

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 21.1
(ID # 24720)**

MEETING DATE:

Tuesday, April 30, 2024

FROM : TLMA-PLANNING:

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/PLANNING: Public Hearing on SPECIFIC PLAN NO. 265-SUBSTANTIAL CONFORMANCE NO. 3, CHANGE OF ZONE NO. 2000034, PLOT PLAN NO. 200033, – Intent to Adopt a Mitigated Negative Declaration under CEQA– Applicant: Scott Yorkison – Engineer: Cross Engineering Services, c/o Joseph Cross – Third Supervisorial District – Rancho California Zoning Area – Highway 79 Policy Area – Southwest Area Plan – Community Development: – Light Industrial (CD: LI) – Location: North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road – 2.24 Net Acres – Specific Plan-Borel Airpark Center #265, Planning Area No. 3 (SP265-PA3, M-SC zone) – REQUEST: Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018 – District 3. [Applicant Fees 100%]

RECOMMENDED MOTION: That the Board of Supervisors:

Continued on Page 2

ACTION:Policy

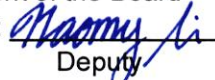

John Hildebrand, Planning Director 4/29/2024

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Washington, seconded by Supervisor Gutierrez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended and Ordinance 348.5014 is adopted with waiver of the reading.

Ayes: Jeffries, Spiegel, Washington, Perez and Gutierrez
Nays: None
Absent: None
Date: April 30, 2024
xc: Planning, COBCF/AB/DL

Kimberly A. Rector
Clerk of the Board

By: 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

RECOMMENDED MOTION: That the Board of Supervisors:

1. **ADOPT** a **MITIGATED NEGATIVE DECLARATION** for **ENVIRONMENTAL ASSESSMENT NO. 200113 (CEQ200113)**, based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment;
2. **APPROVE SPECIFIC PLAN NO. 265 SUBSTANTIAL CONFORMANCE NO. 3**, which seeks to add the use of a 'carwash' to Planning Area 3 of SP265 (Borel Airpark Center); and, subject to the attached Advisory Notification Document and based upon the findings and conclusions provided in this staff report;
3. **APPROVE CHANGE OF ZONE NO. 2000034** to amend the Specific Plan's Zoning Ordinance to modify the ordinance to add the use of a 'carwash' to Planning Area 3 of SP265 (Borel Airpark Center); and, subject to the attached Advisory Notification Document and based upon the findings and conclusions provided in this staff report, subject to final adoption of the Change of Zone ordinance by the Board of Supervisors;
4. **ADOPT ORDINANCE NO. 348.5014** amending the zoning in the Rancho California Zoning Area to modify existing Specific Plan No. 265 (Borel Airpark Center) by adding the use of a car wash to Planning Area 3. The Specific Plan document and Change of Zone No. 2000034 text change are attached hereto and incorporated herein by reference; and
5. **APPROVE PLOT PLAN NO. 200033**, subject to the attached Advisory Notification Document, Conditions of Approval, final approval of Change of Zone No. 2000034, and based upon the findings and conclusions provided in this staff report.

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
NET COUNTY COST	\$ N/A	\$ N/A	\$ N/A	\$ N/A
SOURCE OF FUNDS: Applicant Fees 100%			Budget Adjustment:	No
			For Fiscal Year:	N/A

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

Specific Plan No. 265, Substantial Conformance No. 3 (SP265 - Borel Airpark Center), Change of Zone No. 2000034 and Plot Plan No. 200033 were submitted to the County of Riverside on December 31, 2020.

The project site is located at the southwest corner of Benton Road and Penfield Lane in the unincorporated community of French Valley, Riverside County. The site is bound by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east,

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

commercial uses to the south, and a mix of vacant property and commercial and light industrial uses to the west. The project site is administered in accordance with the Borel Airpark Center Specific Plan and is also within Zone B1 of the Riverside County Airport Land Use Compatibility Plan (French Valley Airport).

The proposed drive-thru car wash operation would include a dual entry way into a single 130-foot wash tunnel that would only operate during the hours of 9 am to 7 pm. The two proposed drive-thru restaurants would each include a drive-thru lane with menu boards and speakers. These drive-thru restaurants are assumed to operate during the hours of 10 am to 10 pm with a possibility of extended hours per the restaurant operators. The proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business. On-site circulation and parking improvements would also include vehicle staging areas for car wash detailing services, interior drive aisles, and a total of approximately 53 vehicle parking spaces; including 18 vacuum parking stalls and 35 parking spaces for that would be shared.

Specific Plan, General Plan, & Ordinance No. 348 Consistency

The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Light Industrial, which the General Plan also reflects as Light Industrial. The proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and would also be consistent with the County's General Plan for the development of light industrial uses. The proposed project efficiently utilizes the property for development of buildings, parking, landscaping, water quality, and other features for a well-designed commercial development that results in the proposed 0.08 FAR. The project would occur in the Planning Area 3 for SP265. The proposed project is consistent with the County's General Plan by providing jobs and services near a growing area of new commercial developments within the Southwest Area Plan. The project is located within the Highway 79 Policy Area, which focuses on limitation of residential density and units within the designated area. As a non-residential use, the provisions of this policy area would not be applicable and the project is consistent with this policy area. Although the Project includes a proposal to modify the permitted uses within Planning Area 3 of the Specific Plan, the proposed additional use of a car wash is compatible with the other permitted uses of the Planning Area and overall with the intended uses within the Light Industrial land use designation of the General Plan and Specific Plan.

The existing zone classification for the project site is Specific Plan No. 265, Planning Area 3 (SP265 – PA 3). The Specific Plan zoning ordinance for Planning Area 3 references Manufacturing Service Commercial (M-SC) zone for permitted uses and development standards, with certain noted modifications for permitted uses. The M-SC Zone allows for a number of commercial uses, including but not limited to, restaurants, various retail uses, and gas stations, however a car wash use is not currently permitted by the zoning. For this reason, the Specific Plan Substantial Conformance and Change of Zone were submitted to include the car wash use as a permitted use with approval of a Plot Plan within PA 3. The car wash use would be consistent with the intended uses of PA 3 for SP 265 for commercial uses.

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

Impact on Residents and Businesses

All potential project impacts have been studied under CEQA and noticed to the public pursuant to the requirements of the County. An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). Based on the findings incorporated in Environmental Assessment No. 200113 (CEQ200113) the project will not have a significant effect on the environment with incorporation of mitigation measures addressed in the Initial Study. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review per the California Environmental Quality Act Statute and Guidelines Section 15105. All documents supporting the CEQA determination are located on the Planning Department website or at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Planning Commission Public Hearing

At the Planning Commission public hearing held on March 20, 2024, the Planning Commission recommended approval of the Project to the Board of Supervisors by a vote of 5-0.

Additional Fiscal Information

All fees are paid by the applicant; there is no General Fund obligation.

ATTACHMENTS:

- A. Planning Commission Report of Actions
- B. Planning Commission Staff Report Package
- C. Ordinance No. 348.5014 for SP265 (PA 3 only) AATF
- D. PPT200033-Project Exhibits
- E. PPT200033-Conditions of Approval


Jason Farin, Principal Management Analyst 4/24/2024


Aaron Gettis, Chief of Deputy County Counsel 4/23/2024

1 ORDINANCE NO. 348.5014

2 AN ORDINANCE OF THE COUNTY OF RIVERSIDE

3 AMENDING ORDINANCE NO. 348 RELATING TO ZONING

4
5 The Board of Supervisors of the County of Riverside Ordains as follows:

6 Section 1. Article XVIIa Section 17.70 of Ordinance No. 348 is hereby amended in its entirety
7 to read as follows:

8 “Section 17.70 SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO.
9 265.

10 c. Planning Area 3.


- 11 (1) The uses permitted in Planning Area 3 of Specific Plan No. 265 shall be the same as
12 those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that
13 the uses permitted pursuant to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through
14 4.; f) 1.; g) 1. and 5.; h) 1. through 9.; i) 1., 2. and 5.; k) 1. through 8.; m) 1., 4. and
15 9.; Section 11.2.b. (2), c), i), k), l), o), , t), u), v), w), x) and y); Section 11.2.c. (2),
16 (3), (6) and (17); and Section 11.2.e. shall not be permitted.
- 17 (2) The development standards for Planning Area 3 of Specific Plan No. 265 shall be the
18 same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348.
- 19 (3) Except as provided above, all other zoning requirements shall be the same as those
20 requirements in Article XI of Ordinance No. 348.”

21 ///
22 ///
23 ///
24 ///
25 ///
26 ///
27 ///

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

Section 2. This ordinance shall take effect 30 days after its adoption.

BOARD OF SUPERVISORS OF THE COUNTY
OF RIVERSIDE, STATE OF CALIFORNIA

By: 
Chairman, Board of Supervisors
Chuck Washington

ATTEST:
CLERK OF THE BOARD
Kimberly A. Rector

By: 
Deputy

(SEAL)

APPROVED AS TO FORM:
April 23, 2024

By: 
AARON C. GETTIS
Chief Deputy County Counsel

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

STATE OF CALIFORNIA)
)
COUNTY OF RIVERSIDE) ss

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county held on April 30, 2024, the foregoing ordinance consisting of 2 Sections was adopted by the following vote:

AYES: Jeffries, Spiegel, Washington, Perez, and Gutierrez
NAYS: None
ABSENT: None

DATE: April 30, 2024

KIMBERLY A. RECTOR
Clerk of the Board

BY: Naomy Li
Deputy

SEAL



RIVERSIDE COUNTY PLANNING DEPARTMENT

43

John Hildebrand
Planning Director

24720

DATE: April 11, 2024

TO: Clerk of the Board of Supervisors

FROM: Planning Department – Riverside – **Tim Wheeler, Project Planner 5-6060 (BOS date 4.30.24)**

SUBJECT: Specific Plan No. 265, Substantial Conformance No. 3, Change of Zone No. 2000034, & Plot Plan No. 200033

(Charge your time to these case numbers)

TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: Public Hearing on SPECIFIC PLAN NO. 265-SUBSTANTIAL CONFORMANCE NO. 3, CHANGE OF ZONE NO. 2000034, PLOT PLAN NO. 200033, – Intent to Adopt a Mitigated Negative Declaration – Applicant: Scott Yorkison – Engineer: Cross Engineering Services, c/o Joseph Cross – Third Supervisorial District – Rancho California Zoning Area – Highway 79 Policy Area – Southwest Area Plan – Community Development: – Light Industrial (CD: LI) – Location: North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road – 2.24 Net Acres – Specific Plan-Borel Airpark Center #265, Planning Area No. 3 (SP265-PA3, M-SC zone) – **REQUEST: Specific Plan No. 265, Substantial Conformance No. 3** is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018 – District 3. [Applicant Fees 100%]

The attached item(s) require the following action(s) by the Board of Supervisors:

- Place on Administrative Action
- Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA)
- Labels provided If Set For Hearing
 - 10 Day 20 Day 30 day
- Publish in Newspaper:
 - (3rd Dist) Press Enterprise
- Mitigated Negative Declaration
 - 10 Day 20 Day 30 day
- Notify Property Owners (app/agencies/property owner labels provided)

Designate Newspaper used by Planning Department for Notice of Hearing:

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

Desert Office · 77-588 Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 · Fax (760) 863-7040

"Planning Our Future... Preserving Our Past"

21.1

PROPERTY OWNERS CERTIFICATION FORM
SP00265S03 / CZ2000034 / PPT200033
APN 963-070-018

I, Tim Wheeler, certify that on
(Print Name)

02/06/2023 the attached property owners list
(Date)

was prepared by County of Riverside / GIS Planning
(Print Company or Individual's Name)

Distance Buffered: 1200'

Pursuant to application requirements furnished by the Riverside County Planning Department; Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Tim Wheeler

TITLE/REGISTRATION Project Planner

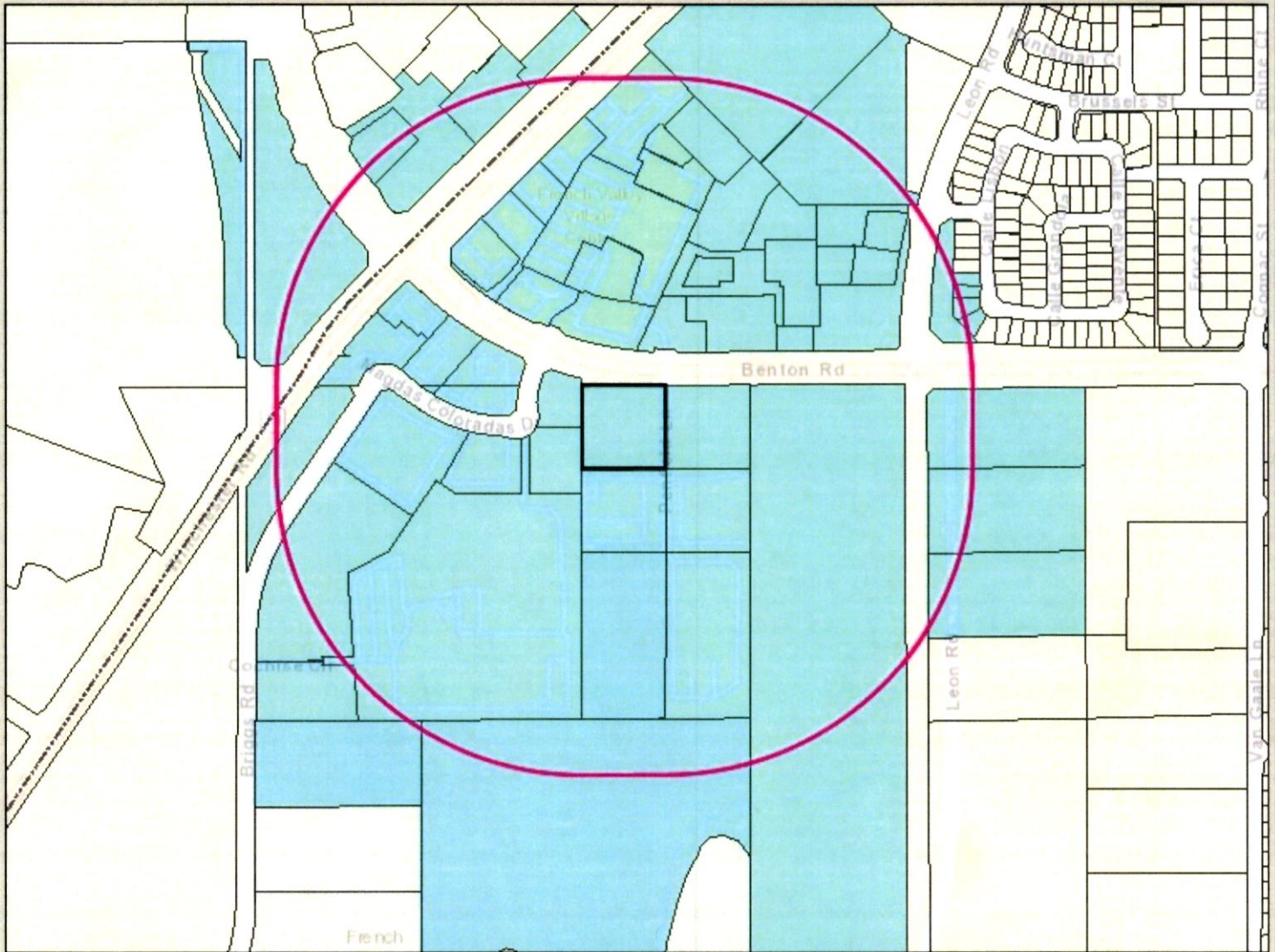
ADDRESS: 4080 Lemon St. 12Floor

Riverside, CA 92501

TELEPHONE (8 a.m. – 5 p.m.): (951) 955-6060

Riverside County GIS Mailing Labels

SP00265S03 / CZ2000034 / PPT200033



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/6/2024 5:29:07 PM

© Riverside County RCIT



OFFICE OF THE
CLERK OF THE BOARD OF SUPERVISORS
1st FLOOR, COUNTY ADMINISTRATIVE CENTER
P.O. BOX 1147, 4080 LEMON STREET
RIVERSIDE, CA 92502-1147
PHONE: (951) 955-1060 FAX: (951) 955-1071

KIMBERLY A. RECTOR
Clerk of the Board of Supervisors

APRIL BOYDD
Assistant Clerk of the Board

April 15, 2024

THE PRESS ENTERPRISE
ATTN: LEGALS
P.O. BOX 792
RIVERSIDE, CA 92501

PH : (951) 368-9229
E-MAIL: legals@pe.com

**RE:NOTICE OF PUBLIC HEARING: SPECIFIC PLAN NO. 265-SUBSTANTIAL
CONFORMANCE NO. 3, CHANGE OF ZONE NO. 2000034, PLOT PLAN NO. 200033.**

To Whom It May Concern:

Attached is a copy for publication in your newspaper for **One (1) time on Saturday, April 20, 2024.**

We require your affidavit of publication immediately upon completion of the last publication.

Your invoice must be submitted to this office, **WITH TWO CLIPPINGS OF THE PUBLICATION.**

NOTE: PLEASE COMPOSE THIS PUBLICATION INTO A SINGLE COLUMN FORMAT.

Thank you in advance for your assistance and expertise.

Sincerely,

Cindy Fernandez

Clerk of the Board Assistant to:
KIMBERLY A. RECTOR, CLERK OF THE BOARD

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A SPECIFIC PLAN, CHANGE OF ZONE, AND PLOT PLAN, THIRD SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, April 30, 2024 at 10:00 A.M. or as soon as possible thereafter, to consider The Planning Commission's Recommendation To Approve **Specific Plan No. 265-Substantial Conformance No. 3, Change of Zone No. 2000034, Plot Plan No. 200033**. Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018. This proposed project is located North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road in the Third Supervisorial District.

The Riverside County Planning Department recommends that the Board of Supervisors **ADOPT a Mitigated Negative Declaration for Environmental Assessment No. 200113 (CEQ200113), APPROVE Specific Plan No. 265 Substantial Conformance No. 3, APPROVE Change of Zone No. 2000034, and APPROVE Plot Plan No. 200033.**

On March 20, 2024, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/Public-Hearings>.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT TIM WHEELER, CONTRACT PLANNER, AT (951)955-6060 OR EMAIL TWHEELER@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: April 15, 2024

Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Clerk of the Board Assistant

CERTIFICATE OF POSTING

(Original copy, duly executed, must be attached to
the original document at the time of filing)

I, Cindy Fernandez, Clerk of the Board Assistant to Kimberly A. Rector, Clerk of the Board of Supervisors, for the County of Riverside, do hereby certify that I am not a party to the within action or proceeding; that on April 15, 2024, I forwarded to Riverside County Clerk & Recorder's Office a copy of the following document:

NOTICE OF PUBLIC HEARING

SP265-SUB CONF. NO. 3, CZ2000034, PPT200033

to be posted in the office of the County Clerk at 2724 Gateway Drive, Riverside, California 92507. Upon completion of posting, the County Clerk will provide the required certification of posting.

Board Agenda Date: April 30, 2024 @ 10:00 a.m.

SIGNATURE: Cindy Fernandez DATE: April 15, 2024
Cindy Fernandez

CERTIFICATE OF MAILING

(Original copy, duly executed, must be attached to
the original document at the time of filing)

I, Cindy Fernandez, Clerk of the Board Assistant to Kimberly A. Rector, Clerk of the Board of Supervisors, for the County of Riverside, do hereby certify that I am not a party to the within action or proceeding; that on April 15, 2024, I mailed a copy of the following document:

NOTICE OF PUBLIC HEARING

SP265-SUB CONF. NO. 3, CZ2000034, PPT200033

to the parties listed in the attached labels, by depositing said copy with postage thereon fully prepaid, in the United States Post Office, 3890 Orange St., Riverside, California, 92501.

Board Agenda Date: April 30, 2024 @ 10:00 a.m.

SIGNATURE: Cindy Fernandez DATE: April 15, 2024
Cindy Fernandez

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A SPECIFIC PLAN, CHANGE OF ZONE, AND PLOT PLAN, THIRD SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, April 30, 2024 at 10:00 A.M. or as soon as possible thereafter, to consider The Planning Commission's Recommendation To Approve **Specific Plan No. 265-Substantial Conformance No. 3, Change of Zone No. 2000034, Plot Plan No. 200033**. Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018. This proposed project is located North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road in the Third Supervisorial District.

The Riverside County Planning Department recommends that the Board of Supervisors **ADOPT a Mitigated Negative Declaration for Environmental Assessment No. 200113 (CEQ200113), APPROVE Specific Plan No. 265 Substantial Conformance No. 3, APPROVE Change of Zone No. 2000034, and APPROVE Plot Plan No. 200033.**

On March 20, 2024, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/Public-Hearings>.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT TIM WHEELER, CONTRACT PLANNER, AT (951)955-6060 OR EMAIL TWHEELER@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: April 15, 2024

Kimberly A. Rector, Clerk of the Board
By: Cindy Fernandez, Clerk of the Board Assistant



Peter Aldana
Riverside County
Assessor-County Clerk-Recorder
2724 Gateway Drive
Riverside, CA 92507
(951) 486-7000
www.rivcoacr.org

Receipt: 24-106177

Product	Name	Extended
FISH	CLERK FISH AND GAME FILINGS	\$0.00
	# Pages	1
	Document #	E-202400425
	Filing Type	8
	State Fee Prev Charged	false
	No Charge Clerk Fee	false
Total		\$0.00
Change (Cash)		\$0.00



State of California - Department of Fish and Wildlife
2024 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
 DFW 753.5a (REV. 01/01/24) Previously DFG 753.5a

RECEIPT NUMBER:
 24-106177
 STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY CLERK OF THE BOARD OF SUPERVISORS	LEAD AGENCY EMAIL COB@RIVCO.ORG	DATE 04/15/2024
COUNTY/STATE AGENCY OF FILING RIVERSIDE		DOCUMENT NUMBER E-202400425
PROJECT TITLE SP265-SUB CONF. NO. 3, CZ2000034, PPT200033		

PROJECT APPLICANT NAME CLERK OF THE BOARD OF SUPERVISORS	PROJECT APPLICANT EMAIL COB@RIVCO.ORG	PHONE NUMBER (951) 955-1069
PROJECT APPLICANT ADDRESS 4080 LEMON STREET FIRST FLOOR,	CITY RIVERSIDE	STATE CALI
		ZIP CODE 92501

PROJECT APPLICANT (Check appropriate box)

- Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$4,051.25 \$ _____
 Mitigated/Negative Declaration (MND)(ND) \$2,916.75 \$ _____
 Certified Regulatory Program (CRP) document - payment due directly to CDFW \$1,377.25 \$ _____

 Exempt from fee
 Notice of Exemption (attach)
 CDFW No Effect Determination (attach)
 Fee previously paid (attach previously issued cash receipt copy)

 Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ _____
 County documentary handling fee \$ _____ \$0.00
 Other \$ _____

PAYMENT METHOD:

- Cash
 Credit
 Check
 Other
 TOTAL RECEIVED \$ _____ \$0.00

SIGNATURE X <i>J Rodriguez</i>	AGENCY OF FILING PRINTED NAME AND TITLE Deputy Irma Rodriguez
-----------------------------------	---

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A SPECIFIC PLAN, CHANGE OF ZONE, AND PLOT PLAN, THIRD SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, April 30, 2024 at 10:00 A.M. or as soon as possible thereafter, to consider The Planning Commission's Recommendation To Approve **Specific Plan No. 265-Substantial Conformance No. 3, Change of Zone No. 2000034, Plot Plan No. 200033**. Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018. This proposed project is located North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road in the Third Supervisorial District.

The Riverside County Planning Department recommends that the Board of Supervisors **ADOPT a Mitigated Negative Declaration for Environmental Assessment No. 200113 (CEQ200113), APPROVE Specific Plan No. 265 Substantial Conformance No. 3, APPROVE Change of Zone No. 2000034, and APPROVE Plot Plan No. 200033.**

On March 20, 2024, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/Public-Hearings>.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT TIM WHEELER, CONTRACT PLANNER, AT (951)955-6060 OR EMAIL TWHEELER@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: April 15, 2024

By: Kimberly A. Rector, Clerk of the Board
Cindy Fernandez, Clerk of the Board Assistant

F I L E D / P O S T E D

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202400425
04/15/2024 02:25 PM Fee: \$ 0.00
Page 1 of 1

Removed: _____ By: _____ Deputy


963440001
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440003
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440006
VINTNERS DISTRIBUTORS INC
41805 ALBRAE ST 2ND FL
FREMONT CA 94538

963440008
DEL TACO INC
705 N CRESCENT DR
BEVERLY HILLS CA 90210

963450031
SCOTT MURRIETA SERVICE STATION
139 RADIO RD
CORONA CA 92879

963450032
SCOTT MURRIETA SERVICE STATION
139 RADIO RD
CORONA CA 92879

963440002
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440004
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440005
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440007
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440009
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440010
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440011
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963450059
SCOTT-MURRIETA SERVICE STATION
PO BOX 1958
CORONA CA 92878

963450060
SCOTT-MURRIETA SERVICE STATION
PO BOX 1958
CORONA CA 92878

963473001
AVENA COMMUNITY ASSN
1250 CORONA POINT CT STE 404
CORONA CA 92879

963480020
BRIAN CARL JANISCH
31011 CALLE CERCAL
WINCHESTER CA 92596

963480022
GIAHUY LE DO
36487 CALLE LISBON
WINCHESTER CA 92596

963480023
ANNETTE REPAREJO
36475 CALLE LISBON
WINCHESTER CA 92596

963480028
AVENA COMMUNITY ASSN
1250 CORONA POINT CT STE 404
CORONA CA 92879

963490003
7 SUMMIT PROPERTIES 1
1600 E FLORIDA AVE # 110
HEMET CA 92544

963490004
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490007
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490008
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490009
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490010
BENTON ROAD VENTURES LLC
3745 TEMESCAL CANYON RD
CORONA CA 92883

963490011
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490012
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963480021
LAUREN K. HERRERA
36499 CALLE LISBON
WINCHESTER CA 92596

963490001
HARVARD PMD 22
15081 PEPPER LN
SARATOGA CA 95070

963490002
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490005
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490006
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490013
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490014
BENTON ROAD VENTURES LLC
3745 TEMESCAL CANYON RD
CORONA CA 92883

963010002
NIHAL J. ELQURA
31401 CAM CAPISTRANO NO 1
SAN JUAN CAPO CA 92675

963010001
NIHAL J. ELQURA
31401 CAM CAPISTRANO NO 1
SAN JUAN CAPO CA 92675

963010003
NIHAL J. ELQURA
31401 CAM CAPISTRANO NO 1
SAN JUAN CAPO CA 92675

963060052
FRENCH VALLEY TOWNE CENTER
P O BOX 1175
SAN JUAN CAPO CA 92693

963060073
LEE JUNG OCK & CHUNG JA LEE LIVING TRUST
5131 DUTCHER AVE
IRVINE CA 92604

963060075
LEE JUNG OCK & CHUNG JA LEE LIVING TRUST
5131 DUTCHER AVE
IRVINE CA 92604

963070013
REISUNG ENTERPRISES INC
9675 LA JOLLA FARMS RD
LA JOLLA CA 92037

963070014
PRIVATE HOLDINGS
18421 COLLIER AVE UNIT B
LAKE ELSINORE CA 92530

963070017
30590 COCHISE
16027 BROOKHURST ST STE I341
FOUNTAIN VALLEY CA 92708

963070019
GINO LOUIS BATTISTA
36560 PENFIELD LN
WINCHESTER CA 92596

963060072
HAVADJIA HOLDINGS INC
3800 ORANGE ST NO 250
RIVERSIDE CA 92501

963060074
HAVADJIA HOLDINGS INC
3800 ORANGE ST NO 250
RIVERSIDE CA 92501

963060083
DMSD CAJUN PROP
41760 IVY ST STE 201
MURRIETA CA 92562

963070023
S&S PROP ACQUISITION
1714 16TH ST
SANTA MONICA CA 90404

963070052
DMSD
41760 IVY ST
MURRIETA CA 92562

963070054
FVIP
41391 KALMIA ST STE 200
MURRIETA CA 92562

963060084
DMSD PROP
41760 IVY ST STE 201
MURRIETA CA 92562

963060086
PHELAN SERVICE STATION
P O BOX 1958
CORONA CA 92878

963070012
REISUNG ENTERPRISES INC
9675 LA JOLLA FARMS RD
LA JOLLA CA 92037

963070018
CW BENTON 22
4740 GREEN RIVER RD STE 317
CORONA CA 92878

963070020
GHD PROPERTIES
36580 PENFIELD LN
WINCHESTER CA 92596

963070021
HELP HOSPITALIZED VETERANS
36585 PENFIELD RD
WINCHESTER CA 92596

963070022
COUNTY OF RIVERSIDE
3410 10TH STREET, STE 400
RIVERSIDE CA 92501

963070024
SABA FAMILY TRUST DATED 07/24/2018
212 AVENIDA BARCELONA
SAN CLEMENTE CA 92672

963070030
COUNTY OF RIVERSIDE
4080 LEMON ST FL 14TH
RIVERSIDE CA 92501

963070035
COUNTY OF RIVERSIDE
4080 LEMON ST FL 14TH
RIVERSIDE CA 92501

963070055
FVIP
41391 KALMIA ST STE 200
MURRIETA CA 92562

963070063
TETON HOLDINGS
31301 KESTREL WAY
WINCHESTER CA 92596

THE PRESS-ENTERPRISE
KEEP YOUR EYES ON THE 'PRISE
pe.com

3512 14 Street
Riverside, California 92501
(951) 368-9229
neller@scng.com

County of Riverside - Clerk of the Board
PO Box 1147
Riverside, California 92502

Account Number: 5209148
Ad Order Number: 0011662459
Customer's Reference/PO Number:
Publication: The Press-Enterprise
Publication Dates: 04/20/2024
Total Amount: \$622.99
Payment Amount: \$0.00
Amount Due: \$622.99
Notice ID: vwmBbak6qIMUPs9lakWa
Invoice Text: NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A SPECIFIC PLAN, CHANGE OF ZONE, AND PLOT PLAN, THIRD SUPERVISORIAL DISTRICT NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, April 30, 2024 at 10:00 A.M. or as soon as possible thereafter, to consider The Planning Commission's Recommendation To Approve Specific Plan No. 265-Substantial Conformance No. 3, Change of Zone No. 2000034, Plot Plan No. 200033. Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the

THE PRESS-ENTERPRISE

KEEP YOUR EYES ON THE 'PRISE

pe.com

The Press-Enterprise
3512 14 Street
Riverside, California 92501
(951) 368-9229

County of Riverside - Clerk of the Board
PO Box 1147
Riverside, California 92502

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011662459

FILE NO. 0011662459

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

04/20/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: April 20, 2024.
At: Riverside, California



Signature

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A SPECIFIC PLAN, CHANGE OF ZONE, AND PLOT PLAN, THIRD SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, April 30, 2024 at 10:00 A.M. or as soon as possible thereafter, to consider The Planning Commission's Recommendation To Approve Specific Plan No. 265-Substantial Conformance No. 3, Change of Zone No. 2000034, Plot Plan No. 200033. Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant without outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development - APN: 963-070-018. This proposed project is located North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road in the Third Supervisorial District.

The Riverside County Planning Department recommends that the Board of Supervisors **ADOPT a Mitigated Negative Declaration for Environmental Assessment No. 200113 (CEQ200113), APPROVE Specific Plan No. 265 Substantial Conformance No. 3, APPROVE Change of Zone No. 2000034, and APPROVE Plot Plan No. 200033.**

On March 20, 2024, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/>

Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT TIM WHEELER, CONTRACT PLANNER, AT (951)955-6060 OR EMAIL TWHEELER@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: April 15, 2024
Kimberly A. Rector, Clerk of the Board

By:
Cindy Fernandez, Clerk of the Board Assistant

The Press-Enterprise
Published: 4/20/24



RIVERSIDE COUNTY PLANNING DEPARTMENT

REPORT OF ACTIONS
RIVERSIDE COUNTY PLANNING COMMISSION – March 20, 2024
COUNTY ADMINISTRATIVE CENTER
1st Floor, Board Chambers, 4080 Lemon Street, Riverside, CA 92501

1st District
Shade Awad

2nd District
Marissa Gruytch

3rd District
Olivia Balderrama

4th District
Bill Sanchez
Chair

5th District
Romelio Ruiz
Vice- Chair

CALL TO ORDER: 9:00 a.m.

ROLL CALL: Members Present: Gruytch, Awad, Ruiz, Balderrama, Sanchez
Members Absent:

1.0 CONSENT CALENDAR:

NONE

2.0 GENERAL PLAN AMENDMENT INITIATION PROCEEDINGS:

NONE

3.0 PUBLIC HEARINGS – CONTINUED ITEMS:

3.1 SPECIFIC PLAN NO. 265-SUBSTANTIAL CONFORMANCE NO. 3, CHANGE OF ZONE NO. 2000034, PLOT PLAN NO. 200033 – Intent to Adopt a Mitigated Negative Declaration

– Applicant: Scott Yorkison – Engineer: Cross Engineering Services, c/o Joseph Cross – Third Supervisorial District – Rancho California Zoning Area – Highway 79 Policy Area – Southwest Area Plan – Community Development: – Light Industrial (CD: LI) – Location: North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road – 2.24 Net Acres – Specific Plan-Borel Airpark Center #265, Planning Area No. 3 (SP265-PA3, M-SC zone) – **REQUEST:** Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018 – Project Planner: Tim Wheeler at (951) 955-6060 or email at twheeler@rivco.org.

Planning Commission Action:

Public Hearing: Closed

By a vote of 5-0, the Planning Commission recommend the Board of Supervisors take the following actions:

ADOPT A Mitigated Negative Declaration for Environmental Assessment No. 200113; and,

APPROVE Specific Plan No. 265 Substantial Conformance No. 3, subject to the Advisory Notification Document; and,

APPROVE Change of Zone No. 2000034 subject to the Advisory Notification Document; and,

APPROVE Plot Plan No. 200033, subject to the Advisory Notification Document and Conditions of Approval.



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

3.1

(ID # 24501)


MEETING DATE:

Wednesday, March 20, 2024

SUBJECT: SPECIFIC PLAN NO. 265-SUBSTANTIAL CONFORMANCE NO. 3, CHANGE OF ZONE NO. 2000034, PLOT PLAN NO. 200033, – Intent to Adopt a Mitigated Negative Declaration – Applicant: Scott Yorkison – Engineer: Cross Engineering Services, c/o Joseph Cross – Third Supervisorial District – Rancho California Zoning Area – Highway 79 Policy Area – Southwest Area Plan – Community Development: – Light Industrial (CD: LI) – Location: North of Auld Road and the French Valley Airport, east of Temeku Court, west of Leon Road, and south of Benton Road – 2.24 Net Acres – Specific Plan-Borel Airpark Center #265, Planning Area No. 3 (SP265-PA3, M-SC zone) – REQUEST: Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center). Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265. Plot Plan No. 200033 is a proposal to construct on approximately 2.24 net acres a 5,215 sq. ft. automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sq. ft. drive-thru restaurant with indoor dining, and a 729-sq. ft. drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, three (3) ADA parking spaces, four (4) EV parking spaces, and loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development – APN: 963-070-018 – Project Planner: Tim Wheeler at (951) 955-6060 or email at twheeler@rivco.org. Item Continued from March 6, 2024.

PROPOSED PROJECT

Case Number(s):	SP00265S03.CZ2000034.PPT200033
Environmental Type:	Mitigated Negative Declaration
Area Plan No.	Southwest
Zoning Area/District:	Rancho California Area
Supervisorial District:	Third District
Project Planner:	Tim Wheeler
Project APN(s):	963-070-018
Continued From:	3/6/2024



John Hildebrand, Planning Director

PROJECT DESCRIPTION AND LOCATION

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate the below changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center).

Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265.

Plot Plan No. 200033 is a proposal to construct and operate on approximately 2.24 acres a 5,215 sqft automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sqft drive-thru restaurant with indoor dining, and a 729-sqft drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, 3 ADA parking spaces, 4 EV parking spaces, and 2 loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development.

The above is hereinafter referred to as “the project or Project”.

The Project site is within the Highway 79 Policy Area and is located south of Benton Road, west of Penfield Lane, north of Auld Road (and the French Valley Airport), and east of Temeku Court.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION RECOMMENDS THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:

ADOPT a MITIGATED NEGATIVE DECLARATION for ENVIRONMENTAL ASSESSMENT NO. 200113 (CEQ200113), based on the findings and conclusions provided in the initial study, attached hereto, and the conclusion that the project will not have a significant effect on the environment; and,

APPROVE SPECIFIC PLAN NO. 265 SUBSTANTIAL CONFORMANCE NO. 3, which seeks to add the use of a ‘carwash’ to Planning Area 3 of SP265 (Borel Airpark Center); and, subject to the attached Advisory Notification Document and based upon the findings and conclusions provided in this staff report; and,

APPROVE CHANGE OF ZONE NO. 2000034 to amend the Specific Plan’s Zoning Ordinance to modify the ordinance to add the use of a ‘carwash’ to Planning Area 3 of SP265 (Borel Airpark Center); and, subject to the attached Advisory Notification Document and based upon

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

the findings and conclusions provided in this staff report, subject to final adoption of the Change of Zone ordinance by the Board of Supervisors; and

APPROVE PLOT PLAN NO. 200033, subject to the attached Advisory Notification Document, Conditions of Approval, final approval of Change of Zone No. 2000034, and based upon the findings and conclusions provided in this staff report and pending final adopting of the Change of Zone ordinance by the Board of Supervisors.

PROJECT DATA	
Land Use and Zoning:	
Specific Plan:	265, Borel Airpark Center
Specific Plan Land Use:	Light Industrial-Planning Area 3 (PA 3)
Existing General Plan Foundation Component:	Community Development
Proposed General Plan Foundation Component:	N/A
Existing General Plan Land Use Designation:	Community Development: Light Industrial (CD: LI)
Proposed General Plan Land Use Designation:	N/A
Policy / Overlay Area:	Highway 79 Policy Area
Surrounding General Plan Land Uses	
North:	Community Development: Commercial Retail (CD: CR)
East:	Community Development: Business Park (CD: BP)
South:	Community Development: Light Industrial (CD: LI)
West:	Community Development: Business Park (CD: BP)
Existing Zoning Classification:	Specific Plan (SP) (SP No. 265-PA 3 (based on Manufacturing-Service Commercial zone (M-SC)
Proposed Zoning Classification:	N/A
Surrounding Zoning Classifications	
North:	Scenic Highway Commercial (C-P-S)
East:	Rural Residential (R-R)
South:	Specific Plan (SP) (SP No. 265, PA 3)
West:	Industrial Park (I-P)
Existing Use:	Vacant Land

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Surrounding Uses	
North:	Existing Commercial Shopping Center
South:	Existing Industrial Building
East:	Residential Dwelling & Structures
West:	Vacant Land

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	2.19 Net acres	10,000 sqft. min.
Proposed Building Area (SQFT):	8,479 sqft total buildings	N/A
Floor Area Ratio:	0.08 FAR	0.20 – 0.60 FAR
Building Height (FT):	28 ft high (Glide Carwash) 24 ft high (Arby's) 21 ft high (Weinerschnitzel)	40 ft structure / 50 ft building

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Carwash facility (Glide Carwash)	5,215 sqft	1 space/3 employees	2	4 (+18 vacuum parking stalls)
Drive thru restaurant (Arby's)	2,535 sqft	1 space/45 sq. ft. of serving area (600 sqft. Serving area)	13	16
Drive thru restaurant (Weinerschnitzel)	729 sqft	1 space/45 sq. ft. of serving area (729 sqft. Serving area)	16	16
TOTAL:	8,479 sqft	*Total shared parking area with 3 ADA and 4 EV parking spaces. (2 loading spaces also provided)	32	53

Located Within:

City's Sphere of Influence:	Yes – City of Temecula
Community Service Area ("CSA"):	No
Special Flood Hazard Zone:	No
Agricultural Preserve:	No

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Liquefaction Area:	Yes – Low
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	Yes – Zone B
WRCMSHCP Criteria Cell:	Yes (see HANS220010)
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat (“SKR”) Fee Area:	Yes – Inside SKR Fee Area
Airport Influence Area (“AIA”):	Yes – French Valley Airport Zone B1 and C

PROJECT LOCATION MAP



**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

PROJECT BACKGROUND AND ANALYSIS

Background:

The project site is located at the southwest corner of Benton Road and Penfield Lane in the unincorporated community of French Valley, Riverside County. The site is bound by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south, and a mix of vacant property and commercial and light industrial uses to the west. The project site is administered in accordance with the Borel Airpark Center Specific Plan and is also within Zone B1 of the Riverside County Airport Land Use Compatibility Plan (French Valley Airport).

The proposed drive-thru car wash operation would include a dual entry way into a single 130-foot wash tunnel that would only operate during the hours of 9 am to 7 pm. The two proposed drive-thru restaurants would each include a drive-thru lane with menu boards and speakers. These drive-thru restaurants are assumed to operate during the hours of 10 am to 10 pm with a possibility of extended hours per the restaurant operators. The proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business. On-site circulation and parking improvements would also include vehicle staging areas for car wash detailing services, interior drive aisles, and a total of approximately 53 vehicle parking spaces; including 18 vacuum parking stalls and 35 parking spaces for that would be shared.

The project would dedicate and improve Benton Road along the project frontage in accordance with the County's General Plan Circulation Plan and Ordinance No. 461. Additionally, the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site along Benton Road and the western frontage of the site along Penfield Lane. Additionally, proposed driveways would be designed and constructed in accordance with County Standard No. 207A and reviewed for approval by the Riverside County Transportation Department. The on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency and would be constructed to adequate widths for public safety.

Construction would occur in phases. Each individual phase of project development would include the following construction activities: site preparation, grading, building construction, architectural coating (painting), and paving and surface improvement. The tentative project construction schedule would have a duration of approximately nine months.

Substantial Conformance to the Specific Plan (SP265 Amendment No.3)

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan (SP 265), which is designated Light Industrial. Specific Plan No. 265 was approved by the Board of Supervisors in November 1994 (Resolution No. 94-240). There have been three modifications approved associated with SP 265, one Amendments, and two Substantial Conformance. Amendment one of SP00265 was initiated in (September 22, 2015) to revise allow for residential and recreational uses in the southeasterly portions of the SP. Substantial Conformance No. 1 was approved in April 2010 for expanding uses within PA 11 for laboratories, film, dental, medical, research and testing uses and PA 21 for offices (business, law, medical, dental, chiropractic, architectural, engineering, community planning, and real estate) and health clubs and exercise centers. Substantial Conformance No. 2 was approved in June 2010 for removing a condition of approval/requirement (10 Planning 15) pertaining to a development project being submitted 15 years after the original SP was approved.

Substantial Conformance No. 3, the proposed project, includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2c (1) to allow car wash facilities within Planning Area 3 (Light Industrial) of the Borel Airpark Center Specific Plan under a substantial conformance determination pursuant to Section 2.11(B) of Ordinance No. 348. Restaurants and other eating establishments are already permitted within Planning Area 3 (Light Industrial). No other changes are proposed to the General Plan or Specific Plan land use designation or zoning. The proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and be consistent with the County's General Plan for the development of light industrial uses. As detailed throughout the Initial Study, all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations.

Specific Plan and General Plan Consistency

The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Light Industrial, which the General Plan also reflects as Light Industrial. The proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and would also be consistent with the County's General Plan for the development of light industrial uses. The proposed project efficiently utilizes the property for development of buildings, parking, landscaping, water quality, and other features for a well-designed commercial development that results in the proposed 0.08 FAR. The project would occur in the Planning Area 3 for SP265. The proposed project is consistent with the County's General Plan by providing jobs and services near a growing area of new commercial developments within the Southwest Area Plan. The project is located within the Highway 79 Policy Area, which focuses on limitation of residential density and units within the designated area. As a non-residential use, the provisions of this policy area would not be applicable and the project is consistent with this policy area. Although the Project includes a proposal to modify the

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

permitted uses within Planning Area 3 of the Specific Plan, the proposed additional use of a car wash is compatible with the other permitted uses of the Planning Area and overall with the intended uses within the Light Industrial land use designation of the General Plan and Specific Plan.

Ordinance No. 348 Consistency

The existing zone classification for the project site is Specific Plan No. 265, Planning Area 3 (SP265 – PA 3). The Specific Plan zoning ordinance for Planning Area 3 references Manufacturing Service Commercial (M-SC) zone for permitted uses and development standards, with certain noted modifications for permitted uses. The M-SC Zone allows for a number of commercial uses, including but not limited to, restaurants, various retail uses, and gas stations, however a car wash use is not currently permitted by the zoning. For this reason, the Specific Plan Substantial Conformance and Change of Zone were submitted to include the car wash use as a permitted use with approval of a Plot Plan within PA 3. The car wash use would be consistent with the intended uses of PA 3 for SP 265 for commercial uses.

Specific Plan No. 265, Substantial Conformance No. 3 (SP265 - Borel Airpark Center), Change of Zone No. 2000034 and Plot Plan No. 200033 were submitted to the County of Riverside on December 31, 2020.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS

An Initial Study (IS) and a Mitigated Negative Declaration (MND) have been prepared for this project in accordance with the California Environmental Quality Act (CEQA). Based on the findings incorporated in Environmental Assessment No. 200113 (CEQ200113) the project will not have a significant effect on the environment with incorporation of mitigation measures addressed in the Initial Study. The IS and MND represent the independent judgement of Riverside County. The documents were circulated for public review per the California Environmental Quality Act Statute and Guidelines Section 15105. All documents supporting the CEQA determination are located on the Planning Department website or at the County of Riverside Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

FINDINGS AND CONCLUSIONS

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

Land Use Findings:

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

1. The project site has a General Plan Land Use Designation of Community Development: Light Industrial (CD: LI) and is located within Specific Plan No. 265 (Borel Air Park). As described in the General Plan “The Light Industrial land use designation allows for the development of commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses.” The proposed project would provide commercial uses including two drive-thru restaurants and a drive-thru carwash. The Floor Area Ratio (FAR) for the proposed project is 0.08 FAR. Understanding this is under the recommended range of 0.20 – 0.60 FAR for CD: LI, the Land Use Element of the County’s General Plan (policy LU 29.10), states the FAR is intended for planning purposes only. The Planning Director or their designee shall have the discretion to authorize the use of a FAR that is less intense in order to encourage good project design and efficient site utilization. The proposed project efficiently utilizes the property for development of buildings, parking, landscaping, water quality, and other features for a well-designed commercial development that results in the proposed 0.08 FAR. With these factors, the proposed project is consistent with the County’s General Plan by providing jobs and services near a growing area of new housing developments within the Southwest Area Plan. Similarly, the project is consistent with the land use designation Light Industrial from the Specific Plan and with all applicable policies of the Specific Plan. Although the Project includes a proposal to modify the permitted uses within Planning Area 3 of the Specific Plan, the proposed additional use of a car wash is compatible with the other permitted uses of the Planning Area and overall with the intended uses within the Light Industrial land use designation of the General Plan and Specific Plan. Therefore, the proposed project and substantial conformance is consistent with the General Plan.

2. The project site has a Zoning Classification of Specific Plan (SP 265, PA 3) which is based on the Manufacturing Service Commercial (M-SC) zone. The proposed project is an approximately 2.47-acre gross portion of PA3 providing an automated car wash and two drive thru restaurants is consistent with Ordinance No. 348 (Land Use) and is allowed within the M-SC Zoning Classification, subject to Plot Plan approval. The use of a car wash is specifically allowed in the M-SC zone but that the SP eliminated that use; the Specific Plan substantial conformance is just adding it. The allowance of fast-food restaurants with drive- thrus and a car wash, is allowed subject to approval of a Plot Plan. Furthermore, the project’s substantial conformance is modifying PA3 to permit a car wash use, but not changing the intensity of what was approved under the Specific Plan. Through the included Specific Plan Substantial Conformance and Change of Zone, the Project is consistent with the intended uses of SP265 PA3 for commercial uses.

3. The proposed uses, two (2) fast-food restaurants with drive-thru lanes and one (1) drive-thru automatic car wash, are consistent with Ordinance No. 348 (Land Use) and is allowed within the Specific Plan 265, Planning Area No. 3 Zoning Classification, subject to approval of a Plot Plan and the approval of the concurrent Specific Plan Substantial Conformance and Change of Zone.

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Specific Plan Substantial Conformance Findings:

The following findings shall be made prior to making a recommendation to grant a Specific Plan Substantial Conformance, pursuant to the provisions of the Riverside County Zoning Ordinance 348 (Land Use):

1. *The project as modified meets the intent and purpose of the adopted specific plan.* The project only requires a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section V(c)(1) to allow car wash facilities within Planning Area 3 which would be compatible with the other uses on the site and the surrounding uses on other parcels. The intent and purpose of the overall Specific Plan would not be modified with the inclusion of car wash as a permitted use.
2. *The project as modified is consistent with the findings and conclusions contained in the resolution adopting the specific plan.* The addition of a car wash use within Planning Area 3 of the Specific Plan is not a substantial change to the permitted uses within the Planning Area or the overall Specific Plan. Therefore, the Specific Plan as proposed to be modified would be consistent with the findings and conclusions of the resolution adopting the Specific Plan.
3. *The project as modified includes a modification or deletion of a condition which will not substantially or adversely affect the underlying purpose for which the condition was initially required.* The proposed Specific Plan Substantial Conformance would not modify any controlling conditions of approval of the Specific Plan, simply updating the conditions of approval project description related condition to reflect the scope of this proposal. Therefore, the Specific Plan Substantial Conformance would not modify any conditions of approval that would substantially or adversely affect the underlying purpose of any condition of approval initially required.
4. *The project as modified includes a proposal to construct the project out of phase but that all infrastructure and public facilities required for the intervening phases are provided.* The Specific Plan Substantial Conformance would not modify any phasing or infrastructure improvements as required by the Specific Plan.
5. *The project as modified includes changes to the approved land uses in a phase but those changes do not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan.* The modification to Borel Airpark Center Specific Plan Planning Area 3 via the Specific Plan Substantial Conformance would modify the permitted uses within the subject Planning Area, but would maintain the land use designation of Light Industrial. The change to the permitted uses would not alter the permitted land use intensity within the Planning Area in comparison to other currently permitted uses in the Planning Area.

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

6. *The project as modified includes a modification of the project design which improves circulation, protects topographic features, minimizes grading, improves drainage or improves infrastructure.* The proposed Specific Plan Substantial Conformance would not modify any project design which either improves or worsens the circulation, protection of topographic features, grading, drainage or infrastructure.

Change of Zone Findings:

The following findings shall be made prior to making a recommendation to grant a Change of Zone, pursuant to the provisions of the Riverside County Zoning Ordinance 348 (Land Use):

Change of Zone No. 200034 is a proposal to change the project amend the text within Specific Plan 265 to allow a car wash and this change of Zone is subject to the following findings:

1. *The requested change of zone is consistent with the General Plan and Specific Plan.* A car wash is similar and compatible with the other permitted uses in Planning Area 3 of Specific Plan 265, as well as an allowed use within the M-SC zone that the Specific Plan Zoning Ordinance was modeled, and overall with the intended uses and purpose of the Specific Plan and the land use designation of Light Industrial of the Specific Plan and General Plan as previously described in the Land Use Findings.

Plot Plan Findings:

The following findings shall be made prior to making a recommendation to grant a Plot Plan, pursuant to the provisions of the Riverside County Ordinance 348 (Land Use):

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.* The site is subject to the Riverside County General Plan; Riverside County Ordinance Nos. 348 (Land Use Planning and Zoning Regulations) and 461 (County Road Standards and County Standard Specifications); California Quality Environmental Quality Act (CEQA); District 3 Design Standards; and the Multiple Species Habitat Conservation Plan (MSHCP). General Plan conformance analysis is provided in the staff report under Land Use Findings: General Plan Amendment. The Project's density, open space areas, height limitations, yard setbacks, trash areas, parking etc. were reviewed in conformance with Ordinance 348, Section 11.4 M-SC Development Standards and were found to be in conformance, as detailed in the Land Use Findings. The Riverside County Transportation Department reviewed the project for conformance with Ordinance 461, related to ROW dedications, street widths, sidewalk curve and gutter and other related standards. The project was found to be in compliance. A Mitigated

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Negative Declaration was prepared, reviewed, and deemed adequate in compliance with the State CEQA Guidelines for the whole project, including the residential portion of the project – resulting in an addendum to that prior MND for this limited action. Landscape design requirements and conceptual signage are in conformance with District 3, Design Guidelines. Therefore, the Project is designed, conditioned, and conforms to the requirements of the General Plan and all applicable requirements of State law and other Riverside County Ordinances.

2. The overall development of the land shall be designed for the protection of the public health, safety and general welfare. The design of the project has been reviewed by all applicable Riverside County Departments and agencies, including but not limited to: Riverside County Transportation, Environmental Health, Fire, Grading, Environmental Programs, Landscaping, Archeology, and Geology. The review and regulations adopted and applied in the Conditions of Approval ensure that the project would not have an adverse effect on the public's health, safety, and general welfare. These departments have included conditions of approval that the project will be required to meet for prior to issuance of grading permits, prior to issuance of building permits, and prior to final of building permits. In addition, the applicant has received an Advisory Notification Document that includes applicable ordinances and regulations that the County has adopted that the project is also required to adhere to in addition to the conditions of approval. Therefore, the project design, conditions of approval, and permitting will ensure that the project will protect the public's health, safety, and general welfare.

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. Project review consists of, among other things, a robust review of the Project's ultimate design and operations to ensure the protection of public health, safety, and general welfare. The Project was routed to Riverside County Environmental Health whose purview is to ensure that the adequate and safe provision of potable water and sewage is provided to the site, as well as the space allocation, and service provided for adequate disposal of solid waste. The Riverside County Fire Department (Fire) evaluated the Project's overall site design based on the Fire Technical Policies Document and Standards (i.e., summaries of County and State Codes), including emergency access, water availability for fire suppression and other interior fire safety requirements (fire sprinklers, carbon monoxide detectors etc.). The Riverside County Transportation Department evaluated the project based on, Ordinance 461, to ensure proper sight distance at driveways, adequate slope, and curvature of internal streets as well as the Right of Way (ROW) dedication for sidewalk, curb and gutter necessary for project access by vehicles and pedestrians. The Riverside County Flood Department reviewed the site's potential for flooding in accordance with Ordinance 458 (Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program) as well as overall drainage of the site, and water basin requirements. The Plot Plan is consistent with the permitted uses and land use designation of the General Plan and Specific

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Plan as an indicator of consistency and compatibility with planned land use for this site and the surrounding area. Additionally, the MND includes sufficient mitigation to reduce all impacts to a less than significant level.

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.* The project is on a corner lot that fronts both Benton Road and Penfield Road which either have been or is required to be improved to meet the County's requirements through the Project design and conditions of approval. The Project has been designed to accommodate, treat, and outlet the existing drainage pattern on the Project site.

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.* The Plot Plan proposes to construct three building on a vacant lot. The project site consists of a single lot that that would not be subdivided into multiple parcels (15 Planning – Subdivision Prior to Building Sale).

Development Standards Findings:

The proposed Project is consistent with Ordinance No. 348 development standards within Planning Area 3 of Specific Plan 265 (based on the Manufacturing-Service Commercial (M-SC)) zone as detailed below.

1. Lot Size. *The minimum lot size shall be 10,000 square feet with a minimum average width of 75 feet, except that a lot size not less than 7,000 square feet and an average width of not less than 65 feet may be permitted when sewers are available and will be utilized for the development.* The Project is compliant with this provision. The project site consists of one 2.47-acre parcel.

2. Setbacks.

a. *Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be 25 feet from the property line.* The proposed project does not abut any properties zoned R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M.

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

b. *Where the front, side, or rear yard adjoins a lot with zoning classification other than those specified in paragraph (1) above, there is no minimum setback.* The Project adjoins a lot with zoning classification other than those specified and is compliant with this provision.

c. *Where the front, side, or rear yard adjoins a street, the minimum setback shall be 25 feet from the property line.* The front property line of the project site abuts Benton Road and the building setback is approximately 60 feet and side property line abuts Penfield Road and the setback is 26 feet which are compliant with this provision.

d. *Within the exception of those portions of the setback area for which landscaping is required by Subsection E. below, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with a zoning classification other than those zones specified in paragraph (1) above, may also be used for loading docks.* The setback areas will be used for driveways, automobile parking, or landscaping, therefore the project is compliant with this provision.

3. Height Requirements. The height of structures, including buildings, shall not exceed 40 feet at the yard setback line. The Project is compliant with this provision as it proposes a car wash with a maximum building height of 28 feet and two drive thru restaurants with a maximum height of 24 feet and 21 feet and 10 inches, respectively.

4. Masonry Wall. Prior to occupancy of any industrial use permitted in this article, a six-foot-high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the hearing officer or body. The proposed use is not defined as an industrial use, so this standard is not applicable.

5. Landscaping.

a. *A minimum of ten percent of the site proposed for development shall be landscaped and irrigated.* The proposed project meets or exceeds the landscape requirements at over 18% of landscaping to be provided.

b. *A minimum ten-foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular access ways. Said landscaped strip shall not include landscaping located within the street right-of-way.* The proposed project provides a minimum 10-foot strip of landscaping along the frontages of Benton Road and Penfield lane, therefore is consistent with this standard.

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

c. *A minimum 20-foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the hearing officer or body. However, in no case shall said landscaping be less than ten feet wide excluding curbing.* The proposed project does not abut any properties zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M.

6. Parking Areas. *Parking areas shall be provided as required by Section 18.12. of this ordinance. Standard vehicle parking areas are located along the front and side of the and will be enhanced with ornamental landscaping.* The proposed project meets or exceeds the parking requirements per Section 18.12. The parking standard for a car wash is 18 spaces. The parking standard for drive thru restaurant is 6 queuing spaces prior to the menu board. In total the project site is providing 53 total parking spaces exceeding the amount of 32 parking spaces needed. Therefore, the Project meets this development standard.

7. Trash Collection Areas. *Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.* The trash enclosures will incorporate colors and materials that will complement the new buildings and screen the trash collection area from public view.

8. Outside Storage and Service Areas. *Outside storage and service areas shall be screened by structures or landscaping.* The Project does not propose any outdoor storage.

9. Utilities. *Utilities shall be installed underground except electrical lines rated at 33kV or greater.* The Project is conditioned to install electrical lines rated at 33kV or greater underground unless determined by the utility company (SCE).

