loss of the 12 mature oak trees.

3) **Loss of Oak Trees Along TCR.** We who live in Temescal Valley love our magnificent oaks along Temescal Canyon Road. However, due to rapid development in the area, we are losing these oak trees at an alarming rate! Writing off the destruction of these trees as nothing more than collateral damage in furtherance of continued development of the area is deplorable. We must act to preserve the aesthetic and historical integrity of TCR by requiring, relocation, or if relocation is not feasible, then replacement of the removed trees with ones of the same size, maturity and species.

4) **Landscaping.**

A. The Comprehensive Landscape Plan lists an area bordering Phase 1B and close to TCR as "Temescal Canyon EC Revegetation .21 acres *Oak Woodland Habitat*" [emphasis added]. HOWEVER, NONE OF THE TREES LISTED UNDER THIS HEADING ARE OAKS TREES! The trees and shrubs listed for this area include Western Sycamore, Coyote Brush, Fremont Cottonwoods and Arroyo Willows. But no Oaks. And yet it's call "Oak Woodland Habitat." This particular landscaping also indicates that one-gallon sized plants will be planted, but despite this, I hope the developer will be instructed to incorporate a few Coast Live Oaks into the mix.

B. The landscaping plan also indicates that numerous Sycamores and other large trees are to be planted along the other portions of Temescal Canyon Road. But no oaks. PLEASE REQUIRE THE DEVELOPER TO INCLUDE MATURE OAK TREES ALONG TCR IN ITS LANDSCAPING DESIGN.

There only 5 oak trees included as part of the overall landscaping. All 5 of these oaks are scheduled to be placed at the back of the property so will not be visible from TCR. Further, the oak trees indicated are not native California oaks but are cork oak which is indigenous to Spain.

5) **Re-Oak California**. The massive loss of oak trees in California is of such importance that the California Native Plant Society (CNPS) has launched a statewide effort to help restore and grow native oak populations throughout California. In fact, CNPS Executive Director Dan Gluesenkamp stated that, "Oaks are an easy and powerful way to help the environment. A single oak will support hundreds of other species and can sequester thousands of pounds in carbon." Isn't this something that we want to incorporate into our development? Take a look at the Dos Lagos area for a rich example of how with a little forethought these majestic trees can be preserved for future generations and beautifully incorporated into the landscaping. So inspired by the efforts, citizens here in Temescal Valley have also instituted a program to plant oaks in the valley.

6) **Conclusion**. There are already far too many oak trees destined for removal along Temescal Canyon Road. We must take steps to preserve the trees remaining and protect aesthetic and historical integrity of this beautiful thoroughfare. Please add as a condition of approval that mature native oaks be added into the landscaping design along TCR.

Sincerely,

Ruth Brissenden, JD
P.O. Box 78824
Corona, CA 92877
949-212-6292

Response to Ruth Brissenden's comments:

The impacts to oak trees from this project was initially analyzed in the Draft EIR and more specifically in the Final EIR, Response to Comments E-1 through E-6. It has been the applicant's intent all along to preserve as many existing oak trees as feasible. Some of the oaks that occur along Temescal Canyon Road are located on private property proposed for development and several that are located within the County's right-of-way for Temescal Canyon Road. The clarification in the Final EIR that 12 oaks will be lost was to include the oaks that are within County right-of-way that cannot be avoided by the required improvements to Temescal Canyon Road.

The replanted 36 (replacement ratio of 3:1) oak trees are to be located in an area of the site that is set aside for conservation and will be managed to ensure that the plantings are successful and do not die. This mitigation proposal was reviewed by the County's Environmental Programs Department, as well as the California Department of Fish and Wildlife and the US Fish and Wildlife as part of review for compliance with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

The Landscape Plans inadvertently and incorrectly "labels" the 0.21 acre along Temescal Canyon Road to be replanted. As outlined in the Revised DBESP Report, FEIR Attachment C, this area is accurately labeled "Riparian Woodland Habitat" for the species identified. The 1.2-acre area in the northern part of the site will contain the coast live oaks (*Quercus agrifolia*), which are native to California.

There are cork oaks included in the landscape plan, however it is in the areas next to and in between buildings and is separate from the 1.2-acre oak woodland mitigation area that will contain the 36 planted coast live oaks.

From: bob paul [mailto:bobnbarb01@sbcglobal.net]
Sent: Tuesday, December 18, 2018 7:16 AM
To: Brady, Russell <rbrady@RIVCO.ORG>
Subject: Toscana Village

Mr. Brady - I have the following concerns regarding the Toscana Village Project revisions:

- Placement of traffic lights along Temescal Canyon Road
 - Only one traffic light at the northerly ingress/egress point of the project is needed.
- Traffic volume and flow at the Indian Truck Trail interchange
 - Two or more traffic lights along Temescal Canyon Road placed at Toscana Project ingress/egress points will impede traffic flow during peak traffic hours at the Indian Truck Trail/I-15 interchange
- Signage along I-15 Freeway
 - The one 60 foot sign adjacent to the I-15 freeway should be sufficient for project advertising. The additional three signs placed along Temescal Canyon Road are not needed since the business building elevations and logos will be clearly seen from the Temescal Canyon Road. The signage footprints would be better used for landscaping and oak trees.
- Building design/elevations

- The Toscana project color scheme is not consistent with the surrounding communities and the Toscana color theme. The current project color scheme is consistent with a 50's style strip mall.
- Transmission line placement
 - Since this project is within a high fire area and the increased vehicle traffic associated with this project will significantly increase the potential for vehicle accidents (damaging power poles & lines) which will impact power service consistency and the initiation of wildfire in surrounding conservation areas. The above power transmission lines should be placed underground. The surrounding residential communities utilize underground power transmission lines. The SCE Valley Ivy Glen power lines are to be placed underground along Temescal Canyon Road and the Terramor Project frontage.
- Bike path along Temescal Canyon Road
- Identified business entities
 - Community members have identified many business entities that would meet community needs and therefore have a high degree of success at this project site. To date the only two business entities have been identified for this project and they were the original business entities identified at project inception. The Toscana Project's inability to attract business entities can have a significant impact on surrounding community development, growth and property values. This lack of committed business entities to this project should lead to a further analysis of the value and need for the proposed General Plan Amendment and Zone change.
- Landscaping
 - Consistent with the Terramor residential community
 - Maintain and replace oak trees
- RTA Commuter Link Bus Stop needs to be included in the project's plan

- Temescal Canyon Road configuration and stripping for Ingress/Egress to project site
- Concern with number of "gas pumps" at the proposed Arco station - too many for such a small piece of property, which could cause traffic problems.

Thank you for addressing my concerns regarding this project.

Barbara Paul
25999 Glen Eden Road, Site # 147
Temescal Valley, CA 92883

Response to Barbara Paul's comments:

The concern for the additional of three traffic lights along Temescal Canyon Road was raised in various comment letters received on the Draft EIR. The FEIR Responses to Comments outlined that three traffic signals are proposed at project build out in order to attain acceptable levels of service. In addition, Mitigation Measure MM AQ 2 requires the applicant to synchronize the project's traffic signals at driveways and at Temescal Canyon Road and Indian Truck Trail which will improve traffic flow, reduce stop-and-go traffic and thereby also reduce vehicle emissions. (refer to Response to Comment G-1)

The comment that the transmission lines, which are Southern California Edison (SCE), should be undergrounded was also raised in various comment letters received on the Draft EIR. The FEIR Responses to Comments outlined why the project does not include undergrounding the lines. The existing SCE poles support high voltage transmission lines (115 kV) and are not intended to be underground. (refer to Response to Comment G-1)

As outlined in Response to Comment L-2, the applicant has been in communication with RTA for a potential future bus stop on site. It is ultimately up to RTA, not the applicant, if an RTA bus stop will be installed.

The number of gas pumps proposed at the gas station have been evaluated in the traffic analysis for this project.

The remaining comments are very general and/or do not apply to the analysis contained in the EIR.

From: Jannlee Watson [mailto:jannlee.watson@ca.rr.com]
Sent: Tuesday, December 18, 2018 4:14 PM
To: Brady, Russell <rbrady@RIVCO.ORG>
Subject: Toscana Village at Temescal Valley ...

Dear Planning Commissioners:

I have concerns regarding the Toscana Village at Temescal Valley shopping center project. I addressed the majority of these concerns with project developer Tom Chavez in his telephone call to me this afternoon (Dec. 18), but would like them placed into the public record.

SURPRISES

Working closely with the developer for the past four years, there were some surprises when the final EIR was released Dec. 12:

- Sixteen pumps at the gas station instead of the 12 the community was told were proposed. What is the additional impact on the air quality which the EIR states will be "Significant and unavoidable."
- Twelve oak trees to be removed instead of 10.
- The bright red color in the Architectural Elevations' color palette conflicts with colors chosen by neighboring communities and is not in keeping with the Temescal Valley Design Guidelines' recommendation for earth-toned hues for all structures.

DEIR CONCERNS

I addressed these concerns when the DEIR was released but do not agree with staff's response.

- Placing three traffic signals between the signal now at Terramor Drive and the signal at Indian Truck Trail – a distance of one mile – will significantly slow the flow of traffic along Temescal Canyon Road. This would be one signal for every two-tenths of a mile. Whether the signals are synchronized or not, they create stop and go traffic. The EIR states this project's impact on Transportation is potentially significant, and the project's "cumulative impacts would generate traffic that would exceed the significance thresholds for certain intersections and roadway segments." Three signals are not needed and will add to these impacts.
- If traffic flow on Temescal Canyon Road is slowed, the many aggregate haulers driving southbound from the mines to access the I-15 will use Campbell Ranch Road instead – an arterial through the residential Sycamore Creek community.
- Bicycle lanes are not planned, but the project does call for a trail along its frontage. If it's a multi-purpose trail, it can be used by bicyclists. I've had difficulty finding specific information about the trail – type, width, etc., in the EIR, and would like clarification.

MISCELLANEOUS CONCERNS

- The old Santa Fe Railroad rail bed runs through the property. Under the bed is a concrete culvert clearly stamped 1926, the year the rail line was built. As a member of the Temescal Heritage Foundation Board of Directors, I spoke with Mr. Chavez about the historic value the culvert holds. He said he plans to save the face of the culvert and place it within the center as a point of historic interest. I am asking that this be conditioned if the project is approved – that the culvert be placed as described or given to the Heritage Foundation for historic preservation.
- In meetings with the developer, community members have identified many business entities that would meet community needs and therefore have a high degree of success at this project site. To date only two businesses have been identified – the same two since the project's inception. While I am in favor of additional shopping opportunities for Temescal Valley residents, I seek reassurance that the center will be more than a service station and a fast-food restaurant, which are not needed and not worth the potential traffic issues they would generate.

Thank you ...

Jannlee Watson
Temescal Valley resident

Response to Jannlee Watson's comments:

For clarification there are not sixteen (16) gas pumps proposed with the gas station. There are eight (8) gas pumps proposed which have 16 fueling stations, one on each side of the pump. The eight gas pumps have been proposed and included in the site plans in the Initial Study/Notice of Preparation and the Draft EIR. It was an inadvertent inconsistency that the project description identified Building 3 as "a single-story 3,800 square foot gas station with **12 fueling stations**, car wash, and a convenience store." (Environmental Assessment Form: Initial Study, page 1) But the site plan included 8 gas pumps with 16 fueling stations. (Environmental Assessment Form: Initial Study, Figure 4 – Site Plan) The FEIR outlines this correction within the Errata.

The air quality analysis in the EIR includes full build out of the project and long-term operations. The EIR identified that the project would have impacts on long-term regional air quality that are significant and unavoidable. The increase in two gas pumps and four fueling stations would not significantly change the traffic or emissions from the project and would not change the conclusion of significant and unavoidable impacts. (Refer to Final EIR, Section 3 – EIR Errata/Draft EIR Revisions, page FEIR 3-1 to FIER 4-9)

As outlined above and in the FEIR Response to Comments E-1 through E-6, the project is anticipated to impact 12 oak trees because there are additional oaks not within the applicant's property but within the County's right-of-way that will be lost due to required roadway improvements for Temescal Canyon Road. However, the applicant's obligation to replace oaks at a 3:1 ratio remains and as a result the applicant is required to replant a total of 36 oak trees onsite.

The concern for the additional of three traffic lights along Temescal Canyon Road was raised in various comment letters received on the Draft EIR and responded to in the Final EIR Responses to Comments (refer to Response to Comment G-1).

The FEIR Response to Comment N-3, outlines why bike lanes are not proposed along Temescal Canyon Road.

The Cultural Resources Assessment for the project (Appendix A of the Initial Study/ NOP) identified and evaluated the abandoned historic-period railroad grade and concrete culverts it was not identified as a historical resources under CEQA and therefore impacts were not determined to be significant.

Brady, Russell

From: L Welz <linda.e.welz@gmail.com>
Sent: Tuesday, December 18, 2018 8:03 PM
To: L Welz; Richard Welz; Brady, Russell
Subject: Re: Toscana Village Project

Mr. Brady,

As residents of Horsethief Canyon Ranch we have concerns about the Toscana Village Project as stated below:

Placement of traffic lights along Temescal Canyon Road

- Only one traffic signal is needed for the project. Two or more traffic lights along Temescal Canyon Road placed at Toscana Project ingress/egress points will impede traffic flow during peak traffic hours at the Indian Truck Trail/I-15 interchange.
- With slower traffic flow, aggregate haulers traveling southbound from the mines will use Campbell Ranch Road through residential area to access I-15.

Signage along I-15 Freeway

- The one 60-foot sign adjacent to the I-15 freeway should be sufficient for project advertising. The three monument signs placed along Temescal Canyon Road are not needed since the business building elevations and logos will be clearly seen from Temescal Canyon Road. The signage footprints would be better used for landscaping and the multi-purpose trail required for the project.

Building design/elevations/color palette

- The Toscana project color scheme is not consistent with the surrounding communities. An earth-toned palette is preferred with no bright red colors.

Transmission line placement

- This project is within a high-fire area and the increased vehicle traffic associated with this project significantly increases the potential for vehicle accidents impacting consistent power service and the initiation of wildfire in surrounding conservation areas. The power transmission lines should be placed underground. The surrounding residential communities utilize underground power transmission lines. The SCE Valley/Ivy Glen power lines are to be placed underground along Temescal Canyon Road and the Terramor Project frontage.

Identified business entities

- Community members have identified many business entities that would meet community needs and therefore have a high degree of success at this project site. To date only two businesses have been identified – the same two since the project's inception. The Toscana Project inability to attract business entities can have a significant impact on surrounding community development, growth and property values which would lead to a further analysis on the value and need for the proposed General Plan Amendment and Zone change.

Landscaping

- Should be consistent with the Terramor residential community
- Maintain and/or replace oak trees

RTA Commuter Link Bus Stop

- Curb cut-out placed with sidewalk construction to accommodate future bus stop.

Sincerely,

Linda and Richard Welz
27050 Bolo Ct.

--

Brady, Russell

From: Allan De Leon <adeleon126@gmail.com>
Sent: Monday, December 17, 2018 11:53 PM
To: Brady, Russell
Cc: Ingrid Guerrero
Subject: Toscana Village Shopping Center

Hello Russel,

My name is Allan De Leon, I've resided in Sycamore Creek for over 10 years and love our community. I understand there's a plan for another shopping center in Toscana Village. Is there a site where the community can voice their opinion? Such as voting for what should be in the shopping center, number/type of buildings, freeway/traffic planning, etc.

I know the community would be very interested in making our voices heard. If you would please forward any information, we would greatly appreciate it. For starters, it would be great to have a gym (24 hour fitness), whole foods market or similar health focused/organic grocery store. Or at the very least, popular good quality fast food like Chipotle, Pick up Stix, and Waba Grill; please not another Jack and the Box, Carl's jr. or McDonalds. We wouldn't mind In N Out burger though :)

Thank you for your time and consideration. If there's anything I can do to help, please contact me anytime.

Regards,
Allan De Leon
h:951.603.6867
m:949.237.0116
25425 Hyacinth St, Corona, CA 92883

Brady, Russell

From: bob paul <bobnbarb01@sbcglobal.net>
Sent: Tuesday, December 18, 2018 7:16 AM
To: Brady, Russell
Subject: Toscana Village

Mr. Brady - I have the following concerns regarding the Toscana Village Project revisions:

- Placement of traffic lights along Temescal Canyon Road
 - Only one traffic light at the northerly ingress/egress point of the project is needed.
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- Landscaping
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Thank you for addressing my concerns regarding this project.

Barbara Paul
25999 Glen Eden Road, Site # 147
Temescal Valley, CA 92883

Brady, Russell

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6) **Conclusion.** There are already far too many oak trees destined for removal along Temescal Canyon Road. We must take steps to preserve the trees remaining and protect aesthetic and historical integrity of this beautiful thoroughfare. Please add as a condition of approval that mature native oaks be added into the landscaping design along TCR.

Sincerely,

Ruth Brissenden, JD
P.O. Box 78824
Corona, CA 92877
949-212-6292

Brady, Russell

From: Shanee Dotson <shaneedotson@yahoo.com>
Sent: Tuesday, December 18, 2018 1:18 PM
To: Brady, Russell
Subject: Temescal Valley Resident Comment on Proposed Shopping Center on Indian Truck Trail and Temescal Canyon Road

Hello,

My name is Shanee' Brown and I own the property located at 11062 Whitebark Lane in Corona, 92883. The purpose of my e-mail is to comment on the planned development of a shopping center in Temescal Valley and Indian Truck Trail. Although I fully support the further development of our community and would love to see more shopping and restaurant options in our area, I was disappointed to learn that the proposed occupants of this shopping center are Arco and Jack-in-the-Box. These are the last two options we need more of in our area. There are already two Arcos and another Jack-in-the-box nearby. It would be helpful to see occupants that do not already exist in our immediate area to provide a variety for our community. We do not need another Arco or Jack-in-the-box. So I support the development but oppose the proposed occupants.

Regards,

Shanee' Brown
(951) 382-2466 Direct

Brady, Russell

From: Jannlee Watson <jannlee.watson@ca.rr.com>
Sent: Tuesday, December 18, 2018 4:14 PM
To: Brady, Russell
Subject: Toscana Village at Temescal Valley ...

Dear Planning Commissioners:

I have concerns regarding the Toscana Village at Temescal Valley shopping center project. I addressed the majority of these concerns with project developer Tom Chavez in his telephone call to me this afternoon (Dec. 18), but would like them placed into the public record.

SURPRISES

Working closely with the developer for the past four years, there were some surprises when the final EIR was released Dec. 12:

- Sixteen pumps at the gas station instead of the 12 the community was told were proposed. What is the additional impact on the air quality which the EIR states will be "Significant and unavoidable."
- Twelve oak trees to be removed instead of 10.
- The bright red color in the Architectural Elevations' color palette conflicts with colors chosen by neighboring communities and is not in keeping with the Temescal Valley Design Guidelines' recommendation for earth-toned hues for all structures.

DEIR CONCERNS

I addressed these concerns when the DEIR was released but do not agree with staff's response.

- Placing three traffic signals between the signal now at Terramor Drive and the signal at Indian Truck Trail – a distance of one mile – will significantly slow the flow of traffic along Temescal Canyon Road. This would be one signal for every two-tenths of a mile. Whether the signals are synchronized or not, they create stop and go traffic. The EIR states this project's impact on Transportation is potentially significant, and the project's "cumulative impacts would generate traffic that would exceed the significance thresholds for certain intersections and roadway segments." Three signals are not needed and will add to these impacts.
- If traffic flow on Temescal Canyon Road is slowed, the many aggregate haulers driving southbound from the mines to access the I-15 will use Campbell Ranch Road instead – an arterial through the residential Sycamore Creek community.
- Bicycle lanes are not planned, but the project does call for a trail along its frontage. If it's a multi-purpose trail, it can be used by bicyclists. I've had difficulty finding specific information about the trail – type, width, etc., in the EIR, and would like clarification.

MISCELLANEOUS CONCERNS

- The old Santa Fe Railroad rail bed runs through the property. Under the bed is a concrete culvert clearly stamped 1926, the year the rail line was built. As a member of the Temescal Heritage Foundation Board of Directors, I spoke with Mr. Chavez about the historic value the culvert holds. He said he plans to save the face of the culvert and place it within the center as a point of historic interest. I am asking that this be conditioned if the project is approved – that

the culvert be placed as described or given to the Heritage Foundation for historic preservation.

- In meetings with the developer, community members have identified many business entities that would meet community needs and therefore have a high degree of success at this project site. To date only two businesses have been identified – the same two since the project's inception. While I am in favor of additional shopping opportunities for Temescal Valley residents, I seek reassurance that the center will be more than a service station and a fast-food restaurant, which are not needed and not worth the potential traffic issues they would generate.

Thank you ...

**Jannlee Watson
Temescal Valley resident**




**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

4.4

Planning Commission Hearing: December 19, 2018

PROPOSED PROJECT

<p>Case Number(s): GPA01146, CZ07859, PP26290, CUP03712, VAR180004</p> <p>EIR No.: 552</p> <p>Area Plan: Elsinore</p> <p>Zoning Area/District: Temescal Area</p> <p>Supervisorial District: First District</p> <p>Project Planner: Russell Brady</p> <p>Project APN(s): 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006, 290-130-005, 290-130-085, 290-130-086, and 393-070-005</p>	<p>Applicant(s): Speedway Development</p> <hr/> <p>Representative(s): K&A Engineering Inc.</p> <hr/> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;">  <hr/> <p>Charissa Leach, P.E. Assistant TLMA Director</p> </div>
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PROJECT DESCRIPTION AND LOCATION

The project site is located west of Temescal Canyon Road, north of Indian Truck Trail, and east of Interstate-15. The overall project site is approximately 28 acres. This 28 acre area is divided into two phases, a phase 1 consisting of the southern 10 acres of the site and a phase 2 consisting of the northern 18 acres of the site. The General Plan Amendment and Change of Zone as described below cover the entire project site and the Plot Plan and Conditional Use Permit cover the phase 1 area of the site, which includes current APNs 290-130-053, 290-130-085, 290-130-086, and 393-070-005.

General Plan Amendment No. 1146 is a proposal to change the Land Use designation of Parcels 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006, 290-130-005, 290-130-085, 290-130-086, and 393-070-005 from Community Development: Light Industrial (CD: LI) to Community Development: Commercial Retail (CD:CR).

Change of Zone No. 7859 is a proposal to change the zoning of Parcels 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006, 290-130-005, 290-130-085, 290-130-086, and 393-070-005 from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S).

Plot Plan No. 26290 is a proposal to develop 6 buildings totaling approximately 52,291 square feet for fast food, retail, service, office, and gas station use on 10.47 acres. Retail and service uses may include, but are not limited to automobile parts and supply stores, banks and financial institutions, barber and beauty shops, clothing stores, department stores, drug stores, florist shops, and hardware stores. Buildings 1 and 2 are single story 3,400 square foot fast food restaurants with drive-thrus. Building 3 is a single-story 3,800 square foot gas station with 12 fueling stations, car wash, and a convenience store. Building 4 is a single story 4,500 square foot restaurant. Building 5 is a two-story 39,900 square foot retail and office building. Building 6 is a single story 6,000 square foot restaurant.

Three access points to phase 1 buildings will be located along Temescal Canyon Road. The first entrance would be between Building 1 and Building 2. The next entrance would be located between Building 3 and Building 4. The most northerly entrance of phase 1 is located north of Building 6 and constitutes the northwest extent of phase 1. The six buildings would be served by a total of approximately 368 parking spaces.

Additionally, the project applicant proposes to obtain an encroachment permit from Caltrans to do mass grading of Caltrans' right-of-way (ROW) on approximately 3.3 acres between the site's southwest boundary and the I-15 northbound on-ramp. Mass grading for the entire proposed project site, including the Caltrans ROW of 3.3 acres, would occur during phase 1. A total of approximately 300,000 cubic yards (CY) of material will be cut and filled onsite. No material is anticipated to be exported or imported.

Four (4) free-standing signs, including three (3) monument signs and one (1) freeway pylon sign are proposed.

Conditional Use Permit No. 3712 is a proposal to permit the sale of beer and wine for off-site consumption associated with the convenience store (Building 3) and gas station use proposed (ABC Type 20 license).

Variance No. 180004 is a proposal requesting to vary from the sign standards as follows:

1. Allow two (2) additional freestanding signs in addition to the two (2) allowed pursuant to Ordinance No. 348.
2. Allow approximately 337 additional square feet of sign area in addition to the 150 square feet allowed pursuant to Ordinance No. 348.
3. Allow fifteen feet (15') additional height to the freeway pylon sign in addition to the 45 feet allowed pursuant to Ordinance No. 348.

Environmental Impact Report No. 552 includes analysis of the impacts of the project consisting of the above application and including anticipated development within phase 2 of the project as detailed in the EIR.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

STAFF RECOMMENDS THAT THE PLANNING COMMISSION:

ADOPT PLANNING COMMISSION RESOLUTION NO. 2018-012 recommending adoption of General Plan Amendment No. 1146 to the Board of Supervisors.

STAFF ALSO RECOMMENDS THAT THE PLANNING COMMISSION MAKE THE FOLLOWING RECOMMENDATIONS TO THE BOARD OF SUPERVISORS:

TENTATIVELY CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 552 based on the findings incorporated in the EIR, and pending final adoption of the resolution for EIR No. 552 and General Plan Amendment No. 1146 by the Riverside County Board of Supervisors; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1146, which changes the General Plan land use designation for Parcels 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006,

290-130-005, 290-130-085, 290-130-086, and 393-070-005 from Community Development: Light Industrial (CD: LI) to Community Development: Commercial Retail (CD:CR) on Figure 3 of the Elsinore Area Plan and other related tables and figures, in accordance with Exhibit #6, based on the findings and conclusions incorporated in the staff report, pending final adoption of the General Plan Cycle Resolution by the Board of Supervisors; and,

TENTATIVELY APPROVE CHANGE OF ZONE NO. 7859 that changes the zoning classification of Parcel Nos. 290-130-052, 290-130-053, 290-130-003, 290-130-004, 290-130-006, 290-130-005, 290-130-085, 290-130-086, and 393-070-005 from Manufacturing – Service Commercial (M-SC) to Scenic Highway Commercial (C-P-S) in accordance with Exhibit #3, pending final adoption of the zoning ordinance by the Board of Supervisors; and,

APPROVE PLOT PLAN NO. 26290, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and advisory notification document and final approval of General Plan Amendment No. 1146 and Change of Zone No. 7859; and

APPROVE CONDITIONAL USE PERMIT NO. 3712, based upon the findings and conclusions incorporated into the staff report, and subject to the attached conditions of approval and advisory notification document and final approval of General Plan Amendment No. 1146 and Change of Zone No. 7859.

PROJECT DATA	
Land Use and Zoning:	
Specific Plan:	N/A
Specific Plan Land Use:	N/A
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Light Industrial (LI)
Proposed General Plan Land Use Designation:	Commercial Retail (CR)
Policy / Overlay Area:	N/A
Surrounding General Plan Land Uses	
North:	Light Industrial (LI), Open Space: Conservation (OS:C)
East:	Light Industrial (LI), Rural Mountainous (RM), Mixed Use Area (MUA)
South:	Commercial Retail (CR)
West:	Commercial Retail (CR), Open Space: Conservation (OS:C)
Existing Zoning Classification:	Manufacturing – Service Commercial (M-SC)
Proposed Zoning Classification:	Scenic Highway Commercial (C-P-S)
Surrounding Zoning Classifications	

North:	Manufacturing – Service Commercial (M-SC), Specific Plan (SP No. 327 – Toscana)
East:	Specific Plan (SP No. 327 – Toscana), Mixed Use (MU)
South:	Specific Plan (SP No. 256 – Sycamore Creek)
West:	Specific Plan (SP No. 256 – Sycamore Creek)
Existing Use:	Vacant land
Surrounding Uses	
North:	Vacant land, Single-family residential
East:	Vacant land
South:	Vacant land, Shopping center
West:	Single-family residential

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Total Project Site (Acres):	28	N/A
Current Development Project Site (Acres):	10	N/A
Proposed Building Area (SQFT):	52,291	N/A
Building Height (FT):	42 feet, 6 inches	50 feet
Parking Area Landscape Coverage	16 %, 30,631 square feet	10%, 18,575.4 square feet (based on 185,754 square feet of parking area)

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Restaurants (Building 1)	3,200 total building sq. ft., 1,280 sq. ft. serving area	1 space / 45 sq. ft. of serving area plus 1 space / 2 employees	33 (assuming 8 employees)	
Restaurants (Building 2)	3,400 total building sq. ft., 1,360 sq. ft. serving area	1 space / 45 sq. ft. of serving area plus 1 space / 2 employees	35 (assuming 8 employees)	
Retail (Building 3)	3,800 sq. ft.	1 space / 200 sq. ft.	19	
Restaurants (Building 4)	2,739 total building sq. ft., 1,096 sq. ft. serving area	1 space / 45 sq. ft. of serving area plus 1 space / 2 employees	29 (assuming 8 employees)	
Retail/Office (Building 5)	32,000 sq. ft.	1 space / 200 sq. ft.	160	
Restaurants (Building 6)	6,000 total building sq. ft., 2,400 sq. ft. serving area	1 space / 45 sq. ft. of serving area plus 1 space / 2 employees	62 (assuming 16 employees)	

Type of Use	Building Area (in SF)	Parking Ratio	Spaces Required	Spaces Provided
TOTAL:			337	368

Located Within:

City's Sphere of Influence:	Yes – Corona
Community Service Area ("CSA"):	No
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Very Low
Subsidence Area:	Yes - Susceptible
Fault Zone:	No
Fire Zone:	Yes – Very High
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	Yes – Criteria Cell 3448
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	Yes
Airport Influence Area ("AIA"):	No

PROJECT LOCATION MAP



Figure 1: Project Location Map

PROJECT BACKGROUND AND ANALYSIS

Background: The proposed project was submitted on October 23, 2014.

General Plan Consistency: The project proposes a General Plan Amendment to change the land use designation of the project site from Light Industrial (LI) to Commercial Retail (CR). Findings necessary for the General Plan Amendment are detailed below within the Findings section of the staff report. The proposed Plot Plan and Conditional Use Permit are consistent with the proposed land use designation of Commercial Retail (CR) since the Plot Plan and Conditional Use Permit propose retail, service, and office type uses, which are specifically noted in the description for the Riverside County General Plan's Commercial Retail land use designation as "development of commercial retail uses at a neighborhood, community and regional level, office and tourist-oriented commercial uses." The project proposes dedication and improvements to Temescal Canyon Road along the project's frontage, consistent with the ultimate design for as an Arterial roadway in the General Plan Circulation Element. The proposed project is consistent with all other applicable policies of the General Plan.

Ordinance No. 348 Consistency: The project proposes a change of zone to change the zoning classification of the project site to Scenic Highway Commercial (C-P-S) to be consistent with the proposed General Plan Amendment and to allow the development as proposed. As provided in Ordinance No. 348, a variety of retail, service, and office uses are permitted within the Scenic Highway Commercial (C-P-S) zone with the approval of a plot plan, including, but not limited to automobile parts and supply stores, banks and financial institutions, barber and beauty shops, clothing stores, department stores, drug stores, florist shops, and hardware stores. As provided in Ordinance No. 348, a gasoline service station with the concurrent sale of beer and wine for off-premises consumption is permitted with the approval of a conditional use permit. Excluding the proposed signs, as demonstrated below, the proposed project is consistent with the applicable development standards, in particular applicable maximum building heights, minimum setbacks, landscape areas and percentages, and required parking, which are all detailed further in the findings.

A Variance is proposed to exceed certain development standards related to signs.

Due to the property's elevation and surrounding topography as is shown in the exhibits provided for the project, the project site is in a location that is not easily visible from the freeway where the pylon sign is oriented to be visible to drivers prior to the exit at Indian Truck Trail. As is shown in the exhibits provided for the project, a sign at 45 feet in height would not be visible prior to or at the exit for Indian Truck Trail from the northbound Interstate-15. Whereas, a 60-foot-tall sign would just be visible above the existing topography that obscures the project site from northbound Interstate-15 drivers. Furthermore, once graded, the proposed sign would be located approximately 10 to 15 feet below the grade of northbound Interstate 15 adjacent to the site, which assists in minimizing the appearance of a 60 foot tall sign when it is 10 to 15 feet below the adjacent freeway grade.