10. Mechanical Equipment. *Mechanical equipment used in the manufacturing process shall be required to be enclosed in a building, and roof-mounted accessory equipment may be required to be screened from view.* The Project is designed and conditioned to provide complete screening of roof mounted mechanical equipment from ground view. The building design with parapet is anticipated to provide the necessary screening. If roof mounted equipment exceeds the parapet height, it may be necessary to screen the equipment immediately around the equipment to not require an increase in the height to the parapet.

11. Lighting. *All lighting fixtures, including spotlights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.* The Project is conditioned to comply with Ordinance No. 915 which similarly requires direction of lighting downward and away from adjoining properties or road-right-of-way.

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

Other Findings:

1. The project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and within Cell Group Number 5778. A Habitat Acquisition and Negotiation Strategy (HANS) application was applied for (HAN220010). HAN220010 was concluded on January 16, 2024, with EPD. 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 City of Temecula Sphere of Influence. This project was provided to City of Temecula for review and comment along with notice of the public hearing. No comments were received either in favor or opposition of the project at the time of writing of this staff report.

3. The project site is located within the French Valley Airport Influence Area (AIA) boundary and is therefore subject to the Airport Land Use Commission (ALUC) review. The project site is administered in accordance with the Borel Airpark Center Specific Plan and is also within Zone B1 and C of the Riverside County Airport Land Use Compatibility Plan (French Valley Airport). This project was submitted to ALUC for review. On August 11, 2022, the project was presented to the Riverside County Airport Land Use Commission (ALUC) because the project is within the airport influence area of the French Valley Airport. Mitigation measures and conditions will be implemented, to ensure the proposed project would not exceed obstruction standards and would not be a hazard to air navigation (15 Planning – ALUC).

4. In compliance with Assembly Bill 52 (AB 52), notices regarding this project were mailed to all requesting tribes on March 4, 2021. No response was received from Ramona Band of Cahuilla, Morongo Band of Mission Indians, Santa Rosa, Colorado River Indian Tribes, or the Cahuilla Band. The Pala Band of Mission Indians declined consultation and the Agua Caliente Band of Cahuilla Indians deferred to closer tribes. Consultation was requested by Temecula Band of Luiseño Indians (Pechanga), Soboba Band of Luiseño Indians and Rincon Band of Luiseño Indians. The Rincon Band responded in an email dated March 10, 2021, requesting consultation. The cultural report and conditions of approval were sent to the tribe on July 14, 2021. The Rincon Band representative agreed with the conditions and concluded consultation via email on July 15, 2021. Consultation was requested by the Soboba Band in an email letter dated March 22, 2021. The cultural report and the conditions of approval were provided to the tribe on July 14, 2021. The Soboba Band representative agreed with the conditions of approval and concluded consultation via email on July 17, 2021. The Pechanga Band requested to consult in an email letter dated March 19, 2021. The project exhibits were sent to the tribe on March 22, 2021. A meeting was held on March 29, 2021, in which this project was discussed. The Pechanga Band representative provided information that the project was within the Adobe Springs village complex.

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

No specific impacts or physical resources were identified by the Pechanga Band. On July 14, 2021, the cultural report and conditions of approval were provided to the Pechanga Band. A follow-up email was sent to the tribe on August 04, 2021, asking if the Pechanga Band had any further comments or concerns. No response was received, and consultation was concluded via email letter on August 26, 2021.

All of the consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. Mitigation measures and conditions will be implemented to reduce impacts to any previously unidentified tribal cultural resources to less than significant (15 Planning, 60 Planning, 70 Planning – Cultural).

5. The project site is located within Zone B of the Mount Palomar Observatory Lighting Zone boundary, as identified by Ordinance No. 655 (Mt. Palomar). The project is required to comply with all lighting standards specified within Ordinance No. 655, pursuant to (Mt. Palomar).

6. 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 not located within a Fire Hazard Zone and is not located within a Cal Fire State Responsibility Area (SRA). The project has been reviewed by the Riverside County Fire Department and is subject to conditions of approval and an advisory notification document to ensure health, safety, or general welfare of the community.

Conclusion:

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

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 600 feet of the project site. As of the writing of this report, Planning Staff has not received written communication/phone indicating support/opposition to the proposed project.

RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT200033

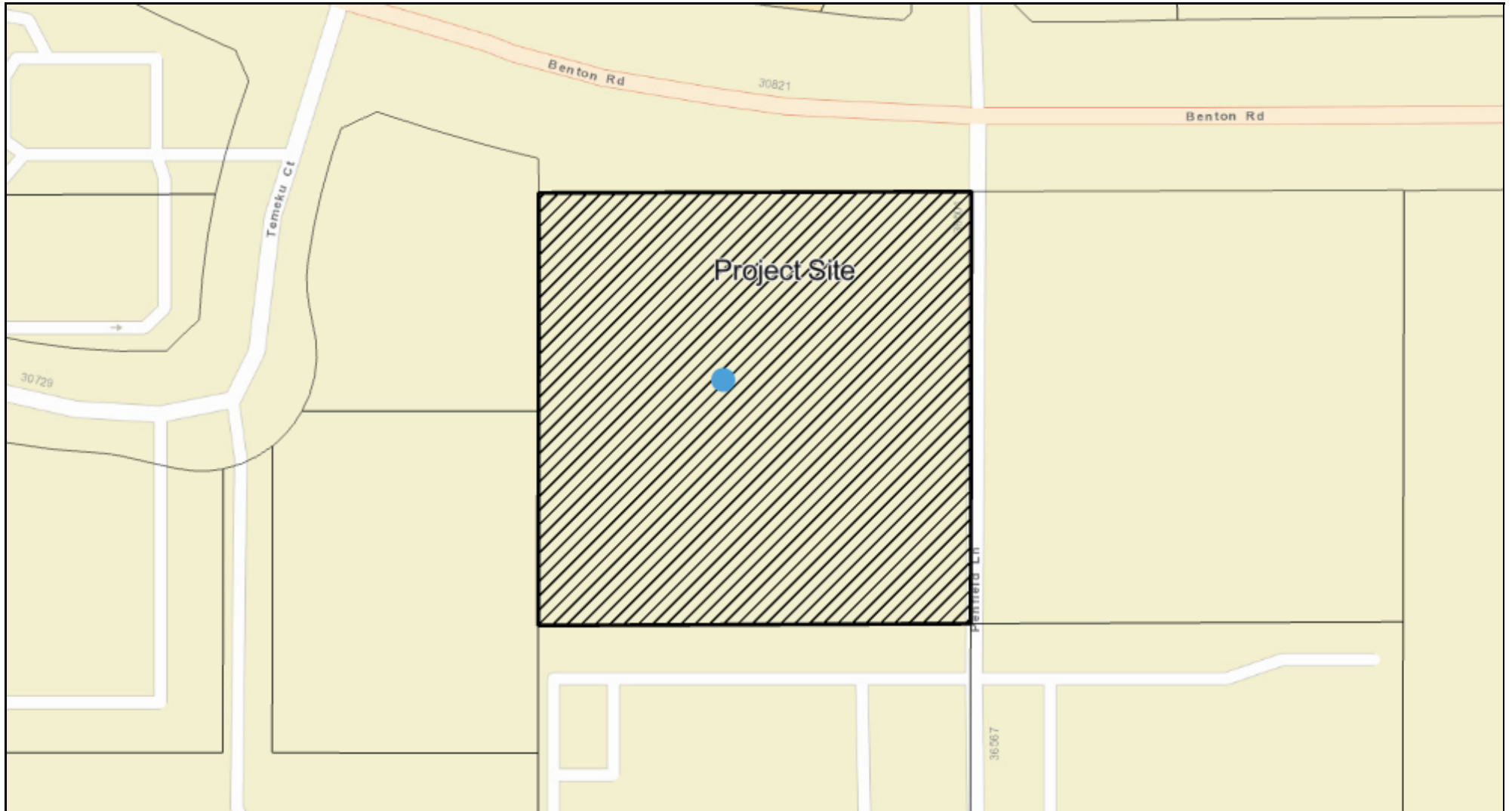
VICINITY/POLICY AREAS

Supervisor: CHUCK WASHINGTON

District: 3

Date: 3-13-2024

Exhibit:



Zoning Area/District: RANCHO CALIFORNIA

Author: TLMA-PLANNING

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



RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT200033

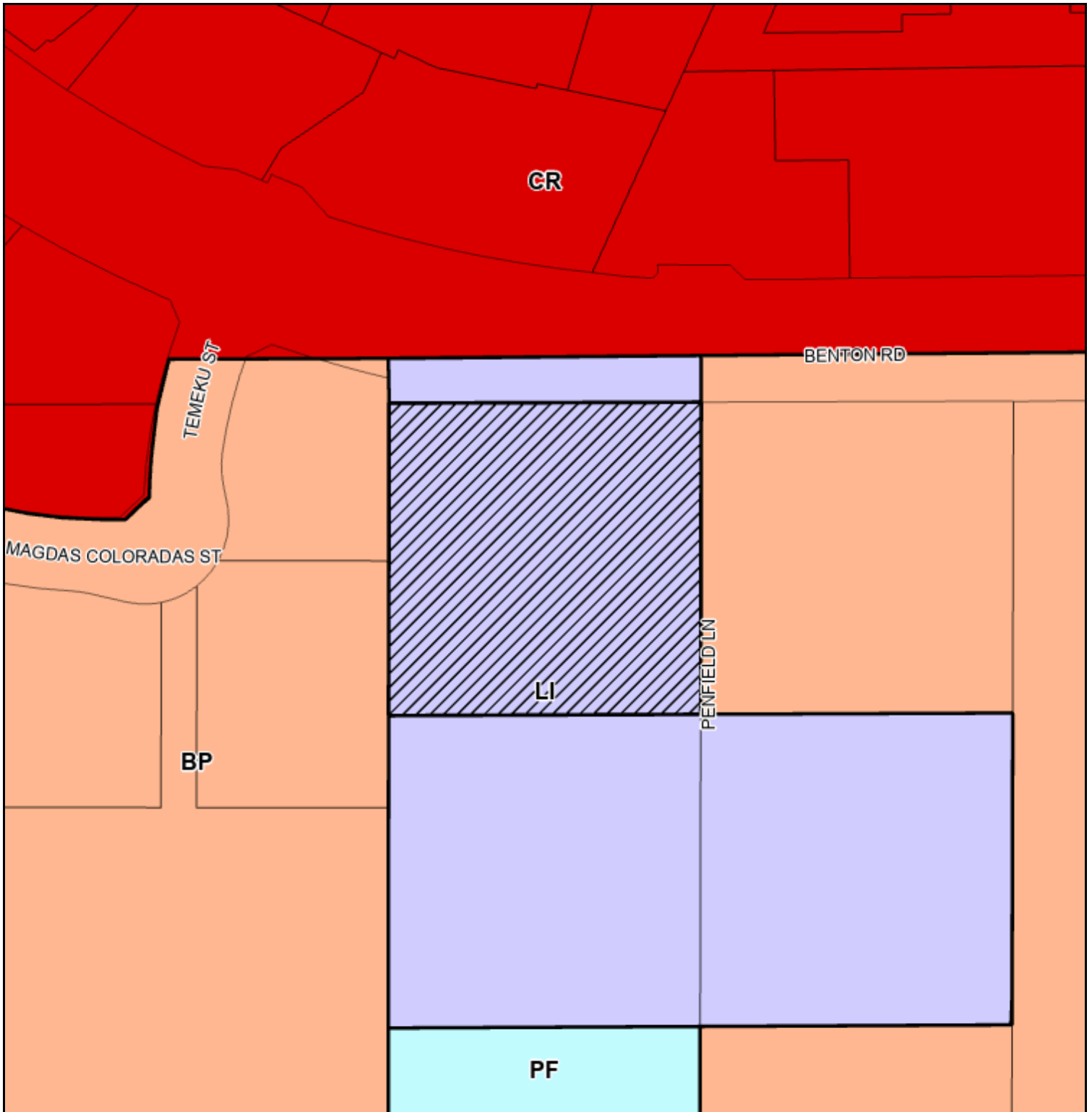
EXISTING GENERAL PLAN

Supervisor: CHUCK WASHINGTON

Date: 3-13-2024

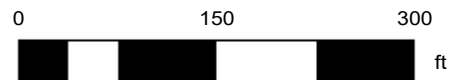
District: 3

Exhibit: 5



Zoning Area/District: RANCHO CALIFORNIA

Author: TLMA-PLANNING



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

RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT200033

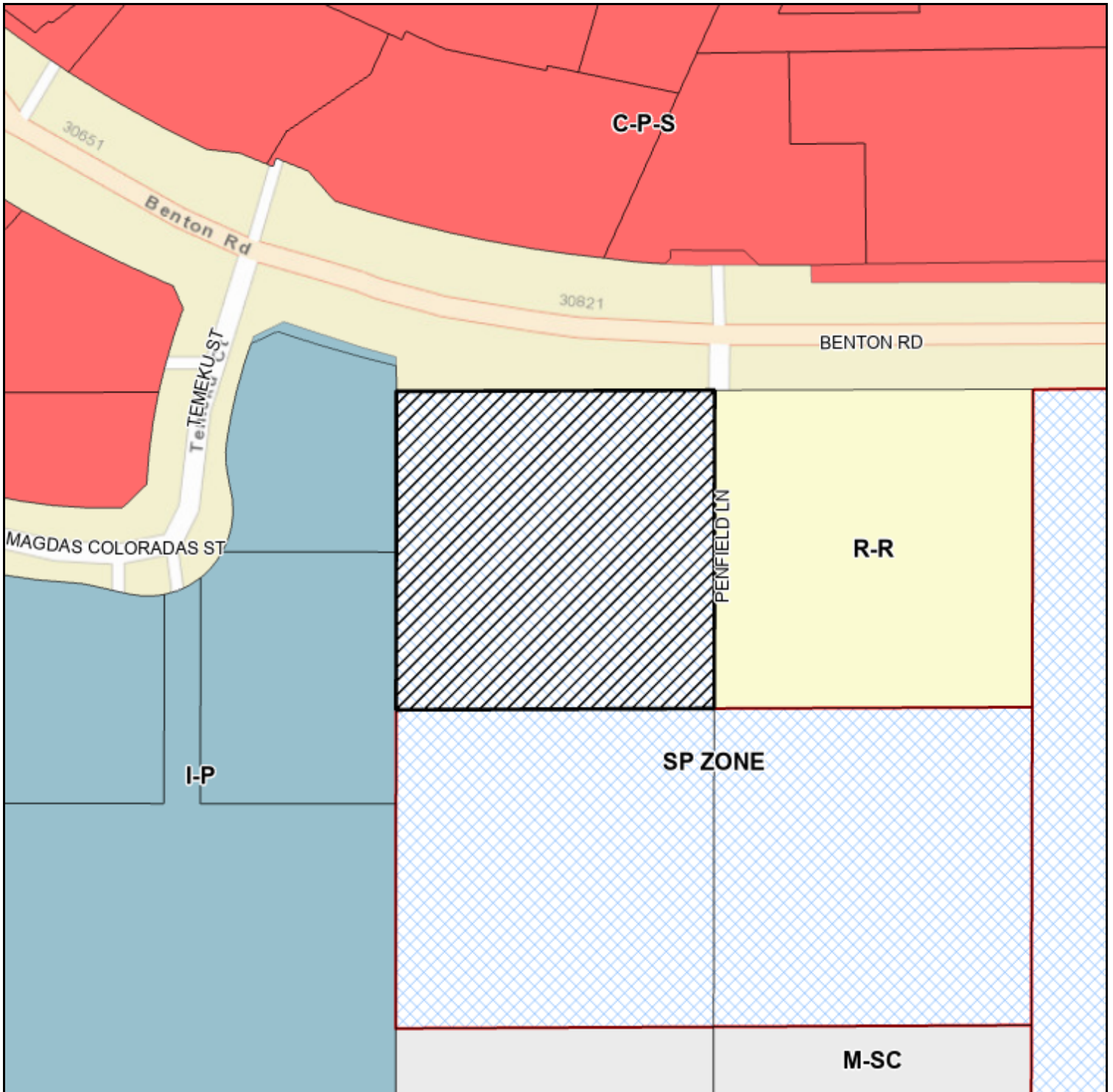
EXISTING ZONING

Supervisor: CHUCK WASHINGTON

District: 3

Date: 3-13-2024

Exhibit: 2

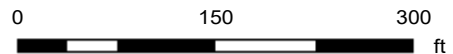


Zoning Area/District: RANCHO CALIFORNIA

Author: TLMA-
PLANNING



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



RIVERSIDE COUNTY PLANNING DEPARTMENT

PPT200033

LAND USE

Supervisor:CHUCK WASHINGTON

District: 3

Date: 3-13-2024

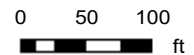
Exhibit: 1



Zoning District: RANCHO CALIFORNIA

Author: TLMA-PLANNING

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





RIVERSIDE COUNTY PLANNING DEPARTMENT

John Hildebrand
Planning Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: SP00265S03 / CZ200034 / PPT200033

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

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

COMPLETED/REVIEWED BY:

By: Tim Wheeler Title: Project Planner Date: 2.19.24

Applicant/Project Sponsor: Scott Yorkison, Salim Development Date Submitted: 12.31.20

ADOPTED BY: Board of Supervisors

Person Verifying Adoption: Tim Wheeler Date: 4.30.24

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

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

For additional information, please contact Tim Wheeler at 951-955-6060.

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ200113

Project Case Type (s) and Number(s): Change of Zone (CZ2000034), Third Substantial Conformance to Specific Plan No. 00265S03 (SP00265S03), and Plot Plan (PPT200033)

Lead Agency Name: County of Riverside Planning Department

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

Contact Person: Tim Wheeler, Project Planner

Telephone Number: (951) 955-6060 / twheeler@rivco.org

Applicant's Name: Scott Yorkison, Salim Development

Applicant's Address: 4740 Green River Road, Ste. 317. Corona, CA 92878

I. PROJECT INFORMATION

Project Description: The project includes construction and operation of a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730-square-foot drive-through restaurant without indoor dining on approximately 2.24 acres. The proposed car wash operations would include a 130-foot wash tunnel that would only operate during daytime hours (9:00 a.m. and 7:00 p.m.). The two proposed fast-food restaurants would each include a drive-through speakerphone that is part of the menu board. The fast-food restaurants are assumed to operate during daytime (10:00 a.m. and 10:00 p.m.) and nighttime hours (i.e., after 10 p.m.) The proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business.^{1, 2}

Benton Road would be widened by approximately 25 feet along the project frontage and within the existing County right of way, the existing east leg would be restriped to provide an exclusive eastbound right-turn lane, and the existing traffic signal would be modified. One two-lane right-in/right-out driveway would be developed along Benton Road and one two-lane ingress/egress driveway would be developed along Penfield Lane. The project frontage along Benton Road and Penfield Lane would be improved with curb, gutter, sidewalk, and parkway landscaping within the respective right of ways. On-site circulation and parking improvements would also include vehicle staging areas for car wash detailing services, interior drive aisles, and a total of approximately 38 vehicle parking spaces that would be shared.

Approximately 27,141 square feet (27.8 percent) of the project site would be landscaped, with a combination of accent plantings/groundcovers, hedges, and trees along the site perimeter and include additional trees throughout the parking area and along the internal drive aisles. The project includes a variety of plant materials with an emphasis on drought-tolerant species compatible with the scale of adjacent structures, streets, and public spaces. Design elements of the proposed project include landscaped setbacks and street trees along Benton Road and Penfield Lane. Underground retention basins would be located in the parking lot south of the proposed restaurants and also in the southwest corner of the site south of the proposed car wash (refer to Figure 4 and Appendix H).

Construction would occur in phases. Each individual phase of project development would include the following construction activities: site preparation, grading, building construction, architectural coating (painting), and paving and surface improvement. The tentative project construction schedule would

1 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

2 Employment Density Study Summary Report. Table 10A. Southern California Association of Governments. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

have a probable start date in summer of 2024 and a planned opening in early 2025, for a construction duration of approximately nine months. Construction would include removal of existing on-site vegetation, excavation, grading, paving, construction of the commercial buildings and parking areas, and the installation of lighting, landscaping, and utility connections. Project construction would include excavation to install underground storage tanks for carwash operations and site grading to a maximum vertical height of approximately 12 feet below ground surface. During grading, on-site soils would be excavated and recompact, and approximately 1,098 cubic yards of soil would be exported to prepare the site for building construction.

Based on historic aerial photos, historic topographic maps, and Riverside County Building Department records, the project site has never been developed in the past and has remained vacant since at least 1938. However, historic aerial photos indicate the site has been subject to routine discing and possible row crop agriculture since at least 1938.³

Existing underground utilities (e.g., water, sewer, and natural gas) along the adjacent Benton Road and/or Penfield Lane frontages would interconnect to the proposed car wash and restaurants on the project site during finish grading of the site. Lightweight steel electric/telephone poles along Benton Road would be relocated along their existing alignment to facilitate widening of the roadway and to interconnect to the project facilities. The proposed car wash and restaurants would be constructed and operated to meet the requirements of the California Building Code (CBC), including Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) and would include ENERGY STAR equipment, recycled water capabilities (for the car wash), and on-site stormwater retention basins.

The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan (SP00265), specifically to Section 2(c)(1)⁴ to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination⁵ pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.⁶ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)).

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

B. Total Project Area:

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres: 2.24	Lots: 1	Sq. Ft. of Bldg. Area: 8,480	Est. No. of Employees: 24
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

C. Assessor's Parcel No(s): 963-070-018

Street References: North of Auld Road, east of State Highway 79/Winchester Road, west of Penfield Lane, and south of Benton Road. The project site is at the southwest corner of Benton Road and Penfield Lane.

3 Robin Environmental Management (REM). *Phase I Environmental Site Assessment Report for APN 963-070-018 (Lot at the Southwestern Corner of Benton Road and Penfield Lane, Murrieta, CA)*. Page 7. September 4, 2020. (Appendix F).

4 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

5 The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan... (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

6 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

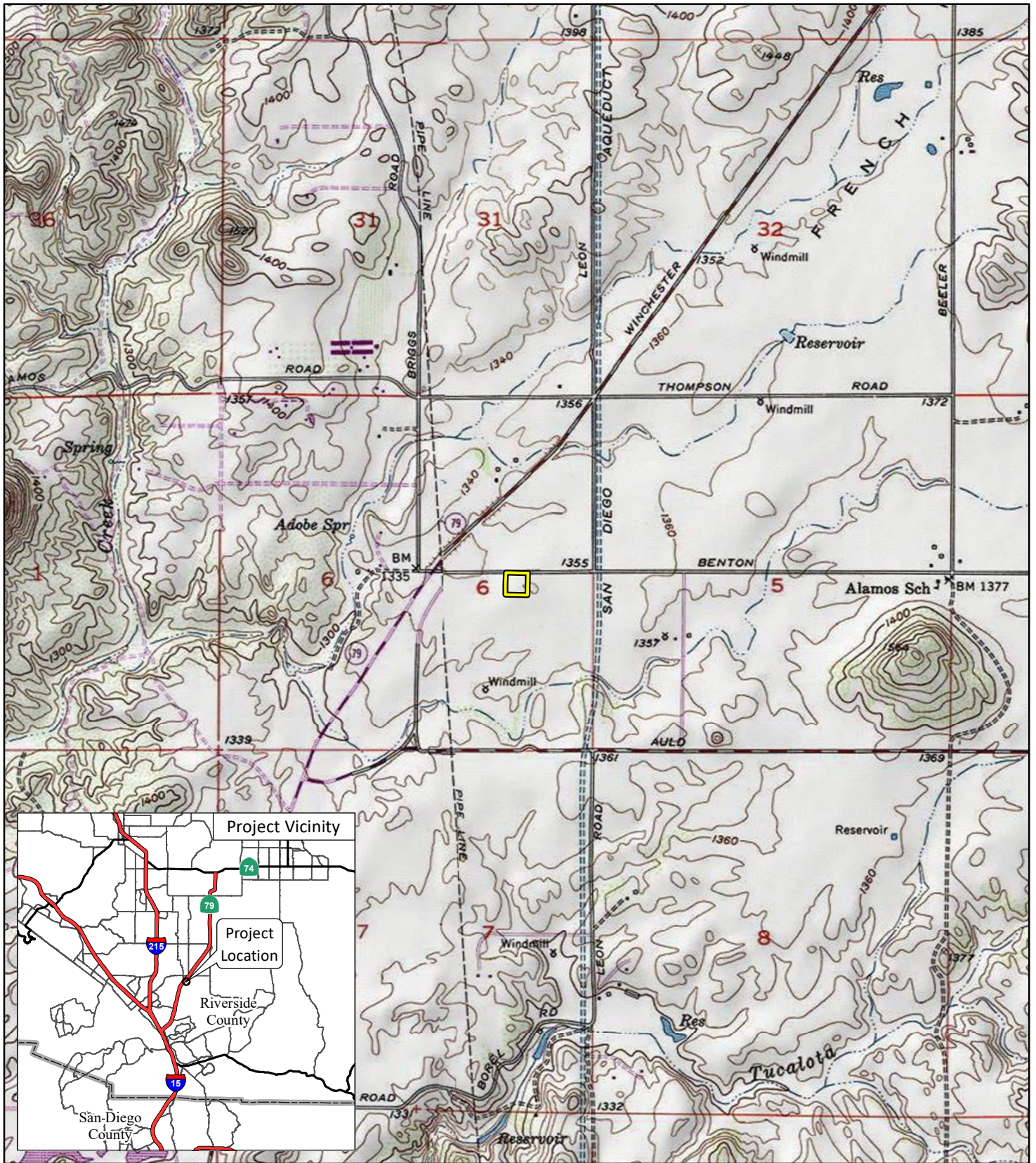


FIGURE 1

LSA

LEGEND

 Project Location



0 1000 2000
FEET

SOURCE: USGS 7.5' Quad - Murieta (1979), Bachelor Mtn (1978)

I:\EGR2101\GIS\MXD\ProjectLocation_USGS.mxd (1/11/2023)

French Valley Commercial Project
Regional Project Location

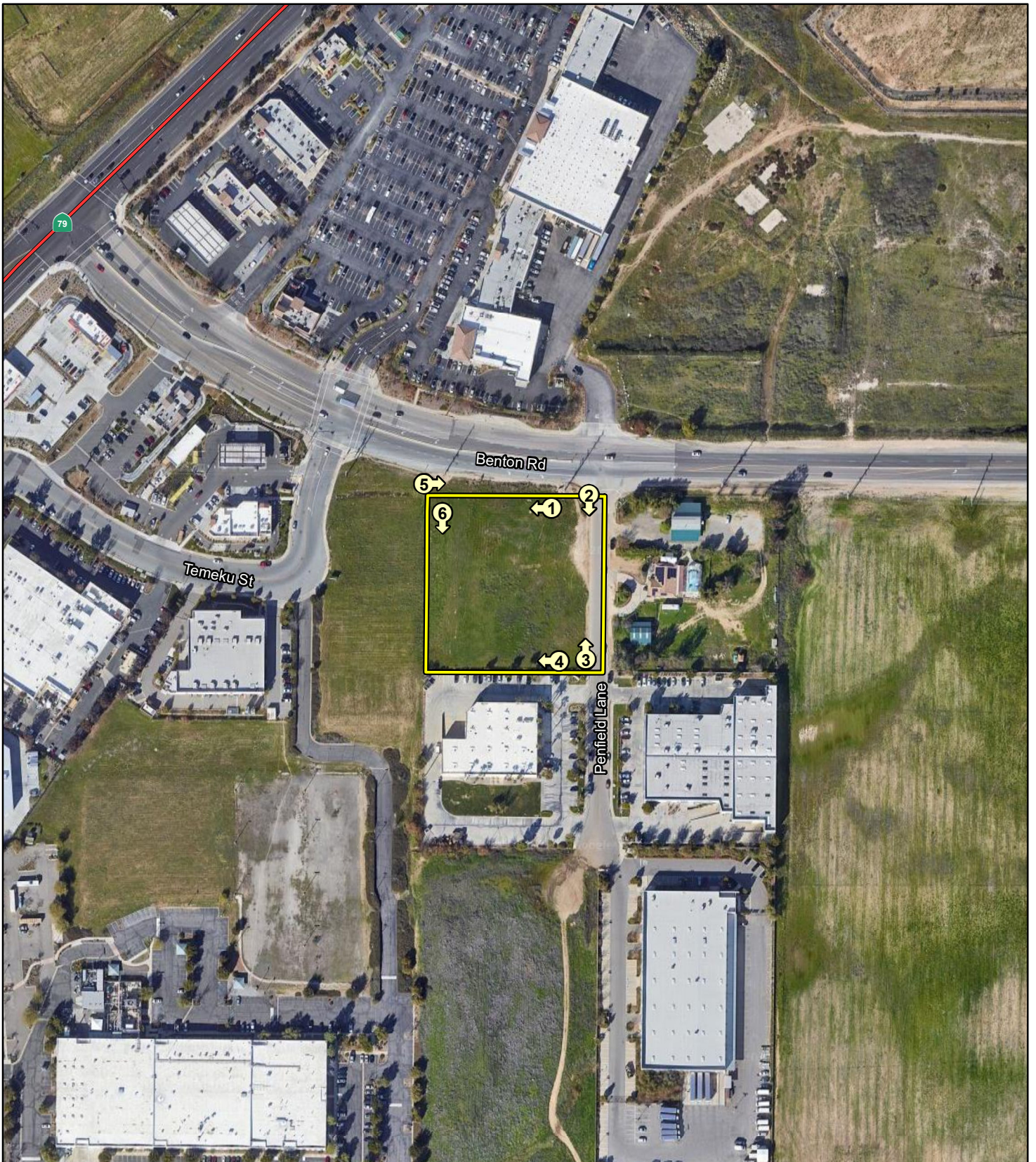




FIGURE 2

LSA

LEGEND

-  Project Location
-  Photo Locations



0 125 250
FEET

SOURCE: Google Maps 2022

I:\EGR2101\GIS\MXD\Existing_Setting.mxd (1/11/2023)

French Valley Commercial Project
Existing Setting



Photo 1: Northern site boundary along Benton Street. Facing west.



Photo 2: Eastern site boundary along Penfield Lane. Facing south.



Photo 3: Eastern site boundary along Penfield Lane. Facing north.



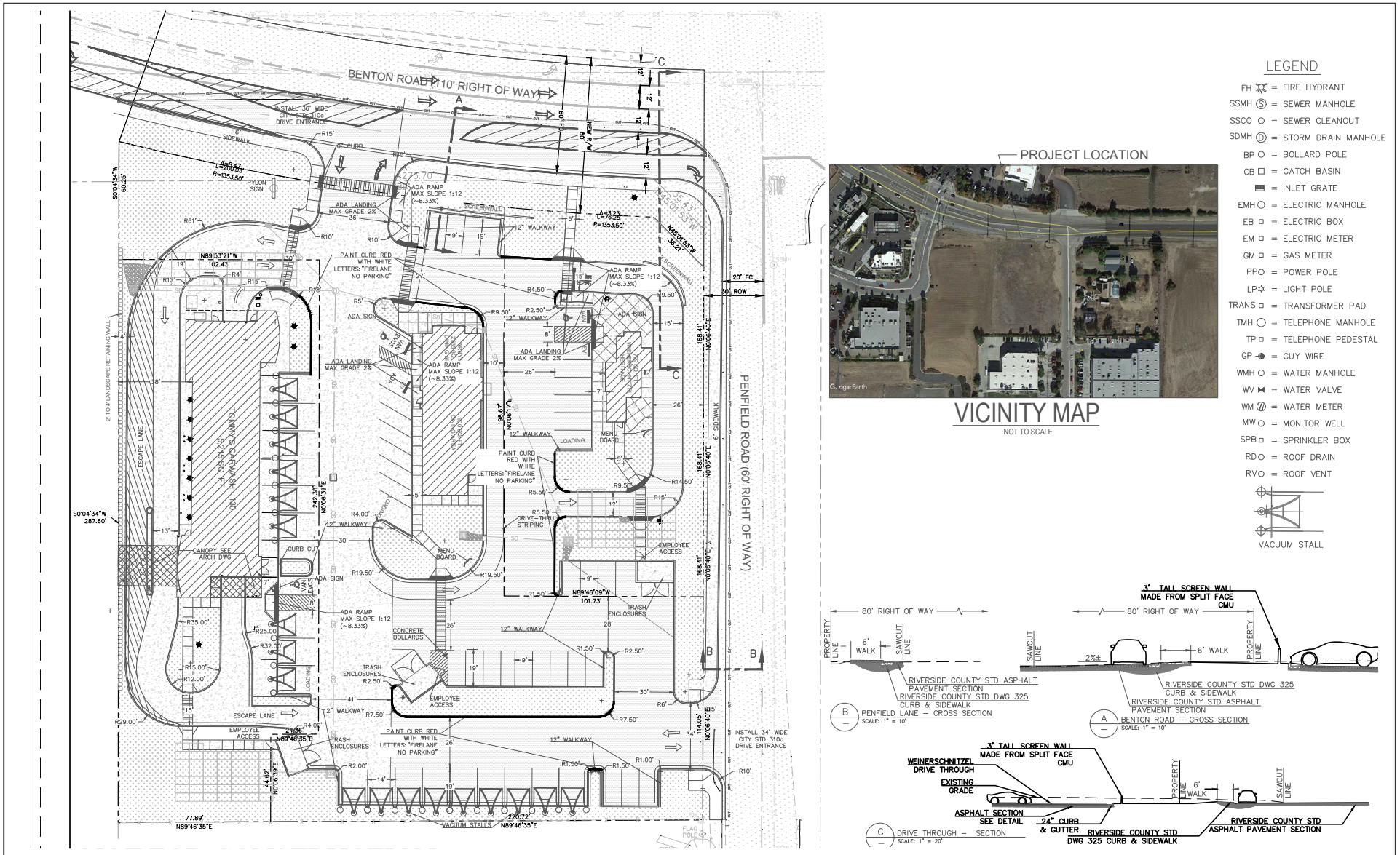
Photo 4: Southern site boundary adjacent to light industrial uses to the south. Facing west.



Photo 5: Northern site boundary along Benton Street. Facing east.

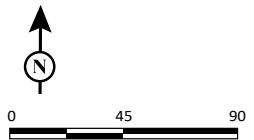


Photo 6: Western site boundary. Facing south.



LSA

FIGURE 4



Section, Township & Range Description or reference/attach a Legal Description: One parcel of land lying within the north east quarter of Section 6 and within Township 7 South, Range 2 West, of the San Bernardino Baseline and Meridian, County of Riverside, State of California.

D. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located at the southwest corner of Benton Road and Penfield Lane in the unincorporated community of French Valley, Riverside County. The site is bound by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south, and a mix of vacant property and commercial and light industrial uses to the west (Figure 2).

The 2.24-acre site (Assessor's Parcel Number [APN] 0963-070-018) is a vacant, unpaved property with scattered ruderal vegetation. The site was routinely disked for weed abatement since at least the 1990s and was cleared of native vegetation for agricultural activities that occurred on the site since at least 1938 (refer to Figures 2 and 3).

The project site is administered in accordance with the Borel Airpark Center Specific Plan (SP00265) and is also within Zone B1 of the Riverside County Airport Land Use Compatibility Plan (French Valley Airport). Table 2.2.A summarizes surrounding land uses, County General Plan land use designations, and zoning designations.

E. Other Public Agency Involvement and Required Permits:

The County is expected to use this IS/MND in consideration of the proposed project and associated actions. These actions include:

- Change of Zone (CZ2000034)
- Third Substantial Conformance to Specific Plan No. 00265S03 (SP00265S03)
- Plot Plan (PPT200033)

The following approvals from other regulatory agencies may also be required:

- San Diego Regional Water Quality Control Board (RWQCB): Notice of Intent to comply with the General Construction Activity National Pollutant Discharge Elimination System (NPDES) Permit.
- Riverside County Airport Land Use Commission: Determination of conformance with the Riverside County Airport Land Use Compatibility Plan (French Valley Airport).
- Utility Providers: Connection permits.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. Land Use: The project site is located within the unincorporated community of French Valley, Riverside County. The project site is administered in accordance with the Borel Airpark Center Specific Plan. Table 2.2.A summarizes surrounding land uses, County General Plan land use designations, and zoning designations. The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC).

Table 2.2.A: On-Site and Adjacent Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation	Specific Plan Designation
Project Site	Undeveloped	Southwest Area Plan: Light Industrial	Borel Airpark Center Specific Plan	Manufacturing-Service Commercial (M-SC)
North	Benton Road Commercial-Retail	Southwest Area Plan: Commercial Retail	Scenic Highway Commercial (C-P-S)	--
East	Penfield Lane and Single-Family Residential	Southwest Area Plan: Business Park	Rural Residential (R-R)	--
South	Light Industrial	Southwest Area Plan: Light Industrial	Borel Airpark Center Specific Plan	Manufacturing-Service Commercial (M-SC)
West	Undeveloped and Commercial-Light Industrial	Southwest Area Plan: Business Park	Industrial Park (I-P)	--

Sources: County of Riverside. Borel Airpark Center Specific Plan No. 265 Amendment No. 1. Figure I-4 (Land Use Plan, SPA265, A1), Figure I-7 (General Plan Land Use Map), and Figure I-8 (Existing Zoning Designations). Adopted May 2014, as amended.
 County of Riverside. Riverside County Information Technology, Map My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public. (Accessed February 16, 2022).

The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)⁷ to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination⁸ pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.⁹ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). No other changes are proposed to the General Plan land use designation or zoning.

With the specific plan amendment, the proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and also be consistent with the County’s General Plan for the development of light industrial and zoning classification of Manufacturing-Service Commercial (M-SC) uses. As detailed throughout this Initial Study, all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations.

- 2. Circulation:** Access to the project site would be provided via one driveway along Benton Road (right in/right out) and one driveway along Penfield Lane. The project would dedicate and widen Benton Road along the project frontage in accordance with the County’s General Plan Circulation Plan. Additionally, the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site along Benton Road and the western frontage of the site along Penfield Lane. Additionally, proposed

7 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.
 8 The term “substantial conformance” means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).
 9 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

driveways would be designed and constructed in accordance with County Standard No. 207A and reviewed for approval by the Riverside County Transportation Department. The on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency and would be constructed to adequate widths for public safety pursuant to the California Fire Code.

3. **Multipurpose Open Space:** The proposed project would not conflict with areas identified for conservation, preservation, or reservation within the Multipurpose Open Space Element. The proposed project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary area and therefore would be subject to applicable fees for development of the site. Accordingly, the proposed project would not conflict with any General Plan Multipurpose Open Space policies.
4. **Safety:** The proposed project is not located within a mapped fault zone and is not located within a zone of required liquefaction investigation. The Riverside County General Plan identifies the risk of liquefaction at the project site as low. In accordance with General Plan Policy S 3.8, a preliminary geotechnical report was prepared that provided a number of required recommendations, as well as the project's mandatory compliance with the California Building Code, to ensure on-site structures would be designed and constructed to withstand geotechnical hazards such as liquefaction and subsidence.

The project site is not located within a 100-year floodplain and is in Zone D. Zone D areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. Therefore, construction of the project would not impede or redirect flood flows. project construction would comply with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP. Additionally, the proposed on-site storm drain facilities and LID BMPs (underground retention basins) would be appropriately sized to capture the 85th storm event volumes pursuant to the San Diego Region MS4 Permit. Stormwater runoff that exceeds the required retention volume would be discharged into a natural drainage channel west of the site before flowing into Warm Springs Creek.¹⁰

The project site is not located within a high fire hazard area. The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, Riverside County Ordinance No. 460, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards pertaining to human health and safety (through the building plan check process) to ensure the project would minimize exposure of people or structures to a significant risk of loss, injury, or death involving fires. Additionally, the project shall incorporate automatic sprinkler systems and private hydrant systems. Plans must be submitted to the Riverside County Fire Department/Cal Fire Riverside for review and approval prior to building permit issuance.

The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, and other regulations pertaining to human health and safety (through the grading and building plan check process) to ensure consistency with the Safety Element of the County General Plan.

5. **Noise:** The site is located bounded by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south and a mix of

¹⁰ Cross Engineering Services. *Final Storm Drainage Report, Tommy's- French Valley*. Pages 3 and 6. Winter, 2022. (Appendix H).

vacant property and commercial and light industrial uses to the west. A Noise and Vibration Impact Analysis, prepared by LSA, concluded the project would generate short-term noise from construction and long-term noise from operation of the project. However, based on the nature of the surrounding land uses and their proximity to the project site, the proposed project would not generate noise that would exceed thresholds adopted by the County. Therefore, the project would not conflict with any policies of the County General Plan Noise Element.

6. Housing: The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC). The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)¹¹ to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination¹² pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.¹³ The project site is currently vacant and designated Light Industrial land use in the County's Southwest Area Plan. Based on discussions with the Project Applicant¹⁴ and employment density projections by the Southern California Association of Governments (SCAG),¹⁵ the proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business. The County General Plan and Borel Airpark Center Specific Plan are used to control and allocate growth. Accordingly, development of the proposed project would serve to fulfill both an existing and anticipated need to provide commercial services to this area of the County. Additionally, generation of 24 employment positions in an area of the Southwest Area Plan dominated by commercial, industrial, and residential uses would help balance the jobs-to-housing ratio in the community surrounding the project site. Since the project site is adjacent to improved streets and infrastructure, the project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the County. Therefore, the project would not conflict with any policies of the County General Plan Housing Element.

7. Air Quality: The proposed project includes site preparation, grading, and construction-related activities that would emit emissions during construction. Additionally, operation of the project would generate emissions from use of consumer products, energy usage, emissions from vehicle use, and the generation/disposal of solid waste. The proposed project is required to comply with all applicable regulatory requirements (Rules) of the South Coast Air Quality Management District (SCAQMD) to control fugitive dust during construction and emissions from stationary and mobile sources during construction and operation of the project. Through compliance with SCAGMD Rules, the project would not conflict with any policies of the County General Plan Air Quality Element.

¹¹ Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

¹² The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

¹³ Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

¹⁴ Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

¹⁵ Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

8. Healthy Communities: The proposed car wash and fast-food restaurant facilities would continue the Specific Plan's pattern of development in the community and provide commercial services to the existing residential communities located adjacent to the east, northeast of Benton Road and east across Van Gaale Lane. Additionally, the proposed project would provide commercial services to people who work at the industrial uses to the west, and people who work at or visit commercial uses to the north, south, and west. There are no communities in the immediate vicinity of the project site. A project-specific Air Quality and Greenhouse Gas Analysis (Appendix B) indicates construction and operation of the project site as proposed would not generate emissions in excess of localized significance thresholds established by the SCAQMD for residential uses in proximity to the project site. Therefore, the proposed project would not conflict with any policies of the County General Plan Healthy Communities Element.

a) Environmental Justice Summary: As of September 28, 2023, the Environmental Justice Element has not been adopted.

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

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Light Industrial

E. Overlay(s), if any: none

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

G. Adjacent and Surrounding:

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

2. Foundation Component(s): Community Development

3. Land Use Designation(s): North Commercial Retail, east Business Park, south Light Industrial, west Business Park and Commercial Retail.

4. Overlay(s), if any: None

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

H. Adopted Specific Plan Information:

1. Name and Number of Specific Plan, if any: Borel Airpark Center Specific Plan (SP00265)

2. Specific Plan Planning Area, and Policies, if any: The project site is administered in accordance with the Borel Airpark Center Specific Plan and is also within the airport influence area of the French Valley Airport and Compatibility Zones B1 and C of the [*French Valley*] *Riverside County Airport Land Use Compatibility Plan (ALUCP)*.

I. Existing Zoning: Borel Airpark Center Specific Plan

J. Proposed Zoning, if any: The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)¹⁶ to

¹⁶ Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination¹⁷ pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.¹⁸ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)).

K. Adjacent and Surrounding Zoning: North Scenic Highway Commercial (C-P-S), east Rural Residential (R-R), south Borel Airpark Center Specific Plan, west Industrial Park (I-P)

17 The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan... (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

18 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
<input type="checkbox"/> I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
<input type="checkbox"/> I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required: (1)

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

Timothy Wheeler

2.19.24

Signature

Date

Tim Wheeler

For: Tim Wheeler
Project Planner

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure C-8 “Scenic Highways”, California Department of Transportation. California State Scenic Highway System Map, Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning September 22, 2015., Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone April 1, 2021, Google Earth Pro. French Valley. 33°35’25.04” N and -117°07’20.24” W, Riverside County. County of Riverside General Plan Amendment No. 960. Land Use Element. Page LU-62. Revised June 29, 2021.

Findings of Fact:

a) **No Impact.** The proposed project is not located along a State scenic highway or a scenic highway corridor, and there are no State- or locally designated scenic highways in the project vicinity.¹⁹ The nearest State scenic highway is Interstate-15 Temecula Valley Freeway, located 4.5 miles southwest from the project site. The project site is not visible from this highway. Therefore, the project would not affect any scenic resources within a scenic highway corridor. **No impact** would occur.

¹⁹ California Department of Transportation. California State Scenic Highway System Map. <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. (Accessed November 18, 2021).

b) **Less Than Significant Impact.** Unique visual features typically include parks, natural open space and topographic features, and native flora. The major scenic resources in proximity to the project site are the Hogbacks (topographic ridgeline) and Bachelor Mountain respectively 1.5 miles west and 3.5 miles east of the site.²⁰ Additional topographic features critical to the County's visual character include the San Jacinto Mountains and San Gorgonio Badlands on the northeast, the Box Springs Mountains to the north, and the Santa Ana Mountains on the southwest. Rural farmland, local hills and rock outcrops, and other open space features also are considered scenic vistas in the County.²¹

The project site is currently undeveloped and is vegetated primarily by non-native species (Figure 3). Properties surrounding the site have been developed with residential, commercial, and light industrial uses, or have been designated for development of commercial and light industrial uses (refer to Table 2.2.A and Figures 2 and 3).

The nearby residential uses to the east comprise one- and two-story single-family homes and ancillary buildings with associated landscaping. The commercial and light industrial uses to the south and west are two-story tilt-up buildings over 30 feet in height with associated landscaping. Finally, the commercial uses to the north are one-story retail uses featuring architectural pediments at least 30 feet in height with associated landscaping. The surrounding urban development in conjunction with the sub-transmission electrical circuit and lightweight steel poles along the northern project site boundary and surrounding street trees already obstruct public views of regional topographic features and other scenic vistas within the project view shed. The Hogbacks west of the site and Bachelor Mountain east of the site are only partially visible along the horizon from Benton Road and Penfield Lane.

The project would be designed and constructed in accordance with the Borel Airpark Center Specific Plan and Riverside County Airport Land Use Compatibility Plan, which provide a framework to consider the relationship and compatibility of the proposed commercial uses and associated buildings with their surroundings through building layout, orientation, setbacks, and height. The project site would be developed in accordance with the Manufacturing-Service Commercial (M-SC) design standards prescribed in the Borel Airpark Center Specific Plan.^{22,23} Although the maximum permitted building height is 50 feet, the proposed Arby's restaurant and Wienerschnitzel restaurant would be respectively 20 feet and 21 feet tall, while the Tommy's Express car wash would be 28 feet tall. Furthermore, the minimum required setbacks are 25 feet from streets, and the project buildings would be set back at least 27 feet from Penfield Lane and 47 feet from Benton Road. The development standards prescribed in the Borel Airpark Center Specific Plan with respect to building height and setbacks shall be implemented in the site design and verified during the County's plan check process. Each of the three structures on the site would be constructed to heights equal to or lower than the surrounding commercial and light industrial tilt-up buildings to the south and west and well below the maximum permitted building height of 50 feet. Through incorporation of these design features, the proposed project would not have a substantial adverse effect on a scenic vista. Impacts would be **less than significant**.

c) As of the last United States Census, the United States Census Bureau estimated French Valley's population to be 35,280 persons and the unincorporated community's land area to be approximately 10.87 square miles.²⁴ The project is located in an area with at least 1,000 persons per square mile and therefore meets the definition of *Urbanized Area* under Section 15387 of the *CEQA Guidelines*.

20 Google Earth Pro. French Valley. 33°35'25.04" N and -117°07'20.24" W. January 24, 2020 (Accessed February 25, 2022).

21 Riverside County. County of Riverside General Plan Amendment No. 960. Multipurpose Open Space Element. Page OS-52. Adopted December 8, 2015.

22 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

23 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 11.4 Development Standards. April 1, 2021.

24 QuickFacts, French Valley, Census-Designated Place, California. United States Census Bureau. <https://www.census.gov/quickfacts/fact/table/frenchvalleycdpcalifornia/PST045218> (accessed February 26, 2022).

The project site is vacant and subject to routine mechanical disking and weed abatement. During construction, vehicles and equipment would be visible during removal of vegetation, installation of structures and features, laying of asphalt and concrete, and other visible general construction activity. However, the presence of construction equipment would be temporary and would cease once construction is complete. Due to the temporary nature of construction activities, impacts to visual character of the site and its surroundings would be **less than significant** during construction.

Unique visual features typically include historic architecture, parks, natural open space and topographic features, and native flora. The major scenic resources in proximity to the project site are the Hogbacks (topographic ridgeline) and Bachelor Mountain respectively 1.5 miles west and 3.5 miles east of the site.²⁵ Additional topographic features critical to the County's visual character include the San Jacinto Mountains and San Gorgonio Badlands on the northeast, the Box Springs Mountains to the north, and the Santa Ana Mountains on the southwest. Rural farmland, local hills and rock outcrops, and other open space features also are considered scenic vistas in the County.²⁶ Design elements incorporated in the Borel Airpark Center Specific Plan establish a framework to consider the relationship and compatibility of the proposed commercial uses with their surroundings through building layout, orientation, setbacks, and height.

As previously noted in Section V.1, the development standards prescribed in the Borel Airpark Center Specific Plan with respect to setbacks^{27,28} shall be implemented in the site design and verified during the County's plan check process. The minimum required setbacks are 25 feet from streets, and the project buildings would be set back at least 27 feet from Penfield Lane and 47 feet from Benton Road. Furthermore, the proposed Arby's restaurant and Wienerschnitzel restaurant would be respectively 20 feet and 21 feet tall, while the Tommy's Express car wash would be 28 feet tall. All three proposed buildings onsite would be constructed to heights equal to or lower than the surrounding commercial and light industrial tilt-up buildings to the south and west and well below the maximum permitted building height of 50 feet. Through incorporation of these design features, the proposed project would be consistent with the applicable development standards that regulate scenic quality and integrate with the existing development pattern in the vicinity.

Policy OS 21.1 of the County General Plan Multipurpose Open Space Element includes provisions for the protection of the County's skylines, view corridors, and outstanding scenic vistas. Additionally, the County's Zoning Ordinance and Caltrans Scenic Highway Program are prescribed to maintain and enhance the quality of the visual character throughout the County.

The project site is within Planning Area 3 of the Borel Air Park Center Specific Plan (refer to Table 2.2.A), which was "formed on the basis of environmental constraints, logical placement, phasing, and neighborhood scale."²⁹ Pursuant to California Government Code Section 65450 et seq., Specific Plans provide detailed land use and infrastructure plans and policies and must be consistent with an applicable General Plan to ensure cohesive, aesthetically pleasing, and compatible development for a certain geographic area and integrate uniformly with the established community. The proposed text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan³⁰ to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) would

25 Google Earth Pro. French Valley. 33°35'25.04" N and -117°07'20.24" W. January 24, 2020 (Accessed February 25, 2022).

26 Riverside County. County of Riverside General Plan Amendment No. 960. Multipurpose Open Space Element. Page OS-52. Revised December 8, 2015.

27 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

28 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 11.4 Development Standards. April 1, 2021.

29 Riverside County. Borel Airpark Center Specific Plan No. 265, Amendment No. 1. Section III (Planning Area Development Standards). Page III-1. May 2014.

30 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

bring the Specific Plan into conformance with the existing Light Industrial land use designation of the County's General Plan for the project site and vicinity under a substantial conformance determination³¹ pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.³² The County's General Plan Light Industrial land use designation allows for "a wide variety of industrial and related uses, including...repair and other service facilities...and supporting retail uses."³³

The development schema prescribed in the Borel Air Park Center Specific Plan for Planning Area 3 (Manufacturing-Service Commercial (M-SC)) is intended to ensure design consistency for an enduring, identifiable, and dynamic image for the project area and the community. Section III (Development Standards) of the Borel Air Park Center Specific Plan provides a framework to guide new development in order to strengthen community identity. Design plans must consider the relationship and compatibility of the proposed dining and car wash facilities with the surroundings through building layout, orientation, and architectural features, as well as selection of materials, colors, and landscaping.

The proposed carwash would be an automated facility located at the western portion of the project site adjacent to neighboring vacant property zoned Industrial Park (I-P), which permits automobile service facilities, and away from the nearest residential uses to the east of the site (Refer to Table 2.2.A). All on-site buildings would incorporate 360-degree architecture where all elevations of the buildings receive equal articulation and design consideration to provide visual appeal and cohesion between buildings on the site. Additionally, the landscaped areas would include a mixture of "California-friendly"³⁴ trees, shrubs and groundcover to help integrate the new buildings into the existing setting and to reduce water use. Street trees along Penfield Lane also would be installed to screen the project site from the residential uses on the opposite side of the street. Development of the project site consistent with the same development framework as the surrounding land uses would ensure compatibility with the existing and proposed visual character of the surrounding community. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact:

31 The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan...(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

32 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

33 Riverside County. County of Riverside General Plan Amendment No. 960. Land Use Element. Page LU-62. Revised June 29, 2021.

34 A California Friendly® Landscape is defined as one that is drought-tolerant, aesthetically pleasing, and sustainable in accordance with the California Friendly® Maintenance Guide for Landscapers, Gardeners, and Land Managers. Douglas Kent + Associates. March 2017.

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

a) **Less Than Significant Impact.** The project site is located within Zone B of the Mount Palomar Nighttime Lighting Policy Area, approximately 22 miles northwest of the Mount Palomar Observatory. Accordingly, the project is subject to specific County ordinances for the regulation of light sources. Policy LU 4.1 of the County General Plan requires new developments to be located and designed to visually enhance and not degrade the character of the surrounding area through consideration of lighting and other impacts on surrounding properties. County Ordinance No. 655 restricts new development from incorporating fixtures emitting light that would create undesirable light rays into the night sky and detrimentally affect astronomical observations and research. Additionally, Ordinance No. 655 mandates that all outdoor lighting, aside from street lighting, be low to the ground, shielded, and/or hooded in order to prevent shine onto adjacent properties and streets. Through Ordinance No. 655, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., vehicle lights along adjacent roadways, and commercial, industrial, and residential lights from adjacent developed uses) in the project vicinity. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): On-site Inspection, Project Application Description, Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22).

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** The lighting sources currently at or near the project site consist of streetlights along Benton Road and Highway 79; vehicle headlights along these roadways, including Penfield Lane; and commercial, industrial, and residential lighting from adjacent developed uses. New development would result in new lighting sources such as parking lot lighting, interior and exterior building lighting (included for safety purposes), additional vehicle headlights, and illuminated signage. These new sources of light would be visible from neighboring developments and along adjacent roadways.

The project site is located within the airport influence area of the French Valley Airport and Compatibility Zones B1 and C of the [*French Valley*] *Riverside County Airport Land Use Compatibility Plan* (ALUCP). The ALUCP is developed to promote compatible land uses adjacent to airfields. Accordingly, the Riverside ALUC issued application number ZAP1118FV22, which requested conditions be implemented to prevent potential light and glare hazards on aviation as prescribed in **Mitigation Measure (MM) HAZ-1** (refer to Section V. 22(a)).³⁵

35 Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). August 11, 2022 (Appendix G).

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

Proposed building materials and colors would be subject to County plan check review in order to reduce the potential for architectural glare and to ensure that the selected materials blend in with the surrounding environment. Furthermore, incorporation of project site perimeter and streetscape landscaping would serve to further shield surrounding properties from light and/or glare generated on site. Through compliance with General Plan Policy LU 4.1 and County Ordinance No. 655, which mandate that all outdoor lighting, aside from street lighting, be low to the ground, shielded, and/or hooded in order to prevent shine onto adjacent properties, streets and the night sky, the proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., vehicle lights along adjacent roadways, and commercial, industrial, and residential lights from adjacent developed uses) in the project vicinity. Additionally, implementation of MM HAZ-1 would ensure light and glare impacts on aviation would be reduced to less than significant. Therefore, impacts from light and glare would be **less than significant with mitigation incorporated**.

Mitigation:

MM HAZ-1: Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the project lot lines and areas or change in use that differs from what was previously evaluated by the Airport Land Use Commission (ALUC) (three new structures including a 5,215-square-foot car wash tunnel with 15-car stack on 0.75 acre; a 2,535-square-foot sit-down restaurant with drive-through, including 600 square feet of indoor dining area and 1,200 square feet of kitchen area, and a 7-car stack drive through on 1.15 acres; and a 729-square-foot carry out restaurant with drive through, including 405 square feet of kitchen area and a 7-car stack drive through on 0.31 acres) shall require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

Furthermore, the proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies (20 feet for the Arby's, 21 feet for the Wienerschnitzel, and 28 feet for the Tommy's Express car wash). The maximum height and top point elevation specified above shall not be amended without further review by the ALUC and the Federal Aviation Administration (FAA); provided, however, that reduction in structure height or elevation shall not require further review by the ALUC. Additionally, temporary construction equipment used during actual construction of the structures shall not exceed a height and a maximum elevation greater than the proposed project buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

If marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. Furthermore, any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the ALUC.

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

b) **Less Than Significant.** The proposed project would not generate sources of light and/or glare that would be substantial when compared to the existing condition (e.g., vehicle lights along adjacent roadways, and commercial, industrial, and residential lights from adjacent developed uses) in the project vicinity. Proposed building materials and colors would be subject to County plan check review in order to reduce the potential for architectural glare and to ensure that the selected materials blend in with the surrounding environment. Furthermore, incorporation of project site perimeter and streetscape landscaping would serve to further shield surrounding properties from light and/or glare generated on site. Therefore, the proposed project would not expose residential properties to unacceptable light levels and impacts would be **less than significant**.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project:

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-2 "Agricultural Resources," State of California Department of Conservation, California Important Farmland Finder GIS database, Project Application Materials

Findings of Fact:

a) **No Impact.** The California Department of Conservation, Farmland Mapping and Monitoring Program, compiles Important Farmland maps pursuant to the provisions of Section 65570 of the California Government Code. These maps utilize data from the United States Department of Agriculture, Natural Resource Conservation Service (NRCS) soil survey and current land use information using eight mapping categories, and they represent an inventory of agricultural resources within Riverside County. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is located on or near the project site. The site is designated as "Farmland of Local Importance" (soils that would be classified as Prime and Statewide but lack available irrigation water, etc.).³⁶ As no Prime or Unique Farmlands or Farmland of Statewide Importance is located within or adjacent to the project site, no conversion of such farmlands would occur. **No impact** would occur related to this issue.