Additional sign area for the pylon sign is related to the same special condition to increase visibility due to topography that obscures visibility of the pylon sign and the visibility of the sign due to relative grade to the adjacent Interstate-15 freeway.

There is a slope of approximately 25 to 30 feet near the northern part of Phase 1 along Temescal Canyon Road and generally tapers down to nearly even grade in the southern part of Phase 1 along Temescal Canyon Road. This slope along the northern portion combined with a design that shifts the buildings away

from Temescal Canyon Road limits the visibility of these buildings and their building mounted signs. This limited visibility necessitates signage along Temescal Canyon Road to include signage for all buildings.

These special circumstances are identified which limit the visibility of the signage if it were to comply with the standards for height, number, and size of signs that limit the effectiveness of a shopping center compared to it being located at a site that did not have these special circumstances present that would not necessitate deviations from the standards for height, number, and size.

Additional details are provided further in the findings to meet the necessary findings for the Variance.

Environmental Impact Report Coverage: As noted previously in the description of the Environmental Impact Report, it includes analysis not just of the General Plan Amendment and Change of Zone that covers the project site, but also anticipated physical development of the northern part of the site referred to as Phase 2. Although specific development of Phase 2 is not anticipated at this time, the inclusion of anticipated development within Phase 2 was included within the EIR to cover the entirety of the project to present the most conservative and realistic analysis within the EIR. Inclusion of the anticipated development in Phase 2 in the EIR may allow for such development to be covered by the EIR if the actual proposed development does not result in substantial changes from what was analyzed in the EIR and pursuant to the necessary finding from Section 15162 of the CEQA Guidelines. Or if substantial changes are proposed an Addendum to the EIR or a Subsequent EIR may be necessary depending on the scope of the changes and what is analyzed in the EIR also based on necessary findings from Section 15162 of the CEQA Guidelines.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

An Environmental Impact Report (EIR) has been prepared for this project in accordance with the California Environmental Quality Act (CEQA). The EIR represents the independent judgement of Riverside County. The Draft Environmental Impact Report was circulated in May of 2018. Below is a summary of the significant and unavoidable impacts identified in the circulated Draft EIR:

Air Quality - AQMP Consistency

The Project would have the potential to result in or cause National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) violations due to the project's exceedance of regional operational emission thresholds for NOx. Therefore, the Project would have a significant and unavoidable cumulative effect on regional air pollution. All feasible mitigation has been adopted. However, impacts related to AQMP consistency would remain significant and unavoidable.

Air Quality - Operation Emissions-Regional

Although construction emissions are able to be mitigated to a level that does not exceed emission thresholds, operational emissions (primarily from mobile/vehicle emissions) for NOx are not able to be mitigated to a level below emission thresholds as no feasible mitigation exists to reduce mobile emissions. Therefore, impacts related to operational emissions of NOx would remain significant and unavoidable.

Transportation and Traffic - Conflict with Plan, Ordinance or Policy Establishing Standards for Circulation System and Conflict with an Applicable Congestion Management Plan

The traffic generated by the project would not create significant direct impacts to area intersections with construction of improvements along Temescal Canyon Road as proposed by the project. However, certain significant impacts would occur as a result of cumulative impacts of the project, in particular impacts to the I-15 southbound segment north of Indian Truck Trail, I-15 southbound off-ramp at Indian Truck Trail, Project would generate traffic that would exceed the significance thresholds for certain intersections and roadway segments. Mitigation measures are included in the EIR for improvements to the freeway segment and off-ramp that would address this cumulatively significant impact. Although these mitigation measures are included in the EIR, these facilities are under the jurisdiction of Caltrans, and the County cannot assure the construction of improvements to state highway facilities that may be needed to address deficiencies.

Thirteen comments were received during the 45-day public review period and, as of the date of this staff report, 1 comment has been received following the close of the public review period. These comments were reviewed, and detailed responses to each comment were prepared and included in the Final EIR, which was posted on December 6, 2018 and with mailed notices to commenters sent on December 6, 2018.

For the reasons set forth above and in the EIR prepared for this Project, the proposed project will potentially have a significant effect on the environment related to Air Quality and Transportation. Mitigation Measures from the Environmental Impact Report have been incorporated as conditions of approval on the project.

FINDINGS AND CONCLUSIONS

In order for the County to approve a proposed project, the following findings are required to be made. The following findings are in addition to those provided in the project's Environmental Impact Report.

Land Use Findings:

1. The project site currently has a General Plan Land Use Designation of Community Development: Light Industrial (CD:LI) and proposes to change the land use designation on the project site to Community Development: Commercial Retail (CD:CR). The land uses proposed by the Plot Plan and Conditional Use Permit are consistent with the Commercial Retail (CD:CR) land use designation and other aspects of the General Plan since they propose retail, service, and office type uses that are described as anticipated uses within the Commercial Retail land use designation in the General Plan. The CD:CR land use designation is being proposed to be consistent with the desired and anticipated land uses for the project site.
2. The project site currently has a Zoning Classification of Manufacturing – Service Commercial (M-SC). The project proposes changing the Zoning Classification to Scenic Highway Commercial (C-P-S), which is consistent with the Riverside County General Plan since the Scenic Highway Commercial (C-P-S) zone generally allows for retail, service, and office type uses that are described as anticipated uses within the Commercial Retail land use designation in the General Plan.
3. The proposed use, a commercial shopping center that includes retail, restaurant, and office uses, is consistent with Ordinance No. 348 (Land Use) and is permitted within the Scenic Highway Commercial (C-P-S) Zoning Classification, subject to Plot Plan approval. The proposed use, for the sale of beer

and wine for off-site consumption associated with the convenience store and gas station, is consistent with Ordinance No. 348 (Land Use) and is permitted within the Scenic Highway Commercial (C-P-S) Zoning Classification, subject to Conditional Use Permit approval proposed. Specific findings relating to the proposed uses, including findings relating to the applicable development standards, are in a separate section below.

Entitlement Findings:

General Plan Amendment

For an Entitlement/Policy General Plan Amendment, the following findings are required to be made:

Pursuant to Ordinance No. 348, the first two (1 – 2) findings are required and one additional finding is also required. The additional finding pursuant to Ordinance No. 348, is selected as the additional finding, that an amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ratio of jobs-to-workers in the County.

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

The General Plan Vision Statement, in its introductory discussion on Risk, provides, "We readily acknowledge that there is a certain degree of risk and uncertainty regarding future expectations, especially as they relate to land resources and how we manage them. At the same time, through the unique planning opportunities present here, we seek to make the risks known and avoid arbitrary and capricious decision making that aggravates the normal risks in human affairs." The project as proposed is not without its risks and potential impacts to the environment, but these have been documented in the Environmental Impact Report and made available for the public and for decision makers on the project to consider. On the introductory discussion of Employment, the General Plan Vision Statement provides, "We acknowledge gainful employment as one of the most basic individual needs and value a growing and diversified job base within which our residents may find a wide range of income opportunities in the agricultural, commercial, industrial, office, tourism, and institutional sectors of our economy." The project would continue to support employment in the area and in a type of use or business that is needed in the area to provide greater services for the growing Temescal Valley area.

On the topic of Air Quality, the General Plan Vision Statement provides, "Air quality is viewed as such an important factor in quality of life that its measurements are used as a major factor in evaluating the Plan's performance." The General Plan Amendment will change the project site's land use designation from Light Industrial to Commercial Retail. While the project's Environmental Impact Report analyzes the emissions primarily from vehicles that result in a potentially significant impact related to NOx emissions, the development of the site with retail and service uses pursuant to the Commercial Retail land use designation provides for more opportunities for residents of Temescal Valley to have shorter drives and thus less emissions compared to current conditions where they may have to drive further and have greater emissions.

On the topic of Sustainability and Global Environmental Stewardship, the General Plan Vision Statement provides, "Measures that reduce carbon emissions and increase energy efficiency are now routinely included in all areas of growth within Riverside County – new development, retrofitting of existing structures, as well as new and ongoing operations." As is shown in the Climate Action Plan screening tables included with the project Environmental Impact Report, the project is providing certain design and operational measures to limit the project's contribution to greenhouse gas emissions to be consistent with state reduction goals.

On the topic of Jobs and the Economy, the General Plan Vision Statement provides, "Implementation of the RCIP provides a clear picture of the fiscal implications of land use policies and documents the financial, as well as physical and social viability of communities in Riverside County." The proposed project would continue to support employment in the area and in a type of use or business that is needed in the area to provide greater services for the growing Temescal Valley area. Additionally, the project has been designed in consideration of the surrounding area to design and operate the project to minimize impacts to the surrounding area, which is detailed in the project's Environmental Impact Report, in particular on aesthetics, local air quality, and noise.

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

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

General Plan Principle I.C provides for Maturing Communities for every community to mature in its own way, at its own pace and within its own context. This Principle highlights that communities are not fixed in their development patterns, but that over time may transition, in particular to more urban uses and intensities, while still respecting the existing communities where they meet by transitioning densities and providing buffers where appropriate. Such maturing communities may require changes to land use designations to accommodate for expanding markets in certain industries. The Temescal valley, in particular, has experienced a great deal of residential development in the past, whereas commercial development is not extensive in the area to serve these residents. The project site provides a well located opportunity for development to residents to be more conveniently served by commercial services.

General Plan Principle I.G encourages efficient use of land by locating more intense development in appropriate areas. The proposed development is located along Temescal Canyon Road, an Arterial roadway in the General Plan, as well as located adjacent to a ramp to the Interstate-15 freeway to serve traffic to and from the site. The proposed development is also located amongst current and planned residential uses that are in need of commercial services nearby that assists in achieving more efficient land uses.

General Plan Principles in Section VII provide for Economic Development, which aims to expand the current and future economic and employment base within the County to allow residents to both live and work within the County, and to become part of regional, national,

and international markets and not just local markets. The proposed development not only includes typical retail and food service uses, but also office type uses to diversify the services offered in the community, but also the range of jobs available in the community.

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

- c. Any Foundation Component designation in the General Plan.

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

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

The purposes of General Plan are to set direction for land use and development in strategic locations, provide for the development of the economic base, establish a framework of the transportation system, and the preservation of extremely valuable natural and cultural resources. The project is strategically planning for land uses in the area by providing for necessary commercial services located near existing and planned future residential areas. Therefore, the proposed General Plan Amendments are not detrimental to the purposes of the General Plan and specifically implement it by strategically planning for land uses in specific locations.

3. An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ratio of jobs-to-workers in the County.

The project site has been vacant since its designation as a Light Industrial in 2003. In the fifteen years since, the project site has been unable to attract a viable development or project with its current land use designation. The proposed project presents a viable use for the site with a Commercial Retail land use designation, with jobs created by the construction of the project and the potential for additional jobs once construction is completed in retail, restaurant, and office uses that are anticipated on the site. Based on General Plan Appendix E-1 employment factors and the amount of building area proposed for Phase 1 alone, the project is anticipated to generate 470 new jobs. Appendix E-1 estimates 1 employee per 500 square feet of building area for Commercial Retail land uses, compared to 1 employee per 1,030 square feet for the existing Light Industrial land use on the site. Therefore, the proposed change to Commercial Retail would be expected to yield a greater density of employment and therefore an improved jobs to works ratio.

Change of Zone

1. The proposed changes of zone to Scenic Highway Commercial (C-P-S) would allow generally for a variety of commercial uses, including but not limited to retail, restaurants, and offices. This proposed Scenic Highway Commercial (C-P-S) zone is therefore consistent with the proposed General Plan Land Use Designation of Community Development: Commercial Retail (CD:CR)

which also generally allows for a variety of commercial uses, including restaurants and others proposed as part of the project and generally anticipated for the site in the future.

Plot Plan

The following findings are required to approve the Plot Plan, pursuant to the provisions of Ordinance No. 348:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County, as detailed previously in the Land Use, General Plan Amendment, and Change of Zone findings.
2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare, because as detailed in the project's Environmental Impact Report all impacts have been reduced to the maximum amount feasible; in particular related to local air quality, noise, and other impacts related to public health were determined to be less than significant; impacts from hazards, hydrology, emergency access, and other impacts related to safety were determined to be less than significant; and other than traffic impacts from aesthetics, recreation, and other impacts related to general welfare were determined to be less than significant. Impacts to regional air quality were determined to be potentially significant and the project does incorporate mitigation where feasible to minimize this impact so that the project does reduce these impacts where it can to minimize impacts on public health from regional air quality impacts. On traffic impacts, although impacts were determined to be potentially cumulatively significant, the project does offer additional retail and service uses which will provide closer destinations for these for area residents compared to existing conditions, which does assist in protecting public welfare. Conditions of approval incorporated for the Plot Plan will further ensure that public health, safety and general welfare are protected.
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 properties, since the immediate surrounding area is primarily vacant with area to the north and east of the site being developed with single family residential uses part of the Terramor project that would be served by the retail and service uses proposed by the project and is a compatible use to the residential uses. The immediate surrounding area is planned for open space uses to the east and north and commercial and residential development to the south and to the west is Interstate-15 and beyond that existing residential uses primarily. The project proposes to develop the site in a manner that would allow for further logical extension of commercial uses further to the north and would not inhibit logical development of the surrounding area.
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 a part thereof. The project will further improve Temescal Canyon Road along its frontage and is required to install traffic signals and certain road improvements at the intersection of Temescal Canyon Road and Indian Truck Trail to accommodate the project's traffic to avoid traffic congestion. The project does include a trail along Temescal Canyon Road. The project has been designed to accommodate, treat, and outlet the existing drainage pattern on the project site.

5. The proposed uses are consistent with Ordinance No. 348, in particular with the permitted uses and development standards of the Scenic Highway Commercial (C-P-S) zone as detailed in the following Development Standards Findings section. The Plot Plan proposes a shopping center with uses anticipated to include retail, restaurants, and office uses. The Scenic Highway Commercial (C-P-S) zone allows for various retail and service uses (including but not limited to automobile parts and supply stores, banks and financial institutions, barber and beauty shops, clothing stores, department stores, drug stores, florist shops, hardware stores), restaurants, and business offices.
6. All plot plans which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. No subdivision of the site is proposed at this time to divide the property to sell individual buildings, but if a subdivision is proposed to do so it shall be required to be consistent with Ordinance No. 460

Conditional Use Permit

The following findings are required to approve the Conditional Use Permit, pursuant to the provisions of Ordinance No. 348:

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. Findings related to consistency with the General Plan and Ordinance No. 348 in particular are included previously in findings for the General Plan Amendment, Change of Zone.
2. The overall development of the land shall be designed for the protection of—and shall not be detrimental to—the public health, safety and general welfare, because, as detailed in the project's Environmental Impact Report all impacts have been reduced to the maximum amount feasible; in particular related to local air quality, noise, and other impacts related to public health were determined to be less than significant; impacts from hazards, hydrology, emergency access, and other impacts related to safety were determined to be less than significant; and other than traffic impacts from aesthetics, recreation, and other impacts related to general welfare were determined to be less than significant. Impacts to regional air quality were determined to be potentially significant and the project does incorporate mitigation where feasible to minimize this impact so that the project does reduce these impacts where it can to minimize impacts on public health from regional air quality impacts. On traffic impacts, although impacts were determined to be potentially cumulatively significant, the project does offer additional retail and service uses which will provide closer destinations for these for area residents compared to existing conditions, which does assist in protecting public welfare. Conditions of approval incorporated for the Conditional Use Permit will further ensure that public health, safety and general welfare are protected.
3. The proposed use conforms to the logical development of the land and to be compatible with the present and future logical development of the surrounding property, as is detailed previously in the findings for the Plot Plan.
4. That plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion;

and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof as is detailed previously in the findings for the Plot Plan.