³⁶ State of California Department of Conservation, California Important Farmland Finder. Riverside County Important Farmland 2016. Sheet 1 of 3.

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

b) **No Impact.** Williamson Act contracts restrict land development of contract lands.³⁷ These contracts typically limit land use to agriculture, recreation, and open space, unless otherwise stated in the contract. The project is not located within a Williamson Act contract area³⁸ or land within a Riverside County Agricultural Preserve; therefore, **no impact** will occur

c) **No Impact.** The project site is not located within 300 feet of any agriculturally zoned property. Therefore, **no impact** will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas," Figure OS-3b "Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas," County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, Project Application Materials

Findings of Fact:

a) **No Impact.** The project site is zoned Borel Airpark Center Specific Plan with a Manufacturing-Service Commercial (M-SC) planning area designation.³⁹ Neither the project site nor surrounding properties are zoned for forest land or timberland.⁴⁰ Therefore, the proposed project would have **no impact** on forest land or timberland.

b) **No Impact.** No forest land exists on the project site. As discussed in Section V.5, below, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, **no impact** would occur.

c) **No Impact.** No forestry uses exist on or near the project site. In the absence of forest land, **no impact** would occur.

37 The Williamson Act is a procedure authorized under State law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values.
 38 County of Riverside. Riverside County Information Technology, Map My County. https://gis1.countyofriverside.us/Html5Viewer/index.html?viewer=MMC_Public. (Accessed February 16, 2022).
 39 County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, A1 – Figure I-1, Page I-4. May 2014, as amended.
 40 Ibid.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:				
6. Air Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook South Coast Air Quality Management District. Final 2016 Air Quality Management Plan. March 2016, Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021. (LSA Associates, Inc. Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project LSA Project No. EGR2101).

Findings of Fact:

a) **Less than Significant Impact.** The project site is in the South Coast Air Basin (Basin), which is managed by the South Coast Air Quality Management District (SCAQMD). The United States Environmental Protection Agency (EPA) has designated the status of the Basin as nonattainment for ozone (O₃), coarse inhalable particulate matter less than 10 microns in size (PM₁₀), and fine inhalable particulate matter less than 2.5 microns in size (PM_{2.5}) under the California Ambient Air Quality Standards. Under the National Ambient Air Quality Standards, the EPA has designated the status of the Basin as nonattainment for O₃ and PM_{2.5}.

The SCAQMD and Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. The applicable AQMP is the SCAQMD Final 2016 AQMP.⁴¹ The 2016 AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the 2016 AQMP, then the added emissions are considered to have been evaluated, are contained in the 2016 AQMP, and would not conflict with or obstruct implementation of the regional 2016 AQMP.

The proposed project is not considered a project of Statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries,

⁴¹ South Coast Air Quality Management District. Final 2016 Air Quality Management Plan. March 2016.

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

residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space, etc.) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)).

As detailed in Table 2.2.A, the County’s General Plan designates the project site land use as Light Industrial (LI), and the zoning of the site is [Borel Airpark Center] Specific Plan Zone (SP). No changes are proposed to the General Plan land use designation or zoning, except for the text amendment to Section V (Specific Plan Zoning Ordinance) to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination⁴² pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.⁴³ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the approximately 24 new employees generated by development of the site would not result in an increase in population that otherwise would not have been planned for in the County. Since the proposed project is consistent with the General Plan land use and zoning designation and would not generate any increase in population beyond that which has already been planned for by SCAG and the County, the proposed project is consistent with the 2016 AQMP. Impacts would be **less than significant**.

b) Less than Significant Impact. The SCAQMD’s CEQA *Air Quality Handbook* establishes suggested significance thresholds based on the volume of pollution emitted. According to the *Handbook*, any project in the Basin with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

- 55 lbs. per day of volatile organic compounds (VOC) (75 lbs./day during construction);
- 55 lbs. per day of oxides of nitrogen (NO_x) (100 lbs./day during construction);
- 550 lbs. per day of carbon monoxide (CO) (550 lbs./day during construction);
- 150 lbs. per day of PM₁₀) (150 lbs./day during construction);
- 55 lbs. per day of PM_{2.5}) (55 lbs./day during construction); and
- 150 lbs. per day of oxides of sulfur (SO_x) (150 lbs./day during construction).

The most recent version of the CalEEMod (Version 2020.4.0) was used to calculate construction and operation emissions from development of the proposed project (Appendix B).

No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the thresholds of significance based on the level above which a project’s individual emissions would result in a cumulatively considerable contribution to the Basin’s existing air quality conditions. Therefore, a project that exceeds the SCAQMD project-specific thresholds would also have a cumulatively considerable contribution to a significant cumulative impact.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site leveling, paving, and

42 The term “substantial conformance” means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan...(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

43 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

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

other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, VOC, directly-emitted PM_{2.5} or PM₁₀, and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction emissions were estimated for the project using CalEEMod Version 2020.4.0, consistent with SCAQMD recommendations for the proposed project.

For purposes of air quality analysis, it is assumed that construction would occur in phases. Each individual phase of project development would include the following construction activities: site preparation; grading; building construction; architectural coating (painting); and paving and surface improvement. The application of paving and architectural coating starts right after building construction and is assumed to continue throughout the construction process. The construction analysis includes estimating the construction equipment that would be used during each construction activity, the hours of use for that construction equipment, the quantities of earth and debris to be moved, and on-road vehicle trips (worker, soils hauling, and vendor trips). CalEEMod modeling defaults are assumed for the construction activities, off-road equipment, on-road construction fleet mix, and trip lengths. The tentative project construction schedule would have a probable start date in May 2022 and a planned opening in early 2023.⁴⁴

Table 3.3.A identifies the maximum daily emissions associated with construction activities and indicates no criteria pollutant emission thresholds would be exceeded from construction of the proposed project.

Table 3.3.A: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	1	16	10	<1	<1	<1
Grading	2	21	10	<1	4	2
Building Construction	2	15	16	<1	<1	<1
Architectural Coating	5	1	2	<1	<1	<1
Paving	1	9	12	<1	<1	<1
Peak Daily Emissions	5	21	16	<1	4	2
SCAQMD Thresholds	75	100	550	150	150	55
Significant Emissions?	No	No	No	No	No	No

Source: LSA Associates, Inc. Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101). Table C: Estimated Construction Emissions, May 2, 2022 (Appendix B).

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOC = volatile organic compounds

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from stationary, energy, and mobile sources. Stationary sources include area sources such as architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and food preparation, and electricity for lighting. Mobile-source emissions are from vehicle trips associated with operation of the project. The proposed project is estimated to generate 1,989 vehicle trips per day (refer to Appendix J. Based on the stationary-source parameters in CalEEMod for a fast-food restaurant with drive through and an automobile care center

⁴⁴ These construction dates are garnered from the Air Quality Report (Appendix B); however, the actual construction start date will commence towards the middle of 2023, and the duration will remain the same.

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

and trip generation rates estimated for the proposed project (refer to Appendix B), operational emissions are detailed in Table 3.3.B. Projects in the Basin with operation-related emissions that exceed any of the listed emission thresholds are considered by the SCAQMD to generate potentially significant impacts to the environment.

Table 3.3.B indicates that the emissions of criteria pollutants generated from operation of the proposed project would not exceed the corresponding SCAQMD daily emission thresholds.

Table 3.3.B: Operational Emissions with Regional Effects

Source	Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Area Sources	<1	<1	<1	0	0	0
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	6	7	62	<1	14	4
Total Project Emissions	6	7	63	<1	14	4
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101)*. Table E: Operational Emissions. May 2, 2022 (Appendix B).

Note: Numbers may appear to not sum correctly due to rounding.

CO = carbon monoxide
 lbs/day = pounds per day
 NOx = nitrogen oxides
 PM_{2.5} = fine inhalable particulate matter less than 2.5 microns in size

PM₁₀ = coarse inhalable particulate matter less than 10 microns in size
 SCAQMD = South Coast Air Quality Management District
 SOx = sulfur oxides
 VOC = volatile organic compounds

As per regulatory policy in the Basin, the proposed project is required to comply with SCAQMD Rule 403, which includes implementation of standard control measures for fugitive dust. Table 3.3.A and Table 3.3.B demonstrate that, with compliance with applicable regulatory policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold during construction or operation. Therefore, the proposed project would not contribute significantly to cumulative impacts from generation of any pollutants for which the region is in nonattainment. Specifically, the proposed project construction and operational emissions would not exceed the SCAQMD's mass daily thresholds for VOC and NOx that serve as project and cumulative impact thresholds of significance for gauging regional O₃ impacts. Therefore, the proposed project's contribution to cumulative air quality impacts would not be cumulatively significant.

Compliance with SCAQMD Rules 402, 403, and 431.2, which include implementation of standard control measures for diesel equipment emissions, fugitive dust, and construction methods is a regulatory requirement for all projects in the Basin. Other regulatory measures such as Title 13-Section 2449 of the California Code of Regulations; and California Department of Resources Recycling and Recovery (CalRecycle) Sustainable (Green) Building Program regulations also would be implemented for the proposed project. Through compliance with these regulations as part of applicable policy designed to reduce emissions, the proposed project would not exceed any SCAQMD threshold or contribute to a substantial increase in regional air emissions. Therefore, the proposed project would not result in a cumulatively considerable contribution to significant air quality impacts. Cumulative air quality impacts would be **less than significant**.

c) **Less than Significant Impact.** Localized Significance Thresholds (LSTs) are developed based upon the size or total area of the emissions source from construction equipment activities, the ambient air quality levels in each source receptor area (SRA) in which the emission source is located, and the

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

distance to nearby sensitive receptors. LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each SRA. For the proposed project, the appropriate SRA for the LST is SRA 26 (Temecula Valley).

LSTs only apply to CO, nitrogen dioxide (NO₂), PM₁₀, and PM_{2.5} emissions during construction and operation. Screening-level analysis of LSTs is only recommended for construction activities at project sites that are 5 acres or less. The SCAQMD recommends that, for any project over 5 acres, air quality dispersion modeling for operational and construction activities should be performed to assess impacts to nearby sensitive receptors. The project site is approximately 2.24 acres. Therefore, dispersion modeling is not required, and a screening-level analysis of LSTs for 2.24 acres was used for construction and operational activities.

Localized significance is determined by comparing the on-site-only portion of the construction and operational emissions with emissions thresholds derived by the SCAQMD to ensure pollutant concentrations at nearby sensitive receptors. For this project, the closest sensitive receptor is the residential property located approximately 130 feet (40 meters) east of the project site boundary.⁴⁵ The localized construction and operational analysis results are below the LST thresholds established by the SCAQMD. Tables 3.3.C and 3.3.D detail the construction and operational LST emissions.

Table 3.3.C: Summary of Construction Emissions, Localized Significance

Source	Pollutant Emissions			
	NOx (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-Site Emissions	17	14	4	2
LST Thresholds	270	1,466	16	6
Significant?	No	No	No	No

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101)*. Table D: Construction Localized Impacts Analysis. May 2, 2022 (Appendix B).

Note: Source Receptor Area (SRA) for the LST is SRA 26 (Temecula Valley), 2.24-acre site, 130 feet to nearest receptor.

CO = carbon monoxide

PM_{2.5} = particulate matter less than 2.5 microns in size

LST = localized significance threshold

PM₁₀ = particulate matter less than 10 microns in size

SRA = Source Receptor Area

NO₂ = nitrogen dioxide

Table 3.3.D: Summary of Operational Emissions, Localized Significance

Source	Pollutant Emissions			
	NOx (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-Site Emissions	<1	19	<1	<1
LST Thresholds	270	1,466	4	2
Significant?	No	No	No	No

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101)*. Table F: Long-Term Operational Localized Impacts Analysis. May 2, 2022 (Appendix B).

Note: Source Receptor Area (SRA) for the LST is SRA 26 (Temecula Valley), 2.24-acre site, 130 feet to nearest receptor.

On-site traffic would be 5% of total mobile source.

⁴⁵ 130 feet is the distance measured between the center of the residential structure and the project construction boundary.

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

Table 3.3.D: Summary of Operational Emissions, Localized Significance

Source	Pollutant Emissions			
	NOx (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)

CO = carbon monoxide

LST = localized significance threshold

NO₂ = nitrogen dioxide

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SRA = Source Receptor Area

As detailed in Table 3.3.C and Table 3.3.D, project construction and operational emissions would not exceed LST thresholds. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts related to substantial pollutant concentrations for construction and operation. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be **less than significant**.

d) **Less than Significant Impact.** Other emissions, including nuisance odors, may occur during the operation of diesel-fueled equipment during construction and operation of the project. However, these emissions would be short term in duration and are expected to be isolated to the immediate vicinity of the construction site or transport route. SCAQMD Rules 402, 403, and 431.2, as well as Title 13, Section 2449(d)(d) of the California Code of Regulations (CCR), require the project Applicant to implement standard control measures for fugitive dust and diesel equipment emissions. Additionally, operators of off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) are required to limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).

Other odors that could emanate from the project site include odors from kitchen operations at the proposed Arby's and/or Wienerschnitzel. SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property." Adherence to these rules is standard regulatory policy for all development within the Basin and would ensure impacts from other emissions such as nuisance odors remain **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES Would the project:

7. Wildlife & Vegetation

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

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): GIS database, Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) , On-site Inspection (SWCA Environmental Consultants. Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California. August 2022, Revised November 2023. (Appendix C-1)), Agency Review of Biological Assessment (Regional Conservation Authority (RCA). RCA Joint Project Review (JPR) Findings. January 2, 2024. (Appendix C-2)).

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** The approximately 2.47-acre project site is located within the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP); therefore, it is subject to applicable provisions of the MSHCP. Also, the MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The site was evaluated for biological resources pursuant to the MSHCP via a MSHCP Consistency Analysis (Appendix C-1), which included a literature review and one-day pedestrian survey conducted on April 8, 2021.⁴⁶ The project site is not within any MSHCP Core Area, or a Cell Group, but it is within MSHCP Criteria Cell 5778 and Subunit 5: French Valley/Lower Sedco Hills (SU5) of the Southwest Area Plan. Specifically, the project site occurs in the north-central portion of Cell 5778.

According to Section 3.3.15 of the MSHCP, conservation within Criteria Cell 5778 will contribute to assembly of Proposed Core 2 (Antelope Valley) and will focus on grassland habitat. Areas conserved within this Cell will be connected to grassland habitat and agricultural land proposed for conservation in

⁴⁶ SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California*. Page 15. August 2022, Revised November 2023. (Appendix C-1).

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

Cell Group B' to the west. Conservation within Cell 5778 will be approximately 5 percent of the Cell, focusing in the southwestern portion of the Cell.⁴⁷

Due to the surrounding land uses around the site, wildlife movement in the project vicinity is already restricted by urban development. While undeveloped land occurs adjacent to the site to the west, this land is ruderal and contains commercial and industrial development to the west of it.⁴⁸ As noted by the Western Riverside County Regional Conservation Authority (RCA), 8.2 acres for conservation are still required to meet the conservation goal of Cell 5778, and approximately 60 acres of undeveloped lands exist within Cell 5778.⁴⁹ Development of the project site as proposed would not further impede assembly of Proposed Core 2 as a wildlife corridor between Core Areas of the MSHCP pursuant to the conservation goals of MSHCP Criteria Cell 5778 because the project site is not described for conservation by the MSHCP, and available undeveloped lands for conservation are available for contribution to Proposed Core 2. Despite the project not occurring adjacent to MSHCP Conservation Areas, indirect, edge effects could impact sensitive biological resources.

Edge effects are indirect effects associated with artificial lighting, increased noise, unnatural predators (e.g., domestic cats and other non-native animals), competitors (e.g., exotic plants and non-native animals), unauthorized recreational use that may damage vegetation and/or habitat, increased generation of dust and trash/debris, and effects on storm water and water quality. As detailed in Section 23 (Hydrology and Water Quality), the proposed project includes standard BMPs incorporated into project planning to contain construction and operation runoff of toxins, chemicals, petroleum products, and exotic plant materials that originate from the project site. As detailed in Section 21 (Hazards and Hazardous Materials), the proposed project includes standard BMPs incorporated into project planning to avoid and reduce the distribution of toxicants. Accordingly, with implementation of **Mitigation Measure (MM) BIO-1** and **MM-BIO-2** any significant edge effects to adjacent undeveloped lands and to lands within Criteria Cell 5778, would be reduced to **less than significant with mitigation incorporated** though implementation of BMPs.

Additionally, the project site occurs with Rough Step Unit 6. In Rough Step Unit 6, there are 11,392 acres within the Criteria Area. Key vegetation communities within Rough Step Unit 6 include: coastal sage scrub; grasslands; woodlands and forests; and riparian scrub, woodland, forest. Although the 2022 Annual Report has not been finalized, the remaining development allowance for grassland for Rough Step Unit 6 is 299 acres of grassland. As of the end of 2022, this Unit remains in Rough Step. Based on the above discussion, the proposed project does not conflict with Rough Step. However, development allowance may have changed by the time this project submits for a grading permit.⁵⁰ Therefore, project implementation may result in potentially significant impacts to MSHCP Conservation. With implementation of **MM BIO-3**, the Permittee would confirm with the RCA that the project would not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit, and potential impacts to the MSHCP Reserve Assembly would be reduced to **less than significant with mitigation incorporated**.

The project site is currently undeveloped and is vegetated primarily by non-native annual grasses. During the April 2021 field survey, approximately 72 percent of the plants identified on-site were non-

⁴⁷ *Ibid.* Page 9.

⁴⁸ *Ibid.* Page 1.

⁴⁹ Regional Conservation Authority (RCA). *RCA Joint Project Review (JPR) Findings, JPR # 23-05-16-01.* Page 3. January 2, 2024. (Appendix C-2)

⁵⁰ *Ibid.*

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

native species.⁵¹ In accordance with the MSHCP, the project was subject to site-specific biological studies, including a Habitat Assessment for MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) and Criteria Area Species Survey Area (CASSA) plant species and a habitat assessment for burrowing owl (refer to Appendix C-1) in accordance with the Western Riverside MSHCP guidelines to address potential impacts to MSHCP-covered species having the potential to occur on site. SWCA determined that NEPSSA species (Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, Wright's trichocoronis) and CASSA species (Parish's brittlescale, Davidson's saltscale, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mousetail, mud nama) do not have the potential to occur on site based on the pedestrian survey conducted on April 8, 2021.⁵² Burrowing owls have some potential to occur on the project site even though none were observed during the habitat assessment field survey. Therefore, **MM BIO-4** is required to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. Additionally, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711); therefore, **MM BIO-5** is required to ensure that no nesting birds have colonized the site in the days preceding the ground-disturbing activities. With implementation of **MM BIO-4** and **MM BIO-5**, impacts to endangered or threatened species listed under State and federal regulations would be reduced to **less than significant with mitigation incorporated**.

The MSHCP includes a Local Development Mitigation Fee in accordance with Riverside County Ordinance No. 810 (as codified in **RCM BIO-1**) to assist in providing revenue to acquire and preserve vegetation communities and natural areas within Riverside County known to support populations of threatened, endangered, or key sensitive populations of plant and wildlife species. MSHCP payment would be submitted based on a per-acre fee of development pursuant to County Ordinance No. 810. In addition to the MSHCP, the project site is within the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary, and payment of the appropriate fee (as codified in **RCM BIO-2**) in accordance with Riverside County Ordinance No. 663.10 would be required as a matter of law. Impacts from potential conflict with the MSHCP therefore would be **less than significant**.

RCM BIO-1: Prior to issuance of any building permits for non-residential uses and occupancy releases for residential uses, the applicant shall provide payment to the County of Riverside for applicable Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fees. The Local Development Mitigation Fees are subject to change each fiscal year. As such, the Applicant shall pay the current fee amounts according to timing outlined by the Western Riverside County Regional Conservation Authority (RCA). The Applicant shall pay the current fee amounts regarding roadways prior to approval of the Improvement Plan. The Applicant shall pay the current fee amounts regarding residential, commercial, and industrial uses, prior to building permit issuance.

RCM BIO-2: Prior to issuance of any grading permits, the County of Riverside shall confirm that the project applicant has paid the fees pursuant to Ordinance 663.10 for the Stephens' kangaroo rat (SKR) Habitat Conservation Plan (HCP) Fee Assessment Area.

⁵¹ SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California*. Page 16. August 2022, Revised November 2023. (Appendix C-1).

⁵² *Ibid.* Page 26 and 27.

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

As discussed in this section, implementation of **MM BIO-1** through **MM BIO-5** would ensure the proposed project would not conflict with or obstruct implementation of the MSHCP. Furthermore, as required for all development projects in the County of Riverside, the project applicant shall pay applicable MSHCP Local Development Mitigation fees (**RCM BIO-1**) and the SKR HCP Fee (**RCM BIO-2**), as established and implemented by the County at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be **less than significant with mitigation incorporated**.

b) **Less than Significant.** The project site was evaluated for biological resources pursuant to the MSHCP via a MSHCP Consistency Analysis Report (Appendix C-1), which included a literature review and one-day pedestrian survey conducted on April 8, 2021. The MSHCP Consistency Analysis included a habitat suitability assessment, which indicates the project site is dominated by non-native forbs and grasses with a few native species of plants interspersed.⁵³ Due to the disturbed nature of the site and developed setting of the surrounding properties, the project site does not contain sensitive biological resources such as riparian/riverine or vernal pool habitats.

A nine-quad search (Bachelor Mountain, Romoland, Winchester, Hemet, Murrieta, Sage, Temecula, Pechanga, and Vail Lake) was conducted to identify special-status species that were previously reported within the project vicinity, and these species were reviewed for their potential to occur within the project site.⁵⁴ A total of 63 special-status plant species were identified in the search, and all of these species were noted as having no potential to occur on the project site due to the existing site conditions (ongoing mowing and/or disking), lack of detection, and lack of suitable habitat. Of the 63 special-status plant species whose presence was evaluated on the project site, 35 plant species are covered under the MSHCP. The remaining 28 plant species not covered under the MSHCP include: chaparral sand-verbena (*Abronia villosa* var. *aurita*), alkali marsh aster (*Almutaster pauciflorus*), south coast saltscale (*Atriplex pacifica*), Santa Rosa Basalt brodiaea (*Brodiaea santarosae*), lakeside ceanothus (*Ceanothus cyaneus*), Orcutt's pincushion Chaenactis (*glabriuscula* var. *orcuttiana*), Parish's chaenactis (*Chaenactis parishii*), delicate clarkia (*Clarkia delicata*), Wiggins' cryptantha (*Cryptantha wigginsii*), Tecate cypress (*Hesperocyparis forbesii*), mesa horkelia (*Horkelia cuneata* ssp. *puberula*), San Diego hulsea (*Hulsea californica*), Santa Lucia dwarf rush (*Juncus luciensis*), Orcutt's linanthus (*Linanthus orcuttii*), intermediate monardella (*Monardella hypoleuca* ssp. *intermedia*), felt-leaved monardella (*Monardella hypoleuca* ssp. *lanata*), chaparral nolina (*Nolina cismontane*), Gander's ragwort (*Packera gander*), Santiago Peak phacelia (*Phacelia keckii*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), Latimer's woodland gilia (*Saltugilia latimeri*), Shevock's copper moss (*Schizymerium shevockii*), southern mountains skullcap (*Scutellaria bolanderi* ssp. *austromontana*), chaparral ragwort (*Senecio aphanactis*), salt spring checkerbloom (*Sidalcea neomexicana*), San Bernardino aster (*Symphotrichum defoliatum*), Parry's tetracoccus (*Tetracoccus dioicus*), and California screw moss (*Tortula californica*). These 28 special-status plant species have no potential to occur due to lack of suitable habitat within the project site.

Additionally, 14 special-status animal species (9 birds, 1 crustacean, 2 invertebrates, and 2 mammals) were identified in the search, of which 2 species were noted as being absent, 10 species were noted as unlikely, 1 species was noted as low, and 1 species, burrowing owl (*Athene cunicularia*), was the only species with a moderate potential to occur due to suitable habitat being present. However, no potentially suitable burrows, owl sign (e.g., feathers, pellets, whitewash, and prey remnants), or burrowing owls were detected during the April 2021 field survey.⁵⁵ Of the 14 special-status animal

⁵³ Ibid. Page 18

⁵⁴ Ibid. Page 15.

⁵⁵ Ibid. Page 22.

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

species whose presence was evaluated on the project site, 13 animal species are covered under the MSHCP. Crotch bumblebee (*Bombus crotchii*) is not a covered species under the MSHCP; however, this species is unlikely to occur because frequent disking onsite attributes to low quality nesting habitat, and no food plants (e.g., *Asclepias sp.*, *Chaenactis sp.*, *Lupinus sp.*, *Medicago sp.*, *Phacelia sp.*, and *Salvia sp.*) are available onsite.

No special-status species were found during the April 2021 field survey.⁵⁶ Furthermore, potentially suitable habitat for NEPSSA or CASSA species is absent on site and are they are not expected to occur; therefore, focused surveys are not required. The only endangered or threatened species with potential to occur on the project site is Stephens' kangaroo rat (*Dipodomys stephensi*). This species was assigned a low probability of occurring on the project site due to the occurrence of general habitat in the form of non-native grassland for this species. However, microhabitat for this species, such as buckwheat and chamise, is absent. The project site does not occur in an MSHCP Mammal Species Survey Area, and small mammal trapping was not required nor conducted. As detailed above in Section 7(a), the project is within the SKR HCP, a region-wide plan for species permitting and conservation so that individual projects could receive Endangered Species Act (ESA) take authority for the species throughout the County, rather than individually.

SKR has its own HCP that is independent from the MSHCP. SKR is federally and State listed as threatened. This species was “reclassified” from endangered to threatened in February of 2022 by the USFWS along with a concurrent ESA “4(d) rule” for management activities in approved management plans.⁵⁷ Although there is very low potential for SKR to occur on the project site due to regular disking and disturbance of the site, the project site is within the County’s SKR HCP fee boundary, so implementation of **RCM BIO-2** for payment of the SKR HCP fee pursuant to County Ordinance 663.10 would ensure removal of non-native grassland habitat would not result in significant effects to SKR. Impacts would remain **less than significant**, and mitigation is not required.

c) **Less than Significant with Mitigation Incorporated.** As noted above in Section 7(a) above, burrowing owl was the only special-status species with a moderate potential to occur due to suitable habitat being present on the project site. However, no potentially suitable burrows, owl sign (e.g., feathers, pellets, whitewash, and prey remnants), or burrowing owls were detected during the April 2021 field survey. As noted above in Section 7(b) above, 13 the 14 special-status animal species whose presence was evaluated on the project site are covered under the MSHCP. Crotch bumblebee is not a covered species under the MSHCP; however, this species is unlikely to occur because frequent disking onsite has resulted in low quality nesting habitat, and no food sources (e.g., *Asclepias sp.*, *Chaenactis sp.*, *Lupinus sp.*, *Medicago sp.*, *Phacelia sp.*, and *Salvia sp.*) are available onsite. Furthermore, potentially suitable habitat for NEPSSA or CASSA species is absent on site, and no NEPSSA or CASSA species are expected to occur; therefore, focused surveys are not required.

Although no special-status species were found during the April 2021 field survey, and no potentially suitable burrowing owl burrows were identified, burrowing owl has a moderate potential to occur on the project site since the site contains relatively low-lying bromes and grasses, and the burrowing owl is common in the project region. Impacts to burrowing owl can be potentially significant due to potential for this species to occupy the site and its surrounding areas prior to development of the project. Therefore, **MM BIO-4** is required to ensure that a pre-construction burrowing owl survey would be conducted prior to disturbance of the site and that, if encountered, impacts to burrowing owls would be

⁵⁶ *Ibid.* Page 21.

⁵⁷ Riverside County Habitat Conservation Agency (RCHCA). n.d. *The Stephens' Kangaroo Rat*. Website: <https://rchca.us/183/Stephens-Kangaroo-Rat>. (accessed January 21, 2024).

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

avoided. By implementing **MM BIO-4**, impacts to burrowing owl would be reduced to a **less than significant with mitigation incorporated**. Additionally, if construction is to occur during the bird breeding season (typically February 1 through August 31, starting January 1 for raptors), impacts to nesting birds would be potentially significant due to nesting birds being protected under the MBTA and California Fish and Game Code. Therefore, **MM BIO-5** is prescribed to ensure that nesting birds would be protected until the young have fledged and by doing so, direct impacts to sensitive and common avian species from development of the project site would be reduced to **less than significant with mitigation incorporated**.

Additionally, the project will be required to pay MSHCP Local Development Mitigation Fees as described in **RCM BIO-1**. Payment of MSHCP Local Development Mitigation Fees provides habitat-based mitigation within the plan area for all wildlife and plant species impacted due to the loss of suitable habitat from covered projects. The project would be consistent with the goals/objectives of the MSHCP, as documented in the RCA-approved MSHCP Consistency Analysis Report (Appendix C-1) and implementation of the proposed mitigation measures and regulatory compliance measures listed at the end of this Section.

d) **Less than Significant with Mitigation Incorporated**. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed open space for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 comprised primarily of French Valley Creek that connects the Antelope Valley Proposed Core 2 in the Hogbacks [mountains] near Murrieta with the Bachelor Mountain Proposed Extension of Existing Core 7 of the Bachelor Mountain range is located approximately 1,900 feet northwest of the project site.⁵⁸ According to the Western Riverside County RCA, “constrained” linkages tend to be hemmed in by existing patterns of development and may work well as pathways linking core areas but not as living spaces.⁵⁹

The project site is surrounded on three sides by urban development. It is bounded by four-lane Benton Road to the north, Penfield Lane and a large private residence/swim school to the east, and industrial development to the south. A vacant ruderal property occurs to the west, with commercial and industrial development west of that property.⁶⁰ The existing land uses surrounding the project site already restrict wildlife movement in the project vicinity. The project site is further separated from Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 by State Route 79 (Winchester Road); therefore, development of the site would not encroach on Linkage 18 or French Valley Creek and would not obstruct or inhibit French Valley Creek from continuing to serve as a wildlife corridor between larger

⁵⁸ City of Murrieta. *Final Environmental Impact Report for the Murrieta General Plan 2035*. Section 5.10: Biological Resources. Exhibit 5.10-1 (MSHCP Proposed and Existing Conservation Land). SCH No. 2010111084. July 19, 2011.
⁵⁹ Western Riverside County Regional Conservation Authority. *Habitat Conservation*. <http://www.wrc-rca.org/habitat-conservation/> (accessed November 1, 2019).
⁶⁰ SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California*. Page 1. August 2022, Revised November 2023. (Appendix C-1).

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

contiguous segments of land that could offer opportunities for wildlife movement. As such, the proposed project would not substantially limit wildlife movement.

Pursuant to the Urban/Wildlands Interface guidelines presented in MSHCP Section 6.1.4, the project has the potential to indirectly affect wildlife movement through edge effects associated with locating a commercial facility in proximity to an MSHCP Conservation Area. Edge effects are indirect effects associated with artificial lighting, increased noise, unnatural predators (e.g., domestic cats and other non-native animals), competitors (e.g., exotic plants and non-native animals), unauthorized recreational use that may damage vegetation and/or habitat, increased generation of dust and trash/debris, and effects on storm water and water quality. These effects and the alteration of existing on-site vegetation may result in changes in the behavioral patterns of wildlife or reduce the amount or diversity of wildlife adjacent to the site. Accordingly, implementation of **MM BIO-1** and **MM-BIO-2** are necessary as noted in RCA Joint Project Review (JPR) Findings (Appendix C-2) in order to reduce significant edge effects and to contain construction and operational runoff, including toxics, on the project site. By doing so project impacts would be reduced to **less than significant with mitigation incorporated**.

Furthermore, as discussed in detail subsequently in the hydrology section, **RCM HYD-1** and **RCM HYD-2** address edge effects associated with storm water and water quality. **RCM HYD-1** would ensure polluted runoff during site preparation and construction would be addressed by the SWPPP, and **RCM HYD-2** would require the preparation of a Final WQMP in compliance with the San Diego Region MS4 Permit. Since the Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 adjacent to the project site consists primarily of French Valley Creek, **RCM HYD-1** and **RCM HYD-2** would minimize edge effects by maintaining the conveyance of seasonal clean water flows along French Valley Creek, which connects the Antelope Valley Proposed Core 2 in the Hogbacks [mountains] near Murrieta with the Bachelor Mountain Proposed Extension of Existing Core 7 of the Bachelor Mountain range.

Lastly, the project has potential to affect migratory birds, implementation of **MM BIO-5** would protect migratory birds during the nesting bird season when unfledged offspring would not be able to flee the site safely during construction through the provision of appropriate buffers within which construction would not be allowed. Therefore, protection of French Valley Creek and the Paloma Valley-Bachelor Mountain Proposed Constrained Linkage 18 through implementation of **RCM HYD-1** and **RCM HYD-2**, and the reduction of significant edge effects through implementation of **MM BIO-1** and **MM-BIO-2** as well as implementation of **MM BIO-2**, would ensure development of the project site would not significantly affect wildlife movement opportunities, established native resident or migratory wildlife corridors, or native wildlife nursery sites. Impacts to wildlife corridors or linkages would be reduced to **less than significant with mitigation incorporated**.

e) **No Impact.** Certain habitats/natural communities are considered to be of special concern based on, 1) Federal, State, or local laws regulating their development; 2) limited distributions; and/or 3) whether they support the habitat requirements of special-status plants or animals. As discussed above, the site was evaluated for biological resources pursuant to the MSHCP via a MSHCP Consistency Analysis Report (Appendix C-1), which included a literature review and one-day pedestrian survey conducted on April 8, 2021. The habitat suitability assessment provided in the MSHCP Consistency Analysis indicates the project site is dominated by non-native forbs and grasses with a few native species of plants interspersed.⁶¹ Due to the disturbed nature of the site and developed setting of the surrounding properties, the project site does not contain sensitive biological resources such as riparian/riverine or vernal pool habitats. Furthermore, no evidence of vernal pools, hydrophytic plants, prolonged

⁶¹ SWCA Environmental Consultants. Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California. Page 18. August 2022, Revised November 2023. (Appendix C-1).

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

inundation, depressions, tectonic swales/earth slump basins, or inundation conducive to ponding, or other wetland features were recorded on site during the April 8, 2021 field survey or found on historic aerial photos.⁶² No special-status species, NEPSSA species, or CASSA species were identified due to the lack of suitable habitat on and surrounding the project site.

The nearest Critical Habitat units are approximately 2.1 miles southeast of the project site as part of Unit 2 of USFWS designated Critical Habitat for the federally listed as endangered Quino checkerspot butterfly (*Euphydryas editha quino*) and Unit 2 of USFWS designated Critical Habitat for the federally listed as endangered San Diego ambrosia (*Ambrosia pumila*).⁶³ However, no portion of the project site is located in or adjacent to the Critical Habitat Units 2 for Quino checkerspot butterfly and Unit 2 for San Diego ambrosia or any other critical habitat. Additionally, a search of the CNDDDB indicates the nearest sensitive habitat is Southern Cottonwood Willow Riparian Forest located approximately 3.7 miles northeast of the project site.⁶⁴ Therefore, **no impacts** to riparian habitat or other sensitive natural communities would occur, and mitigation is not required.

f) **No Impact.** The U.S. Army Corps of Engineers (USACE) regulates discharges of dredge or fill material into water of the U.S., including wetlands and non-wetland bodies of water that meet specific criteria. In order to be considered a jurisdictional wetland under Section 404 of the Federal Clean Water Act (CWA), an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology.

The MSHCP Consistency Analysis (Appendix C-1) performed in conjunction with MSHCP implementation did not identify any vernal pools or hydrophytic vegetation, hydric soils, or wetland hydrology on or near the project site. Therefore, the project would not affect potentially jurisdictional waters and would not be subject to the regulatory authority of the USACE under Section 404 of the CWA, the San Diego Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA, or the CDFW under Sections 1600 et seq. of the California Fish and Game Code. The proposed project would have no effects on State or federally protected wetlands. **No impact** would occur, and no mitigation is required.

g) **No Impact.** Riverside County’s Oak Tree Management Guidelines, County Ordinance No. 559, and General Plan Policies OS 9.3 and 9.4 regulate tree removal. According to the County of Riverside (Chapter 12.24. Tree Removal), the County tree preservation ordinance states removal of native trees with a height of 30 feet and a diameter breast height of 12 inches on any land that is above half an acre and above 5,000 feet in elevation is not allowed without a permit. However, there are no large trees or shrubs on the project site, with the exception of a few ornamental shrubs along the southern site boundary.⁶⁵ The project would be developed consistent with the MSHCP, County General Plan Policies for protection of biological resources, and all other guidelines and regulations applicable to the project site. **No impact** would occur, and no mitigation is required.

Mitigation:

⁶² *Ibid.* page 23.

⁶³ U.S. Fish and Wildlife Service (USFWS). 2024. *Critical Habitat Portal*. <https://ecos.fws.gov/ecp/report/table/critical-habitat.html> (Accessed January 22, 2024).

⁶⁴ CDFW (California Department of Fish and Wildlife). 2023. *Natural Diversity Database*. RareFind, Online Edition, Version 5.3.0. <https://www.wildlife.ca.gov/Data/CNDDDB/> (accessed January 22, 2024).

⁶⁵ SWCA Environmental Consultants. *Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, French Valley, Riverside County, California*. Page 18. August 2022, Revised November 2023. (Appendix C-1).

MM BIO-1:

The following guidelines contained in Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 shall be implemented by the Permittee:

- i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems.
- ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff.
- iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting.
- iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.
- v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.
- vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.
- vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.
- viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.

MM BIO-2:

The following MSHCP Appendix C best management practices (BMPs), as applicable, shall be implemented for the duration of construction:

- i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.
- ii. Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements.
- iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
- iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.
- v. Projects shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.
- vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.
- vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.
- viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG [CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

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

- ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.
- x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.
- xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
- xii. Exotic species that prey upon or displace target species of concern shall be permanently removed from the site to the extent feasible.
- xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
- xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing shall be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
- xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.

MM BIO-3: In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that *if the rough step rule is not met during any analysis period (performed annually by the Regional Conservation Authority [RCA]), the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved.* The Permittee is encouraged to consult with the RCA on current rough step allowances prior to working with project applicants developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of balance. Prior to issuance of a grading permit, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.

MM BIO-4: Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing, and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site

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

in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

MM BIO-5: If activities associated with vegetation removal, construction, or grading are planned during the bird nesting/breeding season (generally February 1 through August 31; January 1 for raptors), a qualified biologist shall conduct surveys for active nests. Preconstruction nesting bird surveys shall be conducted weekly beginning 14 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than 3 days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional preconstruction surveys shall be conducted so that no more than 3 days have elapsed between the survey and ground-disturbing activities.

Active nests found within 100 feet of the construction zone shall be delineated with highly visible construction fencing or other exclusionary material that would inhibit entry by personnel or equipment into the buffer zone. Installation of the exclusionary material will be completed by construction personnel under the supervision of a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by at least one adult bird) and until young birds have fledged and no continued use of the nest is observed, as determined by a qualified biologist. The barrier shall be removed by construction personnel at the direction of the biologist. The following RCMs are regulatory requirements implemented as a routine action by the County to ensure compliance with the requirements of the County.

Monitoring: **MM BIO-2:** The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.

CULTURAL RESOURCES Would the project:

8. Historic Resources

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

Source(s): On-site Inspection, Project Application Materials (LSA Associates, Inc. Phase 1 Cultural Resources Assessment. July 2021. Appendix D)

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

Findings of Fact:

a) and b). **Less than Significant with Mitigation Incorporated.** Cultural resources are broadly defined as any physical manifestations of human activity that are at least 50 years of age and may include archaeological resources as well as historic-era buildings and structures. Archaeological resources include both prehistoric remains and remains dating to the historical period. Prehistoric (or Native American) archaeological resources are physical manifestations of human activities that predate written records and may include village sites, temporary camps, lithic (stone tool) scatters, rock art, roasting pits/hearths, milling features, rock features, and burials. Historic archaeological resources can include refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and burials and are generally associated in California with the Spanish Mission Period (1769 through 1833) through the mid-late 20th century (1970). Archaeological resources that are eligible for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or a local register are considered *historical resources* pursuant to *CEQA Guidelines* §15064.5. *CEQA Guidelines* §15064.5 defines the term “historical resource” as:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code, § 5024.1, Title 14 CCR, Section 4852) including the following:
 - a. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
 - b. Is associated with the lives of persons important in our past.
 - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
 - d. Has yielded, or may be likely to yield, information important in prehistory or history.

A “substantial adverse change” to a historical resource, according to Public Resources Code (PRC) §5020.1(q), “means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired.”

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

A Cultural Resources Assessment was prepared for the project site and included an archaeological and historical records search and intensive pedestrian survey (Appendix D).⁶⁶ The records search of the project site included a one-half mile radius search index and identified 18 cultural resources, including prehistoric and historic period archaeological resources. The nearest prehistoric resource (prehistoric isolated artifact) was documented approximately 850 feet west of the project site. The records search also identified 54 previous cultural resources studies within one-half mile of the project site, two of which encompassed portions of the site.⁶⁷

The project-specific pedestrian survey conducted on May 21, 2021, did not result in the identification of any cultural resources on the project site.⁶⁸ Additionally, the survey results determined that part of the site was previously graded and that it is currently disturbed by earthmoving and weed-abatement activities. Modern refuse was also noted throughout the project site. Based on the results of the Cultural Resources Assessment, the project site does not contain any “historical resources” as defined under *CEQA Guidelines* §15064.5 or any known archaeological resources. However, the project site’s proximity to previously-recorded cultural resources, as indicated through the records search, indicates there is some potential for the site to contain previously unidentified subsurface cultural resources. Project construction would include excavation to install underground storage tanks and site grading to a maximum vertical height of approximately 12 feet below ground surface into native soils. Therefore, **MM CUL-1** through **MM CUL-4** are required to ensure impacts to any unanticipated cultural resources would be reduced to **less than significant with mitigation incorporated**.

With implementation of **MM CUL-1** through **MM CUL-4**, interested Native American tribes would be consulted to ensure unanticipated cultural resources would be managed in accordance with *CEQA Guidelines* §15064.5. Impacts to “historical resources” as defined under *CEQA Guidelines* §15064.5 or “archaeological resources” pursuant to *CEQA Guidelines* §15064.5 would be reduced to **less than significant with mitigation incorporated**.

Mitigation:

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

MM CUL-2 Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional

66 LSA Associates, Inc. Phase 1 Cultural Resources Assessment. July 2021. Appendix D.

67 Ibid. Page 9.

68 Ibid.

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

archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

MM CUL-3

In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods. Any artifacts identified and collected during construction grading activities are not to leave the project area and shall remain onsite in a secure location until final disposition.

A. **Historic Resources:** All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

B. **Prehistoric and/or Tribal Cultural Resources:** One of the following treatments shall be applied.

Preservation—in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

Reburial of the resources on the project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are

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

excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

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

Monitoring: See **MM CUL-1** through **MM CUL-3**.

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

Source(s): On-Site Inspection, Project Application Materials, (LSA Associates, Inc. Phase 1 Cultural Resources Assessment. July 2021. Appendix D)

Findings of Fact:

a) and b) Please refer to Section V. 8(b), above.

c) **Less than Significant with Mitigation Incorporated.** No known human remains are present on the project site, and there is no evidence that Native Americans are buried on the project site. In the unlikely event that human remains are encountered during project construction, **MM CUL-5** is required to ensure impacts would be reduced to **less than significant levels with mitigation incorporated.**

Furthermore, the Temecula Band of Luiseño Indians (Pechanga), Soboba Band of Luiseno Indians, and the Rincon Band of Luiseño Indians requested consultation in conjunction with site-specific mitigation pursuant to Assembly Bill 52 (AB52). **MM TCR-1** through **MM TCR-3** are detailed in Section 3.18, Tribal Resources, in accordance with PRC 21080.3.2.

Implementation of **MM CUL-5** would ensure that human remains would be managed in accordance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. Therefore, potential impacts to human remains would be **less than significant with mitigation incorporated.**

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

Mitigation:

See **MM CUL-1** through **MM CUL-4** in Sections 8(a) and 8(b) above. See **MM TCR-1** through **MM TCR-3** are detailed in Section 3.18.

MM CUL-5 Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.

Monitoring: See **MM CUL-1** through **MM CUL-3** and **MM TCR-1** through **MM TCR-3** detailed in Section 3.18.

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks. August 24, 2018, Total System Electric Generation. California Energy Commission, Project Application Materials (CalEEMod Appendix B)

Findings of Fact:

a) **Less than Significant Impact.** The project’s consumption of energy during construction and operation is calculated via CalEEMod, as detailed in Appendix B.

Construction. The anticipated construction schedule assumes that the project would be built in approximately 8 months. Construction would require energy for the manufacture and transportation of building materials, preparation of the site for demolition and grading activities, utility installation, paving, and building construction and architectural coating. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, energy usage on the project site during construction would be temporary in nature.

The output for energy consumption incorporates project compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and CalRecycle/Green Building Program regulations, which include implementation of standard control measures for equipment emissions and materials recycling. Adherence to these regulations, including the implementation of Best Available Control Measures,

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

is a standard requirement for any construction or ground disturbance activity occurring within the Basin.

Best Available Control Measures include, but are not limited to, requirements that the project Applicant utilize only low-sulfur diesel having a sulfur content of 15 parts per million by weight or less; ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the California Air Resources Board (CARB) Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor must recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use “Green Building Materials,” such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations. Through compliance with SCAQMD Rule 431.2, Title 13-Section 2449 of the CCR, and the CalRecycle Green Building Program as a matter of regulatory policy, construction of the project would demand only the energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be **less than significant**. No mitigation is required for short-term construction impacts.

Operation. During project operation, electricity would be the main form of energy consumed on the site. Electricity would be used for building heating and cooling, lighting, and water heating. Table 3.6.A presents the energy use of the proposed project.

Table 3.6.A: Estimated Annual Energy Use of Proposed Project

Land Use	Electricity Use (kWh/year)	Natural Gas (Btu/year)	Patrons and Employees Vehicles Gasoline (gallons/year)
Automobile Care Center	51,683.2	168,439	295,904.19
Fast Food Restaurants	150,942.8	891,598	--
Parking lot	23,478.8	0	--
Total	226,104.8	1,060,037	295,904.19

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101)*. Attachment C: CalEEMod Output. May 2, 2022 (Appendix B).

kWh = kilowatt hours

Btu = British thermal units

As identified in Table 3.6.A, demand from proposed uses on the site would generate a total 226,104.8-kilowatt hours (kWh) of electricity and 1,060,037 British thermal units (Btu) of natural gas on an annual basis. In addition, the project would result in energy usage associated with consumption of motor vehicle gasoline to fuel project-related trips. Based on the project’s Traffic Impact Analysis (Appendix J), the proposed car wash and fast-food restaurant facilities would generate up to 1,989 daily trips during a weekday. The proposed project’s 1,989 total daily trips is estimated to result in 6,776,206 annual vehicle miles traveled (VMT). Using the 2020 fuel economy

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

estimate of 22.9 miles per gallon (mpg),⁶⁹ the proposed project would consume approximately 295,904.19 gallons of gasoline per year.⁷⁰

The State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). The CBC is updated every three years, and the current 2019 CBC went into effect in January 2020. Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State’s efforts to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. CALGreen code covers the following five categories: (1) planning and design, (2) energy efficiency, (3) water efficiency and conservation, (4) material conservation and resource efficiency, and (5) indoor environmental quality. The County has adopted both the CBC and CALGreen Code pertaining to energy conservation standards. The projected energy use of the project is representative of a worst-case scenario because the estimates do not account for energy efficiency measures that would be incorporated into the proposed project.

Electricity is provided in the State through a complex grid of power plants and transmission lines. In 2020, California’s in-state electric generation totaled 190,913 gigawatt-hours (GWh); the State’s total system electric generation, which includes imported electricity, totaled 272,576 GWh.⁷¹ Population growth is the primary source of increased energy consumption in the State; due to population projections, annual electricity use is anticipated to increase by approximately 1 percent per year through 2027.⁷² The project’s net electricity usage would total less than 0.00012 percent⁷³ of electricity generated in the State in 2020, which would not represent a substantial demand on available electricity resources.

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 mpg in 1980 to 22.9 mpg in 2020.⁷⁴ Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007, which originally mandated a national fuel economy standard of 35 mpg by the year 2020, and would be applicable to cars and light trucks of Model Years 2011 through 2020. The EPA and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) amended the existing Corporate Average Fuel Economy (CAFE) standard. The new vehicle rules under the Safe Affordable Fuel-Efficient (SAFE) will hold the emissions standards at 2020 standards for both CAFE and SAFE until 2026. This new rule applies to the emissions of light duty cars and trucks from model years 2021 to 2026.⁷⁵

69 Table 4-23. Average Fuel Efficiency of U.S. Light Duty Vehicles. United States Department of Transportation, Bureau of Transportation Statistics. <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles> (accessed July 14, 2022).

70 6,776,206 VMT per year ÷ 22.9 mpg = 295,904.19 gallons of gasoline per year

71 Total System Electric Generation. California Energy Commission. <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation> (Accessed July 14, 2022).

72 Table ES-1. *California Energy Demand 2018–2030 Revised Forecast*. California Energy Commission. file:///C:/Users/CDavis/Downloads/TN223244_20180419T154213_California_Energy_Demand_20182030_Revised_Forecast%20(8).pdf. (accessed July 14, 2022).

73 0.23 GWh (proposed project) ÷ 190,913 GWh (generated in State in 2020) = < 0.00012 percent.

74 Table 4-23. *Average Fuel Efficiency of U.S. Light Duty Vehicles*. United States Department of Transportation, Bureau of Transportation Statistics. <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles> (Accessed July 14, 2022).

75 *The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks*. August 24, 2018. United States Environmental Protection Agency and United States Department of Transportation. <https://www.govinfo.gov/content/pkg/FR-2018-08-24/pdf/2018-18418.pdf> (accessed July 14, 2022).

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

As stated previously, implementation of the proposed project would increase the project-related annual gasoline demand by 295,904.19 gallons. Automobiles operated by patrons and employees are subject to fuel economy and efficiency standards applied throughout the State. As such, the fuel efficiency of vehicles associated with the project site would increase throughout the life of the project as fuel efficiency of vehicles continues to improve in order to meet the State’s 2050 GHG emission reduction goals. In addition, as the price and efficiency of electric passenger vehicles improve more people would buy them, reducing the number and use of fossil fuel dependent vehicles on the road. The result is a decrease the gasoline fuel demand in the transportation sector, including transit buses and passenger vehicles.

Patrons who would utilize the two proposed fast-food restaurants would benefit from improved transportation to the site, as the improvements to public transportation would result in an expanded network of municipal buses, bicycle infrastructure, and rideshare programs. Although the Traffic Impact Analysis (Appendix J) describes the project as generating 1,989 “new” daily vehicle trips to/from the project site, many of these trips are not necessarily new but more likely rerouted vehicle trips that are expected to be travelling to other land uses and already consuming gasoline. The long-term operation of the project would see a decrease in fuel consumption per mile due to continuous improvements to vehicles and transportation infrastructure, which would demand less energy consumption through the life of the project.

Increasingly stringent electricity, natural gas, and fuel efficiency standards improved alternative transportation infrastructure throughout the region would ensure operation of the project would demand only the energy required, and impacts from wasteful, inefficient, or unnecessary energy consumption would be less than significant.

Construction and operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant**.

b) **No Impact.** As discussed above, the State of California provides a minimum standard for building design and construction standards through Title 24 of the CCR, known as the California Building Code (CBC). Compliance with Title 24 is mandatory at the time new building permits are issued by local governments. The California Building Standards Commission adopted Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen) in 2010 as part of the State’s efforts to reduce greenhouse gas (GHG) emissions and energy consumption from residential and nonresidential buildings. The County has adopted both the CBC and CALGreen Code pertaining to energy conservation standards. Therefore, the project would comply with the CBC and CalGreen Code pertaining to energy conservation standards in effect at the time of construction and the project would be consistent with applicable plans related to renewable energy and energy efficiency. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

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

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

Source(s): Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones,” GIS database, County of Riverside. Multi-Jurisdictional Local Hazard Mitigation Plan. Map 2: Riverside County Faults and Zones. Page 198. Approved and Adopted July 2018., (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E)

Findings of Fact:

a) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act (Act) mitigates fault rupture hazards by prohibiting the development of structures for human occupancy across the trace of an active fault. The Act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” The boundary of an “Earthquake Fault Zone” is generally 500 feet from major active faults and between 200 and 300 feet from well-defined minor faults. The project site is not located within an Earthquake Fault Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zone Act of 1972 or as defined by the County’s Local Hazard Mitigation Plan.⁷⁶ In addition, there is no evidence of any faults or faulting activity on the project site. **No impact** related to fault rupture would result from the implementation of the project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction,” (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E.)

Findings of Fact:

a) **Less than Significant Impact.** Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Coarse-grained on-site soils are dense to very dense, and fine-grained on-site soils are stiff to hard. The Geotechnical Investigation and Percolation Testing Report did not encounter groundwater in borings extending to a maximum depth of 21 feet on the project site.⁷⁷ Based on review of available groundwater maps, the highest groundwater level in the vicinity of the project site is approximately 30 feet.⁷⁸ The project site is not located within a zone of required liquefaction investigation, and the Riverside County General Plan identifies the risk of liquefaction at the project site as low.⁷⁹ Proper engineering design and construction in conformance with

76 County of Riverside. *Multi-Jurisdictional Local Hazard Mitigation Plan*. Map 2: Riverside County Faults and Zones. Page 198. Approved and Adopted July 2018.
 77 *Ibid.* Page 4.
 78 *Ibid.* Page 5.
 79 Riverside County Parcel Report. APN 963070018. <http://rivcoparcelreport.rivcoca.org/Report?apn=963070018&type=public&url=http://gis1.countyofriverside.us/Geocortex/Essentials/REST/TempFiles/Export.png?guid=080212a6-786d-4883-868e-795d4dccc234&contentType=image/png>. (Accessed November 16, 2021).

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

CBC standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure potential for earthquake induced liquefaction and lateral spreading on-site would be low due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the on-site earth materials. Potential impacts from seismic-related ground failure, including liquefaction would be **less than significant**.

RCM: Mitigation is not required; however, the following RCM is a regulatory requirement that would be implemented to ensure impacts related to strong seismic ground shaking remain less than significant.

RCM GEO-1: The Applicant shall provide evidence to the County of Riverside for review and approval that on-site structures, features, and facilities have been designed and constructed in conformance with applicable provisions of the California Building Code in effect at the time of construction and the recommendations cited in the Geotechnical Investigation and Percolation Testing Report (Appendix E of the Initial Study). Geotechnical recommendations include, but are not limited to, the following:

- All vegetation and debris shall be collected and hauled off-site. In the areas of proposed buildings, the existing fill and top 3 feet of porous native soils shall be excavated until non-porous native soils are exposed.
- In the areas of the surface parking, only the surficial fill shall be removed and recompacted.
- The excavated areas shall be observed and approved by the Soil Engineer prior to placing any fill.
- The excavated materials from the site shall be reused in the compacted fill areas.
- Fill material, approved by the Soil Engineer, shall be placed in controlled layers. Each layer shall be compacted to at least 90 percent of the maximum unit weight as determined by American Society for Testing and Materials (ASTM) designation D 1557 for the material used.
- The fill material shall be placed in controlled layers of not to exceed 8 inches. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer.
- When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed until the moisture content is near optimum.
- When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved.
- Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort shall be made with adjustment of the moisture content or layer thickness, as necessary, until at least 90 percent compaction is obtained.

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

This condition shall be implemented to the satisfaction of the County of Riverside Deputy Building Official or designee.

Proper engineering design and construction in conformance with CBC and ASCE 7-16 standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure potential impacts from strong seismic ground shaking would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

13. Ground-shaking Zone

- a) Be subject to strong seismic ground shaking?

Source(s): Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map,” and Figures S-13 through S-21 (showing General Ground Shaking Risk), (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E.)

Findings of Fact:

a) **Less Than Significant Impact.** According to the Riverside County’s Multi-Jurisdictional Local Hazard Mitigation Plan, Riverside County contains several “known active and potentially active earthquake faults, including the San Andreas Fault, San Jacinto Fault, and Elsinore Fault.” In the event of an earthquake, factors such as the “location of the epicenter, as well as the time of day and season of the year” would have drastic impact on the number of casualties and property damage.⁸⁰ Like all of southern California, the project site has and would continue to be subject to ground shaking generated from activity on local and regional faults. Based on seismic parameters obtained from American Society of Civil Engineers (ASCE) 7-16, the proposed project may be subject to and must accommodate up to a maximum site horizontal acceleration (motions parallel to the horizon) of 1.396g (short period) and 0.519g (1-second period). Accordingly, the Geotechnical Investigation and Percolation Testing Report (Appendix E) prescribes seismic design parameters pursuant to the latest edition of the California Building Code (CBC) and ASCE 7-16 standards.⁸¹

Chapter 16 of the CBC includes General Design Requirements, including regulations governing seismically resistant construction (Chapter 16, Division IV) and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 18 and Chapter 33 include site demolition, excavations, foundations, retaining walls, and grading, including requirements for seismically resistant design, foundation investigations, stable cut and fill slopes, and drainage and erosion control. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, configuration, structural system height, and seismic zoning. Construction activities are also subject to occupational safety standards for excavation, shoring, and trenching as specified in California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8).

80 Ibid. Page 193.

81 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. (Appendix E).

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

State law requires the design and construction of new structures to comply with current CBC requirements which address general geologic, seismic (including ground shaking), and soil constraints for new buildings. Accordingly, the Geotechnical Investigation and Percolation Testing Report details proper engineering design and construction recommendations to be implemented through development of the proposed project as **Regulatory Compliance Measure (RCM) GEO-1** in conformance with the current edition of the CBC and ASCE 7-16 standards. Implementation of **RCM GEO-1** would ensure that impacts related to strong seismic ground shaking would be less than significant.

RCM: Mitigation is not required; however, **RCM GEO-1** detailed in Section 12(a) above is a regulatory requirement that would be implemented to ensure impacts related to strong seismic ground shaking remain less than significant. Proper engineering design and construction in conformance with CBC and ASCE 7-16 standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure potential impacts from strong seismic ground shaking would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

14. Landslide Risk

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

Source(s): On-site Inspection, Riverside County General Plan Figure S-5 “Regions Underlain by Steep Slope,” County of Riverside. Multi-Jurisdictional Local Hazard Mitigation Plan. Map 2: Riverside County Faults and Zones. Approved and Adopted July 2018, (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. Appendix E.)

Findings of Fact:

a) **No Impact.** The project site is characterized by flat to gently sloping topography and is not within an area potentially subject to earthquake-induced landslides. Additionally, the project site is surrounded by fully improved, engineered, and/or developed uses. Therefore, the likelihood of a landslide on the project site is minimal, and **no impact** associated with landslides would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

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

Source(s): Riverside County General Plan Figure S-7 “Documented Subsidence Areas Map,” (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. Appendix E)

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

Findings of Fact:

a) **Less than Significant Impact.** Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Shaking suddenly causes soils to lose strength and behave as a liquid. Liquefaction-related effects include loss of bearing strength, lateral spreading, and flow failures or slumping.

Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the seismic inertial forces may cause the mass to move downslope toward a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages pipelines, utilities, bridges, and structures.

Factors that contribute to slope failure and landslides include slope height and steepness, shear strength and orientation of weak layers in the underlying geologic units, and pore water pressures. Ground subsidence is typically a gradual settling or sinking of the ground surface with little or no horizontal movement, although fissures (cracks and separations) can result from lowering of the ground surface. Most of the damage caused by subsidence is the result of oil, gas, or groundwater extraction from below the ground surface. Ground subsidence may occur as a response to natural forces such as earthquake movements, which can cause abrupt elevation changes of several feet or densification of low-density granular soils during an earthquake event that may cause several inches of settlement.

Hydrocompaction, or soil collapse, typically occurs in recently deposited Holocene (less than 11,000 years before present time) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. Sudden substantial settlement may occur when saturated, collapsible soils lose their cohesion. An increase in surface water infiltration (such as from irrigation) or a rise in the groundwater table, combined with the weight of a building or structure, may initiate settlement, causing foundations and walls to crack.

The project site is characterized by flat to gently sloping topography and is surrounded by urban development. There is no evidence of landslides and/or slope instabilities on the project site. As stated in Section 3.7.a(iii), the project site has low liquefaction potential, and the potential for seismic-induced settlement and lateral spreading at the project site is negligible. Additionally, the majority of the project site and vicinity are relatively flat. There are no known landslides at the site, nor is the site in the path of any known or potential landslides. Proposed project operations do not include oil, gas, or groundwater extraction, which could result in ground subsidence. On-site soils below a depth of 5 feet (i.e. refer to response to Checklist Question 3.7b) are dense and non-porous, and geotechnical field exploration and laboratory tests indicate the potential for subsidence, hydrocompaction, or soil collapse is low with implementation of **RCM GEO-1**.

Since the effective shrinkage of on-site soils would depend primarily on the type of compaction equipment and method of compaction used on-site by the contractor and accuracy of the topographic survey, the project is required to implement **RCM GEO-1** pursuant to the CBC to ensure remedial earthwork and/or ground improvement would provide a sufficient layer of engineered fill or densified soil beneath the structural footings/foundations, as well as proper surface drainage devices and erosion control. Pursuant to **RCM GEO-1**, verification testing must be performed upon completion of ground

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

improvements to confirm that the compressible soils have been sufficiently densified, which would ensure impacts from unstable geologic units or soils would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

16. Other Geologic Hazards

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

Source(s): On-site Inspection, Project Application Materials, Volcano Hazard Program, Salton Buttes. United States Geological Survey. November 5, 2015 (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E).

Findings of Fact:

a) **Less Than Significant Impact.** Seiches are oscillations in enclosed bodies of water that are caused by a number of factors, most often wind or seismic activity. The nearest major water feature is Skinner Lake, located approximately 3.0 miles east of the project site. Therefore, seiche-related flooding is not anticipated to occur on-site. The project site is fairly level and is not susceptible to mudslides.

The Salton Buttes is a group of fumarolic⁸² volcanoes on the southeast side of the Salton Sea approximately 90 miles southeast of the project site. The last eruption of the Salton Buttes occurred approximately 1,800 years ago, and future eruptions are possible due to the high heat from the area and relatively young age (approximately 400,000 years old) of this geothermal system.⁸³ However, due to the substantial distance between the project site and the Salton Buttes (90 miles), impacts from potential future eruptions would be less than significant. Therefore, the project site would have **less than significant** impacts from seiche, mudflows, or volcanic hazards.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17. Slopes

a) Change topography or ground surface relief features?

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

c) Result in grading that affects or negates subsurface sewage disposal systems?

Source(s): Riv. Co. 800-Scale Slope Maps, Volcano Hazard Program, Salton Buttes. United States Geological Survey. November 5, 2015 Project Application Materials, (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021. Appendix E)

⁸² A fumarole is an opening in a planet's crust, often in areas surrounding volcanoes, which emits steam and gases.
⁸³ Volcano Hazard Program, Salton Buttes. United States Geological Survey. November 5, 2015. https://volcanoes.usgs.gov/volcanoes/salton_buttes/ (Accessed January 3, 2021).

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

Findings of Fact:

a) **No Impact.** The project site is characterized by flat to gently sloping topography. Development of the project would include removal of existing on-site vegetation, excavation, grading, paving, construction of the commercial buildings and parking areas, and the installation of lighting, landscaping, and utility connection. Construction activities would be required to comply with current CBC requirements and Regulatory Compliance Measure (RCM) GEO-1. During grading, on-site soils would be excavated and recompacted, and approximately 1,098 cubic yards of soil would be exported to prepare the site for building construction. Additionally, stormwater would be directed to on-site retention facilities, which would be appropriately sized to retain and release stormwater runoff. The proposed project would not change topography or ground surface relief features, and **no impacts** would occur.

b) **Less Than Significant Impact** As stated above, the proposed project is relatively flat and would not change topography or ground surface relief features of the project site. All earthwork proposed for the project must occur in accordance with the CBC and ASCE 7-16 standards. The project is required to provide evidence to the County of Riverside for review and approval that on-site structures, features, and facilities have been designed and constructed in conformance with applicable provisions of the California Building Code in effect at the time of construction and the recommendations cited in the Geotechnical Investigation and Percolation Testing Report (Appendix E of the Initial Study) in accordance with Regulatory Compliance Measure **(RCM) GEO-1**. Through compliance with applicable CBC regulations and Regulatory Compliance Measure (RCM) GEO-1, impacts would be **less than significant**.

c) **No Impact.** The project would not require the construction or expansion of septic tanks or alternative wastewater disposal systems. The proposed project would be connected to the municipal wastewater system, and septic tanks and/or alternative wastewater disposal systems would not be utilized. Existing underground utilities (e.g., water, sewer, and natural gas) along the adjacent Benton Road and/or Penfield Lane frontages would interconnect to the proposed car wash and restaurants on the project site during finish grading of the site. Therefore, the project would not affect subsurface sewage disposal systems and **no impacts** would occur.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

18. Soils				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2022), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection, Web Soil Survey. Natural Resources Conservation Service, United States Department of Agriculture.

Findings of Fact:

a) **Less than Significant Impact.** The project site is currently undeveloped and comprises earthen surfaces with sparse vegetation. The Natural Resource Conservation Service (NRCS) identifies two soil types on-site:⁸⁴

AuC: Auld clay, 2 to 8 percent slopes; and

MmB: Monserate sandy loam, 0 to 5 percent slopes

Wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust). In addition, the site where ground disturbance is proposed would be covered with asphalt, concrete, and landscaping materials during operations. Therefore, when compared to the existing undeveloped condition, soil erosion would be minimal. Compliance with State and federal requirements, as well as with County grading permit requirements, would ensure that the proposed project would have a **less than significant** impact related to soil erosion or loss of topsoil.

b) **Less than Significant Impact.** Expansive soils generally have a substantial amount of clay particles that can give up water (shrink) or absorb water (swell). The change in the volume exerts stress on structures and other loads placed on these soils. The extent or range of the shrink/swell is influenced by the amount and kind of clay present in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed, and they can occur in hillside areas as well as low-lying alluvial basins.

Preliminary laboratory test results indicate clayey soils found below the surficial fill on-site are potentially expansive, as classified in accordance with CBC Section 1803.5.3 and American Society for Testing and Materials (ASTM) D4829. Pursuant to **RCM GEO-1**, removal of low density, compressible earth materials such as upper alluvial materials must occur until firm, competent alluvium is encountered. Verification testing must be performed upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified, which would ensure impacts from expansive soils would be **less than significant**.

c) **No Impact.** The project would not require the construction or expansion of septic tanks or alternative wastewater disposal systems. The proposed project would be connected to the municipal wastewater system, and septic tanks and/or alternative wastewater disposal systems would not be utilized. **No impact** would occur.

Mitigation: No mitigation is required.

Monitoring: Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained (refer Appendix E of the Initial Study).

⁸⁴ Web Soil Survey. Natural Resources Conservation Service. United States Department of Agriculture. <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> (accessed August 20, 2022).

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

19. Wind Erosion and Blowsand from project either on or off site.

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

Source(s): Riverside County 2019 General Plan Safety Element Figure S-8 “Wind Erosion Susceptibility Areas,”

Findings of Fact:

a) **Less than Significant Impact.** As stated above in section 18 (a), wind erosion would be minimized through soil stabilization measures required by the SCAQMD Rule 403 (Fugitive Dust). In addition, the site where ground disturbance is proposed would be covered with asphalt, concrete, and landscaping materials during operations. Therefore, when compared to the existing undeveloped condition, soil erosion would be minimal. Compliance with State and federal requirements, as well as with County grading permit requirements, would ensure that the proposed project would have a less than significant impact related to soil erosion or loss of topsoil.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project:

20. Greenhouse Gas Emissions

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

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Source(s): Climate Action Plan Update, Appendix D. County of Riverside. November 2019, State goals pursuant to Senate Bill 32, Partial Settlement Agreement, 2017 (Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project Appendix B).

Findings of Fact:

a) **Less than Significant Impact.** CEQA Guidelines Section 15064(b) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data.” Climate change is a global issue and is described in the context of the cumulative environment.

The County adopted a Climate Action Plan (CAP) on December 8, 2015, and a CAP Update on December 17, 2019, to integrate its past and current efforts with future efforts to reduce GHG emissions and promote sustainability in its operations and growth. The 2019 CAP Update includes an update to the County’s GHG inventory for the year 2017 and sets a target to reduce communitywide GHG emissions by 15 percent from 2008 baseline levels by 2020, 49 percent by 2030, and 83 percent by 2050.⁸⁵ GHG reduction measures prescribed in the 2019 CAP Update build upon those adopted under

⁸⁵ State goals pursuant to Senate Bill 32 are to achieve 1990 levels of emissions by 2020 (15 percent below 2008 baseline levels), 40 percent below 1990 levels of emissions by 2030 (49 percent below 2008 baseline levels) and 80 percent below 1990 levels of emissions by 2050 (83 percent below 2008 baseline levels).

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

the County’s 2015 CAP to ensure that the County meets the reduction targets established pursuant to SB 32. The CAP Update also takes into consideration a Partial Settlement Agreement between Petitioners the Sierra Club, Center for Biological Diversity, and San Bernardino Audubon Society, and the County of Riverside.⁸⁶ The Partial Settlement Agreement includes specific considerations for EV charging stations, on-site renewable energy generation, and high efficiency traffic signal lights, as well as a requirement for the County to update the GHG inventory every four years, review the effectiveness of specific measures in the CAP, and revise associated point values in the screening tables according to available evidence.

In the County’s guidance document titled “Greenhouse Gas Emissions, Screening Tables, County of Riverside, California,”⁸⁷ the County determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emissions analysis method. The County’s analysis determined that the 3,000 metric ton (MT) of carbon dioxide equivalent gases (CO₂e) per year value be used in defining small projects that, when combined with modest energy efficiency measures shown in the bullet points below, are considered less than significant and do not need to use the Screening Tables or alternative calculations. The efficiency measures required of small projects are:⁸⁸

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017; and
- Water conservation measures that match the California Green Building Standards Code in effect as of January 2017.

If the project exceeds the 3,000 MT CO₂e per year threshold, impacts to the environment from emissions of GHGs would be significant unless project GHG emissions are reduced by 25 percent from year 2017 emissions levels, or the project achieves a minimum of 100 points pursuant to the CAP Screening Tables. The Screening Tables also allow developers to tailor their mitigation measures to the project’s needs, rather than have them be subject to one-size-fits-all mitigation measures that may be too stringent or inapplicable for various land uses.

This section evaluates potential significant impacts related to GHG that could result from implementation of the proposed project. Construction and operation of project development would generate GHG emissions. Overall, the following activities associated with the proposed project could contribute directly or indirectly to the generation of GHG emissions:

- Construction Activities: During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment.
- Motor Vehicle Use: Transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips.

86 Partial Settlement Agreement, 2017. Petitioners: Sierra Club, Center for Biological Diversity, San Bernardino Audubon Society and Respondents: County of Riverside and Riverside County Board of Supervisors.

87 Climate Action Plan Update, Appendix D. County of Riverside. November 2019.

88 Ibid. Page 6.

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

- **Gas, Electricity, and Water Use:** Natural gas use results in the emission of two GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combusting fossil fuel. Furthermore, California’s water conveyance system is energy-intensive. CalEEMod defaults were used to estimate these emissions from the project. Electricity demand anticipated during project operation assumes energy efficient features such as the installations of the electric vehicle charging stations. The proposed fast food restaurant with dining area also would include daylighting rooms such that all of the occupied space would have daylight-using windows, solar tubes, skylights, or equivalents. Low-flow water fixtures consistent with CALGreen standards and efficient irrigation systems in compliance with the modern water efficient landscape ordinance (MWELO) as required by the Riverside County Ordinance 859.2 also would be incorporated into the project design.
- **Solid Waste Disposal:** Solid waste generated by the project could contribute to GHG emissions in a variety of ways. Landfilling and other methods of solid waste disposal use energy for transporting and managing the waste and produce additional GHGs to varying degrees. Landfilling, the most common waste management practice, results in the release of CH₄ from the anaerobic decomposition of organic materials. CH₄ is 25 times more potent a GHG than CO₂. However, landfill CH₄ can also be a source of energy. In addition, many materials in landfills do not decompose fully, and the carbon that remains is sequestered in the landfill and not released into the atmosphere. The proposed project would implement the Statewide goal of meeting the 75 percent recycling program on-site pursuant to AB 341.

GHG emissions associated with project construction would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. Long-term regional emissions would also be associated with project-related vehicular trips and stationary-source emissions (e.g., natural gas used for heating and food preparation, electricity usage for lighting, water used for irrigation). The calculations presented below include construction emissions in terms of CO₂ and annual CO₂e GHG emissions from increased energy consumption, water usage, solid waste disposal, and estimated GHG emissions from vehicular traffic that would result from implementation of the proposed project. The following project activities were analyzed for their contribution to global CO₂e emissions.

Construction Emissions. Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. The construction GHG emission estimates were calculated using CalEEMod Version 2020.4.0. Table 3.8.A details the emissions estimates for construction of the project.

Table 3.8.A: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions, CO ₂ e (Metric Tons per Year)
Site Preparation	3
Grading	10
Building Construction	214
Architectural Coating	2
Paving	8
Total Project Emissions	237
Total Construction Emissions Amortized over 30 years	8

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

Table 3.8.A: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions, CO ₂ e (Metric Tons per Year)
--------------------	--

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101)*. Table G: Construction GHG Emissions. May 2, 2022 (Appendix B).

Note: Numbers may appear to not sum correctly due to rounding.

CO₂e = carbon dioxide equivalent

As indicated in Table 3.8.A, project construction would result in total emissions of 237 MT of CO₂e, which when amortized over 30 years, would equal 8 MT CO₂e. These construction emissions are added to the project operational emissions presented below in Table 3.8.B to evaluate the project’s overall GHG emissions.

Operational Emissions. The operational GHG emissions estimates were also calculated using CalEEMod. GHGs associated with operation of the proposed project include emissions from stationary, energy, and mobile sources. Stationary sources include area sources such as architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating and electricity for lighting. Mobile-source emissions are from vehicle trips associated with operation of the project. activities such as consumption of natural gas, electricity, and water; disposal of solid waste, and motor vehicle use are expected to contribute directly and/or indirectly to the generation of GHG emissions from operation of the proposed project. Table 3.8.B details the emissions estimates for the operation of the project.

Table 3.8.B: Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction emissions amortized over 30 years				8
Operational Emissions				
Area Sources	<1	0	0	<1
Energy Sources	97	<1	<1	97
Mobile Sources	2,292	<1	<1	2,326
Waste Sources	12	<1	0	29
Water Usage	16	<1	<1	21
Total Project Emissions	2,424	1	<1	2,481
County CAP GHG Threshold	—	—	—	3,000
Significant Emissions?	—	—	—	No

Source: LSA Associates, Inc. *Air Quality and Greenhouse Gas Impact Analysis Memorandum for the Proposed French Valley Commercial Project (LSA Project No. EGR2101)*. Table H: Estimated Operational Greenhouse Gas Emissions. May 2, 2022 (Appendix B).

CAP = Climate Action Plan

CH₄ = methane

GHG = greenhouse gas

N₂O = nitrous oxide

CO₂e = carbon dioxide equivalent

CO₂ = carbon dioxide

As indicated in Table 3.8.B, project operations would generate GHG emissions of 2,481 MT of CO₂e per year. In accordance with the County’s adopted CAP, the GHG threshold of 3,000 MT of CO₂e per year is used for the proposed project. The CO₂e emissions from construction and operation of the project would not exceed the County’s 3,000 MT of CO₂e per year threshold. Therefore, impacts related to the generation of GHG emissions, either directly, indirectly, or cumulatively, that may have a significant impact on the environment would be **less than significant**.

b) Less than Significant Impact. The CARB, a part of the California Environmental Protection Agency (CalEPA) is responsible for the coordination and administration of both federal and State air pollution

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

control and climate change programs within California. In this capacity, the CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. The CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. As stated previously, the County’s CAP contains further guidance on the County’s GHG Inventory reduction goals, policies, guidelines, and implementation programs, elaborates on the General Plan goals and policies relative to GHG emissions, and provides a specific implementation tool to guide future decisions of the County.

The CAP is designed to ensure that the development accommodated by the buildout of the General Plan supports the goals of AB 32 - the Global Warming Solutions Act of 2006. As described in Section 20(a), above, the CAP specifies that any individual project that emits less than 3,000 MT of CO₂e per year is considered a small project that would not generate a substantial amount of GHG emissions. A threshold level above 3,000 MT CO₂e per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The project would generate 2,481 MT of CO₂e per year and therefore is considered not to generate a substantial amount of GHG emissions and would not require Screening Tables or a project-specific technical analysis. Pursuant to the County’s CAP, the following energy efficiency measures are required to be implemented by the proposed project:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017; and
- Water conservation measures that match the California Green Building Standards Code in effect as of January 2017.

However, since the project would be designed and constructed pursuant to the more stringent 2022 Title 24 and Green Building Standards requirements, the proposed project would meet or exceed the required compliance measures prescribed in the County’s CAP.

The CARB adopted the State’s strategy for achieving AB 32 targets in its Climate Change coping Plan (Scoping Plan) in 2008, with updates in 2017 - California Climate Change Scoping Plan. The proposed project is required to comply with Title 13-Section 2449 of the CCR and the CalRecycle Sustainable (Green) Building Program regulations, which include implementation of standard control measures for equipment emissions. Adherence to these regulations, including the implementation of best available control measures (BACMs) is a standard requirement for any construction or ground disturbance activity occurring within the South Coast Air Basin.

BACMs include, but are not limited to, requirements that the project Applicant utilize only low-sulfur fuel (i.e., having a sulfur content of 15 parts per million by weight or less); ensure off-road vehicles (i.e., self-propelled diesel-fueled vehicles 25 horsepower and up that were not designed to be driven on road) limit vehicle idling to five minutes or less; register and label vehicles in accordance with the CARB Diesel Off-Road Online Reporting System; restrict the inclusion of older vehicles into fleets; and retire, replace, or repower older engines or install Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Additionally, the construction contractor would recycle/reuse at least 65 percent of the construction material (including, but not limited to, proposed aggregate base, soil, mulch, vegetation, concrete, lumber, metal, and cardboard) and use “Green Building Materials,” such as those materials that are rapidly renewable or resource efficient, and recycled and manufactured in an environmentally friendly way, for at least 10 percent of the project, in accordance with CalRecycle regulations.

Long-term (operational) project emissions typically include emissions from use of consumer products, energy and water usage, and emissions from vehicle use and the generation/disposal of solid waste.

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

As stated previously, the proposed project is required to comply with SCAQMD Rule 431.2; Title 13-Section 2449 of the CCR; and CalRecycle/Green Building Program regulations. Through compliance with BACMs as part of applicable regulatory policies designed to reduce emissions, the proposed project's estimated GHG emissions⁸⁹ would not conflict with the Global Warming Solutions Act of 2006 to support a more sustainable community. Therefore, the proposed project would not generate GHG emissions that would have a significant impact on the environment, nor the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Associated impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project:

21. Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials, GeoTracker Database State Water Resources Control Board., EnviroStor Database California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese). California Department of Toxic Substances Control. (Phase 1 Environmental Assessment Report. September 4, 2020. Appendix F).

Findings of Fact:

a) **Less than Significant Impact.** The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or that produce hazardous wastes as by-products of production applications. Relatively small amounts of potential hazardous materials such as paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during site preparation and construction. However, due to the limited quantities of these materials to be used, they are not considered hazardous to the public at large.

The transport, use, and storage of hazardous materials during the construction and operation of the proposed project would be conducted pursuant to all applicable local, State and federal laws, and in

⁸⁹ As detailed in Table 3.8.B, annual project GHG emissions would total 2,481 MT of CO₂e/year, which is less than the County CAP and SCAQMD Tier 3 threshold of 3,000 MT CO₂e/year.

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

cooperation with the Riverside County Fire Department Office of Emergency Services (OES), Riverside County Department of Environmental Health Hazardous Materials Division (DEH) Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the California Code of Regulations.

The proposed car wash and fast-food restaurant facilities would utilize hazardous materials on a daily basis including oils, solvents, and cleaning products. Accordingly, the project would develop a Hazardous Materials Business Emergency Plan administered by the Riverside County Fire Department, as applicable, in accordance with California Health and Safety Code Section 25507 and other local, State, and federal standards, ordinances, and regulations. As required by Health and Safety Code Section 25507, a business shall establish and implement a Hazardous Materials Business Emergency Plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (8).

The project would also be required to implement health and safety policies and procedures regarding hazardous materials used where employees would be expected to handle or work around hazardous materials. Pursuant to the Federal Hazard Communication Standard (29 CFR 1910.1200) and the Laboratory Standard (29 CFR 1910.1450), Safety Data Sheets (SDS) outlining procedures to address spills and leaks for individual chemicals would be used to conduct chemical safety training for all employees who work with chemicals in order to minimize the occurrence of accidental chemical releases and ensure that, when one does occur, it is handled in a safe manner.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Through compliance with all applicable federal, State, and local laws, impacts to the public or environment from the routine transportation, use and disposal of hazardous materials would be **less than significant**. Mitigation is not required.

b) Less than Significant Impact. A project-specific Phase I Environmental Site Assessment (ESA) was prepared for the project for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions within one mile of the project site (Appendix F).⁹⁰ The Phase I ESA included a database search, on-site reconnaissance survey, and report in accordance with American Society for Testing and Materials (ASTM) E1527-13 guidance. The project site and a one-half mile radius encompassing the project site were evaluated also via the SWRCB GeoTracker database,⁹¹ the Department of Toxic Substances Control’s (DTSC) EnviroStor database,⁹² and the Hazardous Waste and Substances Sites (Cortese) List.⁹³

90 Robin Environmental Management (REM). Phase 1 Environmental Assessment Report. September 4, 2020. (Appendix F).
 91 GeoTracker Database. State Water Resources Control Board. <https://geotracker.waterboards.ca.gov/map/> (accessed July 18, 2022).
 92 EnviroStor Database. California Department of Toxic Substances Control. <https://www.envirostor.dtsc.ca.gov/public/map/> (accessed July 18, 2022).
 93 Hazardous Waste and Substances Site List (Cortese). California Department of Toxic Substances Control. https://www.envirostor.dtsc.ca.gov/public/search.asp?page=6&cmd=search&business_name=&main_street_name=&city=&zip=&county=&status=ACT%2CBKLG%2CCOM%2CCOLUR&branch=&site_type=CSITES%2COPEN%2CFUDS%2CCLOSE&npl=&funding=&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&reporttype=CORTESE&federal_superfund=&state_response=&voluntary_cleanup=&school_cle

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

“Recognized environmental condition” means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions. “Historical Recognized environmental condition” means an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. If a past release of any hazardous substances or petroleum products has occurred in connection with the property, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a historical recognized environmental condition.

One property, the CVS Pharmacy No. 8848, located approximately 0.4 mile north of the project site, was identified on the Resource Conservation and Recovery Act (RCRA) small quantities hazardous waste generators database. However, upon a computer search of the facility, the Phase 1 ESA concluded that operation of the CVS facility would likely not impact the subsurface environment.⁹⁴ Accordingly, no recognized environmental conditions or historical recognized environmental conditions were identified in the Phase I ESA or in the GeoTracker, EnviroStor, or Cortese List databases within one-half mile of the project site. Additionally, the likelihood of site contamination from an off-site source is considered low.

The project site is vacant and undeveloped, and it is surrounded by industrial, commercial, and residential uses (see Figure 2). No signs of soil staining were observed, and no visible signs of hazardous waste generation, storage, dumping, or leaking were noted during the site reconnaissance survey.

Compliance with local, State, and federal laws; cooperation with the Riverside County Fire Department OES, Riverside County DEH Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration would ensure impacts from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be **less than significant**. Mitigation is not required.

c) **Less than Significant Impact.** Construction activities that could temporarily restrict vehicular traffic would incorporate appropriate measures to facilitate the passage of persons and vehicles through/around any temporary road closures in accordance with the California Fire Code. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers would be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary for the purposes of coordinating efforts during local, State, and/or federal emergency events, including response to hazardous materials incidents. Implementation of these traffic control measures would include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction.

anup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&searchtype=&hwmp_site_type=&cleanup_type=&ocieerp=&hwmp=False&permitted=&pc_permitted=&inspections=&complaints=&censustract=&cesdecile=&school_district=&orderby=county (accessed July 18, 2022).

94 Robin Environmental Management (REM). Phase 1 Environmental Assessment Report. Page 20. September 4, 2020. (Appendix F).

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

The project is proposed with two access driveways, one on Benton Road and one on Penfield Lane, that would provide entry and exit points for emergency access. The project site would include a C10 fire alarm without gates to ensure immediate fire department access to the project site in the event of an emergency. Fire department emergency vehicle apparatus access road locations and design is required to be in accordance with the California Fire Code, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii, fire lane widths, etc. Additionally, the project site layout includes provisions for emergency vehicle access, which also would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be **less than significant**. Mitigation is not required.

d) **Less than Significant Impact.** The nearest existing school to the project site is French Valley Elementary School, located at 36680 Cady Road, approximately 1.5 miles (4 minutes by automobile) east of the project site. The next nearest school is the Monte Vista Elementary School located at 37420 Via Mira Mosa, approximately 1.8 miles southwest of the project site.

As detailed in Section 3.9.a, the Riverside County Fire Department OES, Riverside County DEH Environmental Protection and Oversight Division, and California Occupational Safety and Health Administration would regulate the transport, use, and storage of hazardous materials during construction, operation, and occupation of the proposed commercial retail development. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines.

These regulations inherently safeguard life and property from the hazards of fire/explosion arising from the storage, handling, and use of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. Furthermore, no recognized environmental conditions or historical recognized environmental conditions were identified as part of the Phase I ESA or in the GeoTracker, EnviroStor, or Cortese List databases within one-half mile of the project site (refer to Section V. 21(b)).

Since no schools are located or proposed within a 0.25-mile of the project site, and any transport of hazardous materials associated with construction of the proposed project would be in accordance with applicable regulatory policy, impacts related to an accidental release of hazardous materials or emissions of hazardous substances within one-quarter mile of an existing or proposed school would be **less than significant**. Mitigation is not required.

e) **No Impact.** Pursuant to Government Code Section 65962.5, the Hazardous Waste and Substances Sites List has been compiled by the CalEPA Hazardous Materials Data Management Program. The DTSC compiles information from subsets of the following databases to make up the Cortese List:

1. The DTSC list of contaminated or potentially contaminated hazardous waste sites listed in the California Sites database, formerly known as ASPIS, is included;
2. The California State Water Resources Control Board listing of leaking underground storage tanks is included; and
3. The California Integrated Waste Management Board list of sanitary landfills that have evidence of groundwater contamination or known migration of hazardous materials (formerly WB-LF, now AB 3750).

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

A review of the Hazardous Waste and Substances Sites (Cortese) List revealed no properties listed in proximity to the project site. Therefore, **no impact** related to the Cortese List or other governmental databases compiled pursuant to Government Code Section 65962.5 would occur, and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 "Airport Locations," Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). Aeronautical Studies Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE August 11, 2022 (Appendix G). GIS database

Findings of Fact:

a) **Less Than Significant with Mitigation Incorporated.** The Project site is located approximately .56 miles southwest of the French Valley Airport and is within Compatibility Zones B1 and C of the [French Valley] Riverside County Airport Land Use Compatibility Plan (ALUCP). The ALUCP is developed to promote compatible land uses adjacent to airfields.

On August 11, 2022, The project was presented to the Riverside County Airport Land Use Commission (ALUC) because the project is within the airport influence area of the French Valley Airport. The Riverside ALUC issued application number ZAP1118FV22. Additionally, the Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for each structure proposed (Aeronautical Studies Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE), provided the project applicant files an FAA Form 7460-2, Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. Furthermore, the Riverside ALUC requested the following conditions be implemented, as prescribed below through **MM HAZ-1** through **MM HAZ-6**, to ensure the proposed project would not exceed obstruction standards and would not be a hazard to air navigation.⁹⁵

⁹⁵ Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). August 11, 2022 (Appendix G).

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

With implementation of **MM HAZ-1** through **MM HAZ-6**, the Riverside ALUC considers the proposed project to be consistent with the ALUCP⁹⁶ (Appendix G). The ALUCP takes into account safety hazards and proposed land uses in close proximity to operations of the French Valley Airport and the potential for injury to residents or people working in such areas. Since the project is consistent with the ALUCP, impacts related to airport hazards for people residing or working on the project site would be **less than significant with mitigation incorporated**.

b) As described in the previous response, the Project has been presented to the Riverside County Airport Land Use Commission (ALUC) because the project is within the airport influence area of the French Valley Airport. Additionally, the Federal Aviation Administration (FAA) issued a Determination of No Hazard to Air Navigation for each structure proposed (Aeronautical Studies Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE), provided the project applicant files an FAA Form 7460-2, Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height. With implementation of **MM HAZ-1** through **MM HAZ-6**, the Riverside ALUC considers the proposed project to be consistent with the ALUCP (Appendix G). Therefore, the project would be **less than significant with mitigation incorporated**.

c) The Project site is located approximately .60 miles south of the French Valley Airport. As described previously, the project is within Compatibility Zones B1 and C of the [French Valley] Riverside County Airport Land Use Compatibility Plan (ALUCP). The Project has been presented to the Riverside County Airport Land Use Commission (ALUC) and the ALUC considers the proposed project to be consistent with the ALUCP With implementation of **MM HAZ-1** through **MM HAZ-6**. Therefore, the project would be **less than significant with mitigation incorporated**.

d) **No Impact**. The project site is not within the vicinity of a private airstrip or heliport; therefore, the project will not result in an airport safety hazard for people residing or working in the project area. **No impact** would occur.

Mitigation:

MM HAZ-1: Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the project lot lines and areas or change in use that differs from what was previously evaluated by the Airport Land Use Commission (ALUC) (three new structures including a 5,215-square-foot car wash tunnel with 15-car stack on 0.75 acre; a 2,535-square-foot sit-down restaurant with drive-through, including 600 square feet of indoor dining area and 1,200 square feet of kitchen area, and a 7-car stack drive through on 1.15 acres; and a 729-square-foot carry out restaurant with drive through, including 405 square feet of kitchen area and a 7-car stack drive through on 0.31 acres) shall require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

Furthermore, the proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies (20 feet for the Arby's, 21 feet for the Wienerschnitzel, and 28 feet for the Tommy's Express car wash). The maximum height and top point elevation specified above shall not be amended without further review by the ALUC and the Federal Aviation Administration (FAA);

⁹⁶ Riverside County Airport Land Use Commission. Airport Land Use Commission (ALUC) Development Review, File No. ZAP1118FV22). August 11, 2022 (Appendix G).

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

provided, however, that reduction in structure height or elevation shall not require further review by the ALUC. Additionally, temporary construction equipment used during actual construction of the structures shall not exceed a height and a maximum elevation greater than the proposed project buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.

If marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. Furthermore, any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the ALUC.

MM HAZ-2: The following uses shall be prohibited:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- e. Children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
- f. Highly noise-sensitive outdoor nonresidential uses.
- g. Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.

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

MM HAZ-3: Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed.

MM HAZ-4: Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

A notice sign shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

MM HAZ-5 Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.

MM HAZ-6: Within five days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project Applicant or his/her designee and e-filed with the FAA. This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:

23. Water Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-9 “Special Flood Hazard Areas,” Figure S-10 “Dam Failure Inundation Zone,” Riverside County Flood Control District Flood Hazard Report/ Condition, San Diego RWQCB, Santa Margarita Watershed MS4 Permit, GIS database: Federal Emergency Management Agency. National Flood Insurance Program, City of Menifee. Section 5.9 Hydrology and Water Quality. The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033, California Department of Water Resources. Sustainable Groundwater Management Act 2019 Basin Prioritization, Process and Results. May 2020. (Cross Engineering Services. Final Storm Drainage Report, Tommy’s- French Valley. Winter, 2022. Appendix H-1, Cross Engineering Services. County Project Specific Water Quality Management Plan. Tommy’s- French Valley. July 24, 2018. H-2) (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. Appendix E).

Findings of Fact:

a) Less than Significant Impact.

Construction. During soil-disturbing construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via storm water runoff into receiving waters.

Construction of the proposed project would disturb greater than one acre of land and is therefore subject to the requirements of the State Water Resources Control Board’s National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit or CGP), as specified in **RCM HYD-1**. The Construction General Permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction BMPs during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control, designed to minimize erosion and retain sediment on site, and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into Warm Springs Creek and downstream receiving waters. Because preparation of a SWPPP and implementation of construction BMPs would target pollutants of concern in stormwater runoff, adherence to **RCM HYD-1** would ensure that construction of the proposed project would not violate water quality standards or degrade surface water quality. Therefore, impacts associated with the violation of surface water quality standards and waste discharge requirements would be less than significant.

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

According to the Geotechnical Investigation and Percolation Testing Report (Appendix E) prepared for the project, no groundwater was encountered on the project site during exploratory borings drilled to a 21-foot depth.⁹⁷ Review of available maps showed the highest groundwater level in the vicinity of the project site may be approximately 30 feet.⁹⁸ Project construction would include excavation to install underground storage tanks and site grading to a maximum vertical height of approximately 12 feet below ground surface.⁹⁹ Based on the depth of groundwater underlying the project site and depth of excavation during construction, dewatering activities during project construction are not anticipated. Storm water that may infiltrate soil during construction would not be expected to affect groundwater quality because of the depth to groundwater on the project site and low infiltration rates of on-site soils.¹⁰⁰ Therefore, impacts associated with the violation of groundwater quality standards and waste discharge requirements would be **less than significant**. No mitigation is required.

Implementation of **RCM HYD-1**, which requires the proposed project to seek coverage under the Statewide CGP, including the preparation of an SWPPP and implementation of Construction BMPs to target and reduce pollutants of concern in storm water runoff would ensure that impacts related to violation of any water quality standards or waste discharge requirements (WDRs) and degradation of surface or groundwater quality during construction would be less than significant.

Operation. The 2.24-acre project site is currently vacant. The proposed project would develop a car wash and two restaurant facilities, surface parking lot, and drive aisles that would total approximately 1.66 acres of the project site. The remaining 0.58 acre of the project site would include landscaping and remain pervious. Pollutants of concern associated with the proposed project include pathogens (bacterial indicators), metals, nutrients, toxic organic compounds, pesticides, fertilizers, trash and debris, and oil and grease.

To address potential water contaminants during project operations from the addition of 1.66 acres of development and associated impervious surfaces, the project would be required to comply with the requirements of the San Diego Regional Water Quality Control Board (RWQCB) Waste Discharge Requirement for Discharges from the Municipal Separate Storm Sewer System (MS4) within the Santa Margarita Watershed (Order No. R9-2013-0001, NPDES Permit No. CAS0109266, as amended by Order No. R9-2015-0001 and R9-2015-0100) (San Diego Region MS4 Permit), on which the County of Riverside is a co-permittee. The San Diego Region MS4 Permit requires priority development projects within the Santa Margarita River Watershed,¹⁰¹ to prepare a Final Water Quality Management Plan (WQMP) in accordance with the Santa Margarita Watershed WQMP Guidance Document. The Final Storm Drainage Report for the proposed project was prepared based on the Santa Margarita Watershed WQMP Guidance Document.¹⁰²

As specified in **RCM HYD-2**, a Final WQMP would be developed for the proposed project. The Final WQMP would specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project

97 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. (Appendix E).
 98 Ibid. Figure 4.
 99 Ibid. Page 7.
 100 Ibid. Pages 13 and 14.
 101 San Diego RWQCB, Santa Margarita Watershed MS4 Permit. Page 94 of 139 and Page 95 of 139.
 102 Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Winter, 2022. (Appendix H-1).

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

site’s natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters.

A Preliminary Water Quality Management Plan has been prepared for the proposed project, which details the proposed project’s approach to managing stormwater in accordance with the retention requirements of the San Diego Region MS4 Permit and is described below.¹⁰³ In the post project condition, the project site would be subdivided into four Drainage Management Areas (DMA 1, DMA 2, and DMA 3, DMA 4) to collect and manage storm water and direct it to Warm Springs Creek located 0.6-mile southwest of the project site.¹⁰⁴ DMA 1 (0.71 acre) is located in the western and northwestern portions of the project site; DMA 2 (0.74 acre) is located along the northeastern portion of the site; and DMA 3 (0.79 acre) is located along the southern and central portions of the site; DMA 4 (0.19) is located along the northern portion of the project site. Stormwater runoff from DMAs 1 through 3 would be captured by inlets and channeled within conduits to its respective underground retention basin, while DMA 4 would include areas of offsite improvement which would not drain onto the site for treatment. The retention basins for DMAs 1-4 would be sized with a Design Capture Volume (DCV) that is larger than the required volume needed to adequately manage stormwater within each respective DMA in accordance with the San Diego Region MS4 Permit, which requires the project to retain storm water for the 85th percentile storm.

As previously discussed, a majority of the project site would be covered with impervious surface. The project site plan includes some landscaping to promote infiltration. However, given the percentage of impervious surface and the low permeability of the soils,¹⁰⁵ stormwater infiltration would be minimal. A majority of the surface flow would be directed to retention basins where storm water volume for the 85th percentile storm event would be retained and the remaining volume would be conveyed to an existing natural drainage channel west of the site via a 284-foot, 12-inch, corrugated outlet pipe and into Warm Springs Creek. Finally, the proposed retention basins would be designed and constructed to prevent runoff with high Total Suspended Solids (TSS) from leaving the project site in accordance with the San Diego Region MS4 Permit.¹⁰⁶ As noted above, landscaping within the project site would capture and infiltrate a small percentage (approximately 27.8 percent) of post project stormwater runoff.

With implementation of **RCM HYD-2**, requiring the preparation of a Final WQMP in compliance with the San Diego Region MS4 Permit, impacts associated with a violation of water quality standards or waste discharge requirements or a substantial degradation of surface or groundwater quality would be **less than significant**, and no mitigation is required.

RCM: The following RCMs are regulatory requirements implemented as a routine action by the County to ensure compliance with the requirements of the County, the CGP, Ground Water Discharge Permit, and the San Diego Region MS4 Permit.

RCM HYD-1: Construction General Permit. Prior to commencement of construction activities, the Applicant shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with

103 Cross Engineering Services. County Project Specific Water Quality Management Plan. Tommy’s- French Valley. July 24, 2018. (H-2)
 104 Ibid. Page 5.
 105 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Pages 13-14. January 25, 2021. (Appendix E).
 106 Ibid. Page 9.

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

Construction and Land Disturbance Activities (Construction General Permit), NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), a risk assessment, a site plan, a Storm Water Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the proposed project from the SMARTS and provided to the County Engineer/Public Works Director, or designee, to demonstrate that coverage under the Construction General Permit has been obtained. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site best management practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the proposed project. The SWPPP shall identify the sources of pollutants that may affect the quality of storm water and shall include BMPs (e.g. soil binders, straw mulch, non-vegetative stabilization, fiber rolls, sandbag barrier, straw bale barrier, stabilized construction entrance/exit, stabilized construction roadway, and entrance/outlet tire wash) to control the pollutants in storm water runoff. Upon completion of construction activities and stabilization of the project site, a Notice of Termination shall be submitted via SMARTS.

RCM HYD-2: Prior to the issuance of a grading permit, the project Applicant shall submit a Final Water Quality Management Plan (Final WQMP) and Final Storm Drainage Report to Riverside County for review and approval. The Final WQMP shall demonstrate that the proposed on-site development plan includes best management practices (BMPs) for source control, pollution prevention, site design, low impact development (LID) implementation, and structural treatment control. The Final WQMP shall also incorporate the results of the Final Storm Drainage Report to demonstrate that BMPs are designed and implemented to retain the pollutants contained in the volume of storm water runoff produced from a 24-hour 85th percentile storm event in accordance with the San Diego Regional Water Quality Control Board Order Number R9-2013-0001, NPDES Permit No. CAS0109266, as amended by Order No. R9-2015-0001 and R9-2015-0100 (MS4 Permit). The proposed LID BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the County for review and approval. Periodic maintenance of any required BMPs and landscaped areas during project occupancy and operation shall be in accordance with the schedule outlined in the Final WQMP. This measure shall be implemented to the satisfaction of Riverside County.

b) Less than Significant Impact.

The project site is located within the boundary of the Temecula Valley Groundwater Basin.

Construction. According to the Geotechnical Investigation and Percolation Testing Report (Appendix E) prepared for the project, no groundwater was encountered during on-site boring as

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

deep as 21 feet.¹⁰⁷ Review of available maps showed the highest groundwater level in the vicinity of the project site may be approximately 30 feet.¹⁰⁸ Percolation testing was performed at two locations within the project site to determine the infiltration rates of the on-site soils; however the water used to presoak the test pits did not percolate due to the low infiltration rates of the soils and the percolation tests were not performed.¹⁰⁹ Based on the depth to groundwater and low infiltration rates on the project site, dewatering activities would not be required during project construction activities. Therefore, construction impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**, and no mitigation is required.

Operation. Development of the project would increase impervious surface area by approximately 1.66 acres, which would decrease on-site infiltration. The project includes landscaped areas, which would provide pervious areas where storm water runoff can collect and continue to infiltrate. However, under existing conditions, the soils on the project site have low permeability and the project site is not a source of significant groundwater recharge. Additionally, on-site runoff would be captured by on-site retention basins appropriately sized to capture the 85th percentile storm event pursuant to the San Diego Region MS4 Permit. Therefore, the increase in impervious surface area that would result from the development of the proposed project would not significantly decrease groundwater supplies or interfere with groundwater recharge in a manner that may impede sustainable groundwater management. Additionally, the project’s water demand would not substantially decrease groundwater supply. Refer to Section V. 46, for a detailed discussion of project impacts related to water supply and demand. Given the above, project impacts related to depletion of groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be **less than significant**. Mitigation is not required.

c and d) **Less than Significant Impact.**

Construction. During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed above in Section V.23, the project applicant would be required to obtain coverage under the CGP, which requires the preparation of an SWPPP (**RCM HYD-1**). The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during project construction to minimize erosion and retain sediment on site. With compliance with the requirements of the CGP and with implementation of the construction BMPs, construction impacts related to on- or off-site erosion or siltation would be **less than significant**.

Operation. Currently, the project site is undeveloped and consists only of pervious surfaces. Development of the proposed project would increase impervious surface by approximately 1.66 acres, which is not prone to on-site erosion or siltation because there would be no exposed soil. The remaining 0.58-acre of the project site would include landscaping and remain pervious. These areas would include vegetation and landscaping that would stabilize the soil and promote infiltration

107 AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 4. January 25, 2021. (Appendix E).

108 Ibid. Figure No. 4.

109 Ibid Page 13. January 25, 2021. (Appendix E).

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

and thereby minimize on-site erosion and siltation. Therefore, on-site erosion and siltation impacts would be minimal.

Development of the project site would increase impervious surfaces, which can increase the volume and rate of stormwater runoff entering downstream receiving waters, which could increase downstream erosion and siltation. However, as detailed in Section V.23, 100 percent of stormwater flows would be collected on-site and conveyed to underground retention basins, which are appropriately sized to retain the 85th percentile storm event pursuant to the San Diego Region MS4 Permit. If stormwater volumes collected in the underground retention basins exceed the required retention volume (85th percentile storm event volume), then the excess stormwater would be discharged into a natural drainage channel west of the site before flowing into Warm Springs Creek.¹¹⁰ With implementation of **RCM HYD-2**, which requires the project to comply with the requirements of the San Diego Region MS4 Permit to reduce storm water runoff from the project site, operation impacts related to substantial on- or off-site erosion or siltation would be **less than significant**. Mitigation is not required.

e and f) **Less than Significant Impact.**

Construction. As discussed above under Section 23(a), project construction would comply with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP (**RCM HYD-1**). The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that stormwater runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities. With implementation **RCM HYD-1**, construction impacts related to surface runoff resulting in flooding on-site or off-site or exceeding the capacity of the stormwater drainage system would be **less than significant**, and mitigation is not required.

Operation. As discussed in Threshold A above, stormwater would be directed to on-site retention facilities, which would be appropriately sized to retain and release stormwater runoff such that excess runoff does not exceed the capacity of the existing storm drain system in accordance with the San Diego Region MS4 permit (**RCM HYD-2**).¹¹¹ Additionally, implementation of BMPs to reduce pollutants of concern in stormwater runoff in compliance with the San Diego Region MS4 permit (**RCM HYD-2**) would ensure the proposed project would result in less-than-significant impacts related to discharge of polluted runoff during project operations. Therefore, operational impacts related to creation or contribution of surface runoff resulting in flooding on-site or off-site or storm water runoff that would exceed the capacity of existing or planned storm drain would be **less than significant**. Mitigation is not required.

g) **Less than Significant Impact.**

Construction. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C2730G (August 28, 2008),¹¹² the project site is not located within a 100-year floodplain and is in Zone D. Zone D areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation

110 Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Pages 3 and 6. Winter, 2022. (Appendix H-

111 *Ibid.*

112 Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas. Panel Number 06065C2730G. August 28, 2008 (Not Printed).

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

of the 0.2 percent annual chance flood. Therefore, construction of the project would not impede or redirect flood flows.

Project construction would occur in accordance with the requirements of the Construction General Permit and would include the preparation and implementation of a SWPPP (**RCM HYD-1**). The SWPPP would specify construction BMPs to control and direct on-site surface runoff to ensure that stormwater runoff from the construction site does not exceed the capacity of the downstream receiving waters. With implementation of an SWPPP and BMPs (**RCM HYD-1**), construction impacts related to a substantial increase in the rate or amount of surface runoff that would result in flooding would be **less than significant**.

Operation. Currently, the project site is undeveloped and consists of only pervious surfaces. As stated in Response to Threshold C (i) above, development of the proposed project would increase impervious surface area by approximately 1.66 acres, which would increase stormwater runoff and could potentially result in flooding. However, as discussed above, the project site is not located within a 100-year floodplain and therefore would not impede or redirect flood flows. Additionally, the proposed on-site storm drain facilities and LID BMPs (underground retention basins) would be appropriately sized to capture the 85th storm event volumes pursuant to the San Diego Region MS4 Permit. Stormwater runoff that exceeds the required retention volume would be discharged into a natural drainage channel west of the site before flowing into Warm Springs Creek.¹¹³

With implementation of LID BMPs identified in the Final Storm Drainage Report,¹¹⁴ operation of the proposed project would not impede or redirect flood flows and would not result in on-site flooding and associated with an increase in stormwater runoff would be **less than significant**. Mitigation is not required.

h) **Less than Significant Impact.** The project site is approximately 30 miles northeast of the Pacific Ocean and is not located within a tsunami hazard zone.¹¹⁵ Based on the distance from the Pacific Ocean, the project site would not be susceptible to impacts associated with a tsunami.

Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. Seiches are also referred to as standing waves and are triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tidal influence. The height and frequency of seiches are determined by the strength of the triggering factor(s) and the size of the basin. The project site is not adjacent to or near any closed bodies of water. The nearest large body of water to the project site is Lake Skinner, located approximately 2.8 miles east of the site and is separated from the site by several tracts of residential development that have incorporated storm drain improvements to convey water downstream to various creeks leading to the Santa Margarita River. Therefore, the project site would not be susceptible to impacts associated with a seiche.

The project site is within existing inundation areas for three dams at Diamond Valley Lake and for Lake Skinner.¹¹⁶ However, each of these dams has been engineered to withstand earthquakes of 7.5 magnitude along the San Jacinto Fault and 8.0 magnitude along the San Andreas Fault, and

113 Cross Engineering Services. Final Storm Drainage Report, Tommy's- French Valley. Pages 3 and 6. Winter, 2022. (Appendix H-1).
 114 Ibid.
 115 California Department of Conservation. California Tsunami Maps and Data. <https://www.conservation.ca.gov/cgs/tsunami/maps> (accessed December 8, 2022).
 116 Riverside County. Southwest Area Plan. County of Riverside General Plan Amendment No. 960. Figure 10: Southwest Area Plan Flood Hazards. February 2015. Revised April 6, 2019.

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

the MWD continuously monitors these dams and their foundations for deformation, which would reduce impacts from dam failure to less than significant.¹¹⁷

FEMA designates the project site as Flood Zone D, which are defined as areas where flood hazards are undetermined, but possible.¹¹⁸ Zone D is not considered a high flood hazard area. During construction, BMPs would be implemented to ensure that during a rain event, pollutants would be retained on site and be prevented from reaching downstream receiving waters (**RCM HYD-1**). During operations, the project would include BMPs to reduce pollutants of concern in stormwater runoff (on-site retention facilities) in compliance with the San Diego Region MS4 permit (**RCM HYD-2**). Additionally, BMPs would be sized to retain and release stormwater runoff so that excess runoff does not exceed the capacity of the existing stormwater system (**RCM HYD-2**), which would reduce the chance of flooding that could release pollutants to downstream receiving waters. Therefore, the chance of project inundation, resulting in the release of pollutants to downstream receiving waters would be low.

Since the risk of project inundation is low, impacts associated with flood hazards, tsunamis, or seiches, or release of pollutants due to project inundation would be **less than significant**. Mitigation is not required.

i) **Less than Significant Impact.** The project site is within the jurisdiction of the San Diego RWQCB. The San Diego RWQCB adopted a Basin Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The proposed project would comply with the San Diego Region MS4 Permit requirements and would implement construction and operational BMPs to reduce pollutants of concern in storm water runoff (**RCM HYD-1** and **RCM HYD-2**). Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, causing the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the San Diego RWQCB Water Quality Control Plan for the San Diego Basin (Basin Plan). Construction and operational impacts related to a conflict with the Basin Plan would be **less than significant**.

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins.

The project site is located in the Temecula Valley Groundwater Basin, which is designated by the California Department of Water Resources as a very low priority basin.¹¹⁹ Although public agencies in basins designated as very low priority aren't required to form GSAs or develop GSPs, the California Department of Water Resources encourages public agencies to update existing groundwater management plans or develop new plans in accordance with Water Code Section

117 City of Menifee. Section 5.9 Hydrology and Water Quality. The City of Menifee General Plan Draft Environmental Impact Report, SCH #2012071033. Pages 5.9-23 and 5.9-24. September 2013.
 118 Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas. Panel Number 06065C2730G. August 28, 2008 (Not Printed).
 119 California Department of Water Resources. Sustainable Groundwater Management Act 2019 Basin Prioritization, Process and Results. Page A-27. May 2020.

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

10750 et seq.¹²⁰ Accordingly, the Temecula Valley Basin Groundwater Management Plan was completed in September 2017 to guide the management of the Basin groundwater monitoring on a sustainable safe yield basis. The proposed project would not require dewatering activities during construction as construction depth would not reach the current groundwater level underlying the project site. As previously discussed, the increase in impervious surface areas would not substantially decrease infiltration compared to existing conditions because the soils on the project site have low permeability and the project site is not a source of significant groundwater recharge under existing conditions. Additionally, the proposed project would be designed to collect storm water flows from impervious areas into underground retention basins and route flow to the existing storm drain system where flows would be conveyed into Warm Springs Creek and eventually the Santa Margarita River, therefore contributing to infiltration to the groundwater basin.

The proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan. Therefore, construction and operational impacts related to conflict with or obstruction of water quality control plans or sustainable groundwater management plans would be **less than significant**. Mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

LAND USE AND PLANNING Would the project:

24. Land Use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County. Ordinance No. 348.4814 An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. September 22, 2015, Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). April 1, 2021, GIS database, Project Application Materials

Findings of Fact:

a) No Impact. The site is located within the Borel Airpark Center Specific Plan and is bound by Benton Road and commercial uses to the north, Penfield Lane and residential uses to the east, commercial uses to the south and a mix of vacant property and commercial and light industrial uses to the west (Figure 2).

The proposed car wash and fast-food restaurant facilities would continue the Specific Plan’s pattern of development in the community and provide commercial services to the existing residential communities located adjacent to the east, northeast of Benton Road and east across Van Gaale Lane. Additionally, the proposed project would provide commercial services to people who work at the industrial uses to the west, and people who work at or visit commercial uses to the north, south, and west. Since the project site is already physically bound by Benton Road to the north, Penfield Lane to the east, commercial uses to the south, and a mix of vacant property and commercial and light industrial uses to

¹²⁰ California Department of Water Resources. Groundwater Sustainability Plans. <https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management/Groundwater-Sustainability-Plans> (accessed December 12, 2022).

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

the west, development of the site would not physically divide an established community. **No impact** would occur.

b) **Less than Significant Impact.** The project site is located within the unincorporated community of French Valley, Riverside County. The project site is administered in accordance with the Borel Airpark Center Specific Plan. Table 2.2.A summarizes surrounding land uses, County General Plan land use designations, and zoning designations. The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC).

The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)¹²¹ to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination¹²² pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.¹²³ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). No other changes are proposed to the General Plan land use designation or zoning.

The proposed project would comply with all applicable development standards set forth in the Borel Airpark Center Specific Plan and also be consistent with the County’s General Plan for the development of light industrial uses. As detailed throughout this Initial Study, all impacts to the environment resulting from the proposed project are subject to applicable mitigation and local, State and/or federal regulations, which would reduce those impacts to less than significant levels. Therefore, impacts on any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:

25. Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-6 “Mineral Resources Area, County of Riverside. Environmental Impact Report No. 521. Section 4.14: Mineral Resources. Figure 4.14.2: Mineral Resource Zones – Temescal Valley and San

121 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

122 The term “substantial conformance” means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan...(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

123 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

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

Bernardino Production/Consumption Regions. February 2015.”; California Department of Conservation. Special Report 165, Mineral Land Classification of the Temescal Valley Area, Riverside County, California. By: Russell V. Miller, Dinah O. Shumway, and Robert L. Hill. 1991. County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, May 2014, as amended. (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021 Appendix E)

Findings of Fact:

a) and b) **Less than Significant Impact.** The project site is classified as Mineral Resource Zone (MRZ)-3, which is an area containing known or inferred mineral occurrences of undetermined mineral resource significance.¹²⁴ No mineral resources are known to occur on the project site, nor has the project site been previously used for mineral extraction. The project site has no potential to be mined in the future because it is surrounded by commercial uses adjacent to the north, west, and south, as well as a residential use adjacent to the east. The site and vicinity are not considered a State-designated mineral resource extraction zone,¹²⁵ and there are no plans to utilize the project site or vicinity for mineral resource extraction.¹²⁶ Development of the project site would not result in the loss of a known mineral resource that would be of value to the region and residents of the State or that has been delineated on a local land use plan. Impacts would be less than significant.

d) **No Impact.** The project site is not located in the vicinity of any proposed, existing, or abandoned quarries or mines. Therefore, the project would not expose people or property to hazards from such uses, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-20 “Airport Locations,” Riverside County Airport Land Use Commission. Riverside County Airport Land Use Compatibility Plan. Chapter W4 Background Data: French Valley Airport and Environs. Exhibit FV-4 9 (Existing Noise Impacts) and Exhibit FV-5 (Future Noise Impacts). October 14, 2004, Amended January 2012 County of Riverside Airport Facilities Map

Findings of Fact:

124 County of Riverside. Environmental Impact Report No. 521. Section 4.14: Mineral Resources. Figure 4.14.2: Mineral Resource Zones – Temescal Valley and San Bernardino Production/Consumption Regions. February 2015.
 125 California Department of Conservation. Special Report 165, Mineral Land Classification of the Temescal Valley Area, Riverside County, California. By: Russell V. Miller, Dinah O. Shumway, and Robert L. Hill. 1991. <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> (accessed June 1, 2021).
 126 County of Riverside. Borel Airpark Center Specific Plan. Specific Plan No. 265. Land Use Plan, SPA265, A1 – Figure I-1, Page I-4. May 2014, as amended.

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

a) and b) **No Impact.** There are no private airstrips located within the vicinity of the project site. The closest airport to the project site is the French Valley Airport, which is located approximately 0.56 mile southwest. The project site is located beyond the existing and future 60 dBA CNEL impact zone from French Valley Airport. Therefore, the project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

27. Noise Effects by the Project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”), Project Application Materials, National Institute for Occupational Safety and Health. Occupational Noise Exposure, Revised Criteria 1998. June 1998. California Department of Transportation. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013. Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September 2018. (LSA Associates, Inc. Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California. Table O. May 25, 2022. Appendix I)

Findings of Fact:

a) **Less than Significant Impact.** The following discussion is based on the project-specific Traffic Impact Analysis (Appendix J) and Noise and Vibration Impact Analysis Memorandum (Appendix I) prepared for proposed project.