5. All use permits which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. No subdivision of the site is proposed at this time to divide the property to sell individual buildings, but if a subdivision is proposed to do so it shall be required to be consistent with Ordinance No. 460.
6. The proposed use for alcohol sales is consistent with the Alcoholic Beverage Sales section and requirements of Ordinance No. 348. The sales would be within the proposed Scenic Highway Commercial (C-P-S) zone and requires a Conditional Use Permit to permit the use. Conditions of Approval are included for the Conditional Use Permit to ensure it complies with the operational development standards for sale of alcohol pursuant to the Alcoholic Beverage Sales section of Ordinance No. 348. Notice of hearing was provided to all owners of property within 1,000 feet of the project site and to the Corona-Norco Unified School District. No public parks are in operation within 1,000 feet of the project site.

Variance

The following findings shall be made prior to making a recommendation to grant a Variance, pursuant to the provisions of the Riverside County Zoning Ordinance No. 348:

1. Riverside County Ordinance No. 348, Section 18.27 (a) states the basis for a variance. Variances from the terms of County Ordinance No. 348 may be granted when, because of special circumstances applicable to a parcel of property, including size, shape, topography, location or surroundings, the strict application of this ordinance deprives such property of privileges enjoyed by other property in the vicinity that is under the same zoning classification. Variances shall be limited to modification of property development standards.
2. The typical standards for signage that the project is seeking a variance from are:
 - a. Not more than one free-standing sign shall be permitted on a parcel of land, except that if a shopping center has frontage on two or more streets, the shopping center shall be permitted two free-standing signs, provided that the two signs are not located on the same street; are at least 100 feet apart and the second sign does not exceed 100 square feet in surface area and 20 feet in height.
 - b. The maximum surface area of a sign shall not exceed 150 square feet for free-standing signs located within 660 feet of the nearest edge of a freeway right of way line.
 - c. The maximum height of a sign shall not exceed 45 feet for free-standing signs located within 660 feet of the nearest edge of a freeway right of way line
3. The proposed Plot Plan would permit a number of free-standing signs that exceeds the requirements set forth in Ordinance No. 348, which limits the maximum number of free-standing signs to two (2) in the circumstances of this project site that has frontage on two or more streets. The proposed Plot Plan includes four (4) free-standing signs, which include one (1) freeway facing pylon sign and three (3) monument type signs facing Temescal Canyon Road.

There is a slope of approximately 25 to 30 feet near the northern part of Phase 1 along Temescal Canyon Road which generally tapers down to nearly even grade in the southern part of Phase 1 along Temescal Canyon Road. This slope along the northern portion combined with a design that shifts the buildings away from Temescal Canyon Road limits the visibility of these buildings and their building mounted signs. This limited visibility necessitates signage along Temescal Canyon Road to include signage for all buildings. Considering the number of buildings and that Building 5 might accommodate multiple tenants, the sign area necessary to accommodate tenants would exceed the individual sign area, thus making additional signs desirable over increasing individual sign area. Also to consider is the requirement for gas stations pricing pursuant to California Business and Professions Code that requires additional details to be provided which require additional sign area that in turn necessitates additional number of signs to address tenant identification. Furthermore, given the long frontage along Temescal Canyon Road and multiple driveways proposed, additional signs is preferable to provide signs for businesses at the driveways where they are located rather than via a single sign at a single driveway to better orient drivers to the desired business.

As a result of the grade of the site and the design of the site that would minimize visibility of the buildings from Temescal Canyon Road, strict application of Ordinance No. 348 requirements on the number of free-standing signs would deprive the owner of privileges enjoyed by surrounding property owners. The variance, therefore, is needed to allow for the proposed number of four (4) free-standing signs.

4. The proposed Plot Plan would permit a free-standing sign (the freeway pylon sign) that exceeds the requirements set forth in Ordinance No. 348, which limits the maximum height to 45 feet or less. The proposed Plot Plan includes the freeway pylon sign at a maximum height of 60 feet.

Due to the property's elevation and surrounding topography as is shown in the exhibits provided for the project, the project site is in a location that is not easily visible from the freeway where the pylon sign is oriented to be visible to drivers prior to the exit at Indian Truck Trail. As is shown in the exhibits provided for the project, a sign at 45 feet in height would not be visible prior to or at the exit for Indian Truck Trail from the northbound Interstate-15. Whereas, a 60 foot tall sign would just be visible above the existing topography that obscures the project site from northbound Interstate-15 drivers. Furthermore, once graded, the proposed sign would be located approximately 10 to 15 feet below the grade of northbound Interstate 15 adjacent to the site, which assists in minimizing the appearance of a 60 foot tall sign when it is 10 to 15 feet below the adjacent freeway grade.

As a result of the grade of the site and surrounding area and location relative to Interstate-15 exits that would minimize visibility of the pylon sign from Interstate-15, strict application of Ordinance No. 348 requirements on the height of a free-standing sign within 660 feet of the freeway would deprive the owner of privileges enjoyed by surrounding property owners. The variance, therefore, is needed to allow for the proposed height of 60 feet for the freeway pylon sign.

5. Property zoned Scenic Highway Commercial (C-P-S) include properties also along Interstate-15, some developed with commercial uses and some not developed. One such property is the Shops at Sycamore Creek located south and west of the project site, which sits substantially higher than the adjacent Interstate-15 freeway which offers it greater visibility from Interstate-15 and other surrounding areas. To note also, this similarly sized commercial development includes 1 freeway

pylon sign, 3 freestanding signs with tenant signs, 1 center identification sign, and a freestanding gasoline price sign.

Development Standards Findings:

The development proposed by the Plot Plan and Conditional Use Permit meet the development standards of Ordinance No. 348, in particular of the Scenic Highway Commercial (C-P-S) zone as detailed below:

1. There is no minimum lot area requirement.
2. There are no yard requirements for buildings which do not exceed 35 feet in height. 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. Only proposed Building 5 exceeds 35 feet in height, which proposes a maximum height of 42.5 feet. At this height, the building is required to be set back 15 feet from any property line. Building 5 is set back a minimum of 24 feet.
3. No building or structure shall exceed fifty feet in height, unless a greater height is approved pursuant to Ordinance No. 348. As noted previously, the maximum building height proposed is 42.5, which does not exceed fifty feet.
4. Automobile storage space shall be provided as required by Ordinance No. 348. The proposed shopping center utilizes a required parking rate of 5.5 parking spaces per 1,000 building square feet. Based on the 52,291 square feet of building proposed and the uses proposed within those buildings, a minimum of 337 parking spaces is required. 368 parking spaces are proposed. The project is conditioned to provide electric vehicle parking and charging stations pursuant to Ordinance No. 348, which requires the development to provide 10 parking spaces for electric vehicles with charging stations based on the 368 parking spaces proposed.
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.

Other Findings:

1. The project site is located within Criteria Cell 3448 of the Western Riverside County Multiple Species Habitat Conservation Plan. Due to the location within a Criteria Cell, the project was required to go through the Habitat Acquisition and Negotiation Strategy (HANS) process. HANS 2070 was applied for in February 2012, which went to the Regional Conservation Authority (RCA) for Joint Project Review (JPR) on June 9, 2010. HANS 2070 resulted in a determination that no conservation area was necessary to be included as MSHCP Conservation Area. The project is designed to avoid impacts to riverine and riparian habitat as in the northern part of the overall project area, but would directly impact 0.12 acres of riverine habitat and 0.38 acres of riparian habitat from man-made drainage features created to convey runoff from Interstate-15 across the project site. These impacts will be offset at applicable ratios through enhancement of the northern riverine/riparian feature on the overall project site. No narrow endemic plant species were found or were determined to likely occur on the project site. The project incorporates Urban/Wildlife Interface Guidelines into the project design consistent with the MSHCP. The project will be required to perform burrowing owl pre-construction

surveys. Accordingly, this project fulfills the Conservation Area requirements of the MSHCP and is consistent with the MSHCP.

2. The project site is located within the Corona Sphere of Influence. As such, it is required to conform to the County's Memorandum of Understanding ("MOU") with that city. Pursuant to the MOU Section 4.3, any proposal within the County's jurisdiction to rezone property shall be consistent with the City's General Plan. Although located within the City's sphere of influence, the City's General Plan does not include a land use designation for this site. Therefore, there is no land use designation that is required to be consistent with. Furthermore, area immediately north of this site is designated by the City of Corona as Light Industrial, which is same as the County of Riverside. So, similar to the project being consistent with the County's General Plan designated adjacent planned land uses as noted previously in the General Plan Amendment findings, the project would be consistent with adjacent planned land uses within the City and its General Plan. This project conforms to the MOU. This project was provided to Corona for review and comment through the initial transmittal of this project as well as through the Draft Environmental Impact Report. No comments were received from the City either in favor or opposition of the project.
3. The project site is not located within an Airport Influence Area ("AIA") boundary and is therefore not subject to the Airport Land Use Commission ("ALUC") review.
4. The County provided notice to the Pechanga Tribe, the Agua Caliente Band of Cahuilla Indians, and the Soboba Band of Luiseño Indians pursuant to AB52 in July 2015. In response the Pechanga Tribe (August 15, 2015) and Soboba Band of Luiseño Indians (on August 13, 2015) requested to consult with the County. Subsequent to this initiation of consultation, the project was placed on hold until May 2016. When the Project was active again consultation was re- initiated. A meeting was held with the Soboba Band of Luiseño Indians on February 16, 2017 in which they requested a tribal monitor.

The Pechanga Tribe and the County had several discussions regarding the proposed Project in both May 2016 and March 2017. The County sent their AB52 consultation conclusion letter for GPA01146 and CUP 03712 dated June 5, 2017 to the Pechanga Tribe, with which the Pechanga Tribe did not concur.

The County received a letter from the Pechanga Tribe dated August 2, 2017 where the Pechanga Tribe requests the reopening of AB52 consultation with the County to discuss how the DEIR will address tribal cultural resources and further requests to be involved in reviewing drafts of the language for the tribal cultural resource section of the DEIR prior to its release for public review. The Pechanga Tribe asserts that the proposed Project area is in an area associated with the 'Atdaxum Luiseño as evidenced by the existence of 'Atdaxum place names, several large village complexes, toota yixelval (rock art, pictographs, petroglyphs), an extensive artifact record, and known human remains in the vicinity of the Project. The project area also falls within the limits of a large Traditional Cultural Property (TCP). This culturally sensitive area is affiliated with the Pechanga Temecula Band of Luiseño Indians because of the tribe's cultural ties to this area. In the letter from the Pechanga Tribe, the Pechanga Tribe lists relevant regulations for the County to ensure compliance with and then discusses potential impacts to tribal cultural resources and recommends mitigation measures should the project uncover potential tribal cultural resources.

The County had an additional discussion with the Pechanga Tribe on April 18, 2018 and provided revised and final conditions of approval to the Pechanga Tribe. On April 18, 2018 The Pechanga Tribe

responded with an email indicating with the inclusion of the conditions provided they consider AB 52 consultation complete.

5. In compliance with Senate Bill 18 (SB18), a Riverside County certified consultant requested a Sacred Lands File Search and a consultation list from the Native American Heritage Commission ("NAHC") of tribes whose historical extent includes the project area. Based on the April 28, 2014 list provided by NAHC, project notices were sent on May 13, 2014 to ten Native American Tribal Representatives. SB 18 consultations were not requested by any tribes from these notices.
6. 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 by the ordinance and through project conditions of approval to comply with all lighting standards specified within Ordinance No. 655, pursuant to Zone B.
7. 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.

Fire Findings:

1. The project site is located within a Cal Fire State Responsibility Area ("SRA") and is within a very high fire hazard severity zone. As a part of being within an SRA, the Director of the Department of Forestry and Fire Protection or his/her designee must be notified of applications for building permits, tentative tract/parcel maps, and use permits for construction or development within an SRA. Riverside County Code Section 8.32.050 (C) (2) states that the Fire Chief is authorized and directed to enforce all applicable State fire laws and provisions of this ordinance and to perform such duties as directed by the Board of Supervisors. As designated, the Riverside County Assistant Fire Marshall shall have the authority to enforce all applicable State fire laws that the notification requirement of Title 14 has been met. The following additional findings are required to be met:
 - a. This project has been designed so that each building, and the development as a whole, is in compliance sections 4290 and 4291 of the Public Resources Code by providing adequate access to and around each building, location of hydrants, minimum water flow requirements, and building design requirements pursuant to Riverside County Ordinance No. 787.
 - b. Fire protection and suppression services will be available for the subdivision through Riverside County Fire Department.
 - c. The project meets the regulations regarding road standards for fire equipment access adopted pursuant to Section 4290 of the Public Resources Code and Riverside County Ordinance No. 787 by providing adequate access to and around each building based on building height, location of hydrants, minimum water flow requirements, and inclusion of blue dot reflectors, which are included as conditions of approval on the project.

Conclusion:

1. For the reasons discussed above, as well as the information provided in the Environmental Impact Report, 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 1,000 feet of the project site. As of the writing of this report, Planning Staff has received comments through the course of processing the project as well as comments received on the EIR Notice of Preparation and Draft EIR. The comments received through the course of processing are attached to the staff report. The comments received on the EIR Notice of Preparation and Draft EIR are included within the Final EIR documents.

This project was presented before the Temescal Valley Municipal Advisory Committee in January 2017 and February 2018.

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RESOLUTION No. 2018-012
RECOMMENDING ADOPTION OF
GENERAL PLAN AMENDMENT NO. 1146

WHEREAS, pursuant to the provisions of Government Code Section(s) 65350 et seq., a public hearing was held before the Riverside County Planning Commission in Riverside, California on December 19, 2018, to consider the above-referenced matter; and,

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

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

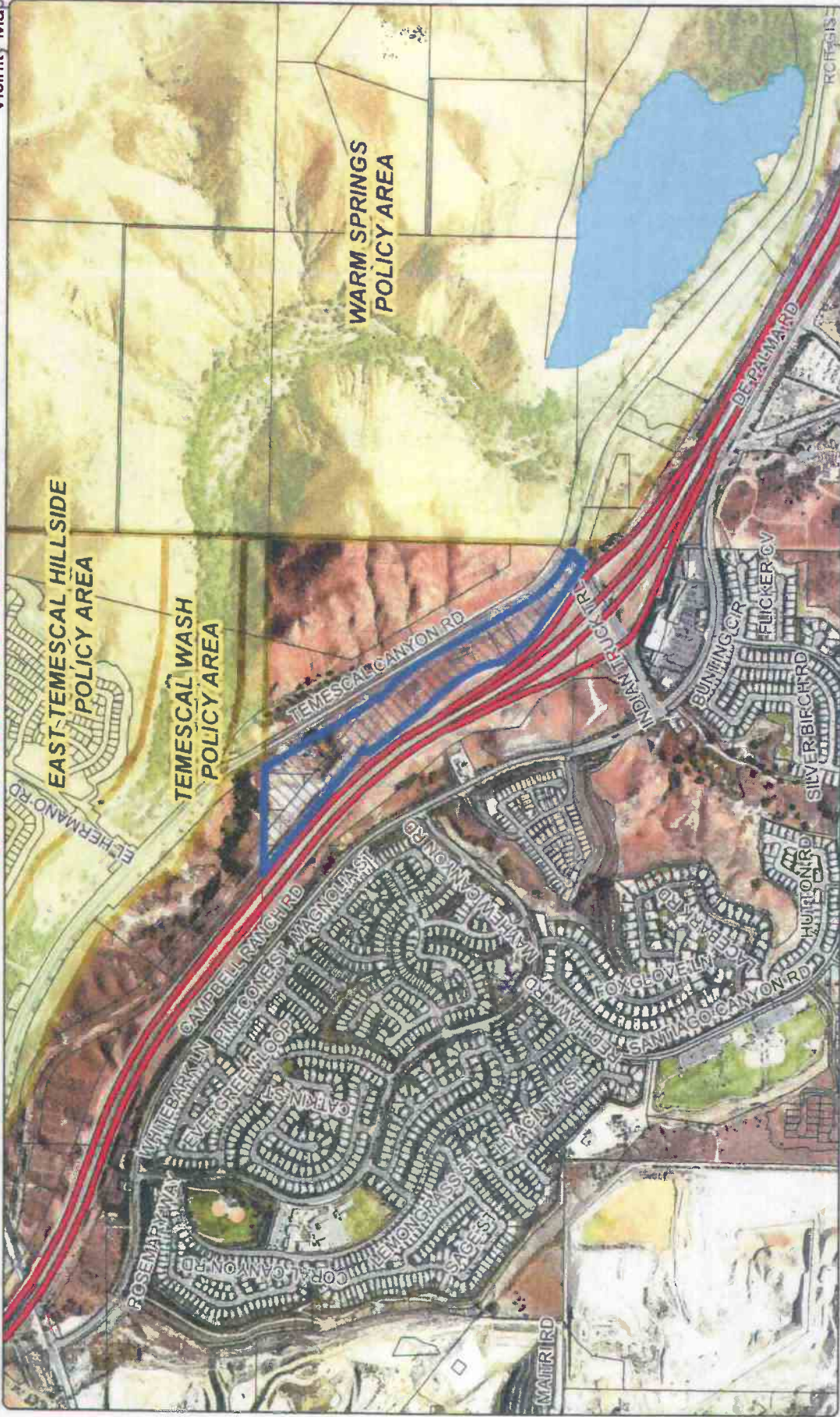
BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Planning Commission of the County of Riverside, in regular session assembled on December 19, 2018, that it has reviewed and considered the environmental document prepared or relied on and, based on the findings and conclusions in the staff report and incorporated herein by reference, recommends that the Board of Supervisors:

- TENTATIVELY CERTIFY ENVIRONMENTAL IMPACT REPORT NO. 552; and**
- TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1146.**

**RIVERSIDE COUNTY PLANNING DEPARTMENT
CZ07859 GPA01146 CUP03712 PP26290
VICINITY/POLICY AREAS**

Supervisor: Jeffries
District 1

Date Drawn: 11/16/2018
Vicinity Map



Zoning Area: Temescal

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2015, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County. The new designations are based on the County's current land use designations and are intended to provide for the County's long-term growth and development. The County's General Plan is a living document and is subject to change. The County's General Plan is available at <http://www.riversideca.gov/Planning/Departmental%20-%20Riverside%20-%20Master%20County%20or%20in%20Plan%20Area%20-%20Tricolour%20-%20Riverside%20-%20or%20Water%20-%20or%20Water%20-%20or%20Water>.