Construction Noise. Two types of short-term noise could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site would incrementally increase noise levels on roadways in the project area. There would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 A-weighted decibels [dBA]). The effect on longer-term (hourly or daily) ambient noise levels would be minimal because the hourly/daily construction-related vehicle trips would be few when compared to existing hourly/daily traffic volume in the project area.

The building construction phase would generate the most trips out of all of the construction phases, at approximately 112 vehicles/trucks per day based on the CalEEMod results in Appendix B. Benton Road and/or Winchester Road would be used to access the project site. Benton Road and Winchester Road have estimated existing daily traffic volumes of 11,110 and 27,420, respectively. Based on the construction-related traffic and existing traffic volumes, construction personnel and equipment trips to and from the project site would not generate a discernable increase in traffic noise levels along these roadways. Therefore, there would be no incremental increase in ambient noise from construction-related vehicle trips, and short-term, construction-related impacts associated with construction

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

personnel and equipment transport to the project site would be less than significant. Mitigation is not required.

The second type of short-term noise is related to noise generated during excavation, grading, and building erection on the project site. Construction is completed in discrete phases, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site as well as the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.13.A lists typical construction equipment noise levels recommended for noise impact assessments based on a distance of 50 feet between the equipment and a noise receptor.¹²⁷

Table 3.13.A: Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Factor ¹	Usage	Suggested Maximum Sound Level for Analysis at 50 feet (dBA) ²
Backhoe	40		80
Compactor (ground)	20		80
Compressor	40		80
Crane	16		85
Dozer	40		85
Dump Truck	40		84
Excavator	40		85
Flatbed Truck	40		84
Forklift	20		85
Front-End Loader	40		80
Grader	40		85
Impact Pile Driver	20		95
Jackhammer	20		85
Pickup Truck	40		55
Pneumatic Tools	50		85
Pump	50		77
Rock Drill	20		85
Roller	20		85
Scraper	40		85
Tractor	40		84
Welder	40		73

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table K: Typical Construction Equipment Noise Levels. May 25, 2022. (Appendix I).

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Spec 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the “Big Dig” project.

dBA = A-weighted decibels L_{max} = maximum instantaneous sound level

CA/T = Central Artery/Tunnel

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment anticipated for the proposed

¹²⁷ United States Department of Transportation. Federal Highway Administration Roadway Construction Noise Model User’s Guide. HEP-05-054. DOT-VNTSC-FHWA-05-01. January 2006. Page 2. https://www.fhwa.dot.gov/Environment/noise/construction_noise/rcnm/index.cfm (accessed July 15, 2022).

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

project is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Table 3.13.A details maximum noise levels of typical construction equipment expected to be used on the project site.

Project construction is expected to require primarily the use of a graders, bulldozers, and water trucks/pickup trucks. As indicated in Table 3.13.A, noise associated with the use of construction equipment is estimated to be between 55 and 85 dBA maximum instantaneous noise level (L_{max}) at a distance of 50 feet from the active construction area for the site preparation phase. Each grader would generate a maximum noise level of approximately 85 dBA L_{max} at 50 feet, each bulldozer would generate approximately 85 dBA L_{max} at 50 feet, and water trucks/pickup trucks would generate approximately 55 dBA L_{max} at 50 feet.

Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates within approximately 50 feet of the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 84 dBA¹²⁸ equivalent continuous sound level (L_{eq})¹²⁹ at a distance of 50 feet from the active construction area.

Regarding noise impacts, the sensitive receptor closest to the project construction boundary is a residential property located approximately 60 feet east of the project construction boundary (measured from the construction boundary to the residential property line) and would be exposed to construction noise levels of 82.4 dBA L_{eq} after distance attenuation.¹³⁰ These noise levels represent a worst-case scenario that is typically related to grading activity, which only represents a limited duration in time during the overall construction period.

The National Institute for Occupational Safety and Health (NIOSH) has established a threshold of 85 dBA for an 8-hour period that would result in damage to hearing.¹³¹ As noise levels increase beyond 85 dBA, the exposure time decreases for damage to hearing to occur. (e.g., damage would occur at four hours of exposure for a noise level of 88 dbA). Construction noise would not exceed the NIOSH 85dBA threshold at the nearest sensitive receptors. Therefore, construction of the project would result in temporary and periodic increases in noise, which would result in annoyance and inconveniences, rather than the more serious effects such as hearing loss, sleep deprivation, and stress. Because construction noise is usually generated in short bursts and the heavy equipment used during site preparation moves around the construction site, maximum noise levels are not likely to occur for sustained periods of time, and the temporary inconvenience would not be a substantial increase which could alter human health or safety. Additionally, implementation of regulatory measures that include compliance with the construction hours specified in the County's Noise Ordinance No. 847 § 1, 2006 and standard conditions for construction that include properly maintained noise mufflers for all construction equipment, stationary construction equipment staged away from off-site sensitive uses, and position construction equipment so that emitted noise is

128 The usage factor of 40 percent is approximately 4 dBA less than the maximum noise level (88 dBA maximum noise level - 4 dBA usage factor = 84 dBA).

129 The L_{eq} noise level is provided to describe construction noise levels for a longer period of time (compared to the maximum instantaneous noise level, L_{max}) and compare it to ambient noise levels described subsequently in terms of L_{eq} .

130 According to the Inverse Square Law, sound levels decrease approximately 6 dB for each doubling of distance from the source. (Georgia State University, Department of Physics and Astronomy. *HyperPhysics*. 2016. <http://hyperphysics.phy-astr.gsu.edu/hbase/Acoustic/isprob2.html> (accessed July 15, 2022)).

131 National Institute for Occupational Safety and Health. *Occupational Noise Exposure, Revised Criteria 1998*. Page 1. June 1998.

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

directed away from sensitive receptors would minimize the temporary annoyance and inconveniences associated with construction noise. County Noise Ordinance No. 847, Section 1, 2006 would restrict construction activities within one-quarter mile (1,320 feet) of an inhabited dwelling to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May.

Measured ambient noise levels near the project site ranges from 51.8 dBA L_{eq} to 87.7 dBA L_{eq} . Although there would be a temporary increase in noise levels within the project vicinity, construction noise is a temporary occurrence and would stop once project construction is completed. Additionally, construction noise levels at the closest residence located 60 feet to the east of the project site would be exposed to 82.4 dBA L_{eq} , which would not exceed the NIOSH threshold. Therefore, noise generated from project construction activity would be **less than significant**. No mitigation is required.

Long-Term Mobile Noise. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to evaluate highway traffic-related noise conditions along roadway segments in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the community noise equivalent level (CNEL) values.¹³²

Traffic volumes were obtained from the project-specific Traffic Impact Analysis (Appendix J). Tables 3.13.B and 3.13.C respectively provide the traffic noise levels for the existing and existing plus project conditions. These noise levels represent the worst-case scenario, which assumes no shielding is provided between the traffic and the location where the noise contours are drawn. Appendix I provides the specific assumptions used in developing these noise levels and model printouts.

Table 3.13.B: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane
Winchester Road North of Benton Road	30,640	77	158	338	70.2
Winchester Road South of Benton Road	27,420	72	147	314	69.8
Benton Road Between Winchester Road and Temeku Street	13,505	< 50	94	197	66.7
Benton Road Between Temeku Street and Penfield Lane	11,110	< 50	83	173	65.8
Benton Road Between Penfield Lane and Leon Road	11,435	< 50	85	176	66.0

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table N: Existing Without and With Project Traffic Noise Levels. May 25, 2022 (Appendix I).

Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

¹³² The CNEL level is used because the County of Riverside General Plan Noise Element uses CNEL to consider long-term mobile noise effects.

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

Table 3.13.B provides baseline traffic noise levels (i.e., existing traffic noise without the project) to which the anticipated project-related traffic noise contribution would be added to determine if project-related traffic noise would be significant.

Table 3.13.C: Existing With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (feet)	Centerline to 65 dBA CNEL (feet)	Centerline to 60 dBA CNEL (feet)	CNEL (dBA) 50 feet from Centerline of Outermost Lane	Increase from Baseline Condition
Winchester Road North of Benton Road	32,090	79	163	348	70.4	0.2
Winchester Road South of Benton Road	28,630	73	151	323	69.9	0.1
Benton Road Between Winchester Road and Temeku Street	14,380	< 50	98	205	67.0	0.3
Benton Road Between Temeku Street and Penfield Lane	11,965	< 50	87	182	66.2	0.4
Benton Road Between Penfield Lane and Leon Road	12,545	< 50	90	187	66.4	0.4

Source: LSA Associates, Inc. Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California. Table N: Existing Without and With Project Traffic Noise Levels. May 25, 2022 (Appendix I). Note: Traffic noise within 50 feet of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

Table 3.13.C details the noise levels in the project vicinity when combining existing traffic noise with the anticipated project-related traffic noise contribution. As indicated in Table 3.13.C, the project-related traffic noise contribution to existing traffic noise levels would reach 0.4 dBA. Noise level increases less than 3 dBA would not be perceptible to the human ear in an outdoor environment.¹³³ Therefore, project-related traffic noise on off-site sensitive receptors would be less than significant. Mitigation is not required.

Long-Term Stationary Noise. Adjacent off-site land uses would be potentially exposed to stationary-source noise impacts from the proposed car wash operations, truck unloading operations, Heating, Ventilation, and Air Conditioning (HVAC) equipment, drive-through speakerphones, and parking lot activities.

The proposed car wash operations would include a 130-foot wash tunnel that would only operate during daytime hours (7:00 a.m. and 10:00 p.m.). Noise from the blowers near the exit of the wash tunnel would generate a noise level of 95 dBA L_{eq} at 7 feet.¹³⁴ Noise near the exit of the wash tunnel would be reduced to 77.9 dBA L_{eq} at 50 feet and noise at the entrance of the wash tunnel would be 70.9 L_{eq} at 50 feet.

Truck delivery and unloading activities would occur near the two proposed fast-food restaurants during daytime hours only. The maximum noise levels generated from truck delivery and unloading activities would be 75 dBA L_{eq} at 50 feet. Maximum noise level occurs in less than 5 minutes and it

133 California Department of Transportation. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Page 2-44. September 2013.

134 Noise level of 95 dBA L_{eq} at 7 feet is based on a recent Tommy's Express Car Wash noise study conducted by ABD Engineering & Design, June 2020.

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

is estimated that there would be a maximum of one delivery truck per hour, which would result in a cumulative period of 5 minutes in any area. Therefore, truck delivery and unloading activities would generate a noise level of 64.2 dBA L_{eq} at 50 feet.

The proposed project would include rooftop HVAC equipment on each of the two fast-food restaurant buildings, which would generate noise. However, noise levels generated by HVAC equipment is exempted based on County Noise Ordinance No. 847 § 1, 2006. Potential noise level generated by HVAC equipment are provided below for informational purposes. Rooftop HVAC equipment could potentially operate 24 hour per day and one piece of rooftop HVAC equipment would generate noise levels of 66.6 dBA L_{eq} at 5 feet¹³⁵ based on previous measurements conducted by LSA.

The two proposed fast-food restaurants would each include a drive-through speakerphone that is part of the menu board. The fast-food restaurants are assumed to operate during daytime (7:00 a.m. and 10:00 p.m.) and nighttime hours (10:00 p.m. to 7:00 a.m.). Noise generated from each speakerphone is approximately 84 dBA at 1 foot.

The project includes a surface parking lot that could generate noise potentially affecting adjacent land uses. Noisy activities occurring in the project parking lot would include vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. These activities would occur generally during daytime and nighttime hours and are intermittent in nature. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 feet based on measurements conducted by LSA for projects of similar scale. Daytime parking activity noise levels would reach 60.7 dBA L_{eq} at 50 feet and nighttime parking activity noise levels would reach 55.2 dBA L_{eq} at 50 feet.^{136,137}

Table 3.13.D represents the combined calculated daytime and nighttime noise levels at the closest residential property line east of the project site using SoundPLAN from the individual stationary noise sources discussed above.

Table 3.13.D: Operational Noise Levels

Receptor	Land Use	Direction	Noise Level ¹ (dBA L_{eq})		Noise Standard (10-minute L_{eq})		Exceed Noise Standard?	
			Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R-1	Residence	East	50.4	45.0	65	45	No	No

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table K: Typical Construction Equipment Noise Levels. May 25, 2022 (Appendix I).

- ¹ Noise level at the residential property line.
- dBA = A-weighted decibels
- L_{eq} = equivalent continuous sound level

135 Five (5) feet is an appropriate distance for a noise measurement because HVAC equipment is typically attached to buildings (e.g., rooftops) or located at the base of a building potentially within several feet of a person occupying the site.

136 LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table O. May 25, 2022. (Appendix I).

137 Parking activity noise levels were estimated based on the estimated number of cumulative minutes generating the maximum noise level of 70 dBA at 50 feet in any hour.

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

As shown in Table 3.13.D, the combined daytime and nighttime stationary-source noise level is 50.4 dBA L_{eq} and 45.0 dBA L_{eq} , respectively, at the closest residential property line east of the project site. Therefore, the combined calculated daytime and nighttime noise levels would not exceed the County's exterior daytime and nighttime 10-minute noise standards of 65 dBA L_{eq} and 45.0 dBA L_{eq} , respectively. Noise impacts from project operations would be **less than significant**.

b) **Less than Significant Impact.** Groundborne noise is typically assessed at locations where there is no airborne noise path, or for buildings with substantial sound insulation such as a recording studio. For typical buildings, the interior airborne noise levels are often higher than the groundborne noise levels. Therefore, the main focus of the discussion/analysis is groundborne vibration. A vibration level of 94 vibration velocity decibels (VdB) (0.2 peak particle velocity [PPV] inches per second [in/sec]) is the threshold used to evaluate construction vibration impacts because this vibration level has the potential to damage residential structures made of non-engineered timber.¹³⁸ A vibration level of 78 VdB is used to describe potential human responses¹³⁹ (i.e., annoyance) from vibration levels generated by project construction as a means of disclosure, but this community annoyance threshold is not used to identify an impact because of the subjective nature of human annoyance and the temporary nature of construction. The greatest levels of vibration are anticipated to occur during the site preparation phase, during which a large bulldozer and a loaded truck are expected to be used. All other phases are expected to result in lower vibration levels.

Construction Vibration. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within buildings. Table 3.13.E shows the PPV and VdB values at a distance of 25 feet from the construction vibration source. As shown in Table 3.13.E, bulldozers and loaded trucks would generate a groundborne vibration level of 87 and 86 VdB, respectively, when measured at a distance of 25 feet, based on the Federal transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.¹⁴⁰

The formula for vibration transmission is provided below:

$$L_{vdB}(D) = L_{vdB}(25 \text{ feet}) - 30 \text{ Log}(D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

Table 3.13.F lists the projected vibration level from various construction equipment expected to be used on the project site to the nearest buildings in the project vicinity. For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet.

Table 3.13.E: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/ L_v at 25 feet	
	PPV (in/sec)	L_v (Vdb) ¹
Hoe Ram	0.089	87
Large Bulldozer²	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks²	0.076	86

138 Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. September 2018. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed July 17, 2022).

139 Ibid.

140 Ibid.

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

Table 3.13.E: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 feet	
	PPV (in/sec)	L _v (Vdb) ¹
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Federal Transit Administration. *Transit Noise and Vibration Impact Assessment Manual*. September 2018. <https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123> (accessed July 17, 2022).

¹ Root-mean-square VdB is 1 µin/sec.

² Equipment shown in **bold** is expected to be used on site.

µin/sec = microinches per second

L_v = velocity in decibels

FTA = Federal Transit Administration

PPV = peak particle velocity

in/sec = inches per second

VdB = vibration velocity decibels

Table 3.13.F: Summary of Construction Vibration Levels

Land Use	Direction	Equipment/Activity	Reference Vibration Level (VdB) at 25 ft	Reference Vibration Level (PPV) at 25 ft	Distance ¹ (ft)	Maximum Vibration Level (VdB)	Maximum Vibration Level (PPV)
Commercial	North	Large Bulldozer	87	0.089	195	60	0.004
		Loaded Trucks	86	0.076		59	0.003
Barn	East	Large Bulldozer	87	0.089	80	72	0.016
		Loaded Trucks	86	0.076		71	0.013
Residential	East	Large Bulldozer	87	0.089	110	68	0.010
		Loaded Trucks	86	0.076		67	0.008
Commercial	Southeast	Large Bulldozer	87	0.089	130	66	0.008
		Loaded Trucks	86	0.076		65	0.006
Commercial	South	Large Bulldozer	87	0.089	55	77	0.027
		Loaded Trucks	86	0.076		76	0.023
Industrial	West	Large Bulldozer	87	0.089	290	55	0.002
		Loaded Trucks	86	0.076		54	0.002
Commercial	West	Large Bulldozer	87	0.089	275	56	0.002
		Loaded Trucks	86	0.076		55	0.002

Source: LSA Associates, Inc. *Noise and Vibration Impact Analysis Memorandum for the French Valley Commercial Retail Project at Benton Road and Penfield Lane in French Valley, unincorporated Riverside County, California*. Table M: Summary of Construction Vibration Levels. May 25, 2022 (Appendix I).

¹ Distance from the project construction boundary to the building structure.

ft = foot/feet

VdB = vibration velocity decibels

PPV = peak particle velocity

The closest residential, commercial, and industrial structures are located east, south, and west, respectively, of the project site. The closest commercial structure to the south is approximately 55 feet from the project construction boundary (measured from the construction boundary to the commercial structure). As shown in Table 3.13.F, the closest commercial structure at 55 feet from the project construction boundary would experience vibration levels of up to 77 VdB (0.027 PPV in/sec). All other structures, including residential structures, are farther than 55 feet from the project construction boundary and would experience lower vibration levels.

Construction vibration levels at the closest commercial building from construction equipment or activity would not exceed the FTA threshold of 94 VdB (0.2 PPV [in/sec]) for building damage when bulldozers and loaded trucks operate at the project construction boundary. In addition, construction vibration levels would not exceed the vibration annoyance threshold of 78 VdB for daytime residential uses and 84 VdB for commercial and industrial uses. Therefore, construction vibration levels would be less than significant.

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

Long-Term Operational Vibration. Operation of the proposed car wash and two fast-food restaurants would not generate vibration. In addition, vibration generated from project-related traffic on the adjacent roadways (Benton Road, Winchester Road, and local roadways within the project area) is not expected to be substantial for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration generated from project-related traffic on the adjacent roadways would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity," Paleontological Resource Impact Mitigation Program ("PRIMP") Report, Geologic Map of the Bachelor Mountain 7.5' Quadrangle, Riverside County, California. United States Geological Survey Department of Earth Sciences, University of California, Riverside. Morton, Douglas M. and M.P. Kennedy. 1991, 1995 through 1998. (AES Soil. Report of Geotechnical Investigation and Percolation Testing, Proposed Commercial Plaza Project. Page 5. January 25, 2021 Appendix E)

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** As detailed in the Geologic Map of the Bachelor Mountain 7.5' Quadrangle, Riverside County, California, the project site is underlain by Very Old Alluvial Valley Deposits (Middle to Early Pleistocene).¹⁴¹ Although Pleistocene sediments have some potential to contain paleontological resources, the County General Plan indicates the project site is in an area of low paleontological sensitivity. However, ground-disturbing activities at the project site may reach down to 12 feet below grade and have the potential to disturb previously unknown resources if excavation depths reach native, undisturbed sediments. Therefore, **MM GEO-1** shall be implemented during ground disturbing activities to reduce impacts on paleontological resources to **less than significant levels with mitigation incorporated** by ensuring paleontological resources, if encountered on site, would be subject to scientific recovery, evaluation, and curation.

Mitigation: **MM GEO-1** Prior to the issuance of grading permits, Riverside County shall verify that the following mitigation is included in all grading plans:

If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein. However, if the

¹⁴¹ Geologic Map of the Bachelor Mountain 7.5' Quadrangle, Riverside County, California. United States Geological Survey Department of Earth Sciences, University of California, Riverside. Morton, Douglas M. and M.P. Kennedy. 1991, 1995 through 1998.

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

paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order to assess its significance pursuant to the California Environmental Quality Act. Collected resources shall be prepared to the point of curation, identified to the lowest taxonomic level possible, catalogued, and curated into the permanent collections of an accredited scientific institution. All subsequent ground-disturbing activities shall be monitored at the discretion of the paleontologist. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.

In the event that paleontological resources are encountered when a paleontological monitor is not on site, work in the immediate area of the find shall be redirected, and the qualified paleontologist shall be contacted to assess the find for significance. If the find is determined to be significant, it shall be collected from the field, and the paleontologist shall make recommendations for monitoring, curation, and reporting.

This measure shall be implemented to the satisfaction of Riverside County.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:

29. Housing	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, GIS database, Riverside County General Plan Housing Element, Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning September 22, 2015, Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial), Cross Engineering Services, Inc, Southern California Association of Governments. Employment Density Study Summary Report. October 31, 2001

Findings of Fact:

a) **Less than Significant Impact.** The project site is located within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC). As detailed in Table 2.2.A, the County's General Plan designates the project site land use as Light Industrial, and the zoning of the site is [Borel Airpark Center] Specific Plan Zone (SP). Pursuant to the Specific Plan Zoning Ordinance, commercial land uses restaurants and other eating establishments are permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to

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

Section 2(c)(1)¹⁴² to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination¹⁴³ pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.¹⁴⁴ No other changes are proposed to the General Plan land use designation or zoning. Therefore, the project would not generate any increase in population that otherwise would not have been planned for in the County.

Based on discussions with the Project Applicant¹⁴⁵ and employment density projections by the Southern California Association of Governments (SCAG),¹⁴⁶ the proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business. The County General Plan and Borel Airpark Center Specific Plan are used to control and allocate growth. Accordingly, development of the proposed project would serve to fulfill both an existing and anticipated need to provide commercial services to this area of the County. Additionally, generation of 24 employment positions in an area of the Southwest Area Plan dominated by commercial, industrial, and residential uses would help balance the jobs-to-housing ratio in the community surrounding the project site. Since the project site is adjacent to improved streets and infrastructure, the project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the County. Therefore, the proposed project would not generate substantial direct or indirect unplanned population growth. Impacts would be **less than significant**. No mitigation is required.

b) **No Impact.** The project site is located on vacant land. Therefore, **no impact** would occur to people or housing such that replacement housing would be required. No mitigation is required.

c). **Less than Significant Impact.** The proposed project includes construction of a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730-square-foot drive-through restaurant without indoor dining on approximately 2.24 acres within Planning Area 3 of the Borel Airpark Center Specific Plan, which is designated Manufacturing-Service Commercial (M-SC). Based on discussions with the Project Applicant¹⁴⁷ and employment density projections by the Southern California Association of Governments (SCAG),¹⁴⁸ the proposed project is expected to generate approximately 24 employees assuming two 8-hour shifts per day for each business.

142 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

143 The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

144 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

145 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

146 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

147 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

148 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

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

The County General Plan and Borel Airpark Center Specific Plan are used to control and allocate growth. Accordingly, development of the proposed project would serve to fulfill both an existing and anticipated need to provide commercial services to this area of the County. Additionally, generation of 24 employment positions in an area of the Southwest Area Plan dominated by commercial, industrial, and residential uses would help balance the jobs-to-housing ratio in the community surrounding the project site. Since the project site is adjacent to improved streets and infrastructure, the project also does not include any significant infrastructure improvements or the significant extension of roads that could indirectly induce growth in the County. Therefore, the proposed project would not generate substantial direct or indirect unplanned population growth or the demand for additional housing. Impacts would be **less than significant**. No mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

30. Fire Services

Source(s): Riverside County General Plan Safety Element

Findings of Fact:

a) **Less than Significant Impact.** The proposed project is required to comply with applicable provisions of the California Building Code, California Fire Code, Riverside County Ordinance No. 460, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards pertaining to human health and safety (through the building plan check process) to ensure the project would minimize exposure of people or structures to a significant risk of loss, injury, or death involving fires.

Development of the proposed project would incrementally increase demand for fire protection services, but not to the degree that existing fire stations could not meet the demand. The nearest fire station is French Valley Fire Station No. 83 located at 37500 Sky Canyon Drive one mile (five minutes by automobile) south of the site. Project design features incorporated into the structural design and layout would keep service demand increases to a minimum. The County’s plan check process includes County Fire Department review of proposed fire hydrant spacing and incorporation of automatic sprinkler systems in accordance with applicable Sections of Ordinance No. 787 (e.g., Sections 901.6.1, 903.2, 903.4.2.1, 4.3, 3, 5, and 8603.1), proper roadway turning radii, and fire lane widths, etc. Since the proposed development is located adjacent to Benton Road and Penfield Lane, emergency vehicles would have the ability to park along these roadways adjacent to the project site in the event that the project driveway is inaccessible. The project site layout, including provisions for emergency vehicle access, would be reviewed for adequacy by the County Fire Department. Therefore, the construction of the proposed project would be in accordance with applicable County policies and regulations and would not require new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant.

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

31. Sheriff Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Source(s): Riverside County General Plan

Findings of Fact:

a) **Less than Significant Impact.** The Riverside County Sheriff’s Department (RCSD) provides law enforcement and crime prevention services to the project site. Similar to fire protection services, the proposed project is expected to incrementally increase demand for sheriff protection services in the project area. However, due to the proposed project’s relatively limited size of 2.24 acres and scale, the project would not create a significant impact on RCSD’s services.

Development of the site with crime prevention through environmental design (CPTED) features would deter trespassing and reduce police service demand to the extent feasible through implementation of applicable design methods. For example, the project would incorporate public zones and private zones via physical and symbolic barriers to define acceptable uses of the commercial space and determine who has a right to occupy such zones. Additionally, the proposed car wash and restaurant facilities would be equipped with formal surveillance through the use of closed-circuit television, electronic monitoring, and potential security patrols, as well as informal surveillance such as architecture, landscaping, and lighting designed to minimize visual obstacles and eliminate places of concealment for potential assailants. Therefore, the construction of the proposed project would be in accordance with applicable County policies and would not require new or physically altered sheriff protection facilities, the construction of which could cause significant environmental impacts. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Source(s): School District correspondence, GIS database, California State Legislature, Legislative Analyst’s Office. An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, January 2001.

Findings of Fact:

No Impact. The project does not include a residential component and no direct increase in the local student population would occur. The anticipated indirect increase in worker population (i.e., 24 employees) who would likely come from the surrounding area would not be expected to indirectly increase student population. Furthermore, California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as “Level 1 fees” and are subject to inflation adjustment every two years. School districts are placed into a specific “level” based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district’s total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of

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

their total facility costs, termed “Level 2” fees. If, however, there are no State funds available, “Level 3” fees may be imposed for the full cost of their facility needs.¹⁴⁹

Per California Government Code, “The payment or satisfaction of a fee, charge, or other requirement levied or imposed ... are hereby deemed to be full and complete mitigation of the impacts ... on the provision of adequate school facilities.” The Project Applicant would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. Through payment of development fees, no impacts related to school services would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Libraries

Source(s): Riverside County General Plan

Findings of Fact:

Less than Significant Impact. The type of use of the proposed project (i.e. dining and car wash) would not generate new population because employees and customers are expected to reside in French Valley and vicinity. Additionally, the project would be consistent with the applicable Land Use and Zoning designations pursuant to a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) under a substantial conformance determination.¹⁵⁰ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the proposed development would not cause an unanticipated increase in population that would require construction or expansion of any public facilities, including libraries. Payment of required fees, taxes, and other development impact fees by the Project Applicant would sufficiently offset any incremental increase in demand for governmental services. Impacts would be **less than significant**. Mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Health Services

Source(s): Riverside County General Plan

Findings of Fact:

Less than Significant Impact. The type of use of the proposed project (i.e. dining and car wash) would not generate new population because employees and customers are expected to reside in French Valley and vicinity. Additionally, the project would be consistent with the applicable Land Use and Zoning designations pursuant to a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan to allow car wash facilities within Planning Area 3 (Manufacturing-

149 California State Legislature, Legislative Analyst’s Office. An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, January 2001. http://www.lao.ca.gov/2001/011701_school_facility_fee.html (accessed July 17, 2022).
 150 The term “substantial conformance” means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan...(Riverside County. Ordinance No. Ord.

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

Service Commercial (M-SC)) under a substantial conformance determination.¹⁵¹ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the proposed development would not cause an unanticipated increase in population that would exceed the service capacity of health services in the County. Payment of required fees, taxes, and other development impact fees by the Project Applicant would sufficiently offset any incremental increase in demand to health services. Impacts would be **less than significant**. Mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:				
35. Parks and Recreation				
a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): GIS database, Parks & Open Space Department Review

Findings of Fact:

a) and b) **Less than Significant Impact.** The proposed project is expected to generate 24 employees, which could result in an incremental increase in use of nearby recreational facilities during project operation. Riverside County Ordinance No. 659 collects development impact fees used to fund capital costs associated with constructing new park and recreation facilities and purchasing equipment for such facilities. DIFs are intended to offset any incremental increases of demand for park and recreation facilities and services.

The proposed project would be required to pay applicable DIF's prior to issuance of building permits. Any future construction of new or expansion of existing park and recreation facilities would be subject to project-level environmental review and site-specific mitigation as appropriate in order to ensure significant environmental impacts are avoided or mitigated. However, construction of the proposed project in accordance with applicable County policies would contribute only an incremental increase in demand for recreational services that would not in and of itself require new or physically altered park and recreation facilities, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

¹⁵¹ The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan...(Riverside County. Ordinance No. Ord.

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

c) **Less than Significant Impact.** The project site is not within a Community Service Area. As stated above, Riverside County Ordinance No. 659 collects development impact fees used to fund capital costs associated with constructing new park and recreation facilities and purchasing equipment for such facilities. DIFs are intended to offset any incremental increases of demand for park and recreation facilities and services. The proposed project would be required to pay applicable DIF's prior to issuance of building permits. Therefore, payment of DIFs pursuant to County Ordinance No. 659 would ensure impacts to park and recreation facilities would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Include the construction or expansion of a trail system?				

Source(s): Riverside County General Plan Figure C-7 Trails and Bikeway System, Specific Plan No.

Findings of Fact:

a) **Less than Significant Impact.** The Project consists of drive-through car wash, and drive-through restaurant facilities and does not include the construction or expansion of a trail system. There are no identified trails adjacent to the proposed Project site according to the Riverside County General Plan Figure C-7. As described above, the proposed project is expected to generate 24 employees, which could result in an incremental increase in use of nearby recreational facilities during project operation. Therefore, the proposed Project would not generate a substantial population increase that would use or require recreational trails, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
37. Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Source(s): Riverside County General Plan, Project Application Materials (Linscott, Law & Greenspan, Engineers. Traffic Impact Analysis Report, French Valley Tommy’s Express Wash. Page 36. March 11, 2022 Appendix J)

Findings of Fact:

a) The following discussion is based in part on the project-specific Traffic Impact Analysis (TIA) prepared for the proposed project (Appendix J).

Less than Significant Impact. This section discusses potential impacts to the circulation system, transit services, bicycle facilities, and pedestrian system. The following analysis of level of service (LOS) is for disclosure purposes as it relates to consistency with the County’s General Plan minimum level of service criteria for intersections, as *CEQA Guidelines* Section 15064.3, subdivision (b) establishes “vehicle miles traveled” criteria in lieu of LOS for analyzing transportation impacts. Refer to Section V. 37(b) below for an analysis of vehicle miles traveled.

Traffic Circulation. The project TIA scope was approved through consultation with County Staff to evaluate effects of project-generated traffic volume during the a.m. and p.m. peak hours¹⁵² and not pursuant to average daily trips.

The project study area regarding the surrounding transportation network includes the following intersections:

1. Winchester Road/Benton Road;
2. Temeku Street/Benton Road;
3. Penfield Lane/Benton Road;¹⁵³
4. Leon Road/Benton Road;
5. Van Gaale Lane/Cognac Street at Benton Road; and
6. Pourroy Road/Benton Road.

Study intersections are under the jurisdictions of the County or Caltrans. The project site is located within the Southwest Area Plan. The County uses level of service (LOS) D as their minimum level of service criteria for intersections within the Southwest Area Plan.

The traffic analysis examines traffic operations in the vicinity of the proposed project under the following three scenarios:

- **Existing Without Project:** Baseline conditions.
- **Existing Plus Ambient Plus Project:** Existing Plus Project volumes were combined with ambient growth, which was calculated by increasing existing roadway volumes by two percent per year over two years for Year 2024 conditions. Applied to existing Year 2022 traffic volumes results in a four percent increase growth in existing volumes to Horizon Year 2024.¹⁵⁴

152 The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 7:00 p.m.
 153 Includes Project improvements.
 154 Linscott, Law & Greenspan, Engineers. *Traffic Impact Analysis Report, French Valley Tommy’s Express Wash.* Page 13. March 11, 2022. (Appendix J).

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

- **Existing Plus Ambient Plus Project Plus Cumulative:** Developed by adding trips generated by other developments to the Existing Plus Ambient Plus Project forecast.

The proposed project is anticipated to add 1,989 daily trips, with 62 trips occurring during the a.m. peak hour and 108 trips occurring during the p.m. peak hour. Evaluation of LOS effects are presented in Section 8.0 of Appendix J. All study intersections operate at a satisfactory LOS under existing without and with project conditions. All study intersections are forecast to operate at a satisfactory LOS under cumulative with project conditions with the exception of two intersections (#s 1 and 4 listed above). Planned and recommended transportation improvements (including project-specific improvements) to facilitate satisfactory LOS of the study intersections listed above during project operation are detailed in Section 9.0 of Appendix J. As discussed in Section 9.3 “Recommended Improvements” of Appendix J, recommended improvements include to widen and restripe the south leg and modify the existing traffic signal at the intersection of Winchester Road/Benton Road and install a traffic signal and stripe a crosswalk on the west leg at the intersection of Leon Road/Benton Road. Where the project results in an adverse LOS on the roadway network and the agency with jurisdiction over the affected intersection does not have a Development Impact Fee Program for a specific improvement, the project would pay its respective fair share for the proposed improvement. The project’s fair share has been calculated based on project traffic as a percentage of total growth from Existing to Cumulative conditions. Section 11.0 of Appendix J details the recommended improvements for the deficient intersections (Intersections #1 and #4 listed above) that require the project to pay for its fair share contribution. Specific design of all recommended improvements would be reviewed and approved by the County Engineer in the final engineering phase in order to ensure LOS at all project study intersections operate at satisfactory LOS.

The project would not be directly accessed from Highway 79 (Winchester Road), which is a Caltrans facility; therefore, the project has not been reviewed for factors pertaining to site access or local roadways in accordance with *Caltrans Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance (July 2020)*.¹⁵⁵ However, the project is anticipated to generate new vehicle trips along Highway 79 (i.e. study Intersection #1, Winchester Road/Benton Road). Therefore, an analysis of the project’s impact on turn pocket queuing at Intersection #1 was prepared to determine if the project would cause or contribute towards slowing or stopped traffic on through traffic lanes along Highway 79, resulting in unsafe speed differentials between adjacent lanes.¹⁵⁶ As detailed in Section 12.0 of Appendix J, estimated storage is not provided to accommodate queues for the southbound left-turn lane at Intersection #1 under both the Ambient Growth with Project and Ambient Growth with Project with Cumulative Projects traffic conditions. Therefore, it is recommended the southbound left turn pocket be restriped and designed to include a minimum storage of 400 feet per lane to accommodate the forecasted deficiencies.¹⁵⁷

Access to the project site would be provided via one driveway along Benton Road and one driveway along Penfield Lane. As detailed in Section 13.0 of Appendix J, the proposed driveways are anticipated to operate at an acceptable LOS during the a.m. and p.m. peak hours under both the Ambient Growth with Project and Ambient Growth with Project with Cumulative Projects traffic conditions. Additionally, project traffic is not anticipated to cause significant internal queuing/stacking effects at project driveways or within the site’s internal drive aisle. Finally, there is adequate turning radii for passenger cars, service/delivery trucks, and trash trucks for project ingress and egress traffic. Therefore, motorists would be able to enter and exit the project site from the proposed driveways safely, and without excessive congestion.

155 *Ibid.* Section 12.2.
 156 *Ibid.* Pages 30 through 31.
 157 *Ibid.* Page 31.

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

As stated above, the preceding analysis of LOS is for disclosure purposes as it relates to consistency with the County’s General Plan minimum level of service criteria for intersections, as *CEQA Guidelines* Section 15064.3, subdivision (b) establishes “vehicle miles traveled” criteria in lieu of LOS for analyzing transportation impacts. With implementation of improvements discussed in Section 9.0, “Planned and Recommended Improvements” of Appendix J, LOS at all project study intersections would operate at satisfactory LOS. Additionally, adequate storage within the dual southbound left-turns at the Winchester Road/Benton Road intersection would be provided with implementation of recommended improvements discussed in Section 12.2 of Appendix J. Therefore, impacts to traffic circulation would be **less than significant**. No mitigation measures would be required.

Pedestrian System, Transit Services, and Bicycle Facilities. The Riverside Transit Agency’s Route 79 bus stop near the intersection of Temeku Street/Benton Road approximately 184 feet west of the site provides transit service in the project vicinity. Additionally, a community [bicycle] trail located approximately 882 feet northwest of the site (across Highway 79) connects to a regional urban/suburban trail, which facilitates alternative modes of transportation in the project vicinity. By introducing new employment opportunities and commercial services on an underutilized property in proximity to an existing bus stop and bicycle facility, the project would facilitate increased alternative transit mobility in the project vicinity. As detailed in Figure 4, the proposed project would construct a portion of a pedestrian sidewalk along Benton Road and Penfield Lane to promote safe pedestrian access to the site. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops and would not preclude development and/or use of existing public and alternative transit facilities. Implementation of the proposed project would not conflict with a program, plan, ordinance, or policy addressing the transit services, pedestrian system, or bicycle facilities and this impact would be **less than significant**.

b) **Less than Significant Impact.** *CEQA Guidelines* Section 15064.3, subdivision (b) establishes “vehicle miles traveled” criteria in lieu of LOS for analyzing transportation impacts and was signed into law as Senate Bill (SB) 743 in 2013. The Office of Planning and Research approved regulatory changes to the *CEQA Guidelines* that implement SB 743 on December 28, 2018. However, lead agencies were able to use LOS for analyzing transportation impacts until July 1, 2020. Pursuant to SB 743, the County adopted Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled (December 2020) to analyze a project’s transportation impacts. The County’s Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled is generally consistent with the methodology and screening criteria contained in the OPR’s Technical Advisory for Evaluating Transportation Impacts in CEQA (dated December 2018), which provides additional detail on the language and approach used in the project-specific TIA to demonstrate compliance with SB 743.

According to the County’s Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled, small projects with low trip generation pursuant to existing CEQA exemptions or based on the County Greenhouse Gas Screening Tables (see Section V.20) are presumed to cause a less than significant VMT impact. These projects include the following:¹⁵⁸

- Single Family Housing projects less than or equal to 110 dwelling units
- Multifamily (Low-Rise) Housing projects less than or equal to 147 dwelling units

¹⁵⁸ Linscott, Law & Greenspan, Engineers. Traffic Impact Analysis Report, French Valley Tommy’s Express Wash. Page 36. March 11, 2022.

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

- Multifamily (Mid-Rise) Housing projects less than or equal to 194 dwelling units
- General Office Building with area less than or equal to 165,000 square feet
- Retail buildings with area less than or equal to 60,000 square feet
- Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 square feet
- General Light Industrial buildings with area less than or equal to 179,000 square feet
- Project GHG emissions less than 3,000 Metric tons of Carbon Dioxide Equivalent (MTCO_{2e})
- Unless specified above, project trip generation with less than 110 trips per day

The proposed project would consist of a 5,215 square foot carwash with a 130-foot wash tunnel, a 2,535-square foot fast food restaurant with drive through, and another 729-square foot fast restaurant with drive through, totaling 8,479 square feet. Therefore, the proposed project can be screened out of the VMT analysis pursuant to the above criteria for retail buildings with area less or equal to 60,000 square feet, and VMT impacts would be **less than significant**.

c) **Less than Significant Impact.** Roadway improvements in and around the project site would be designed and constructed to satisfy all County requirements for street widths, corner radii, intersection control pursuant to the County’s Street Improvement Plan Policies and Guidelines. Additionally, proposed driveways would be designed and constructed in accordance with County Standard No. 207A and reviewed for approval by the Riverside County Transportation Department. The on-site drive aisle would serve as an emergency fire lane to ensure adequate access for first responders to an emergency and would be constructed to adequate widths for public safety pursuant to the California Fire Code.

Off-site, the project would dedicate and widen Benton Road along the project frontage in accordance with the County’s General Plan Circulation Plan. Additionally, the project would include construction of curb, gutter, sidewalk, street trees, and streetlights along the northern frontage of the site along Benton Road and the western frontage of the site along Penfield Lane. Additionally, the project would restripe the east leg of Benton Road and modify the existing traffic signal to provide an exclusive eastbound right turn at the intersection of Penfield Lane and Benton Road.

The County, at final plan check, would ensure that all improvements associated with the project are consistent with California Fire Code and County standards and requirements. Adherence to these standards and requirements would ensure the proposed development would not include any sharp curves or dangerous intersections. Therefore, no substantial increase in hazards due to a design feature would occur. Impacts are **less than significant**.

d) **Less Than Significant Impact.** Implementation of the proposed project would contribute an incremental amount of additional vehicle trips to the project area. As detailed in response to Checklist Question 37.a, the project will include improvements to the intersection of Winchester Road and Benton Road to improve circulation and safety of the project site and within the vicinity of the project. Impacts associated with such improvements have been analyzed throughout this Initial Study and determined to be **less than significant**.

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

e) **Less Than Significant Impact.** The project will generate temporary impacts to circulation during project construction, which includes improvements to the intersection at Winchester Road and Benton Road. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers will be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary. Implementation of these traffic control measures will include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction. Therefore, impacts would be **less than significant**.

f) **Less than Significant Impact.** Roadway facilities with regional access such as Highway 79 serve as evacuation routes in the event of an emergency. The project is required to incorporate adequate emergency water flow and to identify and mitigate any fire hazards during the development review process. The project is proposed with two, two-lane access driveways, one off of Benton Road and one off of Penfield Lane, that would provide entry and exit points for emergency access. The project would include a C10 fire alarm without gates to ensure immediate fire department access to the project site in the event of an emergency. Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii, fire lane widths, etc. Since the proposed development is located adjacent to Benton Road, emergency vehicles would have the ability to park on the north side of Benton Road adjacent to the project site in the event that the project driveway is inaccessible. The project site layout, including provisions for emergency vehicle access, would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?

Source(s): Riverside County General Plan

Findings of Fact:

a) **No Impact.** A community [bicycle] trail located approximately 882 feet northwest of the site (across Highway 79) connects to a regional urban/suburban trail, which facilitates alternative modes of transportation in the project vicinity. By introducing new employment opportunities and commercial services on an underutilized property in proximity to an existing bus stop and bicycle facility, the project would facilitate increased alternative transit mobility in the project vicinity. The proposed project would be site specific and would not require new transit stops or the significant relocation of existing transit stops and would not preclude development and/or use of existing public and alternative transit facilities. Therefore, **no impacts** to bicycle trails will occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

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

39. Tribal Cultural Resources

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Source(s): County Archaeologist, AB52 Tribal Consultation

Findings of Fact:

a) Please refer to the response to Checklist Question 39 b. below,

b) Less than Significant with Mitigation Incorporated. Tribal cultural resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB 52), notices regarding this project were mailed to all requesting tribes on March 04, 2021. No response was received from Ramona Band of Cahuilla, Morongo Band of Mission Indians, Santa Rosa, Colorado River Indian Tribes, or the Cahuilla Band. The Pala Band of Mission Indians declined consultation and the Agua Caliente Band of Cahuilla Indians deferred to closer tribes.

Consultation was requested by Temecula Band of Luiseño Indians (Pechanga), Soboba Band of Luiseño Indians and Rincon Band of Luiseño Indians.

The Rincon Band responded in an email dated March 10, 2021 requesting consultation. The cultural report and conditions of approval were sent to the tribe on July 14, 2021. The Rincon Band representative agreed with the conditions and concluded consultation via email on July 15, 2021.

Consultation was requested by the Soboba Band in an email letter dated March 22, 2021. The cultural report and the conditions of approval were provided to the tribe on July 14, 2021. The Soboba Band

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

representative agreed with the conditions of approval and concluded consultation via email on July 17, 2021.

The Pechanga Band requested to consult in an email letter dated March 19, 2021. The project exhibits were sent to the tribe on March 22, 2021. A meeting was held on March 29, 2021, in which this project was discussed. The Pechanga Band representative provided information that the project was within the Adobe Springs village complex.

No specific impacts or physical resources were identified by the Pechanga Band. On July 14, 2021 the cultural report and conditions of approval were provided to the Pechanga Band. A follow-up email was sent to the tribe on August 04, 2021 asking if the Pechanga Band had any further comments or concerns. No response was received, and consultation was concluded via email letter on August 26, 2021.

All of the consulting tribes expressed concerns that the project has the potential for as yet unidentified subsurface tribal cultural resources. The tribes request that a Native American monitor be present during ground disturbing activities so any unanticipated finds would be handled in a timely and culturally appropriate manner. Based on information provided by the consulting tribes the proposed would require a Native American Monitor to be present during ground disturbing activities **(MM TCR-1)**.

Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) for Native American Monitor(s) **(MM TCR-1)**. The project would also be required to adhere to State Health and Safety Code Section 7050.5 in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made **(MM TCR-2)**.

CEQA requires the Lead Agency to address any unanticipated cultural resources discoveries during project construction. Therefore, the County prescribes **MM TCR-3** to implement procedures should any unanticipated cultural resources be identified during ground disturbing activities.

With the inclusion of mitigation measures **MM TCR-1** through **MM TCR-3**, impacts to any previously unidentified tribal cultural resources would be reduced to **less than significant**.

Mitigation:

MM TCR-1 (Native American Monitoring) Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

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

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s).

MM TCR-2 (If Human Remains Found) In the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made.

MM TCR-3 (Unanticipated Resources) The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s) during ground disturbing activities. See **MM TCR-1** through **MM TCR-3**.

UTILITIES AND SERVICE SYSTEMS Would the project:

40. Water

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials, Service Provider (Eastern Municipal Water District), Eastern Municipal Water District. 2020 Urban Water Management Plan. July 1, 2021., Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Riverside County, Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions,

Findings of Fact:

a) **Less than Significant Impact.** The proposed project improvements would connect to existing utilities, including water, drainage, and electric power located beneath Benton Road and/or Penfield Lane. The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet County and SDRWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per County standards and the requirements identified in the Final WQMP (per **RCM HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project’s construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be **less than significant**.

b) **Less than Significant Impact.** Water for the project would be provided by the Eastern Municipal Water District (EMWD). The 2020 Urban Water Management Plan indicates that the EMWD uses local and imported water to supply potable and non-potable water within its jurisdictional boundary.¹⁵⁹ EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, including the West San Jacinto Groundwater Basin Management Plan area and the Hemet/San Jacinto Groundwater Management Plan area.

As detailed in Section I, Project Description, the project includes a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730 square-foot drive-through restaurant without indoor dining area. Based on information obtained from the project applicant,¹⁶⁰ the car wash would demand 13,320 gallons per day; the restaurant with drive through only would generate 1,100 gallons per day, and the restaurant with indoor dining area would generate 2,900 gallons per today. Therefore, the project would demand approximately 17,320 gallons of water per day. On March 28, 2022, the California Governor issued Executive Order N-7-22, which encourages all Californians and water agencies to restrict water usage and recommends urban water suppliers to implement Stage 2 of its Water Shortage Contingency Plan. The EMWD enacted Stage 3a (water waste reduction) of its Water Shortage Contingency Plan in November 2021, which places more stringent

159 Eastern Municipal Water District. 2020 Urban Water Management Plan. Page E-2. July 1, 2021.
 160 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).

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

restrictions on customers than Stage 2. Stage 3a of the EMWD’s Water Shortage Contingency Plan includes the following:¹⁶¹

- No variances allowed for filling pools, establishing new landscape (except Landscapes for Living participation), or leaks not repaired within 48 hours.
- Customers who are exceeding their water budgets are encouraged to reduce their water use by:
 - Cutting down on watering or irrigating lawns, landscapes or other vegetated areas with sprinklers by one day a week.
 - Repairing all leaks, breaks, or other malfunctions in plumbing or distribution systems within 48 hours.
 - Refraining from filling or re-filling ornamental lakes or ponds.
 - Refraining from using potable water to wash or clean a vehicle, including but not limited to, any automobile, truck, van, bus, motorcycle, boat or trailer, whether motorized or not.

The EMWD imports approximately half of its water supply from the Metropolitan Water District, which projects it would have adequate supply to meet demand of all of its member agencies through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.¹⁶² Through a combination of locally-sourced groundwater in conjunction with imported water from the Metropolitan Water District, the EMWD anticipates to have sufficient water supplies to meet demand through the year 2045 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.¹⁶³ The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As discussed in Section 3.11, Threshold B, the project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan, specifically to Section 2(c)(1)¹⁶⁴ to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination¹⁶⁵ pursuant to Section 2.11(B) of Ordinance No. 348.4947/50.¹⁶⁶ Restaurants and other eating establishments are already permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) and no other changes are proposed to the General Plan land use designation or zoning.

As such, the proposed project within the County of Riverside is already accounted for in the water (groundwater) supply and demand scenarios determined by EMWD. Furthermore, the EMWD does not currently identify “threats to its groundwater supply that cannot be mitigated by treatment or blending, and EMWD does not anticipate a significant loss of supply due to water quality issues.”¹⁶⁷ Sufficient water supplies would be available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be **less than significant**.

161 Eastern Municipal Water District. Our Services. Water Supply Status. <https://www.emwd.org/water-supply-status> (accessed December 5, 2022).

162 Eastern Municipal Water District. 2020 Urban Water Management Plan. Page 7-2. July 1, 2021.

163 Ibid. Page 7-7, Page 7-8, and Page 7-9.

164 Riverside County. Ordinance No. 348.4814: An Ordinance of the County of Riverside Amending Ordinance No. 348 Relating to Zoning. Page 3. September 22, 2015.

165 The term “substantial conformance” means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan...(Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

166 Riverside County. Ordinance No. 348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Article XI M-SC Zone (Manufacturing – Service Commercial). Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-10. April 1, 2021.

167 Ibid. Page 7-4.

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

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source(s): Department of Environmental Health Review, Service Provider (Eastern Municipal Water District)

Findings of Fact:

a) **Less than Significant Impact.** As stated above in section V.40, the proposed project improvements would connect to existing utilities, including water, drainage, and electric power located beneath Benton Road and/or Penfield Lane. The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet County and SDRWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per County standards and the requirements identified in the Final WQMP (per **RCM HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be **less than significant**.

b) **Less than Significant Impact.** Wastewater from the project site would be collected at the Temecula Valley Regional Water Reclamation Facility (RWRf) for treatment. The typical daily flow at the Temecula Valley RWRf is 14 million gallons per day with a current capacity of 23 million gallons per day, having a current excess capacity of approximately 9 million gallons per day.¹⁶⁸

As stated previously, the project would demand approximately 17,320 gallons of water per day. As a worst-case scenario, even if 100 percent of the project's anticipated water demand (17,320 gallons per day) were dedicated to wastewater, the project demand for wastewater treatment would represent 0.19 percent of the Temecula Valley RWRf's current excess wastewater treatment capacity of approximately 9 million gallons per day, which would be more than adequate to serve the project in addition to existing entitlements. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

168 Eastern Municipal Water District. Temecula Valley Regional Water Reclamation Facility. Fact Sheet. January 2021.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
42. Solid Waste				
a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Waste Management District correspondence, Service Provider, CalRecycle. Solid Waste information System (SWIS). El Sobrante Landfill (33-AA-0217), Estimated Solid Waste Generation Rates, CalRecycle

Findings of Fact:

a) **Less than Significant Impact.** Solid waste collection is a “demand-responsive” service, and current service levels can be expanded and funded through user fees. The majority of solid waste from French Valley is disposed at the El Sobrante Landfill in unincorporated Riverside County south of the City of Corona, and Badlands Sanitary Landfill near the City of Moreno Valley. According to CalRecycle, the El Sobrante Landfill maintains a permitted throughput of 16,054 tons per day of solid waste and a remaining capacity of approximately 144 million cubic yards,¹⁶⁹ while Badlands Sanitary Landfill maintains a permitted throughput of 5,000 tons per day of solid waste and a remaining capacity of 7.8 million cubic yards.¹⁷⁰ Disposal of solid waste to be generated by the proposed project would be the responsibility of the County and therefore could be directed to either El Sobrante or Badlands Landfills, or several other available disposal sites within the County.

Construction activities occurring on the project site would generate solid waste, of which at least 65 percent of non-hazardous material would be diverted to a material recycling facility. According to CalRecycle, solid waste generation from fast food restaurant uses can be approximately 17 pounds per employee per day (lb./employee/day) and solid waste generation from auto service uses can be approximately 0.9 pound per 100 square feet per day (lb./100 sq ft/day).¹⁷¹ Therefore, once operational, the proposed fast food restaurant facilities and car wash would generate approximately 387 pounds of solid waste per day,¹⁷² which is approximately 0.0003 percent of the El Sobrante remaining capacity and 0.005 percent of the Badlands Sanitary Landfill remaining capacity.¹⁷³ Therefore, the project is not expected to generate solid waste in excess of the remaining capacity of landfills serving the project site. Per the California Green Building Code (CAL Green), a minimum of 65 percent of debris would be diverted to a material recycling facility, thus reducing the input of solid waste to Badlands Landfill and El Sobrante Landfill. The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be **less than significant**.

169 CalRecycle. Solid Waste information System (SWIS). El Sobrante Landfill (33-AA-0217) <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402> (accessed December 5, 2022).
 170 Ibid. Badlands Sanitary Landfill (33-AA-0006) <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367> (accessed December 5, 2022).
 171 Estimated Solid Waste Generation Rates. CalRecycle, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial> (accessed December 5, 2022).
 172 Restaurants: 20 employees x 17 pounds = 340 pounds of solid waste per day. Car Wash: 5,215 square feet ÷ 100 square feet = 52.15 square feet x 0.9 pound per 100 square foot per day = 46.94 pounds of solid waste per day. Total: 386.94 pounds.
 173 143,977,170 pounds of remaining capacity at El Sobrante ÷ 387 pounds per day = 0.0003 percent. 7,800,000 pounds of remaining capacity at Badlands ÷ 387 pounds per day = 0.005 percent.

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

b) **Less than Significant Impact.** Solid waste generated during project operation would be managed pursuant to the California Integrated Waste Management Act of 1989 (AB 939), which requires each city or county's source reduction and recycling element to include an implementation schedule demonstrating at least 50 percent diversion of solid waste from landfill disposal or transformation on and after January 1, 2000. In addition, construction waste would be subject to Part 11 of the Title 24 Building Energy Efficiency Standards (also referred to as the California Green Building Standards Code, or CALGreen), which requires a minimum of 65 percent of construction waste be diverted from landfills for reuse and/or recycling. Project compliance with the CALGreen Program is required as a matter of regulatory policy. The proposed project must comply with the County's waste disposal requirements as well as the California Green Building Code and, as such, would not conflict with any federal, State, or local regulations related to solid waste. Impacts would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43. Utilities

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

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

Source(s): Project Application Materials, Utility Service Providers

Findings of Fact:

a) through e) **Less than Significant Impact** As stated in Section V.40, the proposed project improvements would connect to existing utilities, including water, drainage, and electric power located beneath Benton Road and/or Penfield Lane. The approval of drainage features/improvements occurs through the building plan check process. As part of this process, all project-related drainage features would be required to meet County and SDRWQCB standards. On-site project-related drainage features would be designed, installed, and maintained per County standards and the requirements identified in the Final WQMP (per **RCM HYD-2**).

All proposed improvements and interconnection to drainage, electric power, water, and wastewater facilities would be installed simultaneously with finish grading activities and required roadway frontage improvements for the project site. There would be no significant environmental effects specifically related to the installation of utility interconnections that are not encompassed within the project's construction and operational footprint, and therefore already identified, disclosed, and subject to all applicable mitigation measures, as well as local, State, and federal regulations, as part of this Initial Study. Therefore, impacts related to relocation of utilities would be less than significant.

Mitigation: No mitigation is required.

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

Monitoring: No monitoring is required.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
44. Wildfire Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-11 “Wildfire Susceptibility”, City of Murrieta. Fire Hazard Severity Zones in Local Responsibility Area (LRA GIS database, Project Application Materials)

Findings of Fact:

a) **Less than Significant Impact.** The project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ), as designated by the California Department of Forestry and Fire Protection (CAL FIRE). However, the project site is located adjacent to a VHFHSZ.¹⁷⁴ Design and construction of the project in accordance with the CBC and California Fire Code, which include design features such as ignition-resistant materials and incorporation of fire sprinklers, would minimize risk of exposure of persons or property to wildland fires. The VHFHSZ adjacent to the project site is primarily developed with commercial uses, rendering the area less prone to wildfire risk. Additionally, existing development within the VHFHSZ adjacent to the project site would have been developed in accordance with applicable CBC, California Fire Code, and County Municipal Code regulations to reduce the risk of wildfires.

Construction activities that could temporarily restrict vehicular traffic would incorporate appropriate measures to facilitate the passage of persons and vehicles through/around any temporary road closures in accordance with the California Fire Code. During construction, standard traffic control devices such as warning signs, warning lights, and flaggers would be utilized as applicable to minimize obstructions and ensure the safe passage of emergency vehicles as necessary for the purposes of coordinating efforts during local, State, and/or federal emergency events, including response to hazardous materials

¹⁷⁴ City of Murrieta. Fire Hazard Severity Zones in Local Responsibility Area (LRA), Western Riverside County. Murrieta. California Department of Forestry and Fire Protection (CAL FIRE). Adopted December 24, 2009.

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

incidents. Implementation of these traffic control measures would include guidance and navigational tools throughout the project area in order to maintain traffic flow and safety during construction.

The proposed project would include a C10 fire alarm without gates to ensure immediate fire department access to the project site in the event of an emergency. Fire department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance No. 787, and Riverside County Fire Department Standards to ensure proper roadway turning radii, fire lane widths, etc. The proposed project is located adjacent to Benton Road and is approximately 0.15 miles east of Highway 79. The project is proposed with two entrances, one off of Benton Road to the north, and another entrance off of Penfield Lane to the east, that would provide entry and exit points for emergency access. Both entranceways provide access to emergency vehicles that would have the ability to park on either adjacent road in the event that a project driveway is inaccessible. The project site layout, including provisions for emergency vehicle access, would be reviewed for adequacy by the County Fire Department. Therefore, impacts would be **less than significant**.

b) **Less than Significant Impact.** The project site is relatively flat and is surrounded by developed land uses and roadways. On-site vegetation is routinely disked to reduce wildfire risks. Development of the site in accordance with the CBC and California Fire Code, which include design features such as ignition-resistant materials and incorporation of fire sprinklers, as well as hardscaping and irrigated landscaping, would reduce the risk of wildfire compared to the existing condition by removing sources of ignition currently on the site. Additionally, the VHFHSZ adjacent to the project site is already developed with commercial uses that would have been built in accordance with CBC and California Fire Code, rendering land in the project vicinity less prone to wildfire risk. Therefore, the project would not exacerbate wildfire risks that could otherwise expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be **less than significant**.

c) **Less than Significant Impact.** The project is proposed with two entrances, one off of Benton Road to the north, and another entrance off of Penfield Lane to the east, that would provide entry and exit points for emergency access. Entrances and exits to and from the site would be clearly marked with appropriate directional signage. The driveway approach would facilitate additional access to the site for emergency fire apparatuses. Furthermore, the landscape would be designed to maintain storm water permeability on the site while reducing the potential for soil erosion and siltation. The project does require the minor extension of utilities for interconnection on-site, but this is not expected to result in temporary or ongoing impacts to the environment beyond those identified, disclosed, and mitigated as necessary throughout this Initial Study. Further, design and construction of the project in accordance with the current CBC, which includes design features such as ignition-resistant materials and incorporation of fire sprinklers that would minimize any risk of exposure of persons or property to wildfires, would ensure impacts remain **less than significant**.

d) and e) **Less than Significant Impact.** The project site is not located within a VHFHSZ, however the site is adjacent to a VHFHSZ, as designated by CAL FIRE.¹⁷⁵ Land immediately upstream of the project site, including the VHFHSZ adjacent to the site, is already developed with commercial and industrial uses and would have been constructed in accordance with current CBC and California Fire Code regulations. Therefore, the risk of flooding or landslides from wildfires is minimal.

¹⁷⁵ Ibid.

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

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C2730G (August 28, 2008),¹⁷⁶ the project site is not located within a 100-year floodplain and is in Zone D. Zone D areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. Under existing conditions, a fire north of the project site could trigger increased downstream sediment movement, which could raise the elevation of potential flooding along the drainages in the project site. As discussed in Section V.3.10, the project site would be developed in accordance with standards and Best Management Practices (BMPs) that would reduce flooding and post-fire flows and prescribes a system of on-site surface and underground retention facilities to accommodate projected storm water volumes (**RCM HYD-2**).

In the unlikely event that a wildfire should spread to the project site, it is not expected that development of the project site would contribute any additional runoff or sedimentation to the on-site drainage facilities or other downstream drainages. This is due to the lack of steep slopes prone to landslide or erosion on the project site and the fact that the drainage improvements would remain intact after a major wildfire, allowing them to continue to reduce the potential for flooding conditions in downstream storm drain facilities. Therefore, downslope, or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes are unlikely to expose occupants or structures on the project site to significant risks. Impacts to on-site occupants and structures related to post-wildfire flooding risks would be **less than significant**.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

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

Source(s): Staff Review, Project Application Materials, Cross Engineering Services, Inc, Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County

Findings of Fact:

Less than Significant with Mitigation Incorporated. Although potential hydrology and water quality impacts could result from the proposed project, implementation of NPDES permits ensures the State’s mandatory standards for the maintenance of clean water and the federal minimums are met. No mitigation is required; however, compliance with the provisions of the Construction General Permit, NPDES permit, and implementation of the LID BMPs specified in the Final Storm Drainage Report and Final WQMP are regulatory requirements that apply to all development projects. These requirements are detailed as **RCM HYD-1** and **RCM HYD-2** to be included in the conditions of approval for this project.

¹⁷⁶ Federal Emergency Management Agency. National Flood Insurance Program, Flood Insurance Rate Map, Riverside County, California and Incorporated Areas. Panel Number 06065C2730G. August 28, 2008 (Not Printed).

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

The Final WQMP would be approved as a routine action during the processing of the project by the County; therefore, the required measures and features detailed in the Final WQMP to safeguard water quality would be incorporated into the proposed project. Adherence to **RCM HYD-1** and **RCM HYD-2** and the requirements included in the NPDES permit, SWPPP, and Final WQMP would ensure potential water quality impacts remain **less than significant**.

Edge effects and the alteration of existing on-site vegetation may result in changes in the behavioral patterns of wildlife or reduce the amount or diversity of wildlife adjacent to the site. Accordingly, implementation of **MM BIO-1** and **MM-BIO-2** are necessary as noted in RCA Joint Project Review (JPR) Findings (Appendix C-2) in order to reduce significant edge effects and to contain construction and operational runoff, including toxics, on the project site.

The project site occurs with Rough Step Unit 6. the proposed project does not conflict with Rough Step. However, development allowance may have changed by the time this project submits for a grading permit.¹⁷⁷ Therefore, project implementation may result in potentially significant impacts to MSHCP Conservation. With implementation of **MM BIO-3**, the Permittee would confirm with the RCA that the project would not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.

Burrowing owls have some potential to occur on the project site even though none were observed during the habitat assessment field survey. Therefore, **MM BIO-4** is required to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. Additionally, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711); therefore, **MM BIO-5** is required to ensure that no nesting birds have colonized the site in the days preceding the ground-disturbing activities.

The MSHCP includes a Local Development Mitigation Fee in accordance with Riverside County Ordinance No. 810 (as codified in **RCM BIO-1**) to assist in providing revenue to acquire and preserve vegetation communities and natural areas within Riverside County known to support populations of threatened, endangered, or key sensitive populations of plant and wildlife species. MSHCP payment would be submitted based on a per-acre fee of development pursuant to County Ordinance No. 810. In addition to the MSHCP, the project site is within the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary, and payment of the appropriate fee (as codified in **RCM BIO-2**) in accordance with Riverside County Ordinance No. 663.10 would be required as a matter of law.

Implementation of **MM BIO-1** through **MM BIO-5** would ensure the proposed project would not conflict with or obstruct implementation of the MSHCP and would not have any significant impacts to biological resources. Furthermore, as required for all development projects in the County of Riverside, the project applicant shall pay applicable MSHCP Local Development Mitigation fees (**RCM BIO-1**) and the SKR HCP Fee (**RCM BIO-2**), as established and implemented by the County at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be **less than significant with mitigation incorporated**.

The project site's proximity to previously recorded cultural resources, as indicated through the records search, indicates there is some potential for the site to contain subsurface cultural resources, and mitigation is required. Therefore, **MM CUL-1** through **MM CUL-5** and **MM TCR-1** through **MM TCR-3** are required to ensure impacts to any unanticipated cultural resources, including human remains, would be reduced to **less than significant with mitigation incorporated**. Additionally, ground-disturbing activities at the project site have the potential to disturb previously unknown paleontological resources

¹⁷⁷ *Ibid.*

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

if excavation depths reach native, undisturbed sediments. Therefore, **MM GEO-1** shall be implemented during ground disturbing activities to ensure impacts to paleontological resources are reduced to **less than significant with mitigation incorporated**.

In accordance with PRC 21080.3.2, the consulting Native American parties may propose mitigation measures, including, but not limited to, those recommended in Section 21084.3, capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource. All of the consulting tribes, including Pechanga, Rincon, and Soboba, indicated that the area was culturally sensitive, and **MM TCR-1** through **MM TCR-3** are prescribed to protect against impacting tribal cultural resources.

The proposed project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all environmental issues pursuant to CEQA. Due to the limited scope of physical impacts to the environment associated with the proposed project, implementation of the mitigation measures described above would reduce impacts to the quality of the environment to **less than significant with mitigation incorporated**.

46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?

Source(s): Staff Review, Project Application Materials, Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.), Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001

Findings of Fact:

Less than Significant Impact. As presented in the discussion of environmental checklist Sections V. 1 through V.47, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues (Refer to Section VII below for a Mitigation Monitoring and Reporting Program).

The proposed project includes construction and operation of a 5,215 square-foot drive-through car wash, a 2,535 square-foot drive-through restaurant with indoor dining area, and a 730 square-foot drive-through restaurant without indoor dining area, which is estimated to generate approximately 24 employees.^{178,179} The project includes a text amendment to Section V (Specific Plan Zoning Ordinance) of the Borel Airpark Center Specific Plan to allow car wash facilities within Planning Area 3 (Manufacturing-Service Commercial (M-SC)) of the Borel Airpark Center Specific Plan under a substantial conformance determination.¹⁸⁰ Restaurants and other eating establishments are already

178 Cross Engineering Services, Inc. Written communication from Joseph Cross, P.E. to Dionisios Glentis (LSA Associates, Inc.); Request for Data – French Valley. December 13, 2021. (Appendix A).
Tommy's Car Wash: Automated car wash = 2 employees.

179 Southern California Association of Governments. Employment Density Study Summary Report. Table 10A. October 31, 2001.
Wienerschnitzel Restaurant: 729 square feet ÷ (1 person per 200 square feet) = 3.645 (rounded to 4 employees).
Arby's Restaurant: 1,200 square feet of kitchen ÷ (1 person per 200 square feet) = 6 employees.

180 The term "substantial conformance" means...a modification of the approved land uses in a phase which does not increase the land use density or intensity in any phase or planning area beyond that allowed by the specific plan. (Riverside County. Ordinance No.

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

permitted within Planning Area 3 (Manufacturing-Service Commercial (M-SC)). Therefore, the proposed project is consistent with the General Plan land use designation of Light Industrial and Specific Plan zoning designation of Manufacturing-Service Commercial (M-SC) and would be designed and constructed in accordance with the Borel Airpark Center Specific Plan Zoning Ordinance for the Manufacturing-Service Commercial (M-SC) uses. Although the potential exists for the proposed project to result in population growth through employment opportunities, the project is consistent with the General Plan and Specific Plan land use and zoning designations for the site. Therefore, population increase as a result of the proposed project would not directly or indirectly induce unplanned growth in the County. Additionally, the project site is located within an urbanized area and would be connected to existing municipal roadways and utility infrastructure.

The proposed project is generally consistent with growth projections of the General Plan and goals and policies of SCAG's 2020 RTP/SCS. Accordingly, the project is designed to integrate within the City's and region's existing and proposed infrastructure framework, and cumulative overburdening of community infrastructure and service capacity is not expected to occur. Impacts specified throughout this Initial Study are considered project-specific in nature due to the limited scope of direct physical impacts to the environment. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues.

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

Source(s): Staff Review, Project Application Materials

Findings of Fact:

Less than Significant with Mitigation Incorporated. In general, impacts to human beings are associated with air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. The South Coast Air Basin is currently designated as a non-attainment area for ozone, PM₁₀, and PM_{2.5}. Implementation of the proposed project would not contribute significant amounts of air pollutant emissions on either a short-term or long-term basis. Adherence to SCAQMD dust control measures would further reduce short-term construction air quality impacts, and no project-specific mitigation is required.

All construction and development within the project site would be required to comply with applicable provisions of the 2020 CBC and the County's building regulations. Accordingly, proper engineering design and construction in conformance with the 2020 CBC standards and project-specific geotechnical recommendations (**RCM GEO-1**) would ensure that the project does not subject people to significant geologic hazards.

The project-specific Phase I ESA (Appendix F) did not identify any hazardous materials or recognized environmental conditions on the project site. Any hazardous materials utilized during construction and operation of the project would be regulated by the Riverside County Fire Department and the California Occupational Safety and Health Administration. Additionally, the routine transport, use, and disposal of hazardous materials at the project site during construction and operation would be performed in

348.4947/50: An Ordinance of the County of Riverside Providing for Land Use Planning and Zoning Regulations and Related Functions. Section 2.11 Determination of Project Conformance with Adopted Specific Plan. Page II-11. April 1, 2021).

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

accordance with the requirements of CCR Title 8, which would minimize potential health hazards for construction workers, landscapers, maintenance personnel, and employees.

The project site is located within Compatibility Zones B1 and C of the [*French Valley Airport*] *Riverside County Airport Land Use Compatibility Plan* (ALUCP). The ALUCP takes into account safety hazards and proposed land uses in close proximity to operations of the French Valley Airport and the potential for injury to residents or people working in such areas. The Riverside ALUC prescribed **MM HAZ-1** through **MM HAZ-6** to ensure the proposed project would be consistent with the ALUCP. Since the project is consistent with the ALUCP, employees on the project site would be protected from airport related hazards.

Compliance with construction- and operation-phase storm water requirements, as set forth in **RCM HYD-1** and **RCM HYD-2**, would ensure post-development storm water runoff volume would not exceed the existing, pre-developed condition. Therefore, the project would not result in substantial erosion or siltation on or off site, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site, or create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

As detailed in the discussion in Section V.26, Noise, the project would not result in exposure of persons to or generation of noise levels in excess of standards established in the County General Plan or noise ordinance, nor would the project generate a substantial temporary or permanent increase in ambient noise levels above levels existing without the project. Additionally, construction vibration levels would not exceed the FTA's community vibration annoyance threshold of 78 VdB for daytime residential uses and 84 VdB for commercial and industrial uses. Therefore, the project would not have a substantial direct or indirect effect on human beings.

With implementation of these RCMs and mitigation measures, potential impacts on human beings would remain **less than significant with mitigation incorporated**.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

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

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

Revised: 3/20/2024 1:17 PM
Y:\Planning Master Forms\Templates\CEQA Forms\EA-IS_Template.docx

VII. MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program has been prepared for use in implementing mitigation for the:

**French Valley Commercial Project
CZ2000034 (Change of Zone), SP00265S03 (Third Substantial Conformance to Specific Plan
No. 00265S03), PPT200033 (Plot Plan)**

The program has been prepared in compliance with State law and the Mitigated Negative Declaration (MND) prepared for the project by the County of Riverside (County).

The California Environmental Quality Act (CEQA) requires adoption of a reporting or monitoring program for those measures placed on a project to mitigate or avoid significant effects on the environment (Public Resource Code Section 21081.6). The law states the reporting or monitoring program shall be designed to ensure compliance during project implementation.

The monitoring program contains the following elements:

1. The mitigation measures are recorded with the action and procedure necessary to ensure compliance. In some instances, one action may be used to verify implementation of several mitigation measures.
2. A procedure for compliance and verification has been outlined for each action necessary. This procedure designates who will take action, what action will be taken and when, and to whom and when compliance will be reported.
3. The program has been designed to be flexible. As monitoring progresses, changes to compliance procedures may be necessary based upon recommendations by those responsible for the program. As changes are made, new monitoring compliance procedures and records will be developed and incorporated into the program.

This Mitigation Monitoring and Reporting Program includes mitigation identified in the MND.

MITIGATION MONITORING AND RESPONSIBILITIES

As the Lead Agency, the County is responsible for ensuring full compliance with the mitigation measures adopted for the proposed project. The County will monitor and report on all mitigation activities. Mitigation measures will be implemented at different stages of development throughout the project site. In this regard, the responsibilities for implementation have been assigned to the Applicant, Contractor, or a combination thereof. If during the course of project implementation, any of the mitigation measures identified herein cannot be successfully implemented, the County shall be immediately informed, and the County will then inform any affected responsible agencies. The County, in conjunction with any affected responsible agencies, will then determine if modification to the project is required and/or whether alternative mitigation is appropriate.

REGULATORY COMPLIANCE MEASURES

Regulatory Compliance Measures are presented in instances where the proposed project would not create a significant impact but would be required to adhere to regulatory requirements in order to ensure impacts do not become significant. Regulatory Compliance Measures outline compliance with various federal, State, and/or local acts, laws, rules, regulations, municipal codes, etc.

MITIGATION MONITORING AND RESPONSIBILITIES

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
Biological Resources Mitigation Measures						
MM BIO-1 The following guidelines contained in Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4 shall be implemented by the Permittee: i. Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) will be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems. ii. Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. The greatest risk is from landscaping fertilization overspray and runoff. iii. Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area on site to protect species from direct night lighting. iv. Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards. v. Avoid use of invasive, non-native plant species listed in Table 6-2 of the MSHCP in approving landscape plans for the portions of the project that are adjacent	During construction and operation	Evidence to the County applicable MSHCP guidelines are implemented during construction and operation	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.</p> <p>vi. Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.</p> <p>vii. Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.</p> <p>viii. Weed abatement and fuel modification activities are not permitted in the Conservation Area, including designated avoidance areas.</p>						
MM BIO-2	<p>The following MSHCP Appendix C best management practices (BMPs), as applicable, shall be implemented for the duration of construction:</p> <p>i. A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of</p>	Prior to site grubbing or grading and during construction	Issuance of grading permit; evidence to the County applicable BMPs are implemented during construction	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.</p> <p>ii. Water pollution and erosion control plans shall be developed and implemented in accordance with Regional Water Quality Control Board (RWQCB) requirements.</p> <p>iii. The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.</p> <p>iv. The upstream and downstream limits of projects disturbance plus lateral limits of disturbance on either side of the stream shall be clearly defined and marked in the field and reviewed by the biologist prior to initiation of work.</p> <p>v. Projects shall be designed to avoid the placement of equipment and personnel within the stream channel or on sand and gravel bars, banks, and adjacent upland habitats used by target species of concern.</p> <p>vi. Projects that cannot be conducted without placing equipment or personnel in sensitive habitats shall be timed to avoid the breeding season of riparian species identified in MSHCP Global Species Objective No. 7.</p> <p>vii. When stream flows must be diverted, the diversions shall be conducted using sandbags or other methods requiring minimal instream impacts. Silt fencing of other sediment trapping materials shall be installed at the downstream end of construction activity to minimize the transport of sediments off site. Settling ponds where sediment is collected shall be cleaned out in a manner that prevents the sediment from reentering the stream. Care shall be exercised when removing silt fences, as feasible, to prevent debris or sediment from returning to the stream.</p>						

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>viii. Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG [CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.</p> <p>ix. Erodible fill material shall not be deposited into water courses. Brush, loose soils, or other similar debris material shall not be stockpiled within the stream channel or on its banks.</p> <p>x. The qualified project biologist shall monitor construction activities for the duration of the project to ensure that practicable measures are being employed to avoid incidental disturbance of habitat and species of concern outside the project footprint.</p> <p>xi. The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.</p> <p>xii. Exotic species that prey upon or displace target species of concern shall be permanently removed from the site to the extent feasible.</p> <p>xiii. To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).</p>						

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>xiv. Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing shall be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.</p> <p>xv. The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions, including these BMPs.</p>						
MM BIO-3	<p>In accordance with MSHCP Volume I, Section 6.7, it is the Permittees responsibility that <i>if the rough step rule is not met during any analysis period</i> (performed annually by the Regional Conservation Authority [RCA]), <i>the Permittees must conserve appropriate lands supporting a specified vegetation community within the analysis unit to bring the Plan back into the parameters of the rule prior to authorizing additional loss of the vegetation community for which the rule was not achieved.</i> The Permittee is encouraged to consult with the RCA on current rough step allowances prior to working with project applicants developing grading plans. The Permittee must not cause additional loss of any rough step vegetation that is out of balance. Prior to issuance of a grading permit, the Permittee will confirm with the RCA that the Project will not impact out-of-balance Rough Step vegetation in the applicable Rough Step unit.</p>	Prior to issuance of grading permit	Issuance of grading permit	Riverside County Transportation and Land Management Agency			
MM BIO-4	<p>Due to the presence of potentially suitable habitat, a 30-day preconstruction survey for burrowing owls is required prior to initial ground-disturbing activities (including vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks</p>	Prior to site grubbing or grading	Issuance of grading permit	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies, and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.						
MM BIO-5	<p>If activities associated with vegetation removal, construction, or grading are planned during the bird nesting/breeding season (generally February 1 through August 31; January 1 for raptors), a qualified biologist shall conduct surveys for active nests. Preconstruction nesting bird surveys shall be conducted weekly beginning 14 days prior to initiation of ground-disturbing activities, with the last survey conducted no more than 3 days prior to the start of clearance/construction work. If ground-disturbing activities are delayed, additional preconstruction surveys shall be conducted so that no more than 3 days have elapsed between the survey and ground-disturbing activities.</p> <p>Active nests found within 100 feet of the construction zone shall be delineated with highly visible construction fencing or other exclusionary material that would inhibit entry by personnel or equipment into the buffer zone. Installation of the exclusionary material will be completed by construction personnel under the supervision of a qualified biologist prior to initiation of construction activities. The buffer zone shall remain intact and maintained while the nest is active (i.e., occupied or being constructed by at least one adult bird) and until young birds have fledged and no continued use of the nest is</p>	Prior to site grubbing or grading	Issuance of grading permit	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
observed, as determined by a qualified biologist. The barrier shall be removed by construction personnel at the direction of the biologist. The following RCMs are regulatory requirements implemented as a routine action by the County to ensure compliance with the requirements of the County.						
Cultural Resources Mitigation Measures						
MM CUL-1	Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.	Prior to grading and during grading	Issuance and maintenance of grading permit	Riverside County Transportation and Land Management Agency		
MM CUL-2	Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural	Prior to grading and during grading	Issuance and maintenance of grading permit	Riverside County Transportation and Land Management Agency		

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval. Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.</p>						
<p>MM CUL-3</p> <p>In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods. Any artifacts identified and collected during construction grading activities are not to leave the project area and shall remain onsite in a secure location until final disposition.</p> <p>C. Historic Resources</p> <p>All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of</p>	<p>During ground disturbing activities</p>	<p>Halt ground disturbance in vicinity of find and manage resources per mitigation measure</p>	<p>Riverside County Transportation and Land Management Agency</p>			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <p>D. Prehistoric and/or Tribal Cultural Resources</p> <p>One of the following treatments shall be applied.</p> <ol style="list-style-type: none"> 1. Preservation–in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources. 2. Reburial of the resources on the project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request. 						
MM CUL-4	Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit.	Prior to Grading Permit Final Inspection	Submission of a Phase IV Cultural Resources	Riverside County Transportation and Land			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.		Monitoring Report	Management Agency			
MM CUL-5	Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.	During ground disturbing activities	Halt ground disturbance in vicinity of find and contact County Coroner	Riverside County Transportation and Land Management Agency			
Geology and Soils Mitigation Measures							
MM GEO-1	Prior to the issuance of grading permits, Riverside County shall verify that the following mitigation is included in all grading plans: If any suspected paleontological resources (fossils) are discovered during ground-disturbing activities, the construction supervisor shall halt work within a 60-foot radius around the find and establish an exclusionary buffer. Construction personnel shall not collect or move any suspected paleontological materials or further disturb any soils within the exclusionary buffer, but construction activity may	Prior to issuance of grading permits	Issuance of grading permit	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	<p>continue unimpeded on other portions of the project site. Construction activity shall not resume within the exclusionary buffer until a qualified paleontologist can assess the significance of the find. If the paleontologist determines the find is not a paleontological resource, no further evaluation shall be required within the exclusionary buffer, and construction activity shall be allowed to resume therein. However, if the paleontologist determines the find is a paleontological resource, construction activity shall not resume within the exclusionary buffer in order to assess its significance pursuant to the California Environmental Quality Act. Collected resources shall be prepared to the point of curation, identified to the lowest taxonomic level possible, catalogued, and curated into the permanent collections of an accredited scientific institution. All subsequent ground-disturbing activities shall be monitored at the discretion of the paleontologist. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.</p> <p>In the event that paleontological resources are encountered when a paleontological monitor is not on site, work in the immediate area of the find shall be redirected, and the qualified paleontologist shall be contacted to assess the find for significance. If the find is determined to be significant, it shall be collected from the field, and the paleontologist shall make recommendations for monitoring, curation, and reporting.</p> <p>This measure shall be implemented to the satisfaction of Riverside County.</p>						
Hazardous Materials Mitigation Measure							
MM HAZ-1	Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the project lot lines and areas or change in use that differs from what was previously evaluated by the Airport Land Use	During construction	Amended review to evaluate consistency with the	Riverside County Transportation and Land Management			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>Commission (ALUC) (three new structures including a 5,215-square-foot car wash tunnel with 15-car stack on 0.75 acre; a 2,535-square-foot sit-down restaurant with drive-through, including 600 square feet of indoor dining area and 1,200 square feet of kitchen area, and a 7-car stack drive through on 1.15 acres; and a 729-square-foot carry out restaurant with drive through, including 405 square feet of kitchen area and a 7-car stack drive through on 0.31 acres) shall require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.</p> <p>Furthermore, the proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies (20 feet for the Arby's, 21 feet for the Wienerschnitzel, and 28 feet for the Tommy's Express car wash). The maximum height and top point elevation specified above shall not be amended without further review by the ALUC and the Federal Aviation Administration (FAA); provided, however, that reduction in structure height or elevation shall not require further review by the ALUC. Additionally, temporary construction equipment used during actual construction of the structures shall not exceed a height and a maximum elevation greater than the proposed project buildings, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.</p> <p>If marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. Furthermore, any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.</p> <p>The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare</p>		ALUCP compatibility criteria	Agency and the Riverside County Airport Land Use Commission			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
	a solar glare study that analyzes glare impacts, and this study shall be reviewed by the ALUC.					
MM HAZ-2	<p>The following uses shall be prohibited:</p> <p>a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.</p> <p>b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.</p> <p>c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>e. Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.</p> <p>f. Highly noise-sensitive outdoor nonresidential uses.</p>	During construction	Issuance of occupancy permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission		

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	g. Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.						
MM HAZ-3	Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed.	Prior to issuance of building permits	Issuance of building permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			
MM HAZ-4	<p>Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.</p> <p>Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure, which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.</p> <p>A notice sign shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or</p>	During construction and occupancy	Issuance of grading, building, and/or occupancy permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures		Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	other contact information of the person or entity responsible to monitor the stormwater basin.						
MM HAZ-5	Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.	Prior to issuance of building permits	Issuance of building permits	Riverside County Transportation and Land Management Agency and the Riverside County Airport Land Use Commission			
MM HAZ-6	Within five (5) days after construction of each structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project Applicant or his/her designee and e-filed with the Federal Aviation Administration. This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure.	Prior to issuance of occupancy permits	Issuance of occupancy permits	Federal Aviation Administration and the Riverside County Airport Land Use Commission			
Tribal Cultural Resources Mitigation Measure							
MM TCR-1	(Native American Monitoring) Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.	Prior to the issuance of grading permits and during ground disturbance	enter into an agreement with the consulting tribe(s) for a Native American Monitor	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT
Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.</p> <p>This agreement shall not modify any condition of approval or mitigation measure.</p> <p>Monitoring: Native American Monitoring will be conducted by a representative from the consulting tribe(s).</p>						
<p>MM TCR-2 (If Human Remains Found) In the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made</p>	During ground disturbance	Halt grading activity in vicinity of find and notify County Coroner	Riverside County Transportation and Land Management Agency			
<p>MM TCR-3 (Unanticipated Resources) The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.</p> <p>If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:</p> <p>All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.</p>	During ground disturbance	Halt grading activity in vicinity of find and consult project archaeologist and Native American tribal representative	Riverside County Transportation and Land Management Agency			

FRENCH VALLEY COMMERCIAL PROJECT

Initial Study/Mitigated Negative Declaration: Mitigation Monitoring Reporting Program

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
<p>Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.</p> <p>* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.</p> <p>** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities, as necessary.</p>						



RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

August 11, 2022

Tim Wheeler, Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside CA 92501

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
Russell Betts
Desert Hot Springs

COMMISSIONERS

Vacant

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

STAFF

Director
Paul Rull

Simon A. Housman
Jackie Vega
Barbara Santos

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1118FV22
Related File Nos.: CZ2000034 (Change of Zone), SP00265S03 (Third Substantial Conformance to Specific Plan No. 00265S03), PPT200033 (Plot Plan), TPM38464 (Tentative Parcel Map)
Compatibility Zone: Zones B1 and C
APN: 963-070-018

Dear Mr. Wheeler:

On August 11, 2022, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case Nos. CZ2000034 (Change of Zone), SP00265S03 (Third Substantial Conformance to Specific Plan No. 00265S03), PPT200033 (Plot Plan), TPM38464 (Tentative Parcel Map), a proposal to construct a 2,535 square foot Arby's sit-down restaurant with drive-thru, a 729 square foot carry-out Wienerschnitzel with drive-thru, and a 5,215 square foot car wash tunnel on 2.26 acres, located on the southwest corner of Penfield Road and Benton Road, and a change of zone and amending Specific Plan No. 265 Borel Airport Center, to add a carwash use within Planning Area 3, and a tentative parcel map to divide the site into 3 commercial parcels, **CONSISTENT** with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the conditions listed below, as amended to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letters submitted at the meeting (new conditions, as added pursuant to FAA letters subsequent to hearing, shown in **bold type**).

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation

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

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials.
 - (f) Highly noise-sensitive outdoor nonresidential uses.
 - (g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations.
3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information.
4. The project shall utilize sand filter basins and shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

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

A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin.

5. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
6. This project has been evaluated as consisting of a 5,215 square foot car wash tunnel with 15 car-stack, a 2,535 square foot Arby's sit-down restaurant with drive-thru which includes 600 square feet of dining area and 1,200 square feet of kitchen area, and a 7 car-stack drive thru on 1.42 acres, and a 729 square foot carry-out Wienerschnitzel restaurant with drive-thru which includes 405 square feet of kitchen area, and 7 car-

stack drive thru. No outdoor seating is proposed. Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria, at the discretion of the ALUC Director.

7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission.

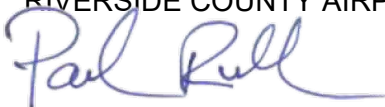
The following conditions were added at the August 11, 2022, ALUC hearing.

8. **The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and 2022-AWP-13584-OE) and has determined that neither marking nor lighting of the structures are necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project.**
9. **The proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies.**
10. **The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.**
11. **Temporary construction equipment used during actual construction of the structure shall not a height and a maximum elevation than what is identified in the aeronautical studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.**
12. **Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure**

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 08-11-2022 Agenda, Bookmark Agenda Item No. 3.7. As noted above, the Federal Aviation Administration No Hazard to Air Navigation letters for the project was issued on August 2, 2022, and is not included in the online agenda referenced above. Therefore, it is included as an attachment to this letter.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity
Aeronautical Study Nos. 2022-AWP-13582-OE, 2022-AWP-13583-OE, and
2022-AWP-13584-OE

cc: Salim Development Group LLC (applicant/
Cross Engineering Services, LLC (representative)
Help Hospitalized Veterans, Inc. (property owner)
Angela Jamison, County Airports Manager
ALUC Case File

X:\AIRPORT CASE FILES\French Valley\ZAP1118FV22\ZAP1118FV22.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

NOTICE

**THERE IS AN AIRPORT NEARBY.
THIS STORM WATER BASIN IS DESIGNED TO HOLD
STORM WATER FOR ONLY 48 HOURS AND
NOT TO ATTRACT BIRDS**

**PROPER MAINTENANCE IS NECESSARY TO AVOID
BIRD STRIKES**



IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____

Phone: _____



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-13583-OE

Issued Date: 08/02/2022

Paul Mishoe
Cross Engineering Services
203 West Main Street, Ste. F3
Lexington, SC 29072

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Commercial Use Building Arby's
Location: Winchester, CA
Latitude: 33-35-25.00N NAD 83
Longitude: 117-07-20.00W
Heights: 1355 feet site elevation (SE)
20 feet above ground level (AGL)
1375 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/02/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

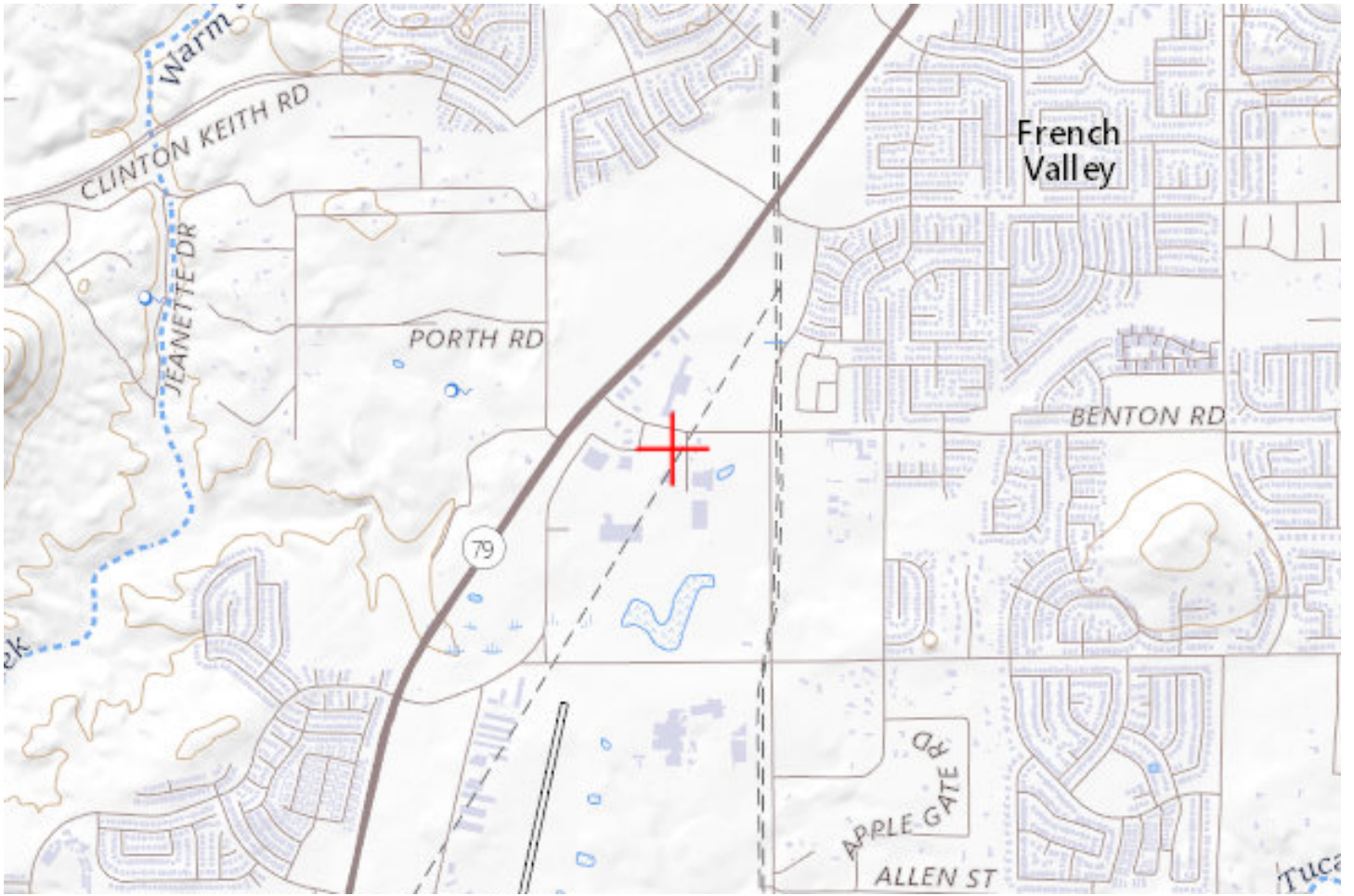
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-13583-OE.

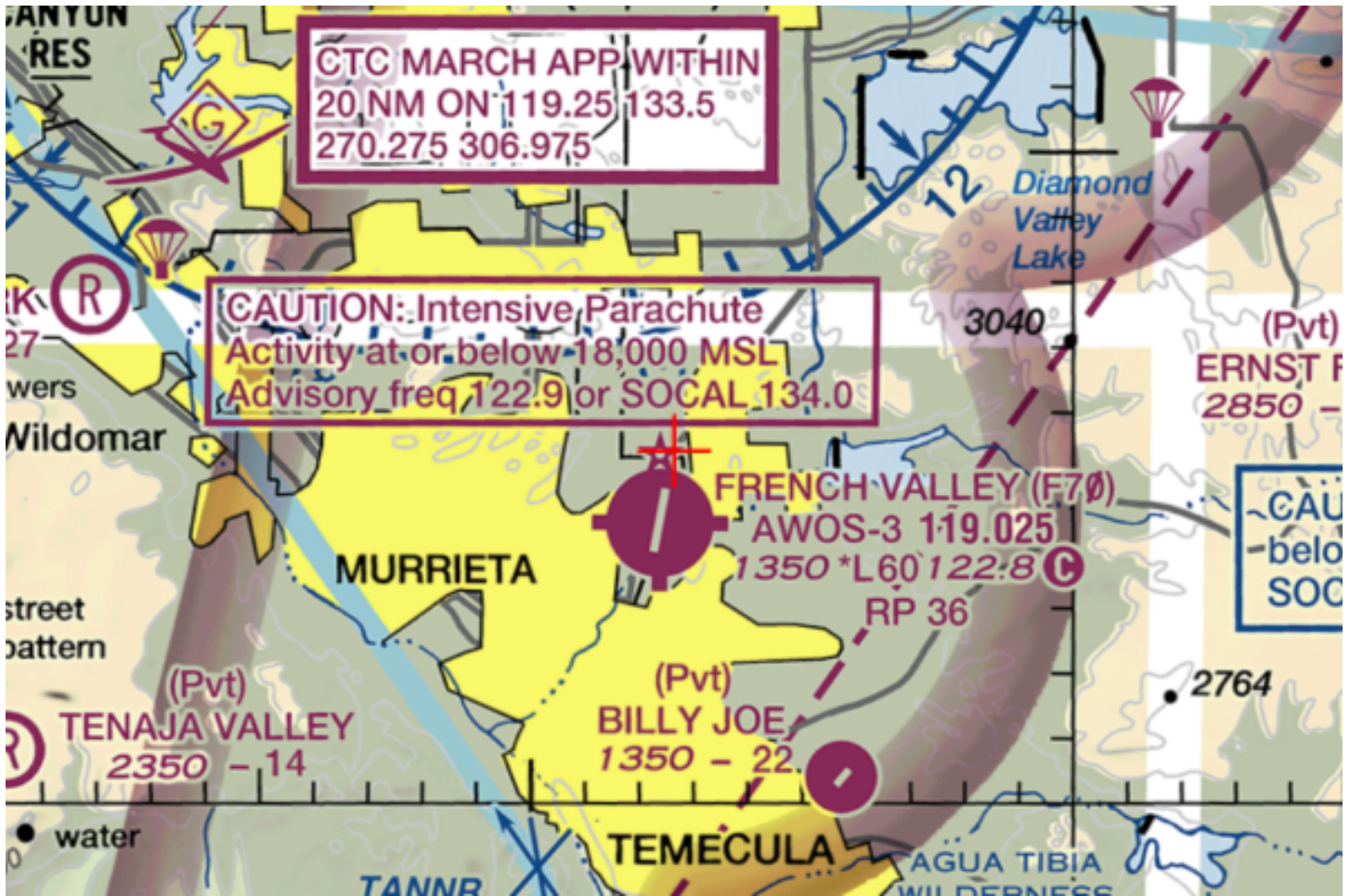
Signature Control No: 541804782-546408251

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-AWP-13582-OE

Issued Date: 08/02/2022

Paul Mishoe
 Cross Engineering Services
 203 West Main Street, Ste. F3
 Lexington, SC 29072

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Commercial Use Building Tommy's Carwash
 Location: Winchester, CA
 Latitude: 33-35-25.00N NAD 83
 Longitude: 117-07-22.00W
 Heights: 1355 feet site elevation (SE)
 28 feet above ground level (AGL)
 1383 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/02/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

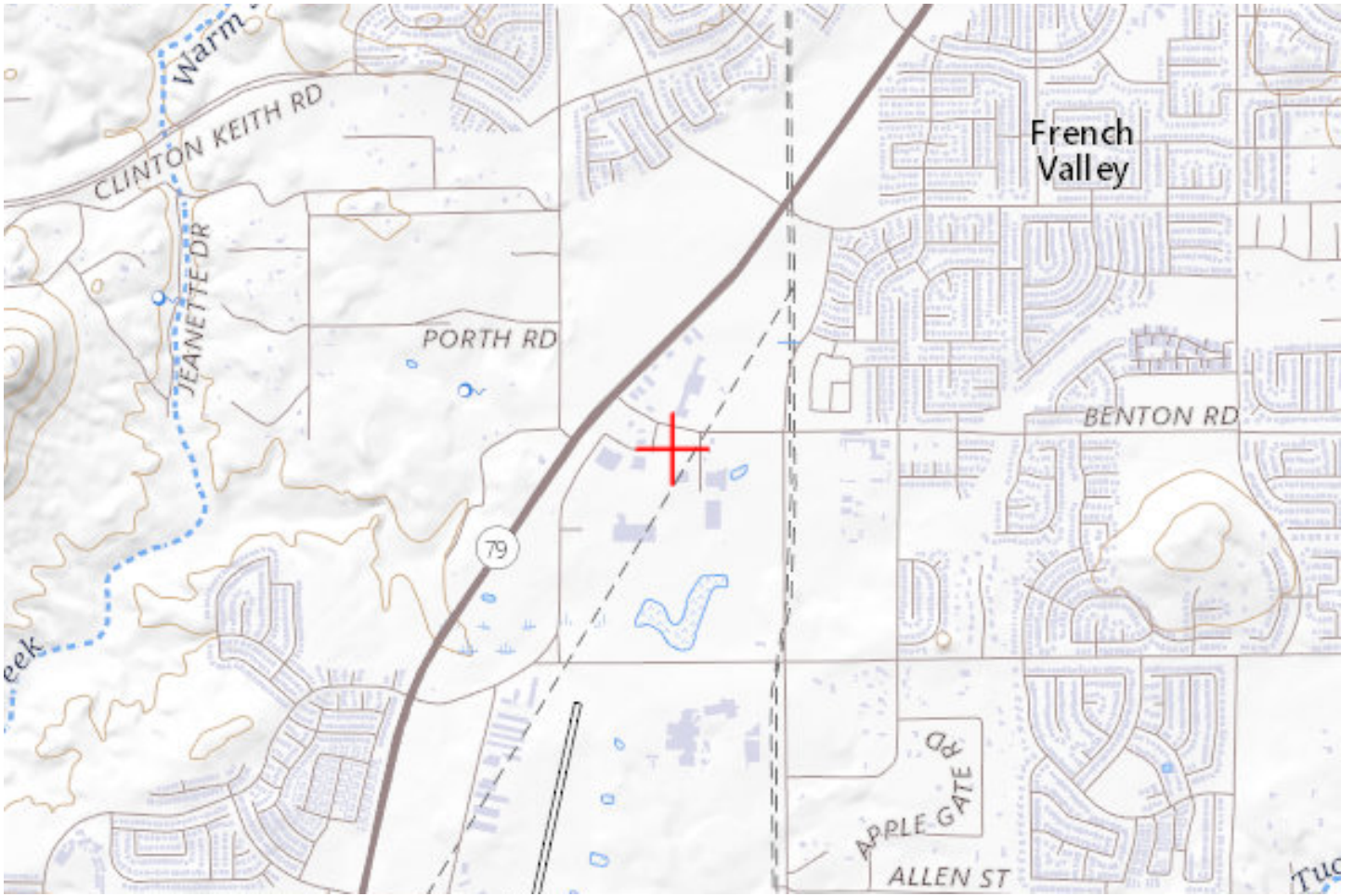
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-13582-OE.

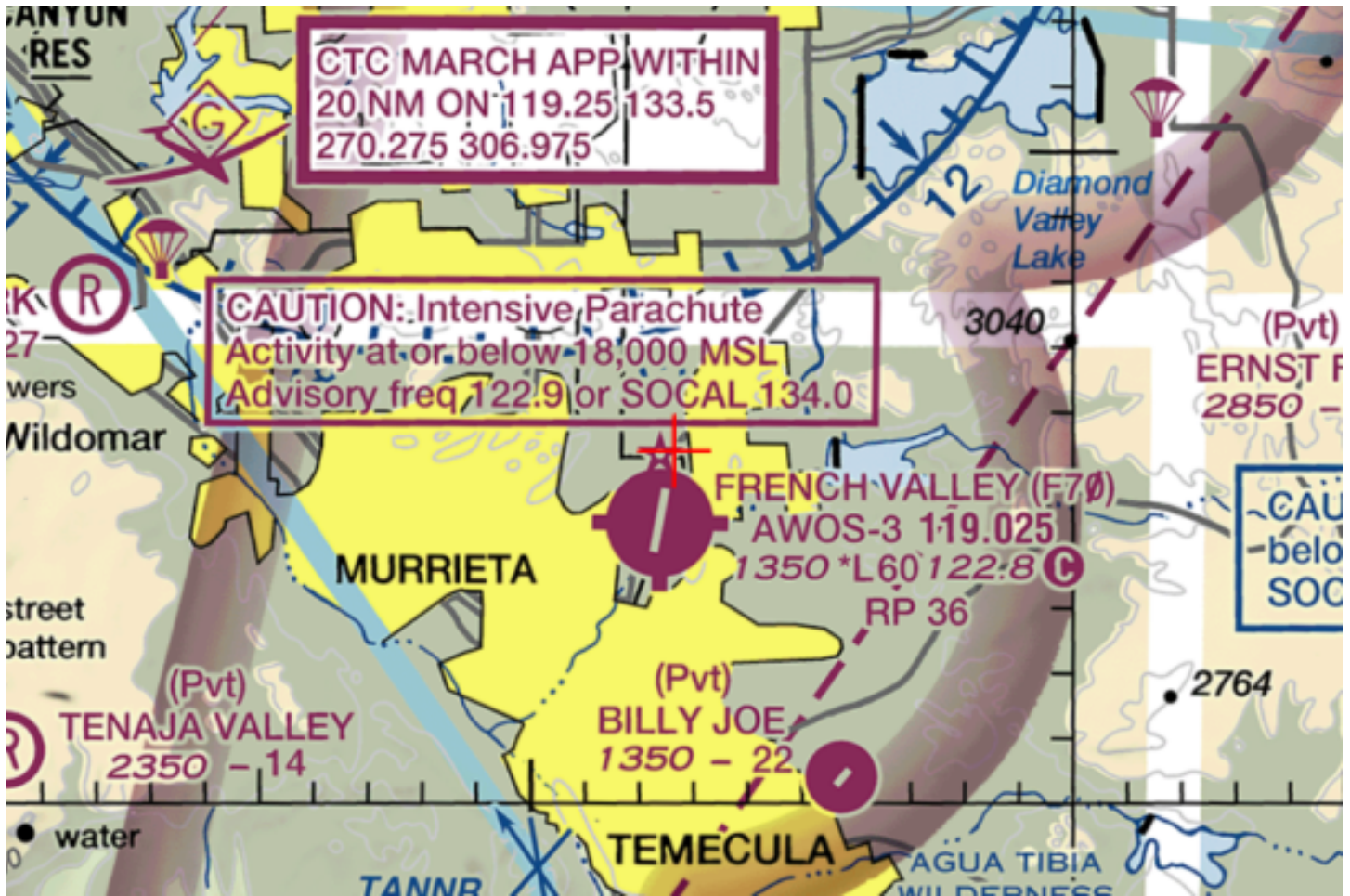
Signature Control No: 541804571-546408249

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)







Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-AWP-13584-OE

Issued Date: 08/02/2022

Paul Mishoe
 Cross Engineering Services
 203 West Main Street, Ste. F3
 Lexington, SC 29072

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Commercial Use Building Wienerschnitzel
 Location: Winchester, CA
 Latitude: 33-35-26.00N NAD 83
 Longitude: 117-07-19.00W
 Heights: 1355 feet site elevation (SE)
 21 feet above ground level (AGL)
 1376 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 02/02/2024 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

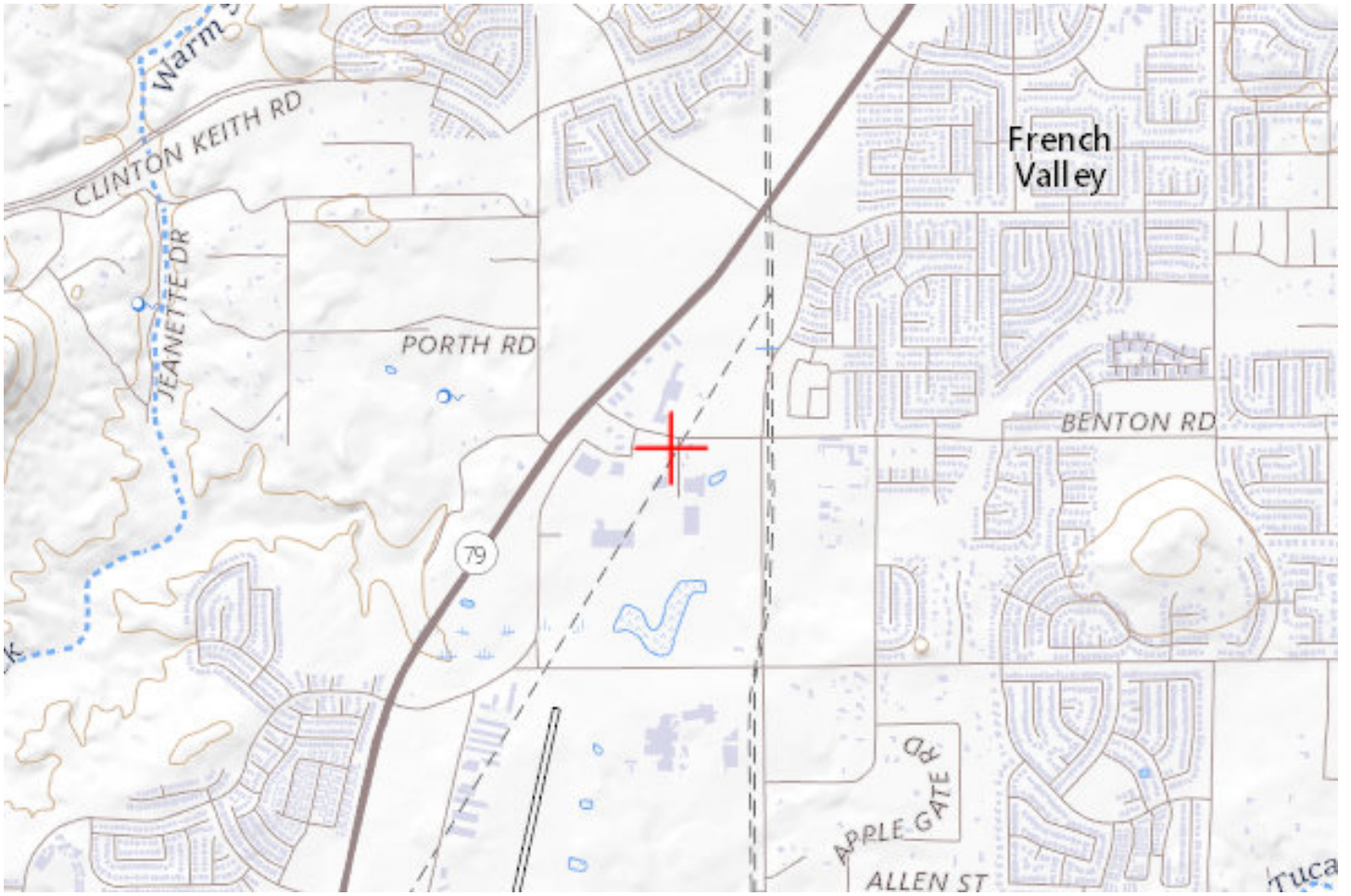
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-13584-OE.

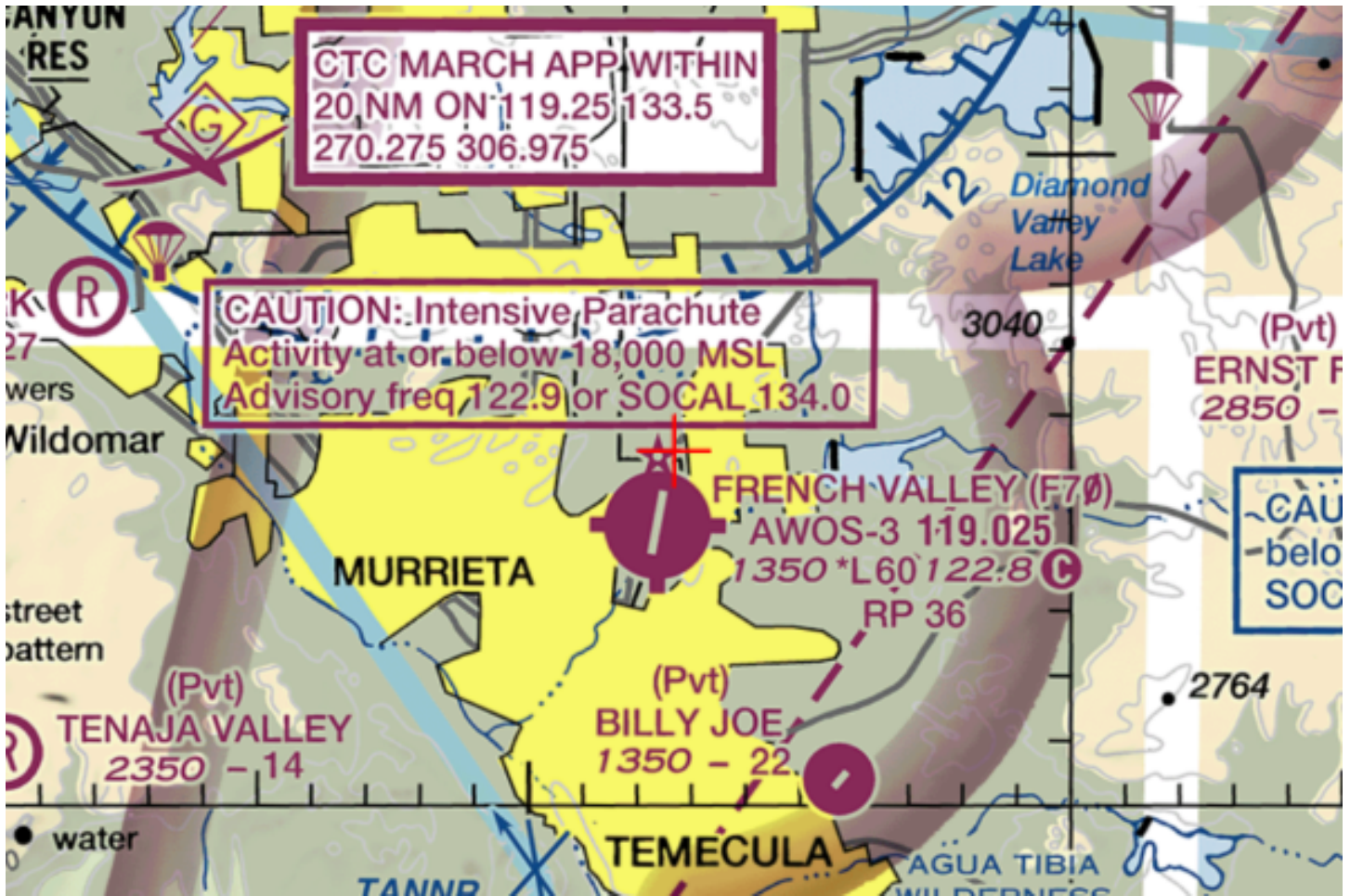
Signature Control No: 541804983-546408250

(DNE)

Vivian Vilaro
Specialist

Attachment(s)
Map(s)





PROPERTY OWNERS CERTIFICATION FORM
SP00265S03 / CZ2000034 / PPT200033
APN 963-070-018

I, Tim Wheeler, certify that on
(Print Name)

02/06/2023 the attached property owners list
(Date)

was prepared by County of Riverside / GIS Planning
(Print Company or Individual's Name)

Distance Buffered: 1200'

Pursuant to application requirements furnished by the Riverside County Planning Department; Said list is a complete and true compilation of the owners of the subject property and all other property owners within 600 feet of the property involved, or if that area yields less than 25 different owners, all property owners within a notification area expanded to yield a minimum of 25 different owners, to a maximum notification area of 2,400 feet from the project boundaries, based upon the latest equalized assessment rolls. If the project is a subdivision with identified off-site access/improvements, said list includes a complete and true compilation of the names and mailing addresses of the owners of all property that is adjacent to the proposed off-site improvement/alignment.

I further certify that the information filed is true and correct to the best of my knowledge. I understand that incorrect or incomplete information may be grounds for rejection or denial of the application.