RIVERSIDE COUNTY PLANNING DEPARTMENT

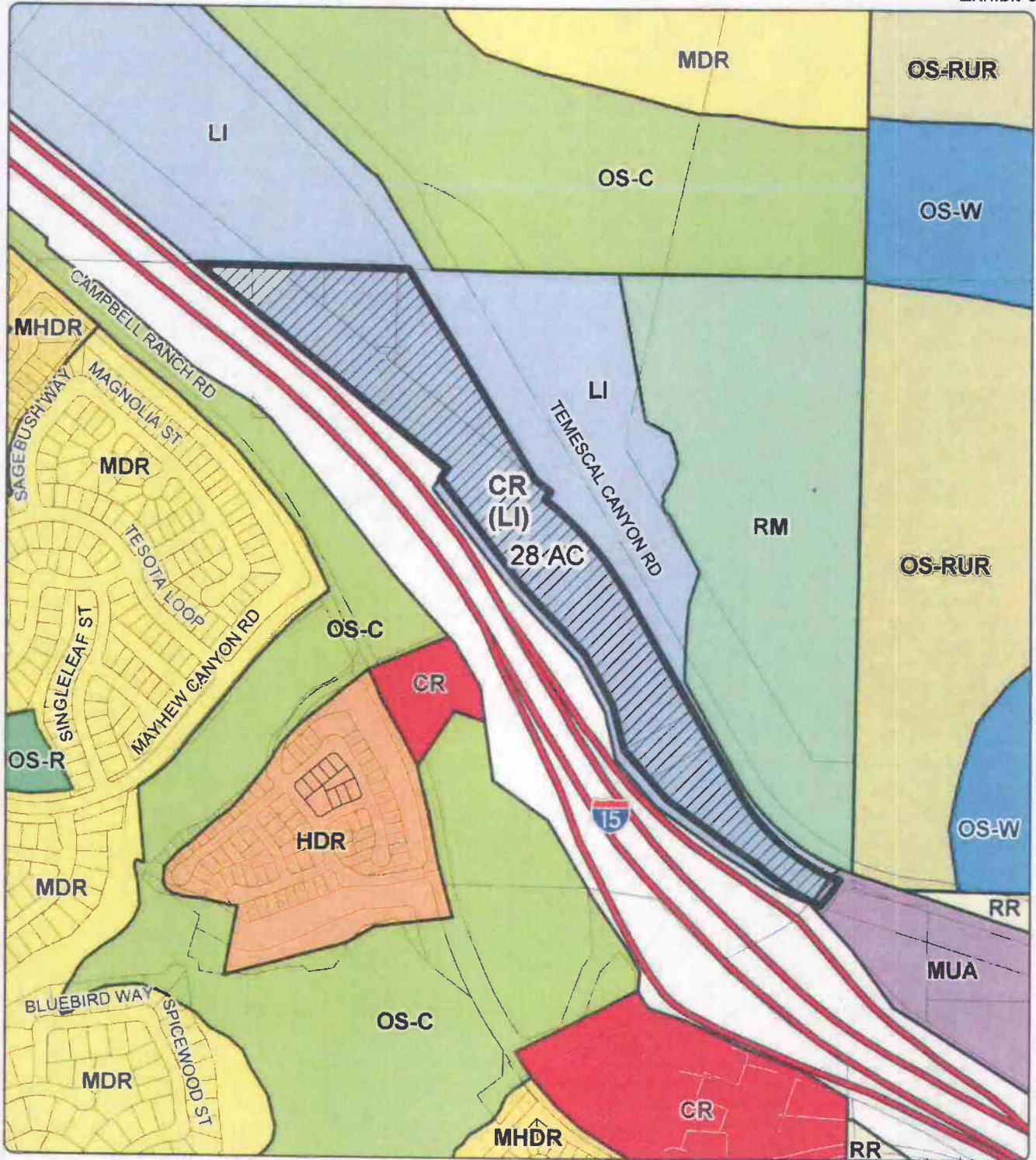
Supervisor: Jeffries
District 1

CZ07859 GPA01146 CUP03712 PP26290

Date Drawn: 11/16/2018

EXISTING GENERAL PLAN

Exhibit 5



Zoning Area: Temescal

Author: Vinnie Nguyen



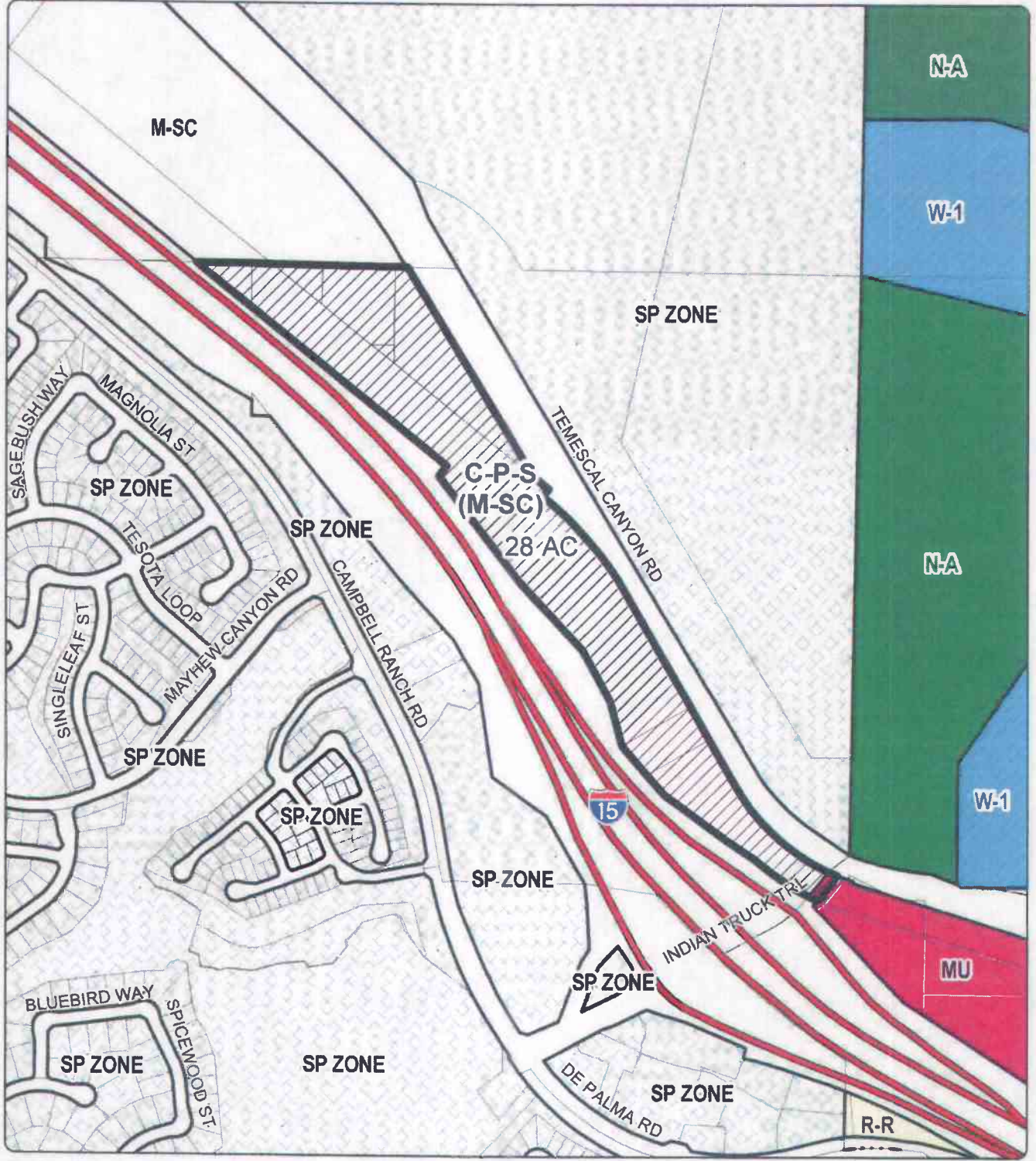
DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact 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 www.riversidecounty.net

RIVERSIDE COUNTY PLANNING DEPARTMENT
 CZ07859 GPA01146 CUP03712 PP26290

Supervisor: Jeffries
 District 1

Date Drawn: 11/16/2018
 Exhibit 3

PROPOSED ZONING



Zoning Area: Temescal

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)853-8277 (Eastern County) or Website <http://www.riversidecounty.net>



RIVERSIDE COUNTY PLANNING DEPARTMENT
CZ07859 GPA01146 CUP03712 PP26290

Supervisor: Jeffries
District 1

Date Drawn: 11/16/2018
Exhibit 1

LAND USE



Zoning Area: Temescal

Author: Vinnie Nguyen



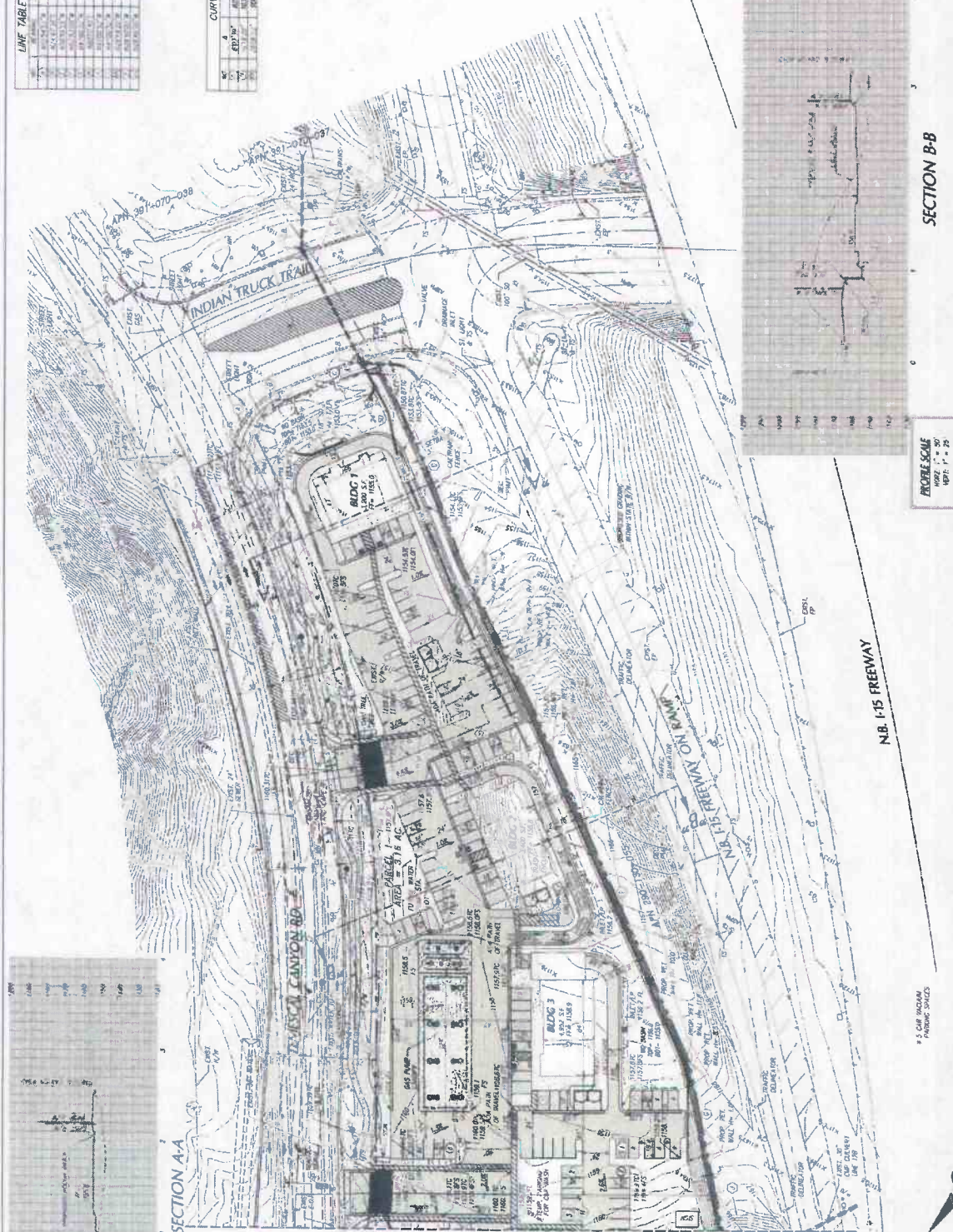
DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information please contact 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 www.riversidecounty.net

LINE TABLE

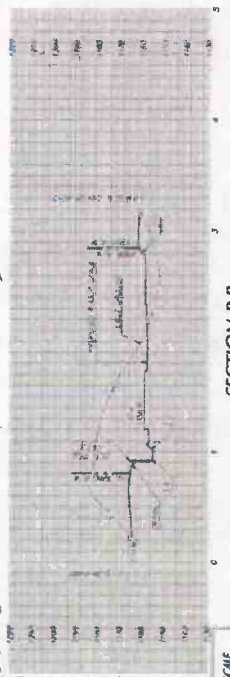
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CURVE TABLE

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5	517.70	537.70	20.00	1000.00	18.00	1.00
6	537.70	557.70	20.00	1000.00	18.00	1.00
7	557.70	577.70	20.00	1000.00	18.00	1.00
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11	637.70	657.70	20.00	1000.00	18.00	1.00
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ROBEES SCALE
 1/8" = 1' - 0"
 1/16" = 1' - 0"



ROBEES SCALE
 1/8" = 1' - 0"
 1/16" = 1' - 0"