NAME: Tim Wheeler

TITLE/REGISTRATION Project Planner

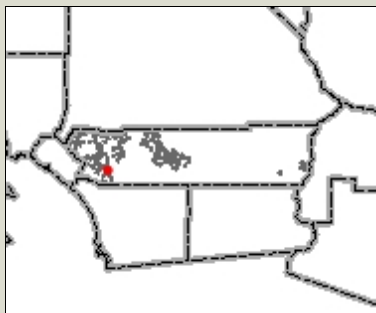
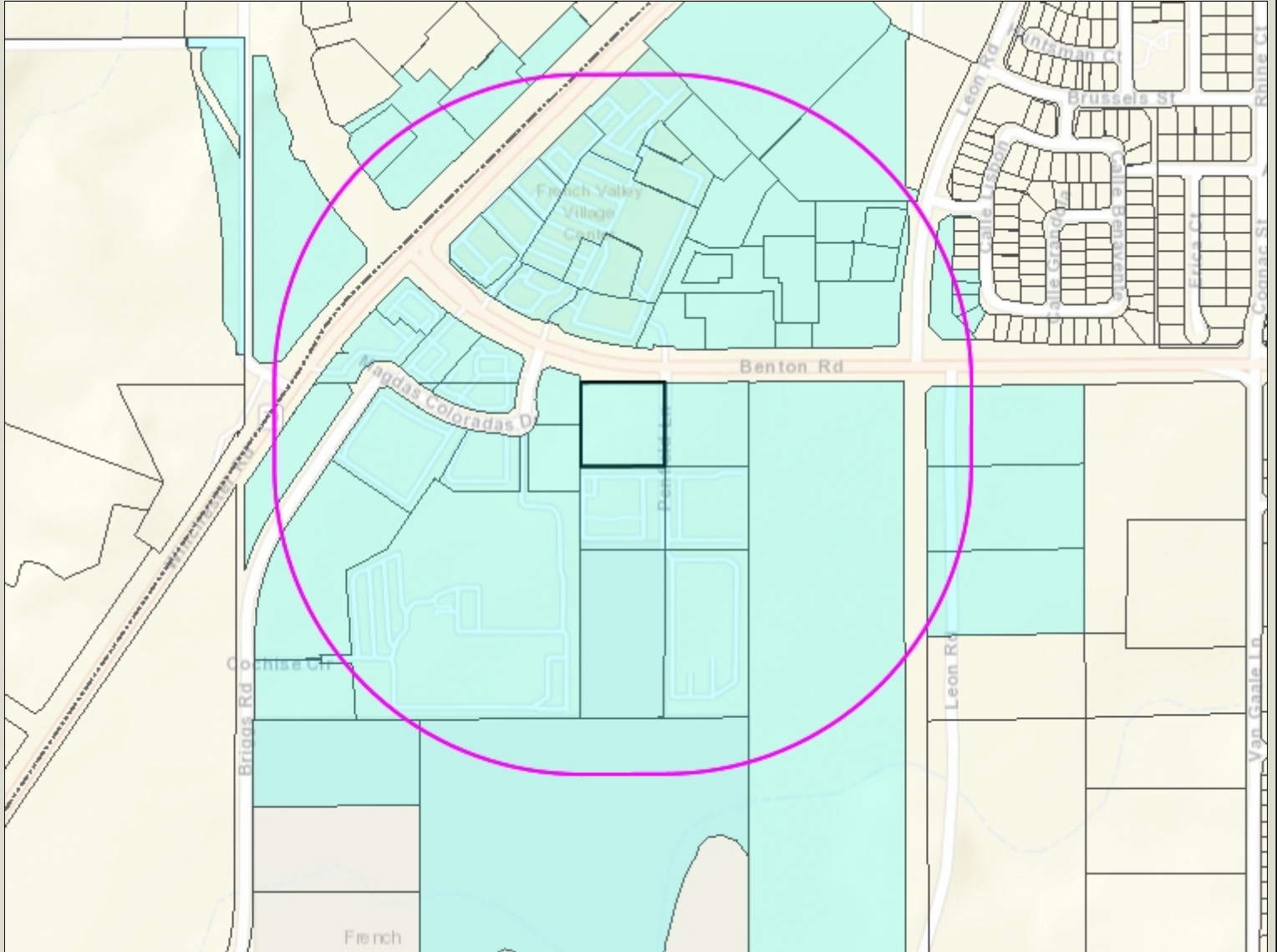
ADDRESS: 4080 Lemon St. 12Floor

Riverside, CA 92501

TELEPHONE (8 a.m. – 5 p.m.): (951) 955-6060

Riverside County GIS Mailing Labels

SP00265S03 / CZ2000034 / PPT200033



Legend

-  County Boundary
-  Cities
-  Parcels
-  World Street Map

Notes



0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... 2/6/2024 5:29:07 PM

© Riverside County RCIT

963440001
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440003
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440006
VINTNERS DISTRIBUTORS INC
41805 ALBRAE ST 2ND FL
FREMONT CA 94538

963440008
DEL TACO INC
705 N CRESCENT DR
BEVERLY HILLS CA 90210

963450031
SCOTT MURRIETA SERVICE STATION
139 RADIO RD
CORONA CA 92879

963450032
SCOTT MURRIETA SERVICE STATION
139 RADIO RD
CORONA CA 92879

963440002
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440004
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440005
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440007
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440009
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440010
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963440011
REGENCY CENTERS
PO BOX 2539
SAN ANTONIO TX 78299

963450059
SCOTT-MURRIETA SERVICE STATION
PO BOX 1958
CORONA CA 92878

963450060
SCOTT-MURRIETA SERVICE STATION
PO BOX 1958
CORONA CA 92878

963473001
AVENA COMMUNITY ASSN
1250 CORONA POINT CT STE 404
CORONA CA 92879

963480020
BRIAN CARL JANISCH
31011 CALLE CERCAL
WINCHESTER CA 92596

963480022
GIAHUY LE DO
36487 CALLE LISBON
WINCHESTER CA 92596

963480023
ANNETTE REPAREJO
36475 CALLE LISBON
WINCHESTER CA 92596

963480028
AVENA COMMUNITY ASSN
1250 CORONA POINT CT STE 404
CORONA CA 92879

963490003
7 SUMMIT PROPERTIES 1
1600 E FLORIDA AVE # 110
HEMET CA 92544

963490004
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490007
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490008
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490009
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490010
BENTON ROAD VENTURES LLC
3745 TEMESCAL CANYON RD
CORONA CA 92883

963490011
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490012
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963480021
LAUREN K. HERRERA
36499 CALLE LISBON
WINCHESTER CA 92596

963490001
HARVARD PMD 22
15081 PEPPER LN
SARATOGA CA 95070

963490002
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490005
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490006
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490013
W DEV PARTNERS OF TEMECULA
PO BOX 77564
SAN FRANCISCO CA 94107

963490014
BENTON ROAD VENTURES LLC
3745 TEMESCAL CANYON RD
CORONA CA 92883

963010002
NIHAL J. ELQURA
31401 CAM CAPISTRANO NO 1
SAN JUAN CAPO CA 92675

963010001
NIHAL J. ELQURA
31401 CAM CAPISTRANO NO 1
SAN JUAN CAPO CA 92675

963010003
NIHAL J. ELQURA
31401 CAM CAPISTRANO NO 1
SAN JUAN CAPO CA 92675

963060052
FRENCH VALLEY TOWNE CENTER
P O BOX 1175
SAN JUAN CAPO CA 92693

963060073
LEE JUNG OCK & CHUNG JA LEE LIVING TRUST
5131 DUTCHER AVE
IRVINE CA 92604

963060075
LEE JUNG OCK & CHUNG JA LEE LIVING TRUST
5131 DUTCHER AVE
IRVINE CA 92604

963070013
REISUNG ENTERPRISES INC
9675 LA JOLLA FARMS RD
LA JOLLA CA 92037

963070014
PRIVATE HOLDINGS
18421 COLLIER AVE UNIT B
LAKE ELSINORE CA 92530

963070017
30590 COCHISE
16027 BROOKHURST ST STE I341
FOUNTAIN VALLEY CA 92708

963070019
GINO LOUIS BATTISTA
36560 PENFIELD LN
WINCHESTER CA 92596

963060072
HAVADJIA HOLDINGS INC
3800 ORANGE ST NO 250
RIVERSIDE CA 92501

963060074
HAVADJIA HOLDINGS INC
3800 ORANGE ST NO 250
RIVERSIDE CA 92501

963060083
DMSD CAJUN PROP
41760 IVY ST STE 201
MURRIETA CA 92562

963070023
S&S PROP ACQUISITION
1714 16TH ST
SANTA MONICA CA 90404

963070052
DMSD
41760 IVY ST
MURRIETA CA 92562

963070054
FVIP
41391 KALMIA ST STE 200
MURRIETA CA 92562

963060084
DMSD PROP
41760 IVY ST STE 201
MURRIETA CA 92562

963060086
PHELAN SERVICE STATION
P O BOX 1958
CORONA CA 92878

963070012
REISUNG ENTERPRISES INC
9675 LA JOLLA FARMS RD
LA JOLLA CA 92037

963070018
CW BENTON 22
4740 GREEN RIVER RD STE 317
CORONA CA 92878

963070020
GHD PROPERTIES
36580 PENFIELD LN
WINCHESTER CA 92596

963070021
HELP HOSPITALIZED VETERANS
36585 PENFIELD RD
WINCHESTER CA 92596

963070022
COUNTY OF RIVERSIDE
3410 10TH STREET, STE 400
RIVERSIDE CA 92501

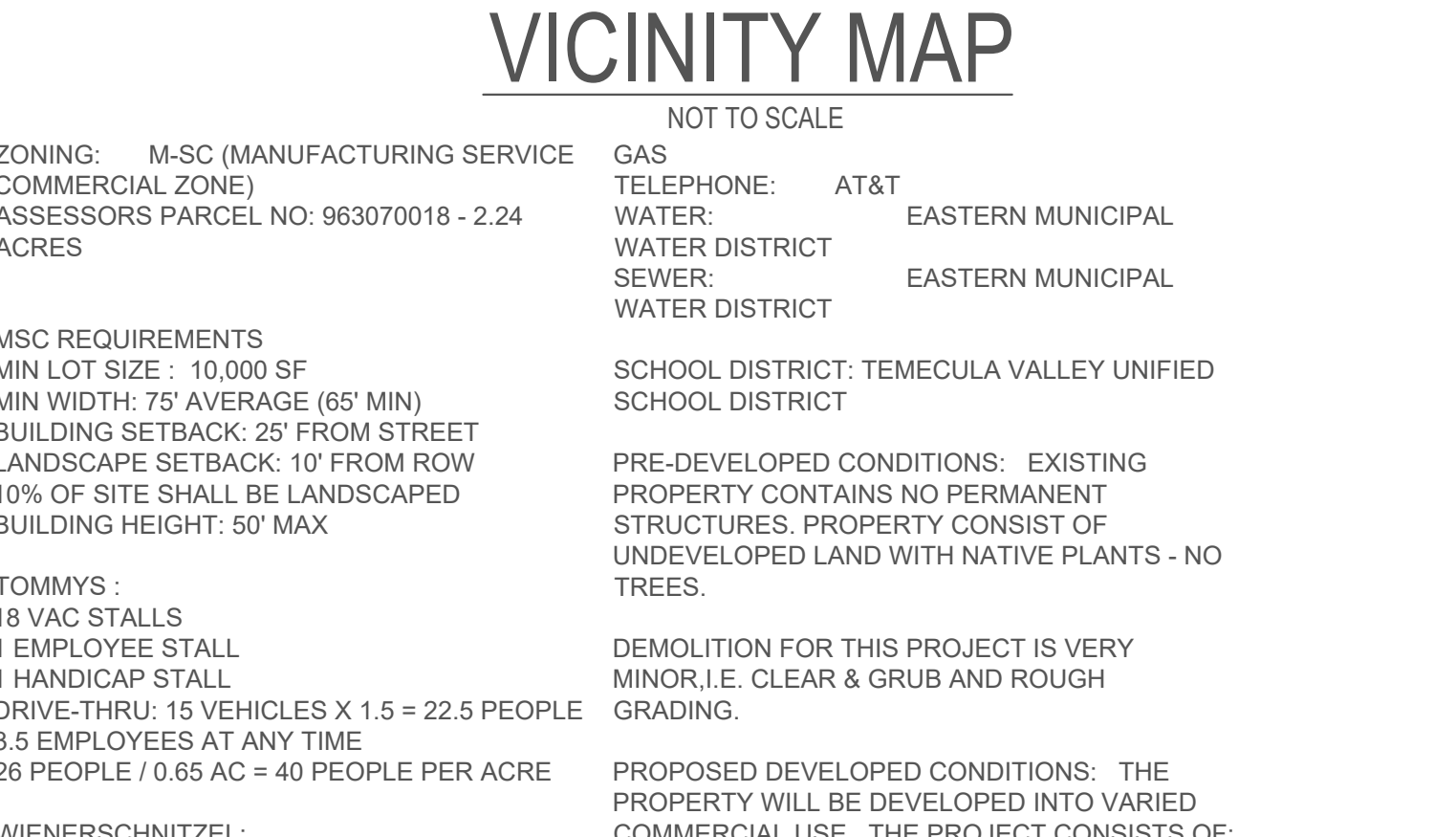
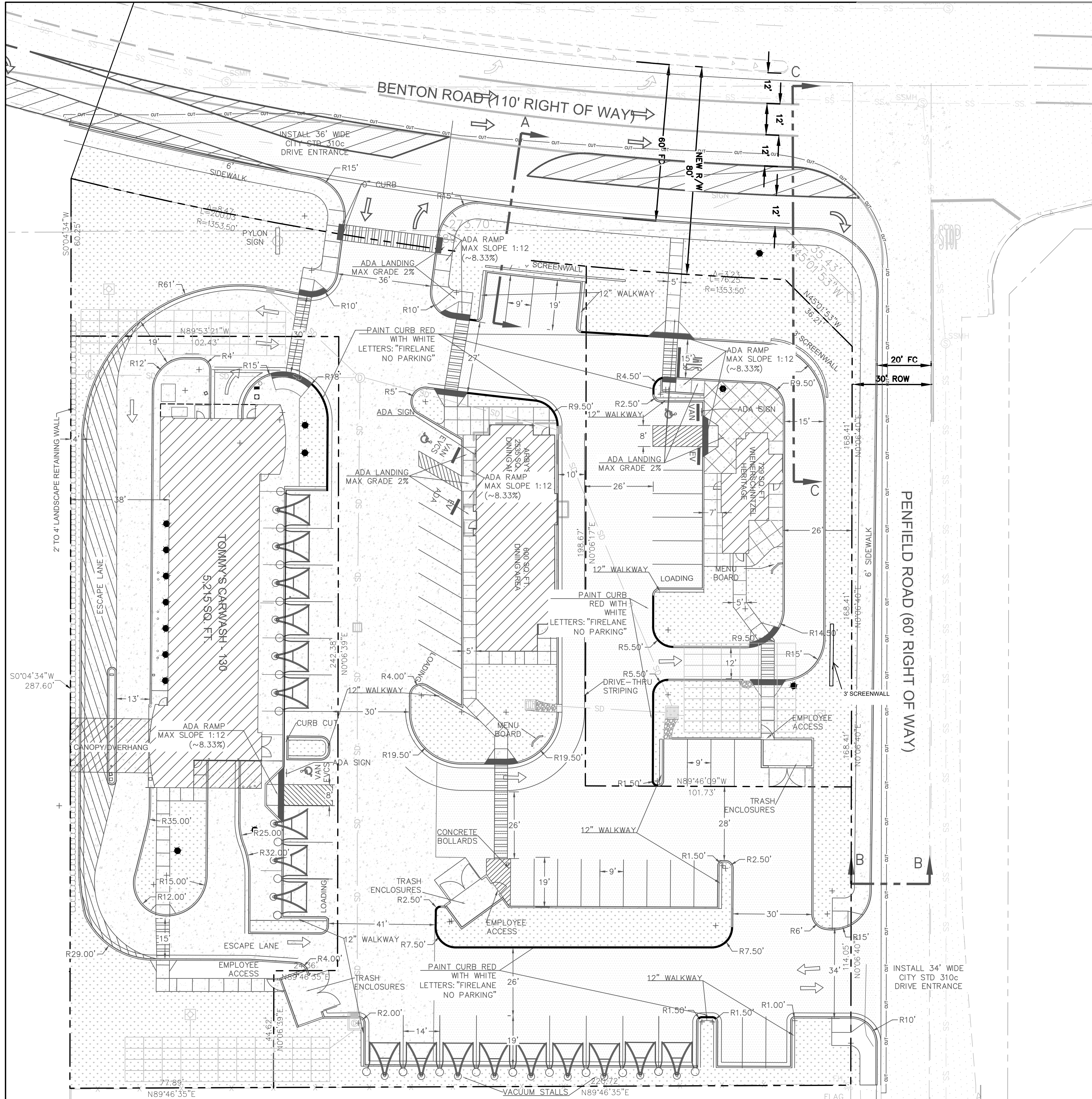
963070024
SABA FAMILY TRUST DATED 07/24/2018
212 AVENIDA BARCELONA
SAN CLEMENTE CA 92672

963070030
COUNTY OF RIVERSIDE
4080 LEMON ST FL 14TH
RIVERSIDE CA 92501

963070035
COUNTY OF RIVERSIDE
4080 LEMON ST FL 14TH
RIVERSIDE CA 92501

963070055
FVIP
41391 KALMIA ST STE 200
MURRIETA CA 92562

963070063
TETON HOLDINGS
31301 KESTREL WAY
WINCHESTER CA 92596



- LEGEND**
- FH = FIRE HYDRANT
 - SSMH = SEWER MANHOLE
 - SSCO = SEWER CLEANOUT
 - SDMH = STORM DRAIN MANHOLE
 - BP = BOLLARD POLE
 - CB = CATCH BASIN
 - = INLET GRATE
 - EMH = ELECTRIC MANHOLE
 - EB = ELECTRIC BOX
 - EM = ELECTRIC METER
 - GM = GAS METER
 - PP0 = POWER POLE
 - LP* = LIGHT POLE
 - TRANS = TRANSFORMER PAD
 - TMH = TELEPHONE MANHOLE
 - TP = TELEPHONE PEDESTAL
 - GP = GUY WIRE
 - WMH = WATER MANHOLE
 - WV = WATER VALVE
 - WM = WATER METER
 - MW = MONITOR WELL
 - SPB = SPRINKLER BOX
 - RDO = ROOF DRAIN
 - RVO = ROOF VENT
 - = VACUUM STALL

ZONING: M-SC (MANUFACTURING SERVICE COMMERCIAL ZONE)
ASSESSORS PARCEL NO.: 963070018 - 2.24 ACRES

MSC REQUIREMENTS
 MIN LOT SIZE: 10,000 SF
 MIN WIDTH: 75' AVERAGE (65' MIN)
 BUILDING SETBACK: 25' FROM STREET
 LANDSCAPE SETBACK: 10' FROM ROW
 10% OF SITE SHALL BE LANDSCAPED
 BUILDING HEIGHT: 50' MAX

TOMMY'S
 18 VAC STALLS
 1 EMPLOYEE STALL
 1 HANDICAP STALL
 DRIVE-THRU: 15 VEHICLES X 1.5 = 22.5 PEOPLE
 3.5 EMPLOYEES AT ANY TIME
 26 PEOPLE / 0.65 AC = 40 PEOPLE PER ACRE

WIENERSCHNITZEL:
 2 EMPLOYEES AT ANY TIME
 DRIVE-THRU: 7 VEHICLES X 1.5 = 11 PEOPLE
 13 PEOPLE / 0.625 AC = 21 PEOPLE PER ACRE

ARBY'S
 1 PERSON PER 15 SF DINING AREA
 600 SF SERVICE AREA = 40 PEOPLE
 1 PERSON PER 200 SF OF KITCHEN AREA
 1200 SF OF KITCHEN = 6 PEOPLE
 DRIVE-THRU: 7 VEHICLES X 1.5 = 11 PEOPLE
 TOTAL ARBY'S: 40+6+11 = 57 PEOPLE
 57 PEOPLE / 1.425 AC = 40 PEOPLE PER ACRE

TOTAL SITE: 30 + 12 + 46 = 88 PEOPLE
 NET AREA: 2.19 ACRES
 GROSS AREA: 2.19 + 0.51 = 2.70 AC
 AVG DENSITY: 108 PEOPLE / 2.70 = 40 PEOPLE PER ACRE

ALUC REQUIREMENT FOR ZONE B1
 40 PEOPLE PER ACRE ON AVERAGE
 MAX ALLOWED IS 80 PEOPLE ON ANY 1 ACRE - WHICH IS NOT EXCEEDED

UTILITY PROVIDERS:
 ELECTRIC: SOUTHERN CALIFORNIA EDISON
 GAS: SOUTHERN CALIFORNIA

PARCEL AREAS
 TOMMY'S CARWASH - NET AREA: 0.650 AC
 WIENERSCHNITZEL - NET AREA: 0.445 AC
 ARBY'S - NET AREA: 1.09 AC

NOT TO SCALE

GAS TELEPHONE: AT&T
WATER: EASTERN MUNICIPAL
WATER DISTRICT: EASTERN MUNICIPAL
SEWER: EASTERN MUNICIPAL
WATER DISTRICT: EASTERN MUNICIPAL

SCHOOL DISTRICT: TEMECULA VALLEY UNIFIED SCHOOL DISTRICT

PRE-DEVELOPED CONDITIONS: EXISTING PROPERTY CONTAINS NO PERMANENT STRUCTURES. PROPERTY CONSIST OF UNDEVELOPED LAND WITH NATIVE PLANTS - NO TREES.

DEMOLITION FOR THIS PROJECT IS VERY MINOR, I.E. CLEAR & GRUB AND ROUGH GRADING.

PROPOSED DEVELOPED CONDITIONS: THE PROPERTY WILL BE DEVELOPED INTO VARIED COMMERCIAL USE. THE PROJECT CONSISTS OF:

Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

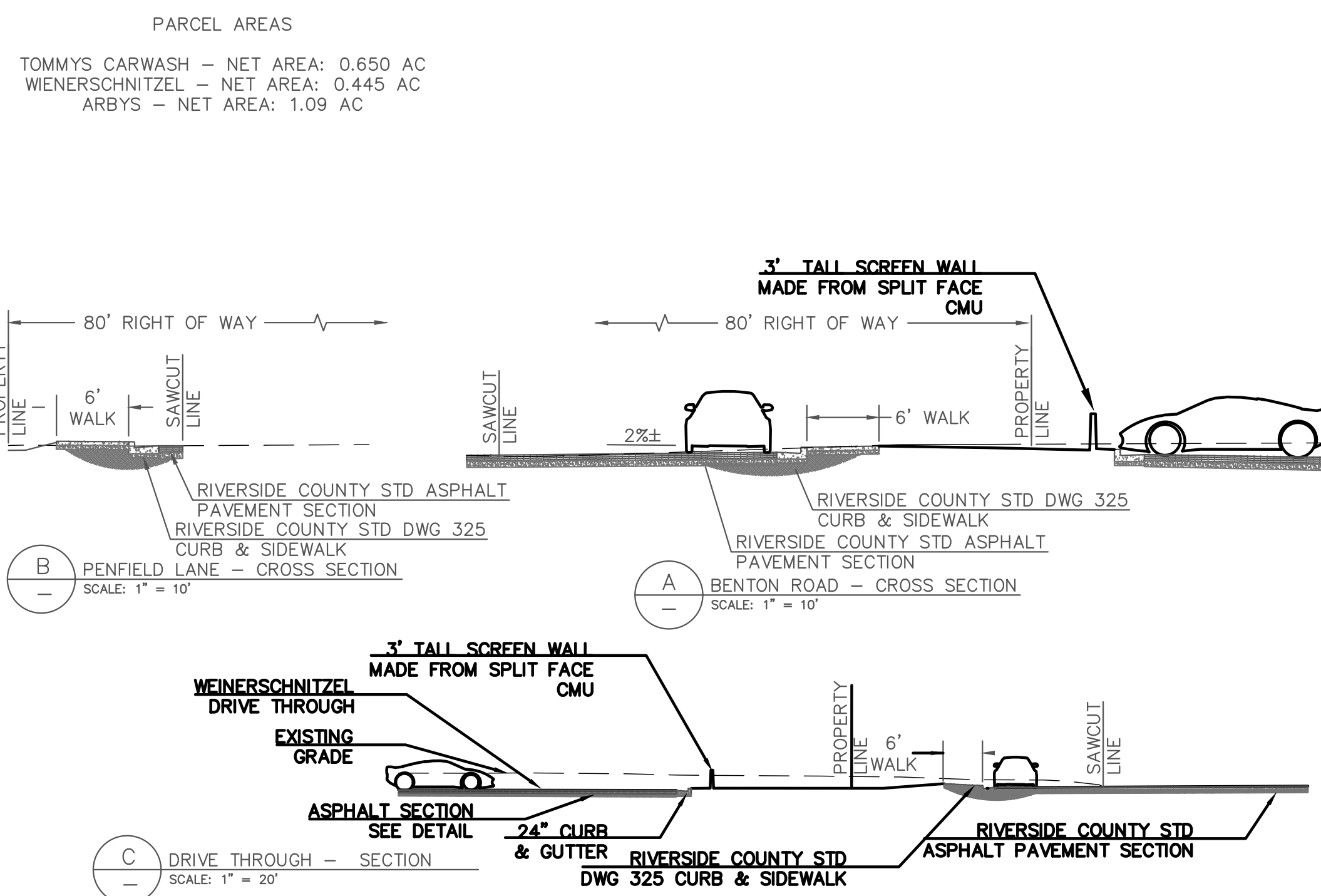
1. A SINGLE STORY FAST FOOD RESTAURANT (WIENERSCHNITZEL) WITH DRIVE-THRU CAPABILITIES AND OUTDOOR SEATING AREA. PROJECT WILL INCLUDE TYPICAL UTILITY CONNECTIONS FOR A FOOD SERVICE FACILITY, INCLUDING A GREASE TRAP

2. A SINGLE STORY FAST FOOD RESTAURANT WITH DRIVE-THRU CAPABILITIES AND OUTDOOR SEATING AREA. PROJECT WILL INCLUDE TYPICAL UTILITY CONNECTIONS FOR A FOOD SERVICE FACILITY, INCLUDING A GREASE TRAP

3. A SINGLE STORY DRIVE-THRU AUTOMATIC CAR WASH WITH VACUUM STALLS. PROJECT INCLUDES TYPICAL UTILITY CONNECTIONS, TOGETHER WITH A WATER TREATMENT AND WATER REUSE SYSTEM.

SITE BREAKDOWN:
 TOTAL SITE AREA: 97,436 SF (100%)
 LANDSCAPE: 25,176 SF (25.8%)
 BUILDING: 8,144 SF (8.4%)
 HARDSCAPE: 64,116 SF (65.8%)

SITE GRADING VOLUME: CUT = 2138 CY, FILL = 2138 CY, NET = BALANCED



CASE: PPT200033.SP.CZ
EXHIBIT: A (Site Plan & INSTRUCTION)
DATE: 3/20/2024
PLANNER: TWHEELER

Meeting Comment Agenda Final

INSTRUCTION

CROSS ENGINEERING SERVICES
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123 Cell: (801) 391-2391

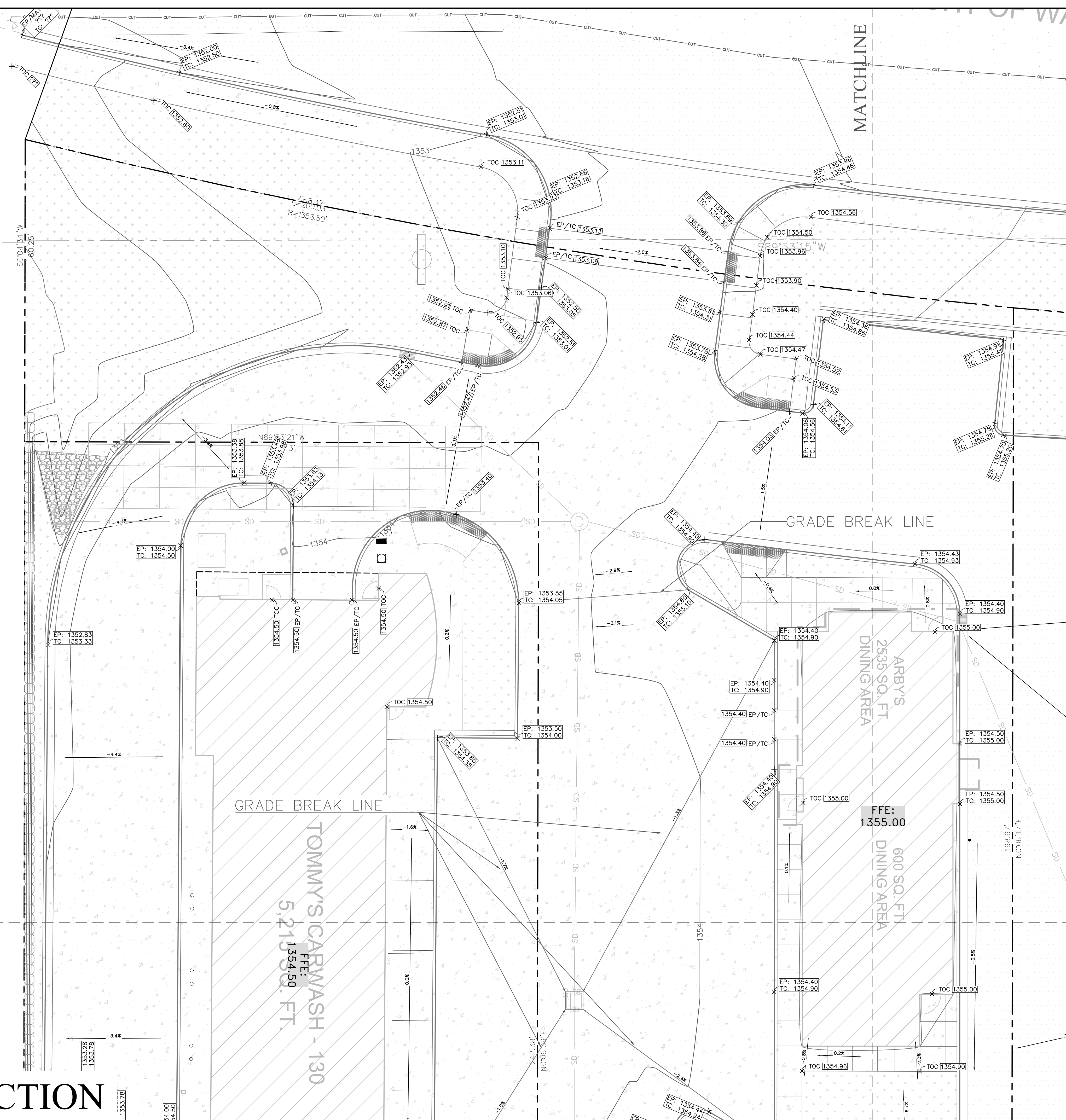
DRAFTED BY: [Blank]
DESIGNED BY: BKS
CHECKED BY: JWC

DATE	REVISION DESCRIPTION

CIVIL SITE PLAN
 TOMMY'S COMMERCIAL CENTER
 January 13, 2023
 BENTON RD & PENFIELD LN,
 WINCHESTER CA, 92596
 APN: 221-051-063 & 064

PROJECT NO.: 19-14
SHEET NUMBER: C101

- The Engineer shall furnish to the County a copy of the source testing and a signed certification that the fully blended Bioretention/Biofiltration Soil Media (BSM) material meets all of the WQMP requirements before material is imported or if the material is mixed onsite prior to installation.
- As BSM material is being installed, Quality Assurance (QA) tests shall be conducted or for every 1,200 tons or 800 cubic yards mixed on-site from a completely mixed stockpile or windrow, with a minimum of three tests. For imported material from a supplier with a quality control program the QA tests shall be conducted 2,400 tons or 1,600 cubic yards from the supplier.
- The Engineer conducting the Quality Control testing shall furnish to the County copy of the QA testing and a certification that the BSM for the project meets all of the following requirements. Certified mitigation plans can be used for exceedances, as long as all requirements are designed to be met.
 - BSM shall not be compacted. BSM shall consist of 60-80% clean sand, up to 20% clean topsoil, and 20% of a nutrient-stabilized organic amendment. The initial infiltration rate shall be greater than 8 inches per hour per laboratory test.
 - pH: 6.0 - 8.5; Salinity: 0.5 to 3.0 mmho/cm as electrical conductivity; Sodium absorption ratio: < 6.0; Chloride: < 800 ppm in saturated extract; Cation Exchange Capacity (CEC): > 10 meq/100 g; Organic Matter: 2 to 5-percent on a dry weight basis; Carbon: Nitrogen Ratio: 12 to 40, preferably 15 to 40; Gravel larger than 2mm: 0 to 25-percent of the total sample; Clay smaller than 0.005mm: 0 to 5 percent of the non-gravel fraction.
 - BSM shall be tested to limit the leaching of potential inherent pollutants. BSM used in Biofiltration BMPs shall conform to the following limits for pollutant concentrations in saturated extract: Phosphorus: < 1 mg/L; Nitrate < 3 mg/L; Copper < 0.025 mg/L. These pollutant limits are for the amount that is leached from the sample, not from the soil sample itself. Testing may be performed after laboratory rinsing of media with up to 15 pore volumes of water. Equivalent test results will be accepted if certified by a laboratory or appropriate testing facility.
 - Low nutrient compost used in BSM shall be sourced from a facility permitted through CalRecycle, preferably through USCC STA program. Compost shall conform to the following requirements: Physical contaminants < 1% by dry weight; Carbon:Nitrogen ratio: 12:1 to 40:1; Maturity/Stability shall conform to either: Solvita Maturity Index: ≥ 5.5 , CO₂ Evolution: < 2.5 mg CO₂-C per g compost organic matter per day, or < 5 mg CO₂-C per g compost C per day; Select Pathogens and Trace metals shall pass US EPA Class A Standard. Testing shall be no more than 6 months old and representative of current stockpiles.
 - Coconut coir pith used in BSM shall be thoroughly rinsed with freshwater and screened to remove coarse fibers as part of production and aged > 6 months. Peat used in BSM shall be sphagnum peat.



LEGEND

- FH = FIRE HYDRANT
- SSMH = SEWER MANHOLE
- SSCO = SEWER CLEANOUT
- SDMH = STORM DRAIN MANHOLE
- BP = BOLLARD POLE
- CB = CATCH BASIN
- = INLET GRATE
- EMH = ELECTRIC MANHOLE
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- GM = GAS METER
- PPo = POWER POLE
- LP* = LIGHT POLE
- TRANS = TRANSFORMER PAD
- TMH = TELEPHONE MANHOLE
- TP = TELEPHONE PEDESTAL
- GP = GUY WIRE
- WMH = WATER MANHOLE
- WV = WATER VALVE
- WM = WATER METER
- MW = MONITOR WELL
- SPB = SPRINKLER BOX
- RDO = ROOF DRAIN
- RVO = ROOF VENT

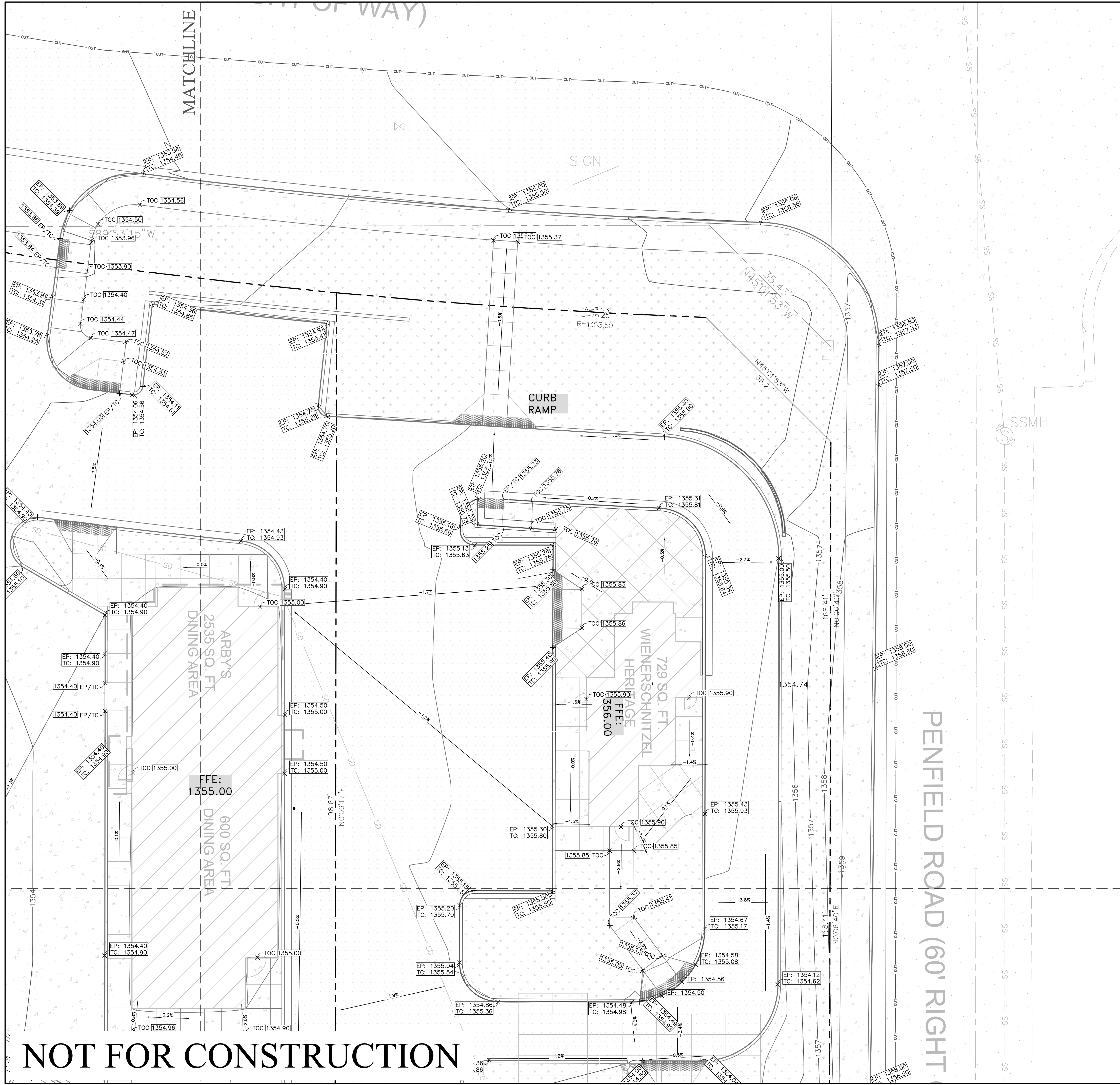
Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

MATCHLINE

NOT FOR CONSTRUCTION

 CROSS ENGINEERING SERVICES 203 W. Main Street Ste. F3 Lexington, SC 29072 Office: (803) 236-7123 Cell: (801) 391-2391 <small>THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROTECTED BY PROFESSIONAL AND OTHER APPLICABLE LAWS. ALL RIGHTS RESERVED. © 2007 ALL RIGHTS RESERVED.</small>	
DRAFTED BY:	
DESIGNED BY: BKS	
CHECKED BY: JWC	
DATE	REVISION DESCRIPTION
NO	
NORTHWEST GRADING PLAN TOMMY'S COMMERCIAL CENTER <small>04/10/2023</small> BENTON RD & PENFIELD LN, WINCHESTER CA, 92596 APN: 221-051-063 & 064	
PROJECT NO. 19-14	
SHEET NUMBER C102	



- The Engineer shall furnish to the County a copy of the source testing and a signed certification that the fully blended BioRetention/Biofiltration Soil Media (BSM) material meets all of the WQMP requirements before material is imported or if the material is mixed onsite prior to installation.
- As BSM material is being installed, Quality Assurance (QA) tests shall be conducted or for every 1,200 tons or 800 cubic yards mixed on-site from a completely mixed stockpile or windrow, with a minimum of three tests. For imported material from a supplier with a quality control program the QA tests shall be conducted 2,400 tons or 1,600 cubic yards from the supplier.
- The Engineer conducting the Quality Control testing shall furnish to the County copy of the QA testing and a certification that the BSM for the project meets all of the following requirements. Certified mitigation plans can be used for exceedances, as long as all requirements are designed to be met.
 - BSM shall not be compacted. BSM shall consist of 60-80% clean sand, up to 20% clean topsoil, and 20% of a nutrient-stabilized organic amendment. The initial infiltration rate shall be greater than 8 inches per hour per laboratory test.
 - pH: 6.0 – 8.5; Salinity: 0.5 to 3.0 mmho/cm as electrical conductivity; Sodium absorption ratio: < 6.0; Chloride: < 800 ppm in saturated extract; Cation Exchange Capacity (CEC): > 10 meq/100 g; Organic Matter: 2 to 5-percent on a dry weight basis; Carbon: Nitrogen Ratio: 12 to 40, preferably 15 to 40; Gravel larger than 2mm: 0 to 25-percent of the total sample; Clay smaller than 0.005mm: 0 to 5 percent of the non-gravel fraction.
 - BSM shall be tested to limit the leaching of potential inherent pollutants. BSM used in Biofiltration BMPs shall conform to the following limits for pollutant concentrations in saturated extract: Phosphorus: < 1 mg/L; Nitrate < 3 mg/L; Copper < 0.025 mg/L. These pollutant limits are for the amount that is leached from the sample, not from the soil sample itself. Testing may be performed after laboratory rising of media with up to 15 pore volumes of water. Equivalent test results will be accepted if certified by a laboratory or appropriate testing facility.
 - Low nutrient compost used in BSM shall be sourced from a facility permitted through CalRecycle, preferably through USCC STA program. Compost shall conform to the following requirements: Physical contaminants < 1% by dry weight; Carbon:Nitrogen ratio: 12:1 to 40:1; Maturity/Stability shall conform to either: Solvita Maturity Index: ≥ 5.5 , CO₂ Evolution: < 2.5 mg CO₂-C per g compost organic matter per day, or < 5 mg CO₂-C per g compost C per day; Select Pathogens and Trace metals shall pass US EPA Class A Standard. Testing shall be no more than 6 months old and representative of current stockpiles.
 - Coconut coir pith used in BSM shall be thoroughly rinsed with freshwater and screened to remove coarse fibers as part of production and aged > 6 months. Peat used in BSM shall be sphagnum peat.

LEGEND

- FH = FIRE HYDRANT
- SSMH = SEWER MANHOLE
- SSCO = SEWER CLEANOUT
- SDMH = STORM DRAIN MANHOLE
- BP = BOLLARD POLE
- CB = CATCH BASIN
- = INLET GRATE
- EMH = ELECTRIC MANHOLE
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- GM = GAS METER
- PPO = POWER POLE
- LP* = LIGHT POLE
- TRANS = TRANSFORMER PAD
- TMH = TELEPHONE MANHOLE
- TP = TELEPHONE PEDESTAL
- GP = GUY WIRE
- WMH = WATER MANHOLE
- WV = WATER VALVE
- WM = WATER METER
- MW = MONITOR WELL
- SPB = SPRINKLER BOX
- RDO = ROOF DRAIN
- RVO = ROOF VENT

Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

CROSS ENGINEERING SERVICES
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123 Cell: (801) 391-2391

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS SHOWN. NO WARRANTIES ARE MADE OR RESERVED RIGHTS INCLUDING COPYRIGHT. © 2007 ALL RIGHTS RESERVED

DRAFTED BY:
 DESIGNED BY: BKS
 CHECKED BY: JWC

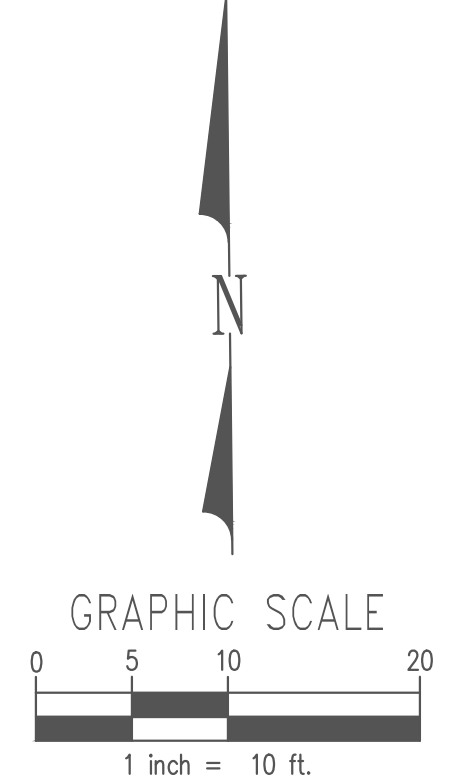
DATE	REVISION DESCRIPTION

NORTHEAST GRADING PLAN
 TOMMYS COMMERCIAL CENTER
 04/10/2023
 BENTON RD & PENFIELD LN,
 WINCHESTER CA, 92596
 APN: 221-051-063 & 064

PROJECT NO.
 19-14
 SHEET NUMBER
 C103

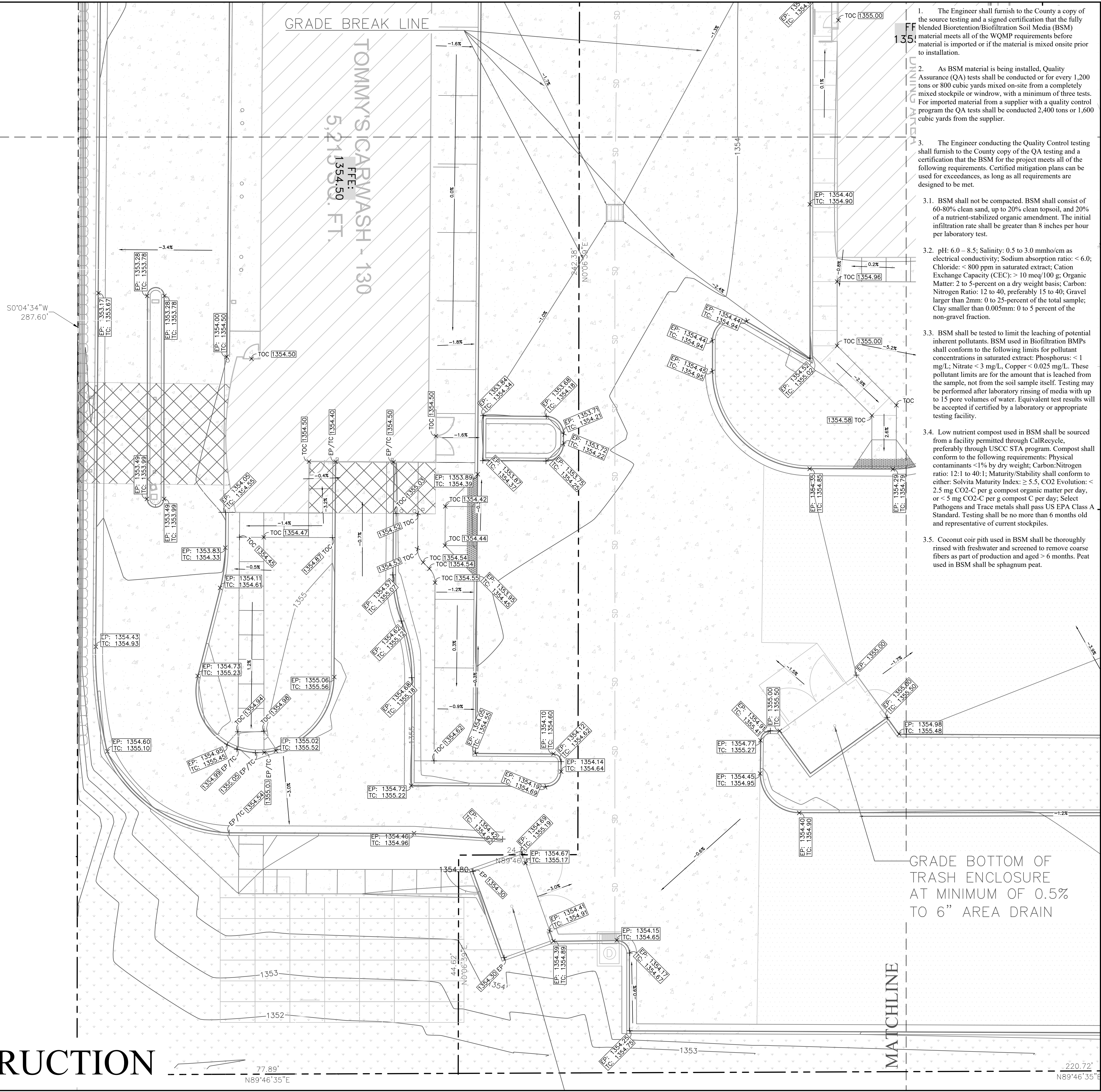
MATCHLINE

PARCE



NOT FOR CONSTRUCTION

MATCHLINE



NOT FOR CONSTRUCTION

- LEGEND**
- FH = FIRE HYDRANT
 - SSMH = SEWER MANHOLE
 - SSCO = SEWER CLEANOUT
 - SDMH = STORM DRAIN MANHOLE
 - BP = BOLLARD POLE
 - CB = CATCH BASIN
 - = INLET GRATE
 - EMH = ELECTRIC MANHOLE
 - EB = ELECTRIC BOX
 - EM = ELECTRIC METER
 - GM = GAS METER
 - PP0 = POWER POLE
 - LP* = LIGHT POLE
 - TRANS = TRANSFORMER PAD
 - TMH = TELEPHONE MANHOLE
 - TP = TELEPHONE PEDESTAL
 - GP = GUY WIRE
 - WMH = WATER MANHOLE
 - WV = WATER VALVE
 - WM = WATER METER
 - MW = MONITOR WELL
 - SPB = SPRINKLER BOX
 - RDO = ROOF DRAIN
 - RVO = ROOF VENT

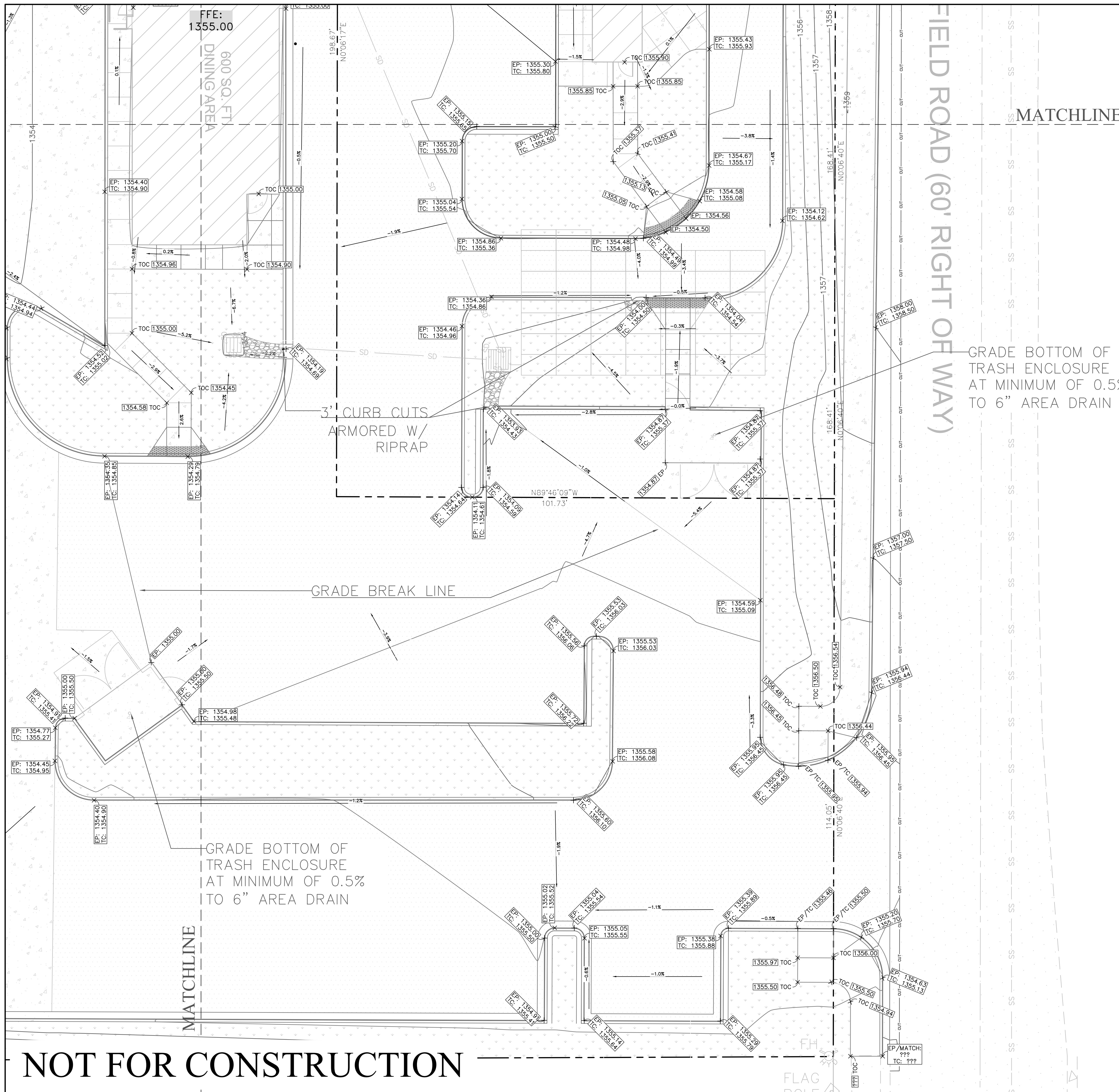
1. The Engineer shall furnish to the County a copy of the source testing and a signed certification that the fully blended Bioretention/Biofiltration Soil Media (BSM) material meets all of the WQMP requirements before material is imported or if the material is mixed onsite prior to installation.
2. As BSM material is being installed, Quality Assurance (QA) tests shall be conducted or for every 1,200 tons or 800 cubic yards mixed on-site from a completely mixed stockpile or windrow, with a minimum of three tests. For imported material from a supplier with a quality control program the QA tests shall be conducted 2,400 tons or 1,600 cubic yards from the supplier.
3. The Engineer conducting the Quality Control testing shall furnish to the County copy of the QA testing and a certification that the BSM for the project meets all of the following requirements. Certified mitigation plans can be used for exceedances, as long as all requirements are designed to be met.
 - 3.1. BSM shall not be compacted. BSM shall consist of 60-80% clean sand, up to 20% clean topsoil, and 20% of a nutrient-stabilized organic amendment. The initial infiltration rate shall be greater than 8 inches per hour per laboratory test.
 - 3.2. pH: 6.0 - 8.5; Salinity: 0.5 to 3.0 mmho/cm as electrical conductivity; Sodium absorption ratio: < 6.0; Chloride: < 800 ppm in saturated extract; Cation Exchange Capacity (CEC): > 10 meq/100 g; Organic Matter: 2 to 5-percent on a dry weight basis; Carbon: Nitrogen Ratio: 12 to 40, preferably 15 to 40; Gravel larger than 2mm: 0 to 25-percent of the total sample; Clay smaller than 0.005mm: 0 to 5 percent of the non-gravel fraction.
 - 3.3. BSM shall be tested to limit the leaching of potential inherent pollutants. BSM used in Biofiltration BMPs shall conform to the following limits for pollutant concentrations in saturated extract: Phosphorus: < 1 mg/L; Nitrate < 3 mg/L; Copper < 0.025 mg/L. These pollutant limits are for the amount that is leached from the sample, not from the soil sample itself. Testing may be performed after laboratory rinsing of media with up to 15 pore volumes of water. Equivalent test results will be accepted if certified by a laboratory or appropriate testing facility.
 - 3.4. Low nutrient compost used in BSM shall be sourced from a facility permitted through CalRecycle, preferably through USCC STA program. Compost shall conform to the following requirements: Physical contaminants < 1% by dry weight; Carbon:Nitrogen ratio: 12:1 to 40:1; Maturity/Stability shall conform to either: Solvita Maturity Index: > 5.5; CO2 Evolution: < 2.5 mg CO2-C per g compost organic matter per day, or < 5 mg CO2-C per g compost C per day; Select Pathogens and Trace metals shall pass US EPA Class A Standard. Testing shall be no more than 6 months old and representative of current stockpiles.
 - 3.5. Coconut coir pith used in BSM shall be thoroughly rinsed with freshwater and screened to remove coarse fibers as part of production and aged > 6 months. Peat used in BSM shall be sphagnum peat.

Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391



	<p>CROSS ENGINEERING SERVICES 203 W. Main Street Ste. F3 Lexington, SC 29072 Office: (803) 236-7123 Cell: (801) 391-2391</p> <p>THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS A PUBLIC ACCURACY STATEMENT. ALL RIGHTS RESERVED. © 2007</p>		
	<p>DRAFTED BY:</p> <p>DESIGNED BY: BKS</p> <p>CHECKED BY: JWC</p>		
DATE	REVISION DESCRIPTION	NO	
	<p>SOUTHWEST GRADING PLAN TOMMY'S COMMERCIAL CENTER 04/10/2023</p> <p>BENTON RD & PENFIELD LN, WINCHESTER CA, 92596 APN: 221-051-063 & 064</p>		
		PROJECT NO. 19-14	
		SHEET NUMBER C104	



FIELD ROAD (60' RIGHT OF WAY)

MATCHLINE

MATCHLINE

NOT FOR CONSTRUCTION

- The Engineer shall furnish to the County a copy of the source testing and a signed certification that the fully blended Bioertention/Biofiltration Soil Media (BSM) material meets all of the WQMP requirements before material is imported or if the material is mixed onsite prior to installation.
- As BSM material is being installed, Quality Assurance (QA) tests shall be conducted or for every 1,200 tons or 800 cubic yards mixed on-site from a completely mixed stockpile or windrow, with a minimum of three tests. For imported material from a supplier with a quality control program the QA tests shall be conducted 2,400 tons or 1,600 cubic yards from the supplier.
- The Engineer conducting the Quality Control testing shall furnish to the County copy of the QA testing and a certification that the BSM for the project meets all of the following requirements. Certified mitigation plans can be used for exceedances, as long as all requirements are designed to be met.
 - BSM shall not be compacted. BSM shall consist of 60-80% clean sand, up to 20% clean topsoil, and 20% of a nutrient-stabilized organic amendment. The initial infiltration rate shall be greater than 8 inches per hour per laboratory test.
 - pH: 6.0 - 8.5; Salinity: 0.5 to 3.0 mmho/cm as electrical conductivity; Sodium absorption ratio: < 6.0; Chloride: < 800 ppm in saturated extract; Cation Exchange Capacity (CEC): > 10 meq/100 g; Organic Matter: 2 to 5-percent on a dry weight basis; Carbon: Nitrogen Ratio: 12 to 40, preferably 15 to 40; Gravel larger than 2mm: 0 to 25-percent of the total sample; Clay smaller than 0.005mm: 0 to 5 percent of the non-gravel fraction.
 - BSM shall be tested to limit the leaching of potential inherent pollutants. BSM used in Biofiltration BMPs shall conform to the following limits for pollutant concentrations in saturated extract: Phosphorus: < 1 mg/L; Nitrate < 3 mg/L; Copper < 0.025 mg/L. These pollutant limits are for the amount that is leached from the sample, not from the soil sample itself. Testing may be performed after laboratory rinsing of media with up to 15 pore volumes of water. Equivalent test results will be accepted if certified by a laboratory or appropriate testing facility.
 - Low nutrient compost used in BSM shall be sourced from a facility permitted through CalRecycle, preferably through USCC STA program. Compost shall conform to the following requirements: Physical contaminants < 1% by dry weight; Carbon:Nitrogen ratio: 12:1 to 40:1; Maturity/Stability shall conform to either: Solvita Maturity Index: \geq 5.5, CO2 Evolution: < 2.5 mg CO2-C per g compost organic matter per day, or < 5 mg CO2-C per g compost C per day; Select Pathogens and Trace metals shall pass US EPA Class A Standard. Testing shall be no more than 6 months old and representative of current stockpiles.
 - Coconut coir pith used in BSM shall be thoroughly rinsed with freshwater and screened to remove coarse fibers as part of production and aged > 6 months. Peat used in BSM shall be sphagnum peat.