2 CAR WASH
 PARKING SPACES



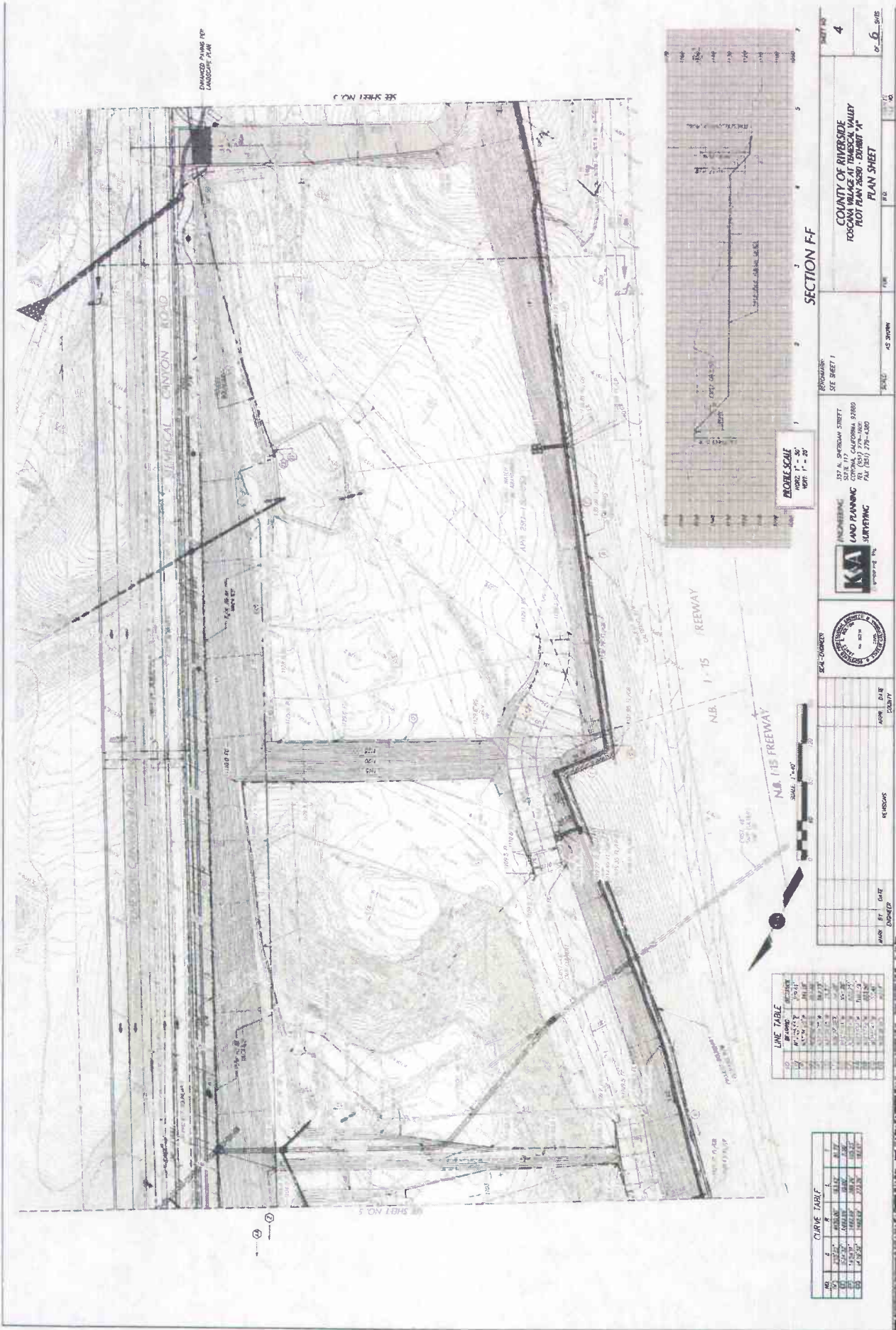
PROJECT NO. 13-00000
 SHEET NO. 2
 OF 6 SHEETS

ENGINEERING
 LAND PLANNING
 SURVEYING

307 N. SERRANO STREET
 CORONA, CALIFORNIA 92620
 TEL: (951) 278-1000
 FAX: (951) 278-1080

DATE: 11/27/13
 COUNTY: RIVERSIDE

PROJECT: COUNTY OF RIVERSIDE
 TOSCANA VILLAGE AT TEMESCAL VALLEY
 PROJECT PLAN 2690 - DRIVEWAY
 PLAN SHEET



ENHANCED PAVING RP
LANDSCAPE PLAN

SEE SHEET NO. 3

SHEET NO. 5

LINE TABLE

NO.	DESCRIPTION	DATE
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4	1+300.00	1+400.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
5	1+400.00	1+500.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

PROPOSED SCALE
HORIZ. 1" = 20'
VERT. 1" = 20'

SECTION F-F

PROPOSER: SEE SHEET 1

ENGINEERING: **K&A** LAND PLANNING & SURVEYING

337 N. SHERMAN STREET
SUITE 117 CALIFORNIA 95880
TEL (916) 734-4800 FAX (916) 734-4800

SCALE: SHEET 1 OF 6

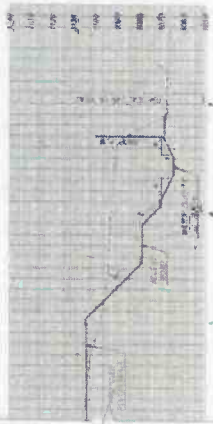
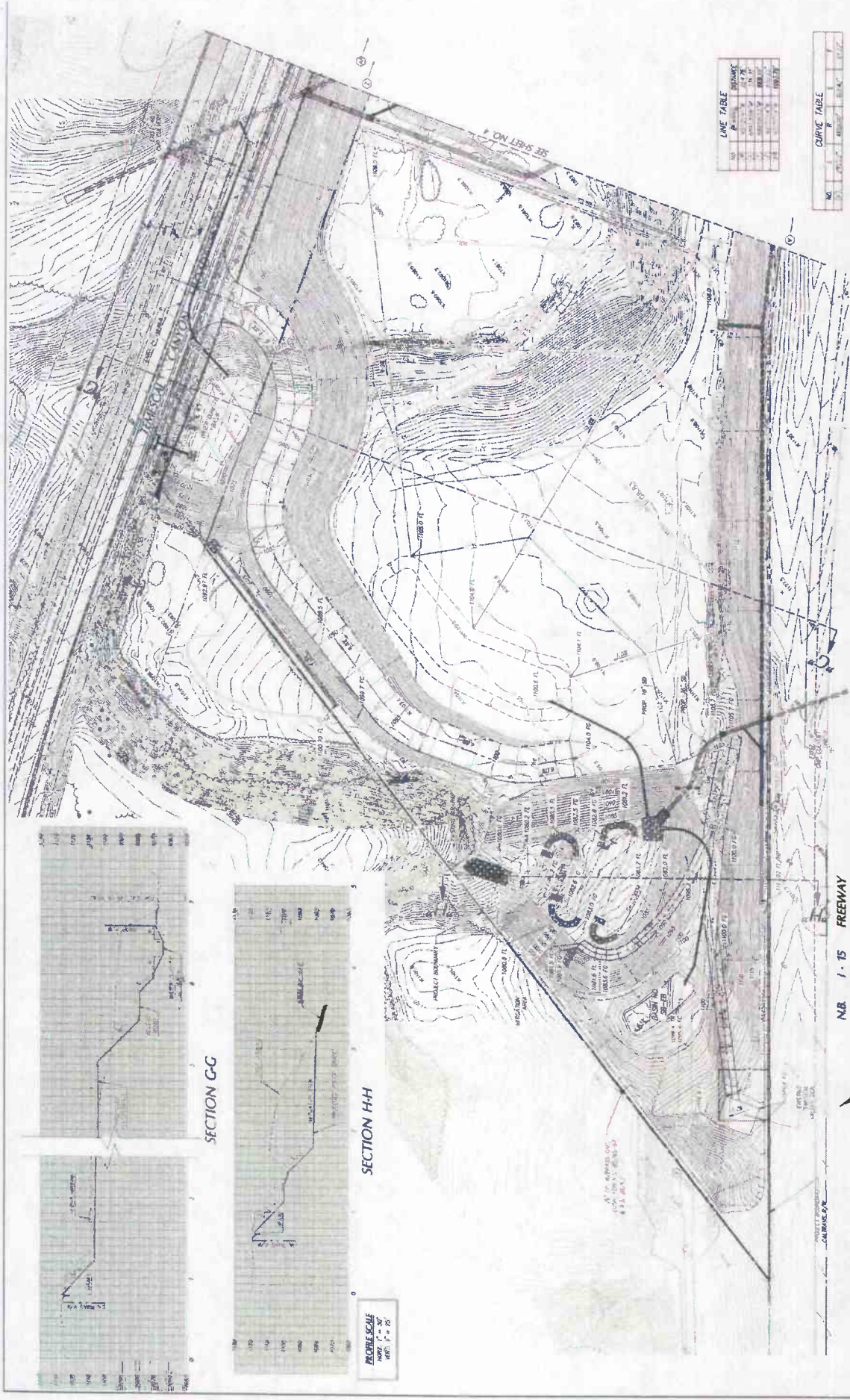
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APPROVED: _____

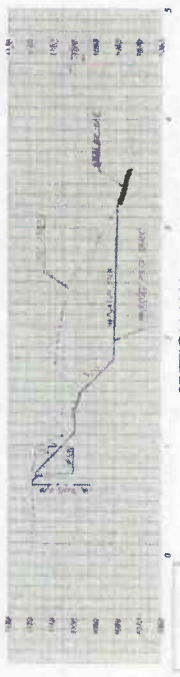
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PROJECT: COUNTY OF RIVERSIDE
ROCKWELL VALLEY AT TEMESCAL VALLEY
PLOT PLAN 26580 - EXHIBIT "A"
PLAN SHEET

SHEET NO. 4 OF 6 SHEET



SECTION G-G



SECTION H-H

PROBE SCALE
 HORIZ. 1" = 40'
 VERT. 1" = 20'

LINE TABLE

NO.	PC	PT	PI	PT	PC	CHANGING
1	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
2	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
3	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
4	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
5	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0

CURVE TABLE

NO.	R	Δ	Δ/2	PC	PT	PI	PT	PC	CHANGING
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3	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
4	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0
5	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0	1000.0

PROJECT NO. 5

COUNTY OF RIVERSIDE
 TOSCANI HILLS AT TEMESCAL VALLEY
 PILOT PLAN 26290 - EXHIBIT "A"
 PLAN SHEET OF 6 SHEETS

ENGINEERING
 LAND PLANNING
 SURVEYING

357 N. SERRANA STREET
 SUITE 117 SAN ANTONIO, TEXAS 78209
 TEL (817) 278-8000
 FAX (817) 278-1200

SCALE AS SHOWN

APPROVED BY: [Signature]

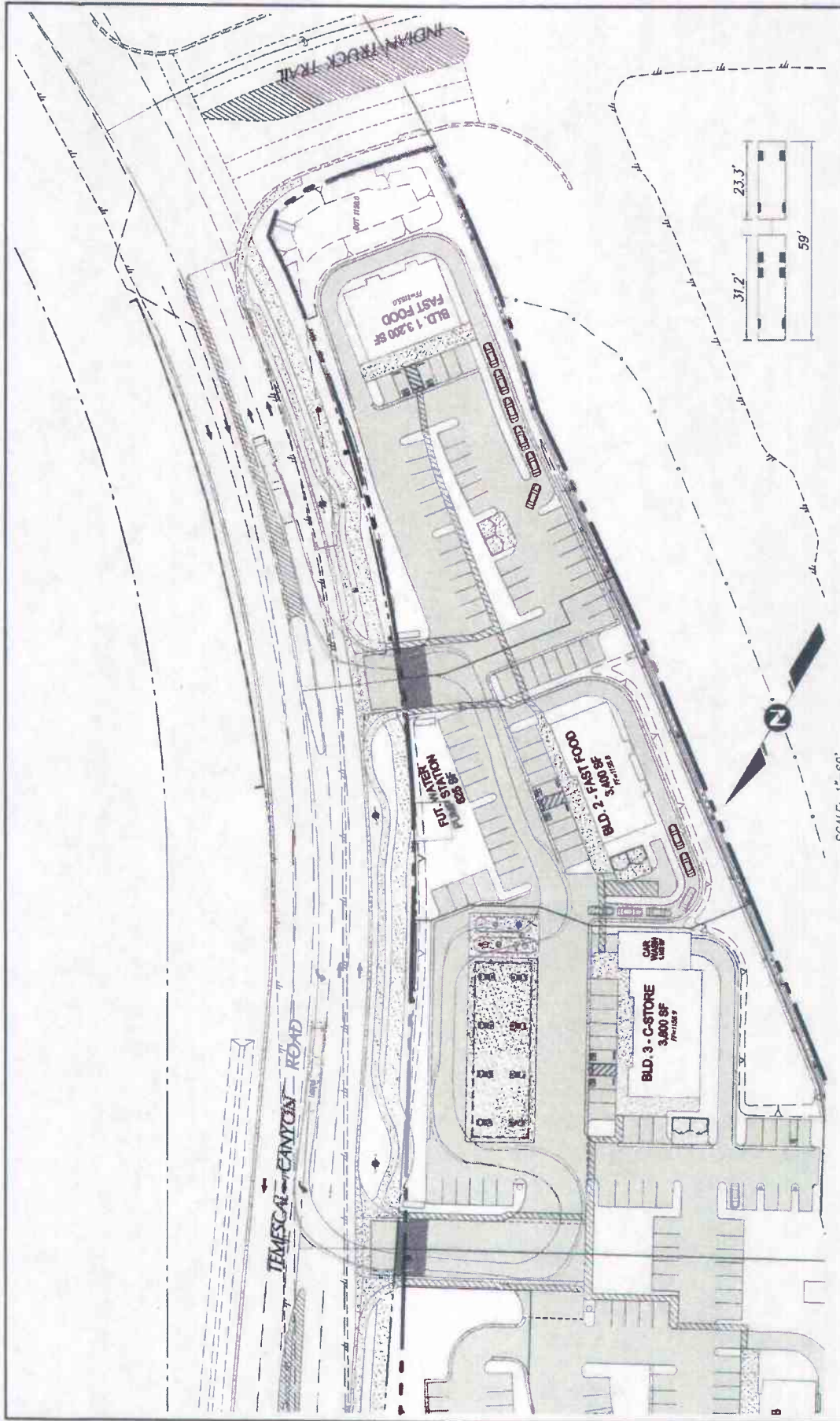
DATE: 27 JUL 2016

CITY: 6800002

COUNTY:

N.B. 1-15 FREEWAY

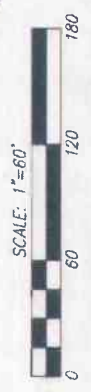
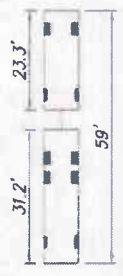
SCALE 1" = 40'



TOSCANA VILLAGE TRUCK TURNING EXHIBIT

KSA
 ARCHITECTURE
 202 A. DORRAN STREET
 LAND PLANNING
 CIVIL ENGINEERING
 SURVEYING
 P.O. BOX 774-100
 WYOMING

ELIOT TANKER
OVERALL LENGTH: 59'





SHEET INDEX

S1	Conceptual Site Plan
A1	Building 1 Elevations
A2	Building 1 Model Views
A3	Building 2 Elevations
A4	Building 2 Model Views
A5	Building 3 Elevations
A6	Building 3 Model Views
CA2-2	ARCO Canopy Elevations
A7	Building 4 Elevations
A8	Building 4 Model Views
A9	Building 5 Elevations
A10	Building 5 Model Views
A11	Building 6 Elevations
A12	Building 6 Model Views
A13	Color Board & Materials Schedule

SPEEDWAY DEVELOPMENT LLP.

TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA



September 13, 2018 16047.06

DANIELIAN ASSOCIATES
ARCHITECTURE + PLANNING

PHASE 1A

NO.	TYPE	SP	NET AREA
001	FAST FOOD	3	3,400 SF
002	FAST FOOD	3	3,400 SF
003	CONVENIENCE STORE	1	1,820 SF
004	GAS STN./CAR WASH	2	2,730 SF
005	RESTAURANT	1	1,421 SF
TOTAL			14,871 SF

PARKING REQUIRED: 118 SPACES
 PROVIDED: 133 SPACES

*PARKING CALCULATIONS RESTAURANT & FAST FOOD:
 RESTAURANT & FAST FOOD REQUIRED: 100 SPACES
 1,500 SF SERVING AREA
 1,500 SF EMPLOYEES

ASSUMPTIONS:
 SERVING AREA = 40% OF TOTAL
 EMPLOYEES PER BLDG = 8

RESTAURANT: 2700 x 40 = 108,000 SF = 24 SPACES
 EMPLOYEES: 8 = 8 SPACES
 TOTAL RESTAURANT = 28 SPACES
 FAST FOOD (2): 8800 x 40 = 352,000 SF = 88 SPACES
 EMPLOYEES: 16 = 16 SPACES
 TOTAL FAST FOOD = 87 SPACES

PHASE 1B

NO.	TYPE	SP	NET AREA
001	FAST FOOD BUILDING TOTAL	300	300,000 SF
002	RESTAURANT	1	13,200 SF
003	RESTAURANT	1	13,200 SF
004	RESTAURANT	1	13,200 SF
005	RESTAURANT	1	13,200 SF
006	RESTAURANT	1	13,200 SF
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099	RESTAURANT	1	13,200 SF
100	RESTAURANT	1	13,200 SF

PARKING REQUIRED: 218 SPACES
 PROVIDED: 230 SPACES

*PARKING CALCULATIONS RESTAURANT:
 RESTAURANT REQUIRED: 100 SPACES
 1,500 SF SERVING AREA
 1,500 SF EMPLOYEES

ASSUMPTIONS:
 SERVING AREA = 40% OF TOTAL
 EMPLOYEES = 16
 RESTAURANT: 6000 x 40 = 240,000 SF = 54 SPACES
 EMPLOYEES: 16 = 16 SPACES
 TOTAL RESTAURANT = 67 SPACES

PHASE 2

NO.	TYPE	SP	NET AREA
001	PHARMACY	1	14,000 SF
002	RETAIL	1	21,000 SF
003	PHARMACY	1	14,000 SF
004	BANK	1	3,000 SF
005	SUPERMARKET	1	45,000 SF
TOTAL			97,000 SF

PARKING REQUIRED: 411 SPACES
 PROVIDED: 404 SPACES

PHASE 2

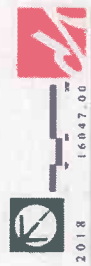
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002	RETAIL	1	21,000 SF
003	PHARMACY	1	14,000 SF
004	BANK	1	3,000 SF
005	SUPERMARKET	1	45,000 SF
TOTAL			97,000 SF

PARKING REQUIRED: 272 SPACES
 PROVIDED: 270 SPACES

**SPEEDWAY DEVELOPMENT LLP
 TOSCANA VILLAGE AT TEMESCAL VALLEY**

RIVERSIDE COUNTY, CA

CONCEPTUAL SITE PLAN



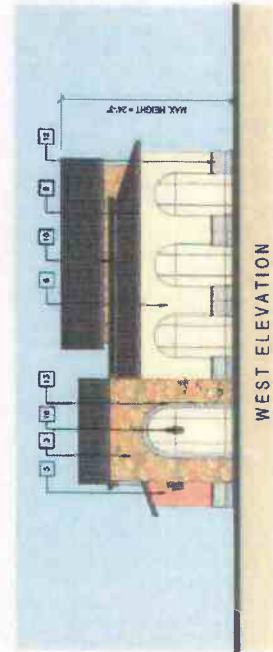
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DANIELIAN ASSOCIATES
 ARCHITECTURE + PLANNING

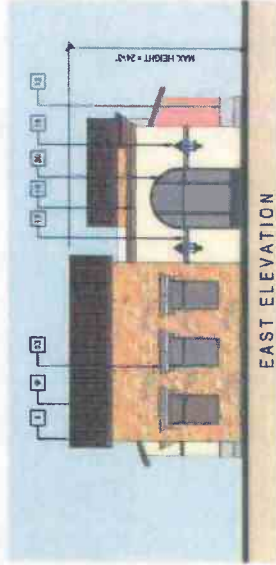
S1



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION

MATERIALS LEGEND

- 1 CLAY TILE ROOF
- 2 RAFTER TAILS
- 3 STONE VENEER
- 4 PAINT 1 - SW 200 (STUCCO)
- 5 PAINT 2 - SW 616 (STUCCO)
- 6 PAINT 3 - SW 810 (STUCCO)
- 7 PAINT 4 - SW 638 (STUCCO)
- 8 PAINT 5 - SW 762 (STUCCO)
- 9 PAINT 6 - SW 676 (STUCCO TRIM 1)
- 10 PAINT 7 - SW 708 (STUCCO TRIM 2)
- 11 PAINT 8 - SW 606 (WROUGHT IRON)
- 12 PRE-CAST WAINSCOT PANEL
- 13 PRE-CAST TRIM
- 14 PRE-CAST COLUMNS
- 15 METAL & GLASS CANOPY
- 16 DECORATIVE LIGHTING
- 17 DECORATIVE SHUTTER
- 18 DECORATIVE WROUGHT IRON
- 19 WOOD TRELLIS
- 20 ANODIZED ALUMINUM STOREFRONT
- 21 PAINTED METAL CANOPY
- 22 FEATURE WINDOW POP OUT W/ ALUMINUM BREAK METAL PANELS
- 23 ILLUMINATED LIGHT BOX
- 24 INTERNALLY ILLUMINATED WALL SIGN DISPLAY POSTER PANEL
- 25 PAINT 9 - SW 821 RED BAY
- 26 PAINT 10 - RAL 7021 IMPERIA GREY



SPEEDWAY DEVELOPMENT LLP.
TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA

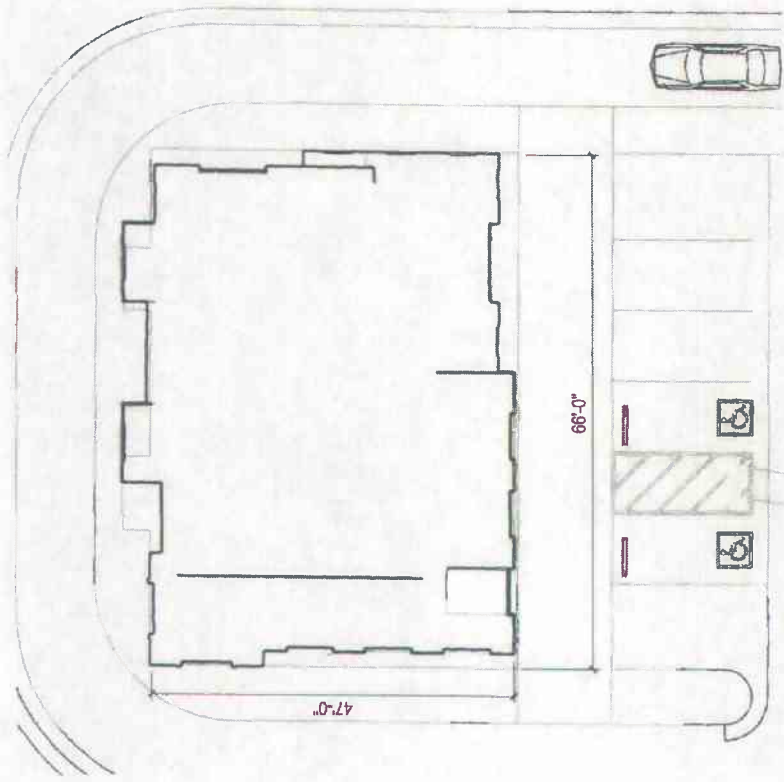
BUILDING 1 - ELEVATIONS
 (N.T.S.)

September 13, 2018 16047.06

DANIELIAN ASSOCIATES
 ARCHITECTURE + PLANNING

A1





PLAN VIEW



PERSPECTIVE VIEW



SPEEDWAY DEVELOPMENT LLP
TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA

BUILDING 1 - MODEL VIEWS
 (N.T.S.)

September 13, 2018 16047.06

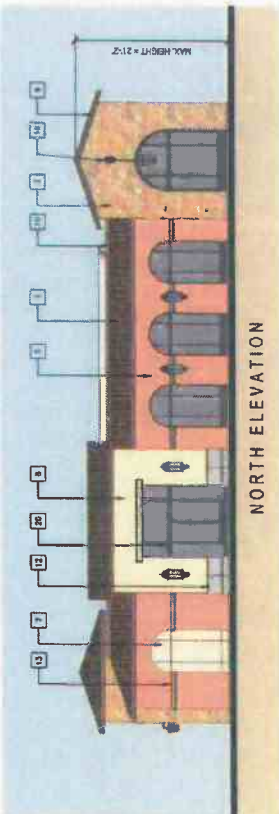
DANIELIAN ASSOCIATES
 ARCHITECTURE + PLANNING

A2

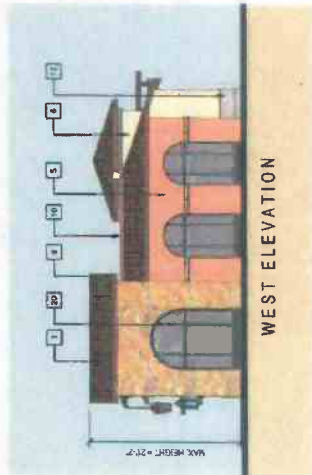


MATERIALS LEGEND

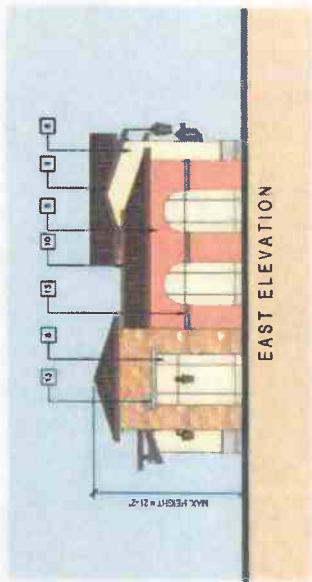
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3	STONE VENEER
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5	PAINT 2 - SW 6116 (STUCCO)
6	PAINT 3 - SW 9101 (STUCCO)
7	PAINT 4 - SW 6386 (STUCCO)
8	PAINT 5 - SW 7821 (STUCCO)
9	PAINT 6 - SW 6076 (STUCCO TRIM 1)
10	PAINT 7 - SW 7519 (STUCCO TRIM 2)
11	PAINT 8 - SW 6006 (WROUGHT IRON)
12	PRE-CAST WAINSCOT PANEL
13	PRE-CAST TRIM
14	PRE-CAST COLUMNS
15	METAL & GLASS CANOPY
16	DECORATIVE LIGHTING
17	DECORATIVE SHUTTER
18	DECORATIVE WROUGHT IRON
19	WOOD TRELLIS
20	ANODIZED ALUMINUM STICKERPOINT
21	PAINTED METAL CANOPY
22	FEATURE WINDOW POP-OUT RW
23	ALUMINUM BREAK METAL PANELS
24	ILLUMINATED LIGHT BOX
25	DISPLAY POSTER PANEL
26	PAINT 9 - SW 8321 RED SW
28	PAINT 10 - RAL 7022 LUVERNA GREY



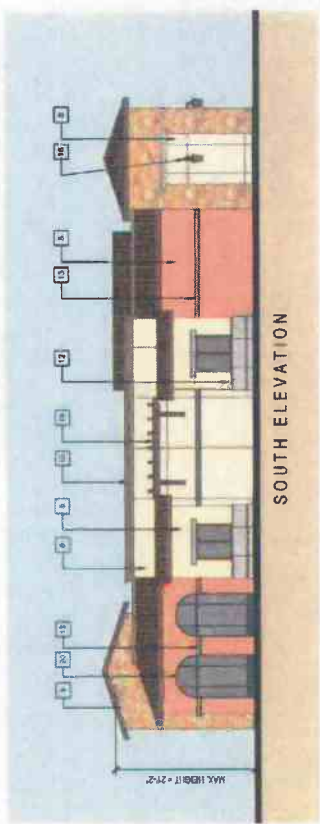
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



**SPEEDWAY DEVELOPMENT LLP
TOSCANA VILLAGE AT TEMESCAL VALLEY**

BUILDING 2 - ELEVATIONS
(N.T.S.)

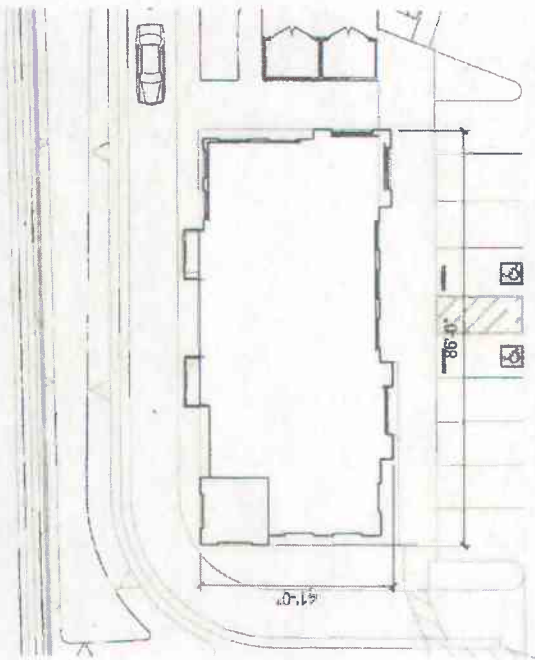
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DANIELIAN ASSOCIATES
ARCHITECTURE + PLANNING

RIVERSIDE COUNTY, CA

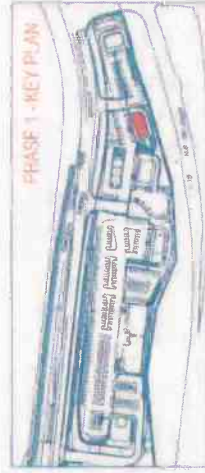
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PERSPECTIVE VIEW



PLAN VIEW



SPEEDWAY DEVELOPMENT LLP
TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA



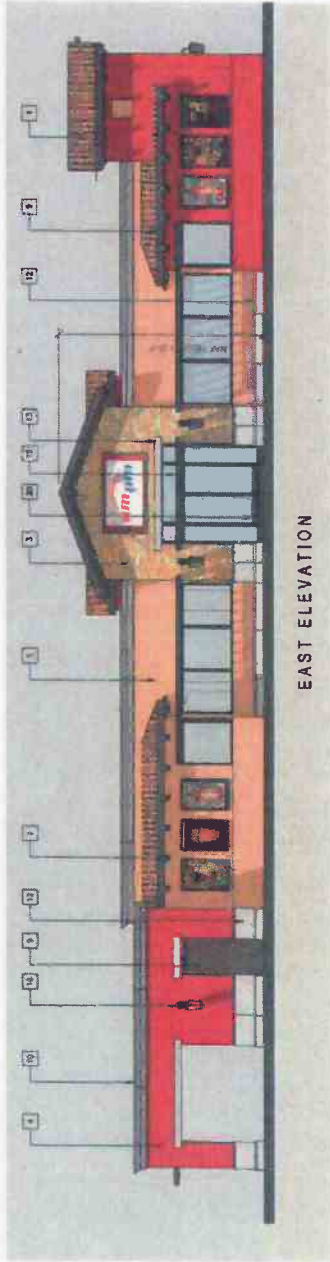
BUILDING 2 - MODEL VIEWS
 (N.T.S.)

September 13, 2018 16947.06

DANIELIAN ASSOCIATES
 ARCHITECTURE + PLANNING

A4

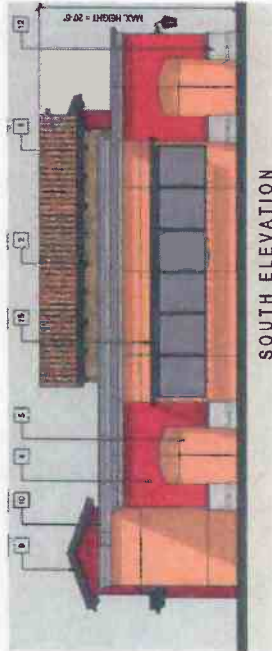
MATERIALS LEGEND	
1	CLAY TILE ROOF
2	PAINTED TALS
3	STONE FINISH
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5	PAINT 2 - SP 011 (STUCCO)
6	PAINT 3 - SP 011 (STUCCO)
7	PAINT 4 - SP 011 (STUCCO)
8	PAINT 5 - SP 011 (STUCCO)
9	PAINT 6 - SP 011 (STUCCO)
10	PAINT 7 - SP 011 (STUCCO)
11	PAINT 8 - SP 011 (STUCCO)
12	PRECAST CONCRETE PANEL
13	PRECAST COLUMN
14	METAL GLASS CANOPY
15	DECORATIVE LIGHTING
16	DECORATIVE SHUTTER
17	WOOD TRUSS
18	ANODIZED ALUMINUM STREETFRONT
19	PAINTED METAL CANOPY
20	FEATHER WINDOW POP OUT WP
21	ALUMINUM BEAM METAL PANELS
22	ALUMINUM TILED BOX
23	FUNCTIONAL ILLUMINATED WALL SIGN
24	DISPLAY POSTER PANEL
25	PAINT 9 - SP 011 (STUCCO)
26	PAINT 10 - SP 011 (STUCCO)



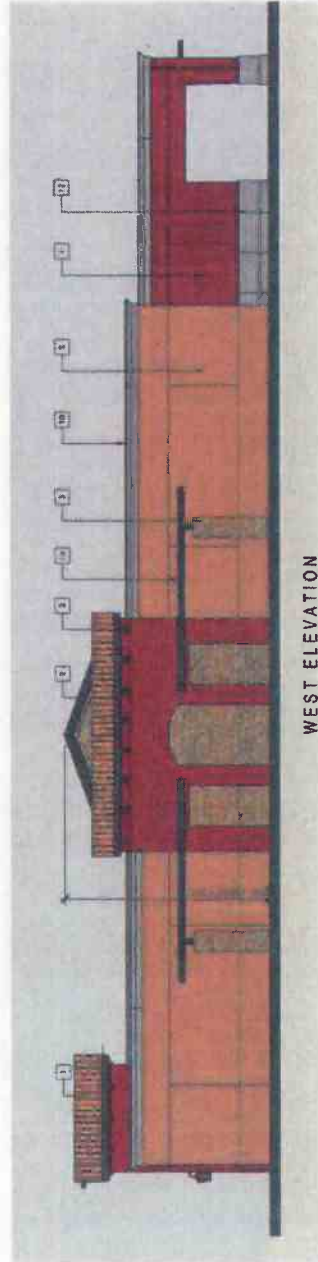
EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



SPEEDWAY DEVELOPMENT LLP.
TOSCANA VILLAGE AT TEMESCAL VALLEY
 RIVERSIDE COUNTY, CA

BUILDING 3 - ELEVATIONS
 (N.T.S.)

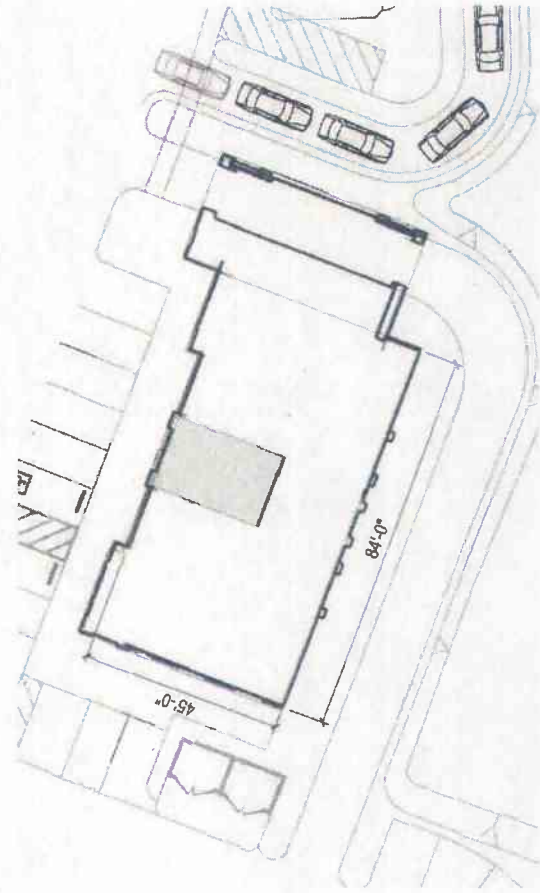
September 13, 2018 16087.06

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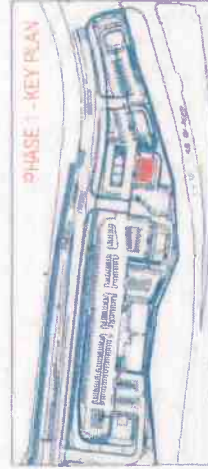
A5



PERSPECTIVE VIEW



PLAN VIEW



PHASE 1 - KEY PLAN

SPEEDWAY DEVELOPMENT LLP.
TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA

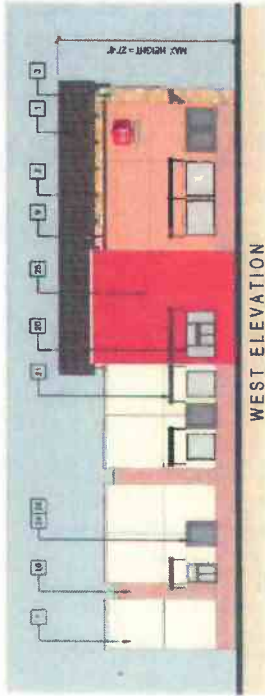
BUILDING 3 - MODEL VIEWS
 (N.T.S.)

September 13, 2018 140047.06

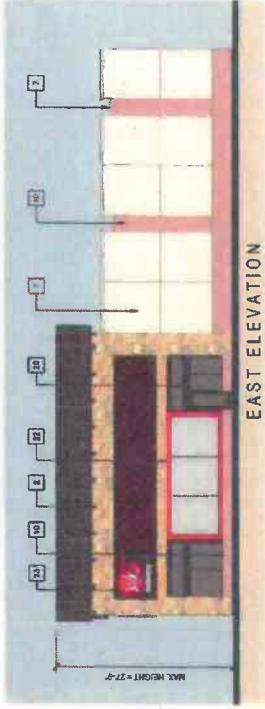
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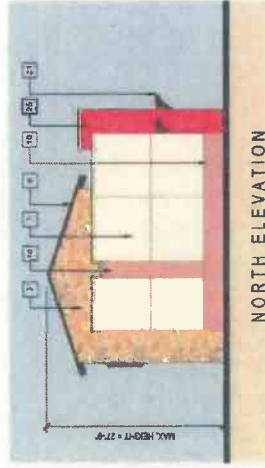
SOUTH ELEVATION



WEST ELEVATION



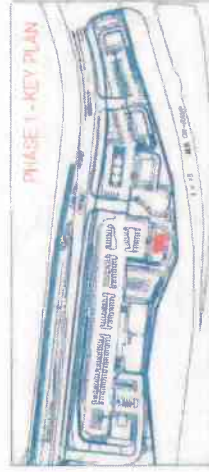
EAST ELEVATION



NORTH ELEVATION

MATERIALS LEGEND

- 1 CLAY TILE ROOF
- 2 RAFTER TAILS
- 3 STONE VENEER
- 4 PAINT 1 - SW 2866 (STUCCO)
- 5 PAINT 2 - SW 6116 (STUCCO)
- 6 PAINT 3 - SW 6101 (STUCCO)
- 7 PAINT 4 - SW 6386 (STUCCO)
- 8 PAINT 5 - SW 7821 (STUCCO)
- 9 PAINT 6 - SW 6078 (STUCCO TRIM 1)
- 10 PAINT 7 - SW 7588 (STUCCO TRIM 2)
- 11 PAINT 8 - SW 6006 (WROUGHT IRON)
- 12 PRE-CAST WAINSCOT PANEL
- 13 PRE-CAST TRIM
- 14 PRE-CAST COLUMNS
- 15 METAL & GLASS CANOPY
- 16 DECORATIVE LIGHTING
- 17 DECORATIVE SMUTTER
- 18 DECORATIVE WROUGHT IRON
- 19 WOOD "TRELLIS"
- 20 ANODIZED ALUMINUM STOREFRONT
- 21 PAINTED METAL CANOPY
- 22 FEATURE WINDOW POP OUT W/ ALUMINUM BREAK METAL PANELS
- 23 ILLUMINATED LIGHT BOX
- 24 INTERNALLY ILLUMINATED WALL SIGN
- 25 DISPLAY FOSTER PANEL
- 26 PAINT 9 - SW 6821 RED BAY
- 27 PAINT 10 - RM 7022 LUMBER GREY



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TOSCANA VILLAGE AT TEMESCAL VALLEY

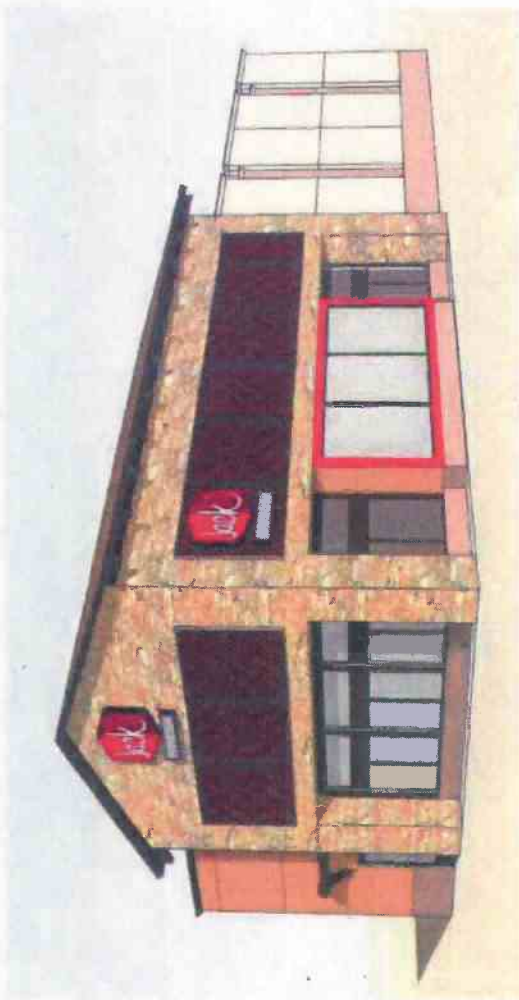
RIVERSIDE COUNTY, CA

BUILDING 4 - ELEVATIONS

(N.T.S.)

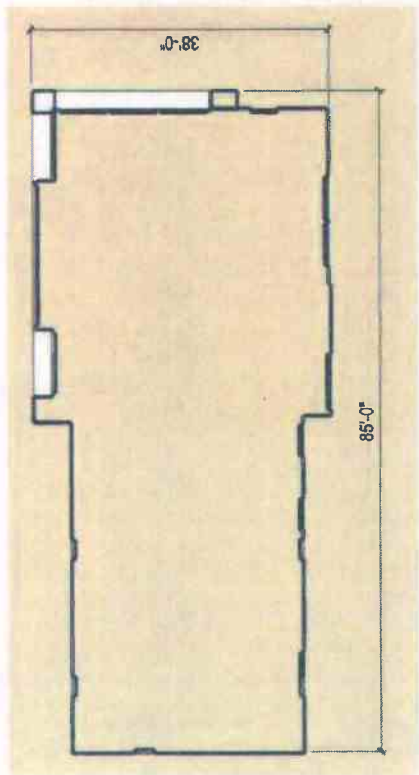
September 13, 2018 15047.06

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PERSPECTIVE VIEW

PLAN VIEW



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TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA

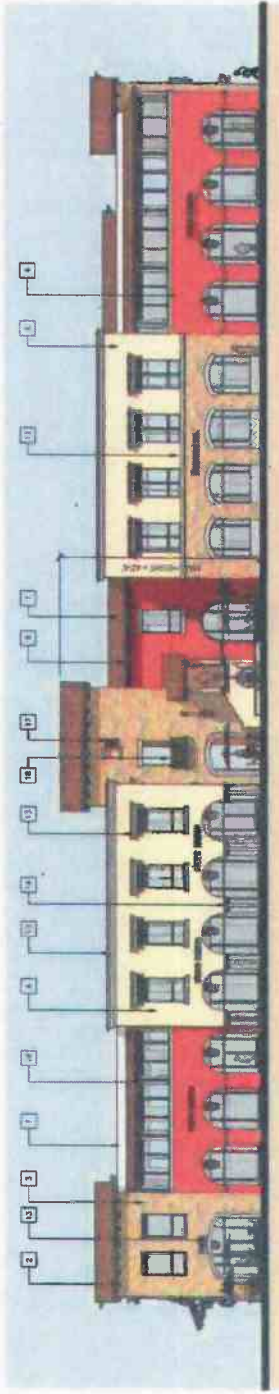
BUILDING 4 - MODEL VIEWS

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A8



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

MATERIALS LEGEND

1	CLAY TILE ROOF
2	PAINTER TAILS
3	STONE VENEER
4	PAINT 1 - SW 2635 (STUCCO)
5	PAINT 2 - SW 6116 (STUCCO)
6	PAINT 3 - SW 9161 (STUCCO)
7	PAINT 4 - SW 6335 (STUCCO)
8	PAINT 5 - SW 7821 (STUCCO)
9	PAINT 6 - SW 6079 (STUCCO TRM 1)
10	PAINT 7 - SW 7536 (STUCCO TRM 2)
11	PAINT 8 - SW 6006 (HORIZONTAL ROCK)
12	PRE-CAST WINDSCOT PANEL
13	PRE-CAST TRIM
14	PRE-CAST COLUMNS
15	METAL & GLASS CANOPY
16	DECORATIVE LIGHTING
17	DECORATIVE SHUTTER
18	DECORATIVE WROUGHT IRON
19	WOOD TRELLIS
20	ANKIDDED ALUMINUM STOREFRONT
21	PAINTED METAL CANOPY
22	FEATURE WINDOW POP OUT WITH ALUMINUM BREAK METAL PANELS
23	ILLUMINATED LIGHT BOX
24	INTERNALLY ILLUMINATED WALL SIGN DISPLAY POSTER PANEL
25	PAINT 9 - SW 6321 RED BAY
26	PAINT 10 - DAL 7022 UMBER GREY



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TOSCANA VILLAGE AT TEMESCAL VALLEY

RIVERSIDE COUNTY, CA

BUILDING 5 - ELEVATIONS

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VIEW I

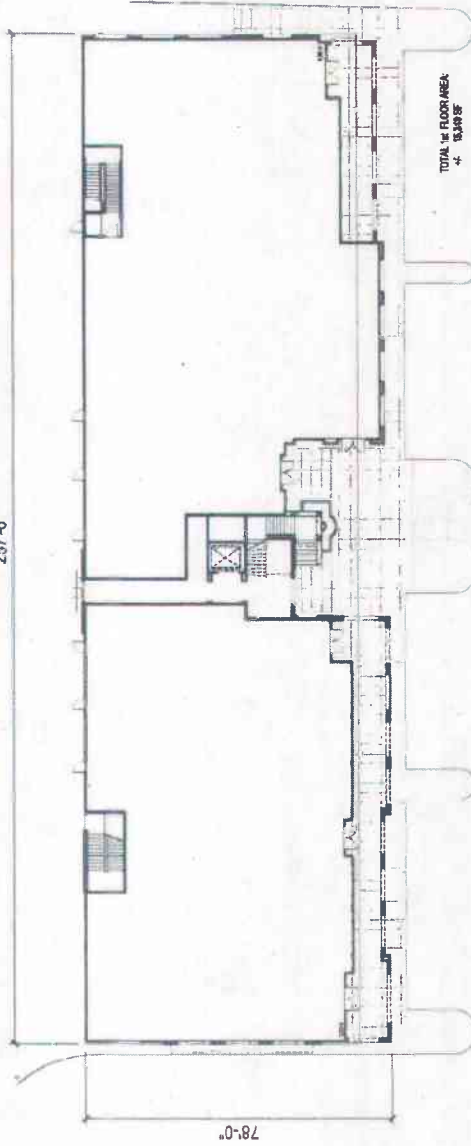
257'-6"



VIEW II



VIEW III



FLOOR PLAN



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TOSCANA VILLAGE AT TEMESCAL VALLEY
 RIVERSIDE COUNTY, CA

BUILDING 5 - MODEL VIEWS
 (N.T.S.)

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