LEGEND

- FH = FIRE HYDRANT
- SSMH = SEWER MANHOLE
- SSCO = SEWER CLEANOUT
- SDMH = STORM DRAIN MANHOLE
- BP = BOLLARD POLE
- CB = CATCH BASIN
- = INLET GRATE
- EMH = ELECTRIC MANHOLE
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- GM = GAS METER
- PPO = POWER POLE
- LP* = LIGHT POLE
- TRANS = TRANSFORMER PAD
- TMH = TELEPHONE MANHOLE
- TP = TELEPHONE PEDESTAL
- GP = GUY WIRE
- WMH = WATER MANHOLE
- WV = WATER VALVE
- WM = WATER METER
- MW = MONITOR WELL
- SPB = SPRINKLER BOX
- RDO = ROOF DRAIN
- RVO = ROOF VENT

Prepared for:
Salim development
Tahir Salim
4740 Green River Road
Corona, CA 92880

Prepared by:
Cross Engineering Services
203 W. Main Street Ste. F3
Lexington, SC 29072
Office: (803) 236-7123
Cell: (801) 391-2391

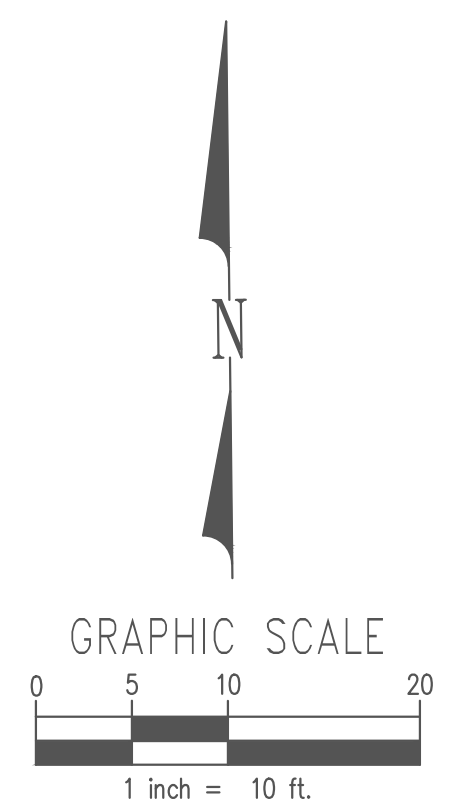
CROSS ENGINEERING SERVICES
203 W. Main Street Ste. F3
Lexington, SC 29072
Office: (803) 236-7123 Cell: (801) 391-2391

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS SHOWN. CROSS ENGINEERING SERVICES AND ITS AFFILIATES ASSUME NO LIABILITY FOR ANY ERRORS OR OMISSIONS. © 2007 ALL RIGHTS RESERVED.

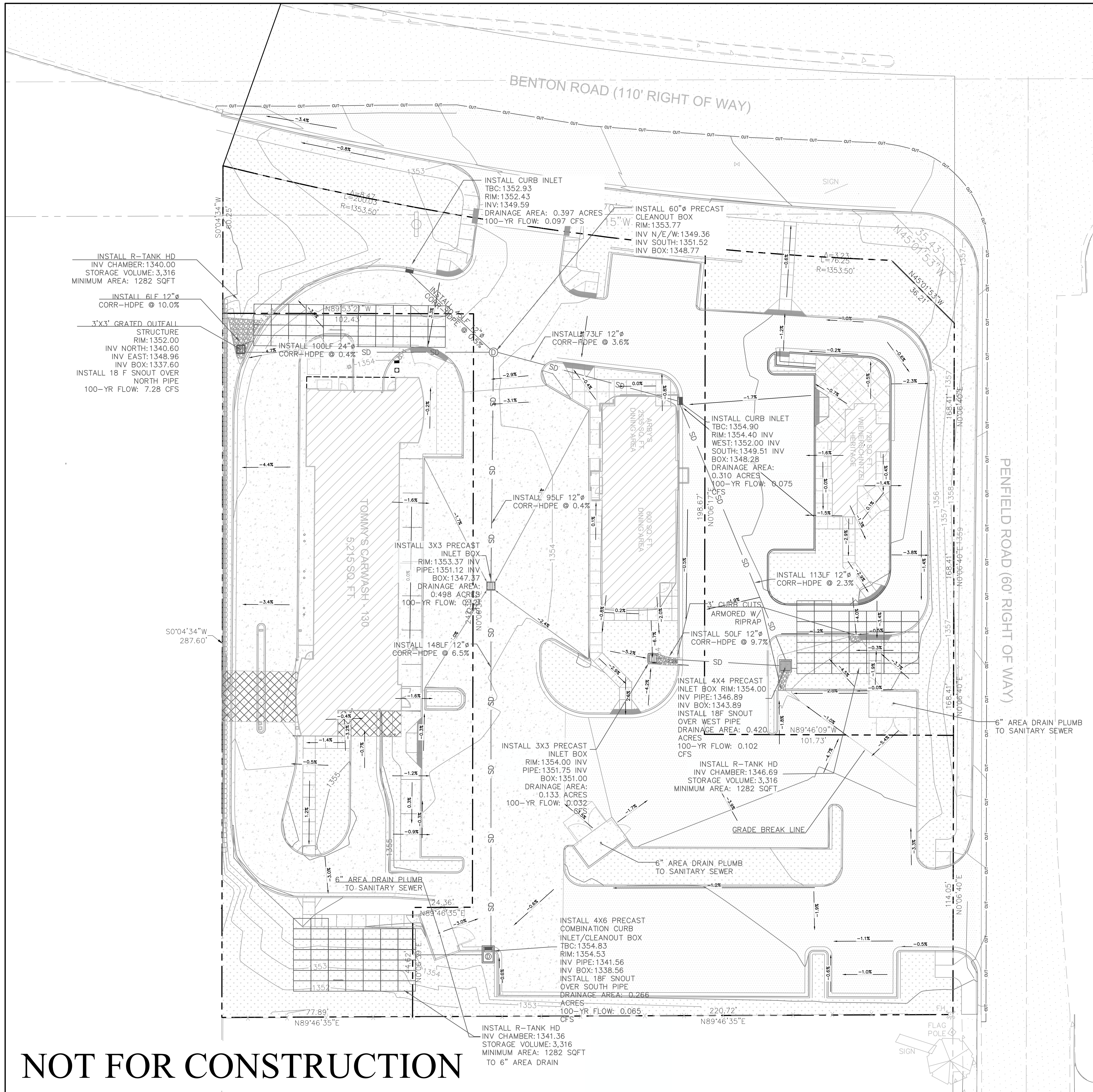
DRAFTED BY:
DESIGNED BY: BKS
CHECKED BY: JWC

DATE	REVISION DESCRIPTION

SOUTHEAST GRADING PLAN
TOMMYS COMMERCIAL CENTER
04/10/2023
BENTON RD & PENFIELD LN,
WINCHESTER CA, 92596
APN: 221-051-063 & 064



PROJECT NO.
19-14
SHEET NUMBER
C105



ALL 100 YEAR-24 HR STORM FLOWS TO INDIVIDUAL INLETS CALCULATED WITH RATIONAL METHOD USING AN ASSUMED C-VALUE OF 0.95

100-YEAR 24 HOUR STORM:
 RAINFALL DEPTH: 6.15 IN
 RAINFALL INTENSITY: 0.256 IN/HR

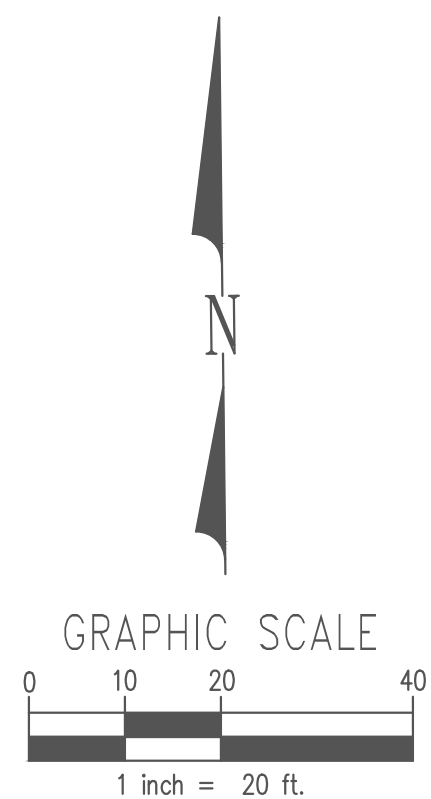
Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

LEGEND

- FH ⚡ = FIRE HYDRANT
- SSMH ⊙ = SEWER MANHOLE
- SSCO ○ = SEWER CLEANOUT
- SDMH ⊙ = STORM DRAIN MANHOLE
- BP ○ = BOLLARD POLE
- CB □ = CATCH BASIN
- = INLET GRATE
- EMH ○ = ELECTRIC MANHOLE
- EB □ = ELECTRIC BOX
- EM □ = ELECTRIC METER
- GM □ = GAS METER
- PP○ = POWER POLE
- LPO = LIGHT POLE
- TRANS □ = TRANSFORMER PAD
- TMH ○ = TELEPHONE MANHOLE
- TP □ = TELEPHONE PEDESTAL
- GP ⊙ = GUY WIRE
- WMH ○ = WATER MANHOLE
- WV ⊙ = WATER VALVE
- WM ⊙ = WATER METER
- MW ○ = MONITOR WELL
- SPB □ = SPRINKLER BOX
- RDO = ROOF DRAIN
- RVO = ROOF VENT

PARCEL 2



NOT FOR CONSTRUCTION

CROSS ENGINEERING SERVICES
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123 Cell: (801) 391-2391

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS A PROFESSIONAL SERVICE. ALL RIGHTS RESERVED INCLUDING COPYRIGHT.

DRAFTED BY:
 DESIGNED BY: BKS
 CHECKED BY: JWC

DATE	REVISION DESCRIPTION

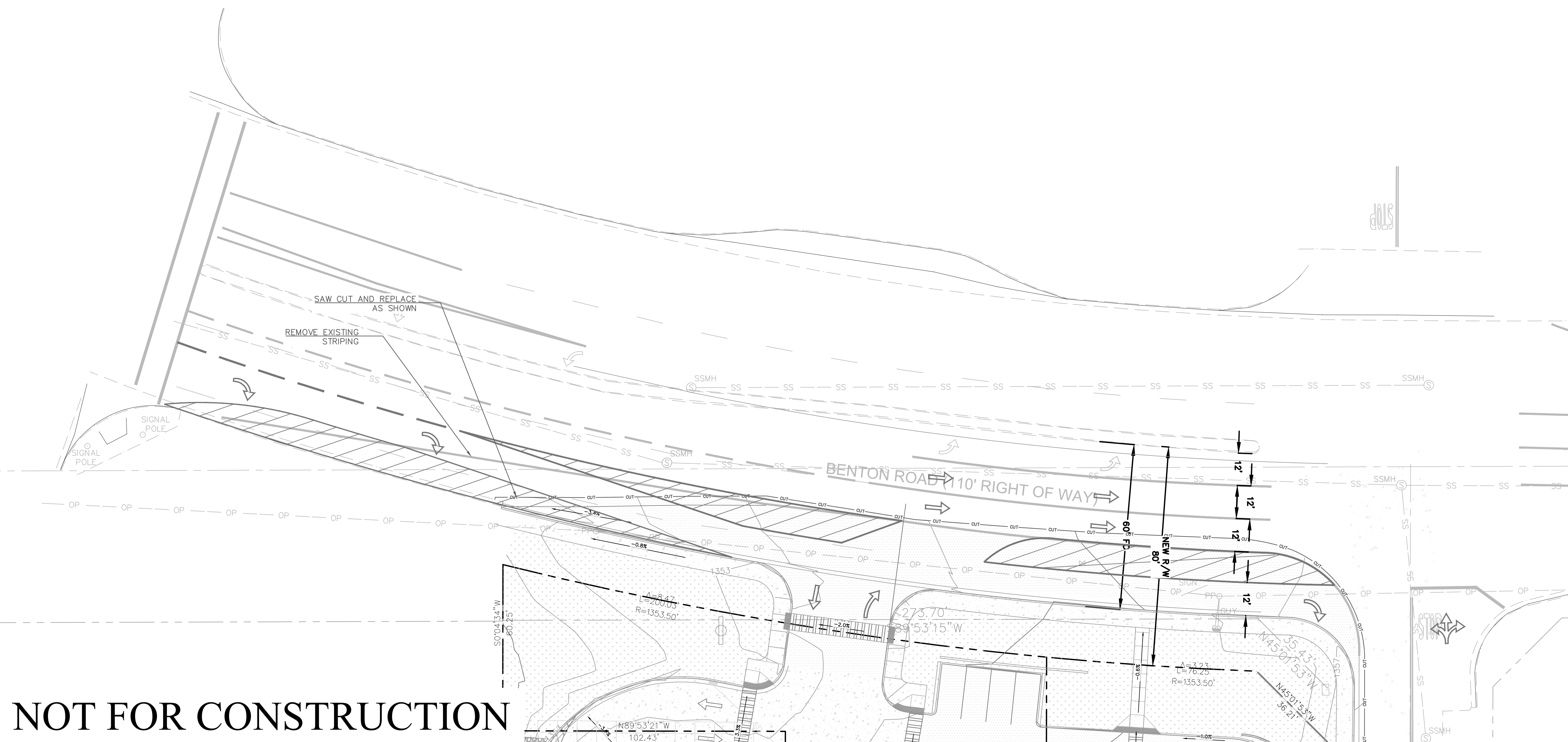
NO

DRAINAGE PLAN
TOMMY'S COMMERCIAL CENTER
 04/10/2023
BENTON RD & PENFIELD LN,
WINCHESTER CA, 92596
APN: 221-051-063 & 064

PROJECT NO.
19-14

SHEET NUMBER
C106

NOT FOR CONSTRUCTION



LEGEND

- FH = FIRE HYDRANT
- SSMH = SEWER MANHOLE
- SSCO = SEWER CLEANOUT
- SDMH = STORM DRAIN MANHOLE
- BP = BOLLARD POLE
- CB = CATCH BASIN
- = INLET GRATE
- EMH = ELECTRIC MANHOLE
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- GM = GAS METER
- PPO = POWER POLE
- LP* = LIGHT POLE
- TRANS = TRANSFORMER PAD
- TMH = TELEPHONE MANHOLE
- TP = TELEPHONE PEDESTAL
- GP = GUY WIRE
- WMH = WATER MANHOLE
- WV = WATER VALVE
- WM = WATER METER
- MW = MONITOR WELL
- SPB = SPRINKLER BOX
- RD = ROOF DRAIN
- RVO = ROOF VENT

Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

CROSS ENGINEERING SERVICES
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123 Cell: (801) 391-2391

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED TO YOU FOR YOUR PROJECT ONLY. OTHER RESERVING RIGHTS INCLUDING COPYRIGHT.
 © 2007 ALL RIGHTS RESERVED

DRAFTED BY:
 DESIGNED BY: BKS
 CHECKED BY: JWC

DATE	REVISION DESCRIPTION

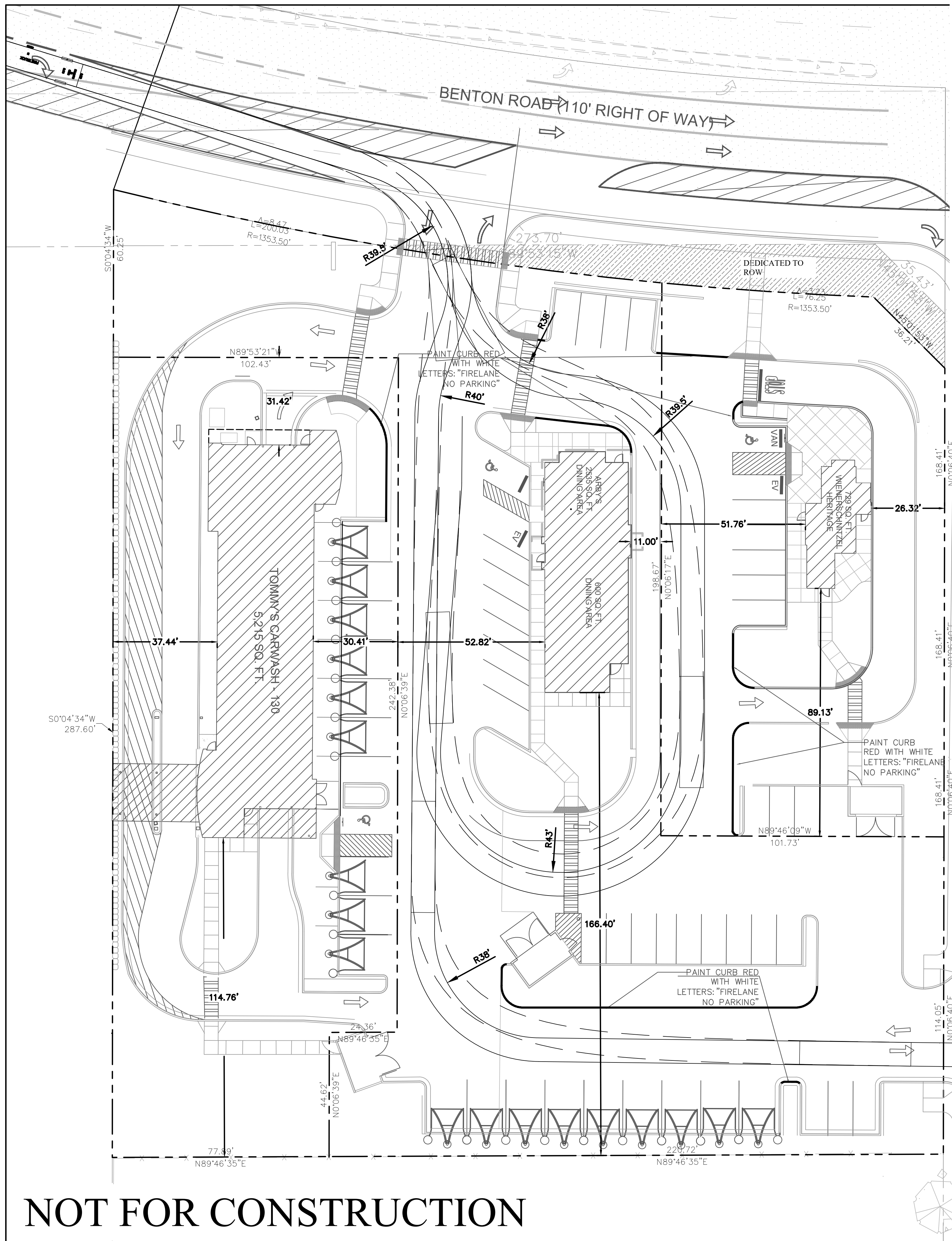
NO

OFFSITE IMPROVEMENTS
 TOMMY'S COMMERCIAL CENTER
 04/10/2023

BENTON RD & PENFIELD LN,
 WINCHESTER CA, 92596
 APN: 221-051-063 & 064

PROJECT NO.
19-14

SHEET NUMBER
C107



NOT FOR CONSTRUCTION



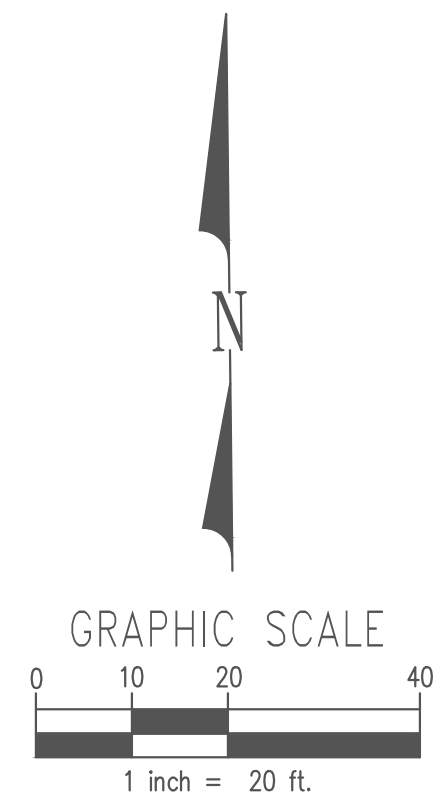
VICINITY MAP

NOT TO SCALE

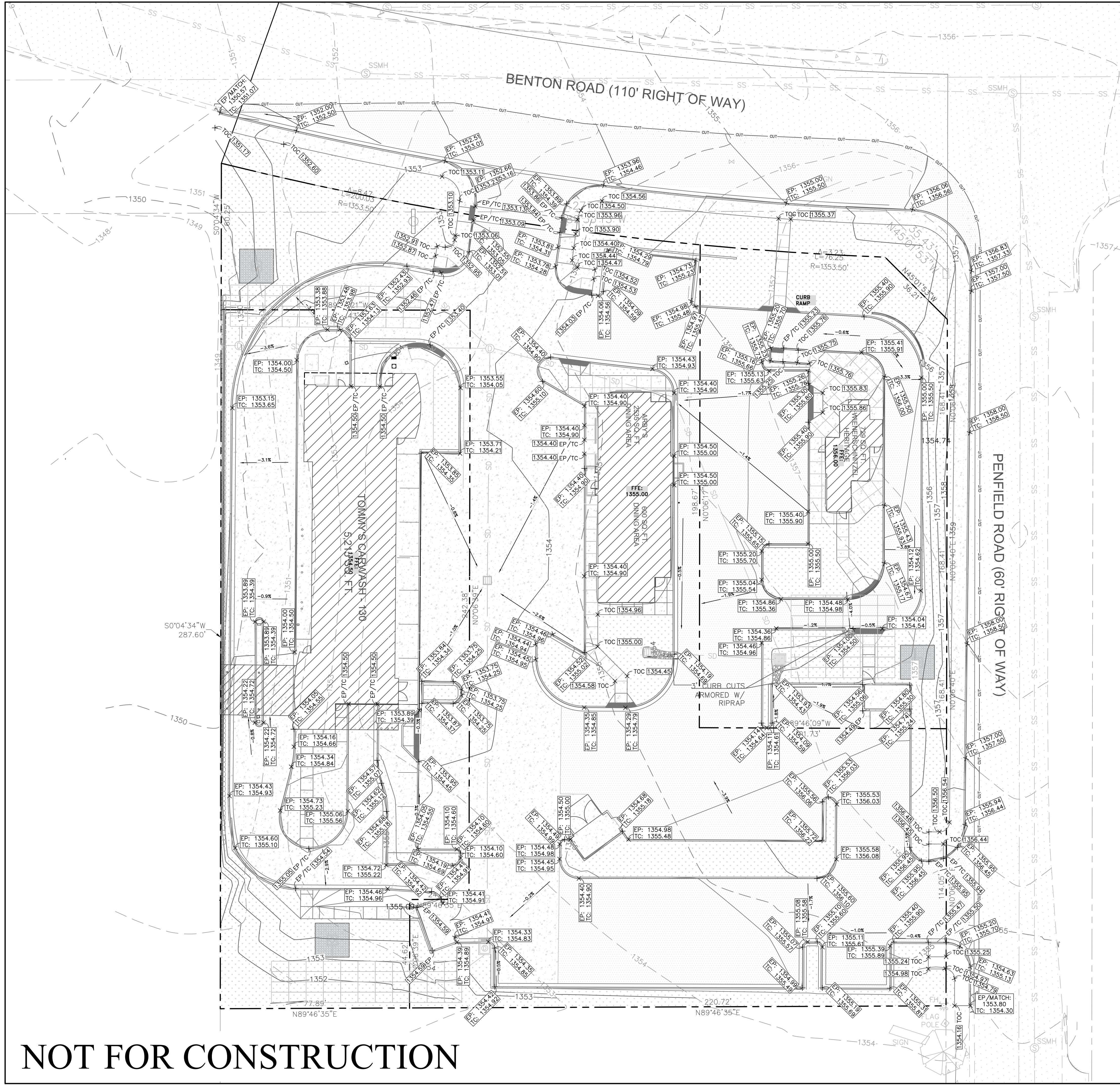
Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

- LEGEND**
- FH = FIRE HYDRANT
 - SSMH = SEWER MANHOLE
 - SSCO = SEWER CLEANOUT
 - SDMH = STORM DRAIN MANHOLE
 - BP = BOLLARD POLE
 - CB = CATCH BASIN
 - = INLET GRATE
 - EMH = ELECTRIC MANHOLE
 - EB = ELECTRIC BOX
 - EM = ELECTRIC METER
 - GM = GAS METER
 - PPO = POWER POLE
 - LP* = LIGHT POLE
 - TRANS = TRANSFORMER PAD
 - TMH = TELEPHONE MANHOLE
 - TP = TELEPHONE PEDESTAL
 - GP = GUY WIRE
 - WMH = WATER MANHOLE
 - WV = WATER VALVE
 - WM = WATER METER
 - MW = MONITOR WELL
 - SPB = SPRINKLER BOX
 - RDO = ROOF DRAIN
 - RVO = ROOF VENT
 - = VACUUM STALL



<p>CROSS ENGINEERING SERVICES 203 W. Main Street Ste. F3 Lexington, SC 29072 Office: (803) 236-7123 Cell: (801) 391-2391</p>	
<p>DRAFTED BY: _____ DESIGNED BY: BKS CHECKED BY: JWC</p>	
DATE	REVISION DESCRIPTION
NO	
<p>FIRE ACCESS PLAN TOMMY'S COMMERCIAL CENTER January 13, 2023 BENTON RD & PENFIELD LN, WINCHESTER CA, 92596 APN: 221-051-063 & 064</p>	
<p>PROJECT NO. 19-14</p>	
<p>SHEET NUMBER C100</p>	



- The Engineer shall furnish to the County a copy of the source testing and a signed certification that the fully blended BioRetention/Biofiltration Soil Media (BSM) material meets all of the WQMP requirements before material is imported or if the material is mixed onsite prior to installation.
- As BSM material is being installed, Quality Assurance (QA) tests shall be conducted or for every 1,200 tons or 800 cubic yards mixed on-site from a completely mixed stockpile or windrow, with a minimum of three tests. For imported material from a supplier with a quality control program the QA tests shall be conducted 2,400 tons or 1,600 cubic yards from the supplier.
- The Engineer conducting the Quality Control testing shall furnish to the County copy of the QA testing and a certification that the BSM that meets all of the following requirements. Certified mitigation plans can be used for exceedances, as long as all requirements are designed to be met.
 - BSM shall not be compacted. BSM shall consist of 60-80% clean sand, up to 20% clean topsoil, and 20% of a nutrient-stabilized organic amendment. The initial infiltration rate shall be greater than 8 inches per hour per laboratory test.
 - pH: 6.0 - 8.5; Salinity: 0.5 to 3.0 mmho/cm as electrical conductivity; Sodium absorption ratio: < 6.0; Chloride: < 800 ppm in saturated extract; Cation Exchange Capacity (CEC): > 10 meq/100 g; Organic Matter: 2 to 5-percent on a dry weight basis; Carbon: Nitrogen Ratio: 12 to 40, preferably 15 to 40; Gravel larger than 2mm: 0 to 25-percent of the total sample; Clay smaller than 0.005mm: 0 to 5 percent of the non-gravel fraction.
 - BSM shall be tested to limit the leaching of potential inherent pollutants. BSM used in Biofiltration BMPs shall conform to the following limits for pollutant concentrations in saturated extract: Phosphorus: < 1 mg/L; Nitrate < 3 mg/L; Copper < 0.025 mg/L. These pollutant limits are for the amount that is leached from the sample, not from the soil sample itself. Testing may be performed after laboratory rinsing of media with up to 15 pore volumes of water. Equivalent test results will be accepted if certified by a laboratory or appropriate testing facility.
 - Low nutrient compost used in BSM shall be sourced from a facility permitted through CalRecycle, preferably through USCC STA program. Compost shall conform to the following requirements: Physical contaminants < 1% by dry weight; Carbon:Nitrogen ratio: 12:1 to 40:1; Maturity/Stability shall conform to either: Solvita Maturity Index: ≥ 5.5 , CO₂ Evolution: < 2.5 mg CO₂-C per g compost organic matter per day, or < 5 mg CO₂-C per g compost C per day; Select Pathogens and Trace metals shall pass US EPA Class A Standard. Testing shall be no more than 6 months old and representative of current stockpiles.
 - Coconut coir pith used in BSM shall be thoroughly rinsed with freshwater and screened to remove coarse fibers as part of production and aged > 6 months. Peat used in BSM shall be sphagnum peat.

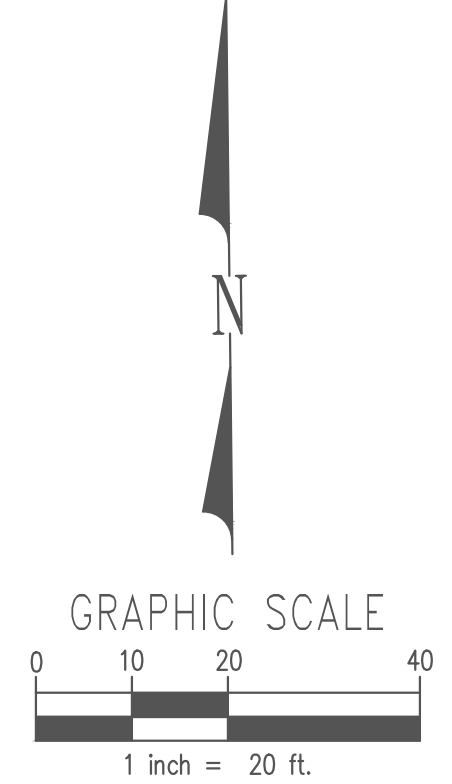
LEGEND

FH	⊕	= FIRE HYDRANT
SSMH	⊙	= SEWER MANHOLE
SSCO	○	= SEWER CLEANOUT
SDMH	⊕	= STORM DRAIN MANHOLE
BP	○	= BOLLARD POLE
CB	□	= CATCH BASIN
■		= INLET GRATE
EMH	○	= ELECTRIC MANHOLE
EB	○	= ELECTRIC BOX
EM	○	= ELECTRIC METER
GM	○	= GAS METER
PP	○	= POWER POLE
LP*	○	= LIGHT POLE
TRANS	○	= TRANSFORMER PAD
TMH	○	= TELEPHONE MANHOLE
TP	□	= TELEPHONE PEDESTAL
GP	⊕	= GUY WIRE
WMH	○	= WATER MANHOLE
WV	⊕	= WATER VALVE
WM	⊕	= WATER METER
MW	○	= MONITOR WELL
SPB	□	= SPRINKLER BOX
RDO	○	= ROOF DRAIN
RVO	○	= ROOF VENT


Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

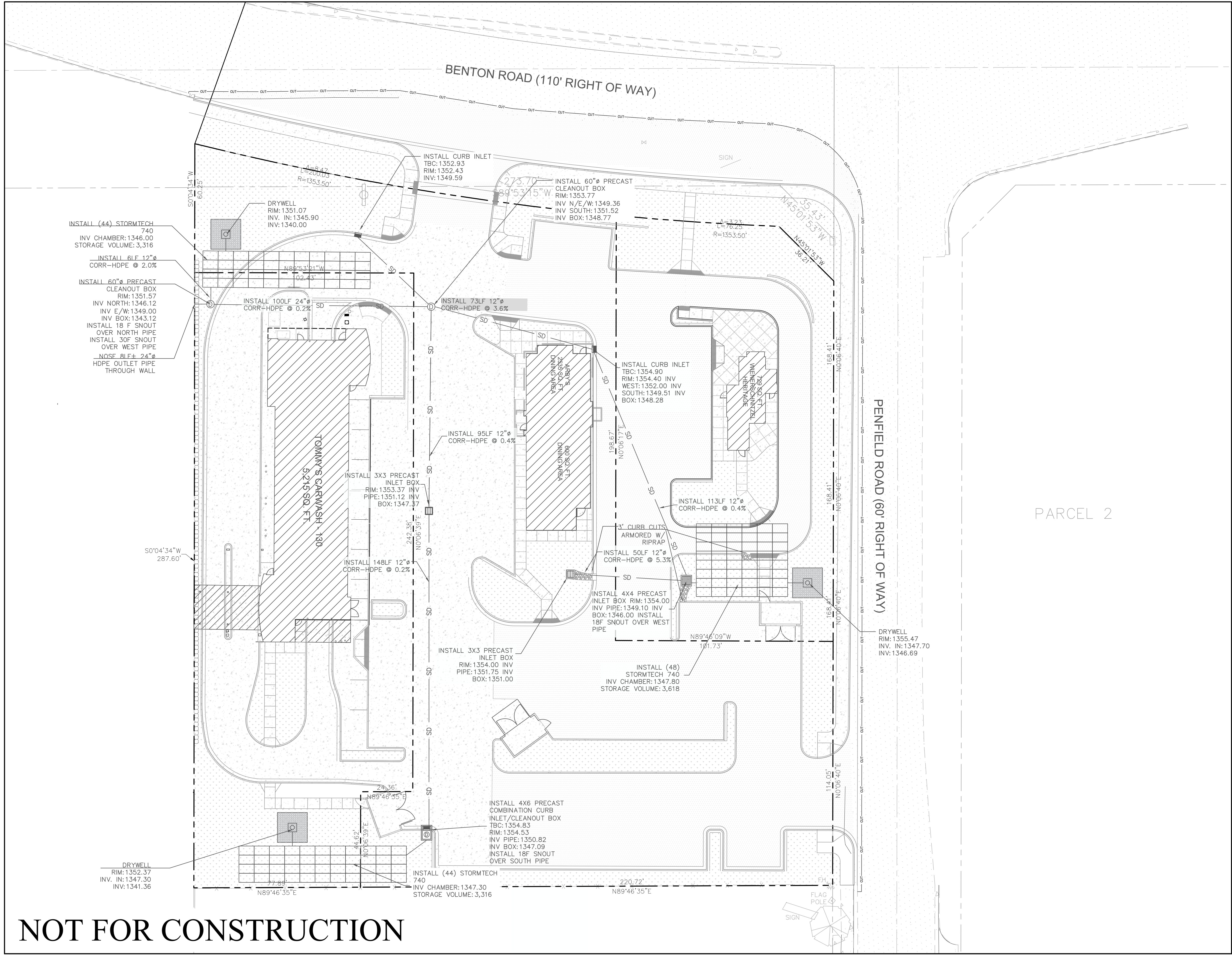
Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

PARCEL 2



NOT FOR CONSTRUCTION

CROSS ENGINEERING SERVICES 203 W. Main Street Ste. F3 Lexington, SC 29072 Office: (803) 236-7123 Call: (801) 391-2391  <small>THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS A GUIDE ONLY. CROSS ENGINEERING SERVICES AND ITS AFFILIATES ASSUME NO LIABILITY FOR ANY ERRORS OR OMISSIONS. ALL RIGHTS RESERVED. © 2007</small>	
DRAFTED BY: DESIGNED BY: BKS CHECKED BY: JWC	
DATE	REVISION DESCRIPTION
NO	NO
GRADING PLAN TOMMYS COMMERCIAL CENTER <small>January 13, 2023</small> BENTON RD & PENFIELD LN, WINCHESTER CA, 92596 APN: 221-051-063 & 064	
PROJECT NO. 19-14 SHEET NUMBER C102	



LEGEND

- FH = FIRE HYDRANT
- SSMH = SEWER MANHOLE
- SSCO = SEWER CLEANOUT
- SDMH = STORM DRAIN MANHOLE
- BP = BOLLARD POLE
- CB = CATCH BASIN
- = INLET GRATE
- EMH = ELECTRIC MANHOLE
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- GM = GAS METER
- PPO = POWER POLE
- LP* = LIGHT POLE
- TRANS = TRANSFORMER PAD
- TMH = TELEPHONE MANHOLE
- TP = TELEPHONE PEDESTAL
- GP = GUY WIRE
- WMH = WATER MANHOLE
- WV = WATER VALVE
- WM = WATER METER
- MW = MONITOR WELL
- SPB = SPRINKLER BOX
- RDO = ROOF DRAIN
- RVO = ROOF VENT

Prepared for:
 Salim development
 Tahir Salim
 4740 Green River Road
 Corona, CA 92880

Prepared by:
 Cross Engineering Services
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123
 Cell: (801) 391-2391

CROSS ENGINEERING SERVICES
 203 W. Main Street Ste. F3
 Lexington, SC 29072
 Office: (803) 236-7123 Cell: (801) 391-2391

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS A PUBLIC ACCURACY STATEMENT. ALL RIGHTS RESERVED. © 2007 ALL RIGHTS RESERVED.

DRAFTED BY:
 DESIGNED BY: BKS
 CHECKED BY: JWC

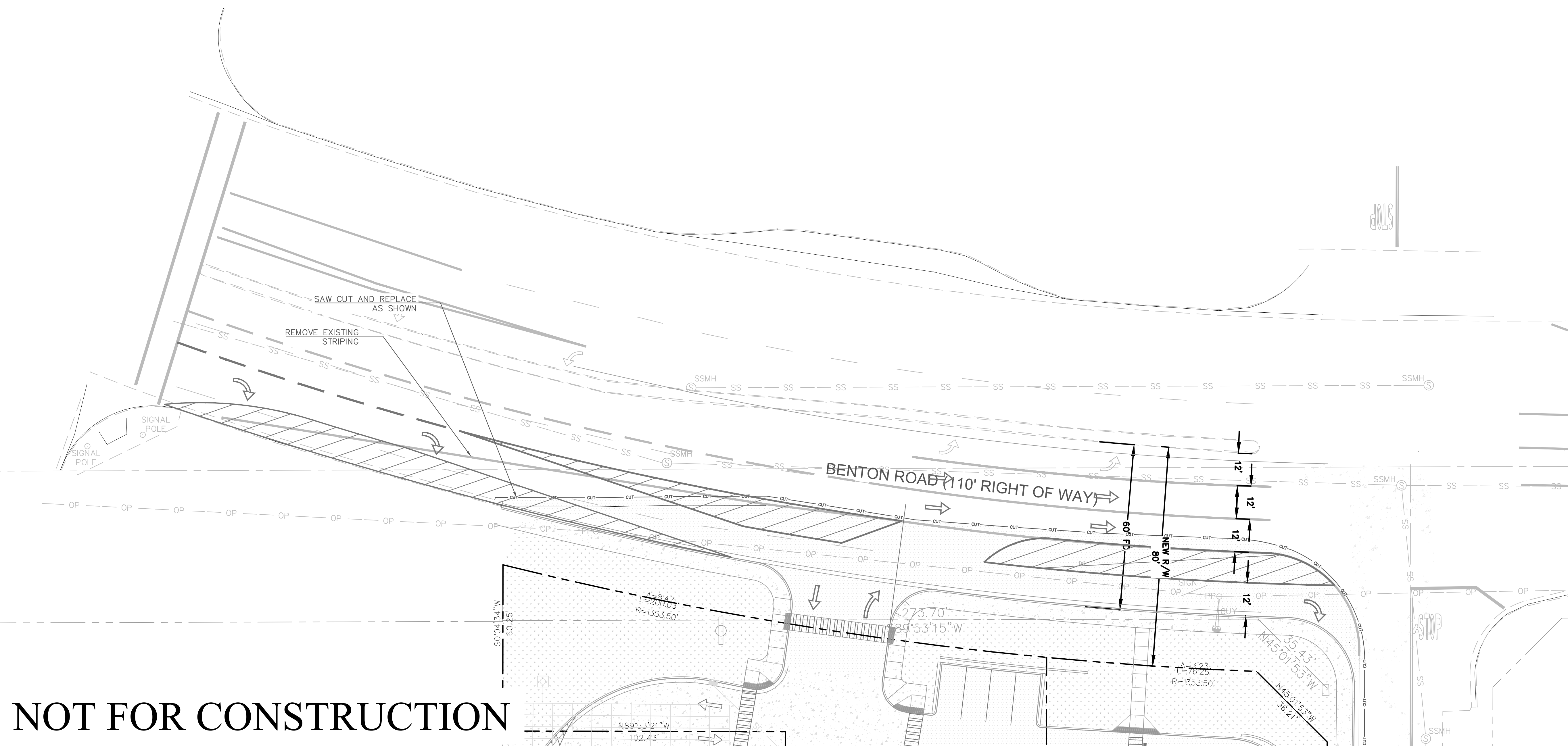
DATE	REVISION DESCRIPTION

DRAINAGE PLAN
 TOMMY'S COMMERCIAL CENTER
 January 13, 2023
 BENTON RD & PENFIELD LN,
 WINCHESTER CA, 92596
 APN: 221-051-063 & 064

PROJECT NO.
19-14
 SHEET NUMBER
C103

NOT FOR CONSTRUCTION

NOT FOR CONSTRUCTION

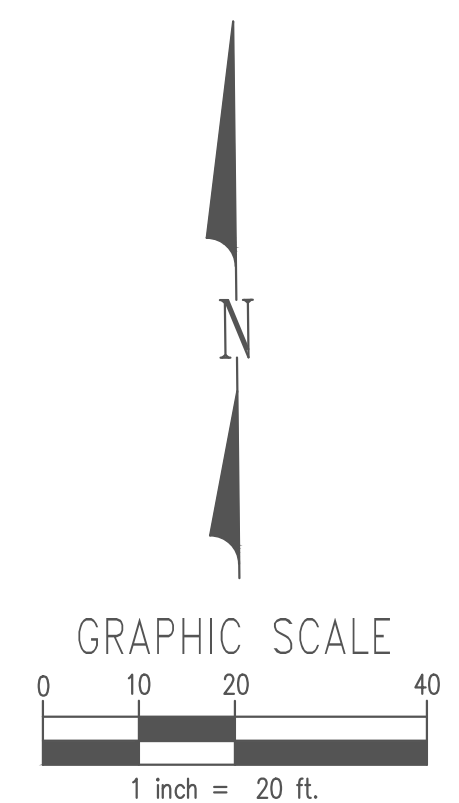


LEGEND

- FH = FIRE HYDRANT
- SSMH = SEWER MANHOLE
- SSCO = SEWER CLEANOUT
- SDMH = STORM DRAIN MANHOLE
- BP = BOLLARD POLE
- CB = CATCH BASIN
- = INLET GRATE
- EMH = ELECTRIC MANHOLE
- EB = ELECTRIC BOX
- EM = ELECTRIC METER
- GM = GAS METER
- PPO = POWER POLE
- LP* = LIGHT POLE
- TRANS = TRANSFORMER PAD
- TMH = TELEPHONE MANHOLE
- TP = TELEPHONE PEDESTAL
- GP = GUY WIRE
- WMH = WATER MANHOLE
- WV = WATER VALVE
- WM = WATER METER
- MW = MONITOR WELL
- SPB = SPRINKLER BOX
- RO = ROOF DRAIN
- RVO = ROOF VENT

Prepared for:
Salim development
Tahir Salim
4740 Green River Road
Corona, CA 92880

Prepared by:
Cross Engineering Services
203 W. Main Street Ste. F3
Lexington, SC 29072
Office: (803) 236-7123
Cell: (801) 391-2391



CROSS ENGINEERING SERVICES
203 W. Main Street Ste. F3
Lexington, SC 29072
Office: (803) 236-7123 Cell: (801) 391-2391



THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND
ARE PROVIDED TO THE CLIENT FOR THEIR USE ONLY.
RESERVED RIGHTS INCLUDING COPYRIGHT.
© 2007 ALL RIGHTS RESERVED

DRAFTED BY:
DESIGNED BY: BKS
CHECKED BY: JWC

DATE	REVISION DESCRIPTION

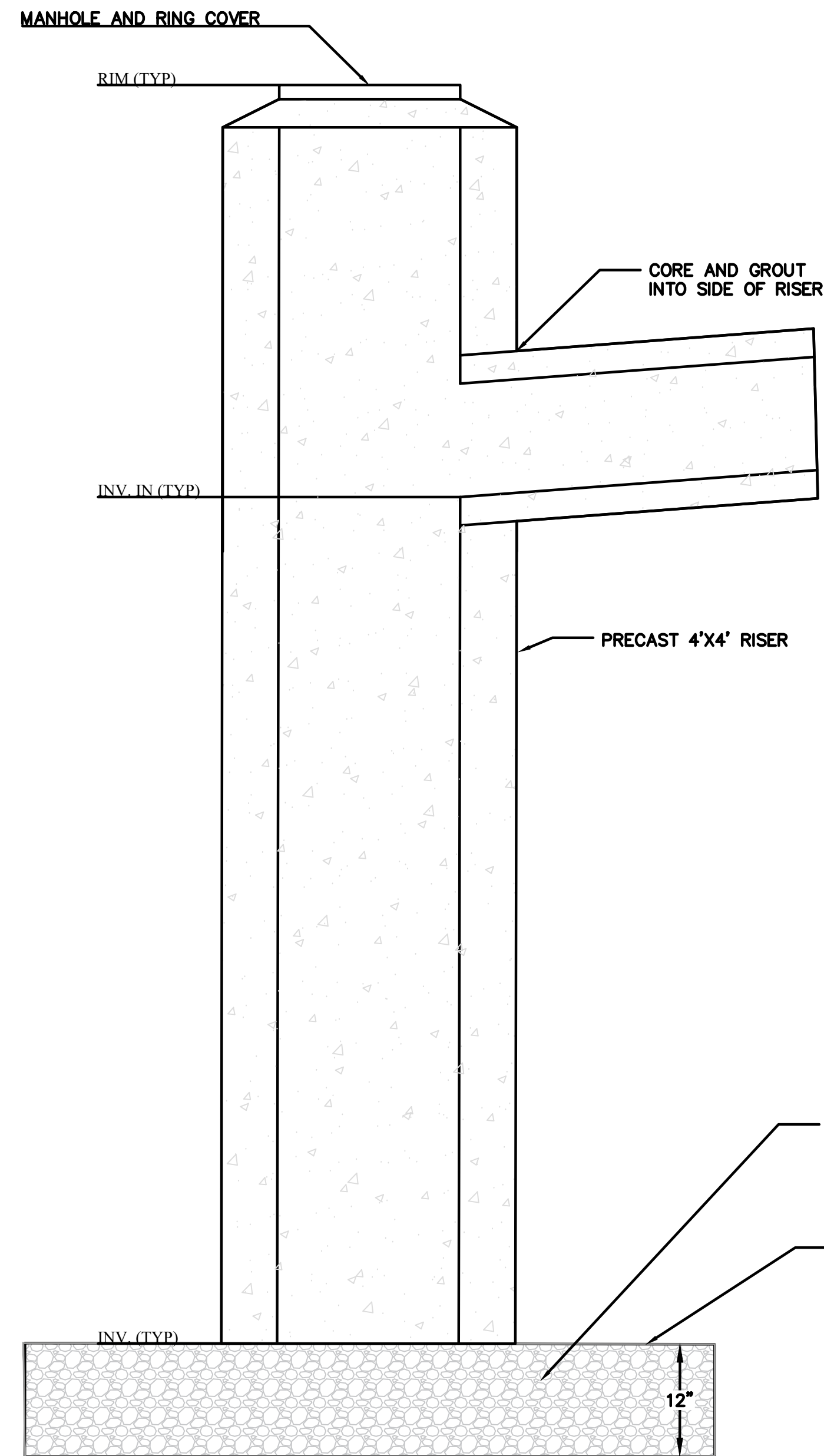
NO.

OFFSITE IMPROVEMENTS
TOMMYS COMMERCIAL CENTER
January 13, 2023

BENTON RD & PENFIELD LN,
WINCHESTER CA, 92596
APN: 221-051-063 & 064

PROJECT NO.
19-14

SHEET NUMBER
C105



1 DRYWELL
1 NO SCALE

- INFILTRATION BMP NOTES:
- USGS SOIL TYPES AT INV. ELE PER GEOTECH REPORT: SP, SP-SM, SM
 - ASSUMED INFILTRATION RATE FOR PRELIMINARY DESIGN PER CALTRANS INFILTRATION BASIN DESIGN DOCUMENT: 8 IN/HR
 - VOLUMETRIC INFILTRATION RATE OF PROPOSED BMP: 0.025 CFS

NOT FOR CONSTRUCTION

TYPICAL LAYOUT

ELEVATION VIEW

CHAMBERMAXX DESIGN DETAILS			
FEATURE	START CHAMBER	MIDDLE CHAMBER	END CHAMBER
OVERALL CHAMBER HEIGHT - IN (mm)	30.3 (770)	30.3 (770)	30.3 (770)
OVERALL CHAMBER WIDTH - IN (mm)	51.4 (1306)	51.4 (1306)	51.4 (1306)
ACTUAL LENGTH - IN (mm)	98.4 (2500)	91.0 (2311)	92.0 (2337)
INSTALLED LAY LENGTHS - IN (mm)	96.2 (2443)	85.4 (2169)	88.5 (2248)
CHAMBER STORAGE VOLUME - CF (m³)	50.2 (1.421)	47.2 (1.338)	46.2 (1.307)
CHAMBER STORAGE PER LINEAR FOOT - CF/LF (m³/m)	6.3 (0.582)	6.6 (0.616)	6.3 (0.582)
*INSTALLED CHAMBER VOLUME - CF (m³)	78.1 (2.211)	75.1 (2.127)	74.1 (2.098)
*INSTALLED CHAMBER VOLUME PER LINEAR FOOT - CF/LF (m³/m)	9.7 (0.905)	10.6 (0.981)	10.0 (0.934)
CHAMBER WEIGHT - LB (kg)	83 (37.65)	73 (33.11)	78 (34.47)
*8" (152 mm) OF STONE ABOVE AND BELOW CHAMBER, 5.6" (142 mm) CHAMBER SPACING AND 40% POROSITY			

*** SITE SPECIFIC DATA REQUIREMENTS**

FOR DETAILED DESIGN ASSISTANCE REFERENCE CHAMBERMAXX DYOOS (DESIGN YOUR OWN DETENTION SYSTEM) SOFTWARE AND CHAMBERMAXX STAGE STORAGE CALCULATOR @ WWW.CONTECHSTORMWATER.COM

TOTAL REQUIRED STORAGE VOLUME (CF OR m³)

DEPTH TO INVERT BELOW ASPHALT (FT OR m)

LIMITING WIDTH (FT OR m)

LIMITING LENGTH (FT OR m)

POROUS STONE ABOVE CHAMBER (IN OR mm)

POROUS STONE BELOW CHAMBER (IN OR mm)

STONE POROSITY (Ø TO 40%)

MANFOLD SYSTEM DIAMETER (IN OR mm)

* PER ENGINEER OF RECORD

GENERAL NOTES

- ALL ELEVATIONS, DIMENSIONS AND LOCATIONS OF RISERS AND INLETS SHALL BE VERIFIED BY THE ENGINEER OF RECORD.
- PRIOR TO INSTALLATION OF THE CHAMBERMAXX SYSTEM A PRE-CONSTRUCTION MEETING SHALL BE CONDUCTED. THOSE REQUIRED TO ATTEND ARE THE SUPPLIER OF THE SYSTEM, THE GENERAL CONTRACTOR, SUB-CONTRACTORS AND THE ENGINEER.
- CHAMBERMAXX CHAMBERS ARE MANUFACTURED FROM POLYPROPYLENE PLASTIC.
- CHAMBERMAXX SYSTEM TO MEET AASHTO H20HS25 LIVE LOADING PER AASHTO LRFD SECTION 12.
- ACCESS COVERS TO MEET AASHTO H20HS25 LIVE LOADING.
- MINIMUM COVER IS 18-INCHES (457 mm) AND MAXIMUM COVER IS 96-INCHES (2438 mm) TO BOTTOM OF FLEXIBLE PAVEMENT OR TO TOP OF RIGID PAVEMENT. FOR COVER HEIGHTS GREATER THAN 96-INCHES (2438 mm) CONTACT YOUR LOCAL REPRESENTATIVE.
- ALL PARTS PROVIDED BY CONTECH UNLESS OTHERWISE NOTED.
- FOR INFORMATION ON PRE-TREATMENT SYSTEMS, REFERENCE CONTECH PRE-TREATMENT SYSTEM STANDARD DETAILS OR CONTACT YOUR LOCAL REPRESENTATIVE.
- CHAMBERMAXX BY CONTECH ENGINEERED SOLUTIONS, LLC

INSTALLATION NOTES

- CHAMBERMAXX INSTALLATION GUIDE TO BE REVIEWED BY CONTRACTOR PRIOR TO INSTALLATION.
- PRIOR TO PLACING BEDDING, THE FOUNDATION MUST BE CONSTRUCTED TO A UNIFORM AND STABLE GRADE. IN THE EVENT THAT UNSUITABLE FOUNDATION MATERIALS ARE ENCOUNTERED DURING EXCAVATION, A GEORGRID SHALL BE UTILIZED OR UNSUITABLE MATERIAL SHALL BE REMOVED AND BROUGHT BACK TO GRADE WITH FILL MATERIAL AS APPROVED BY THE ENGINEER OF RECORD. ONCE THE FOUNDATION PREPARATION IS COMPLETE, THE BEDDING MATERIAL CAN BE PLACED.
- THE SCOUR PROTECTION NETTING TO EXTEND 1'-0" (305 mm) BEYOND OUTSIDE EDGE OF INLET CHAMBERS.
- COVER ANY OPEN VOID SPACES GREATER THAN 1/2" (19 mm) ON CHAMBERS WITH A NON-WOVEN GEOTEXTILE TO PREVENT INFILTRATION OF BACKFILL MATERIAL.
- STONE EMBEDMENT MATERIAL SHALL BE INSTALLED TO 95% STANDARD PROCTOR DENSITY AND PLACED IN 6-INCH (152 mm) TO 8-INCH (203 mm) LIFTS SUCH THAT THERE IS NO MORE THAN A TWO LIFT DIFFERENTIAL BETWEEN ANY OF THE CHAMBERS AT ANY TIME. GRANULAR BACKFILL MATERIAL SHALL BE COMPACTED TO 90% SPD. BACKFILLING SHALL BE ADVANCED ALONG THE LENGTH OF THE CHAMBER ROWS AT THE SAME RATE TO AVOID DIFFERENTIAL LOADING AND DISPLACEMENT OF THE CHAMBERS. THE MINIMUM CHAMBER SPACING MUST BE MAINTAINED.
- REFER TO CHAMBERMAXX INSTALLATION GUIDE FOR TEMPORARY CONSTRUCTION LOADING GUIDELINES.
- IT IS ALWAYS THE CONTRACTOR'S RESPONSIBILITY TO FOLLOW OSHA GUIDELINES FOR SAFE PRACTICES.
- GENERAL INSTALLATION METHODS AND MATERIALS TO BE IN ACCORDANCE WITH ASTM D2321.

SECTION A-A
(HS20HS25 LIVE LOAD) PER AASHTO 12

SECTION B-B
DIVERSION MANHOLE DETAIL

CHAMBERMaxx®
PATENT PENDING

CONTECH
ENGINEERED SOLUTIONS LLC
www.ContechES.com
8225 Centre Pointe Dr., Suite 400, West Chester, OH 45399
800-338-1122 513-645-7000 513-645-7953 FAX

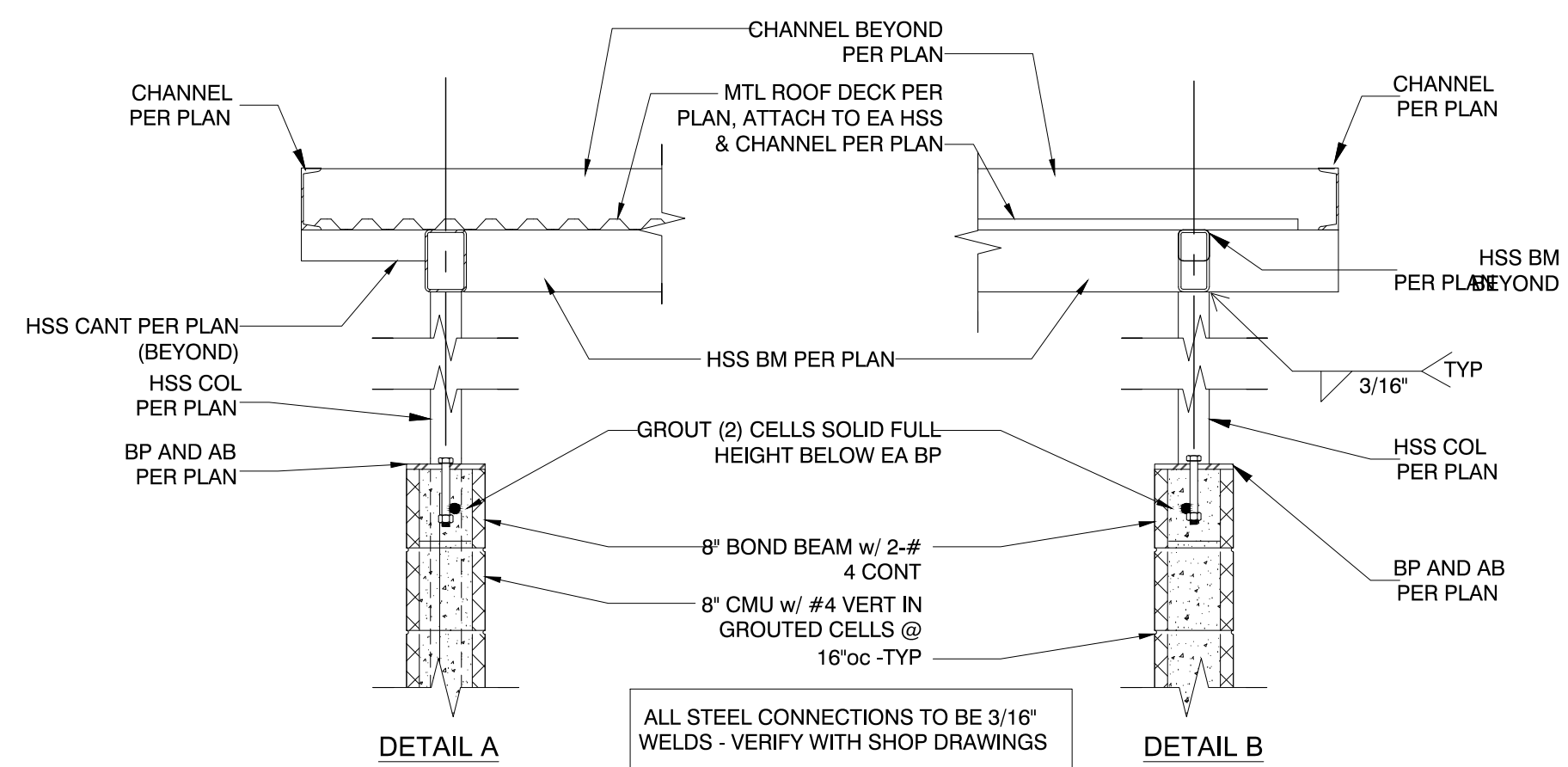
CHAMBERMAXX STORMWATER RETENTION STANDARD DETAIL CONTAINMENT ROW OPTION

CROSS ENGINEERING SERVICES
203 W. Main Street Ste. F3
Levinston, SC 29072
Office: (803) 236-7123 Call: (801) 391-2391

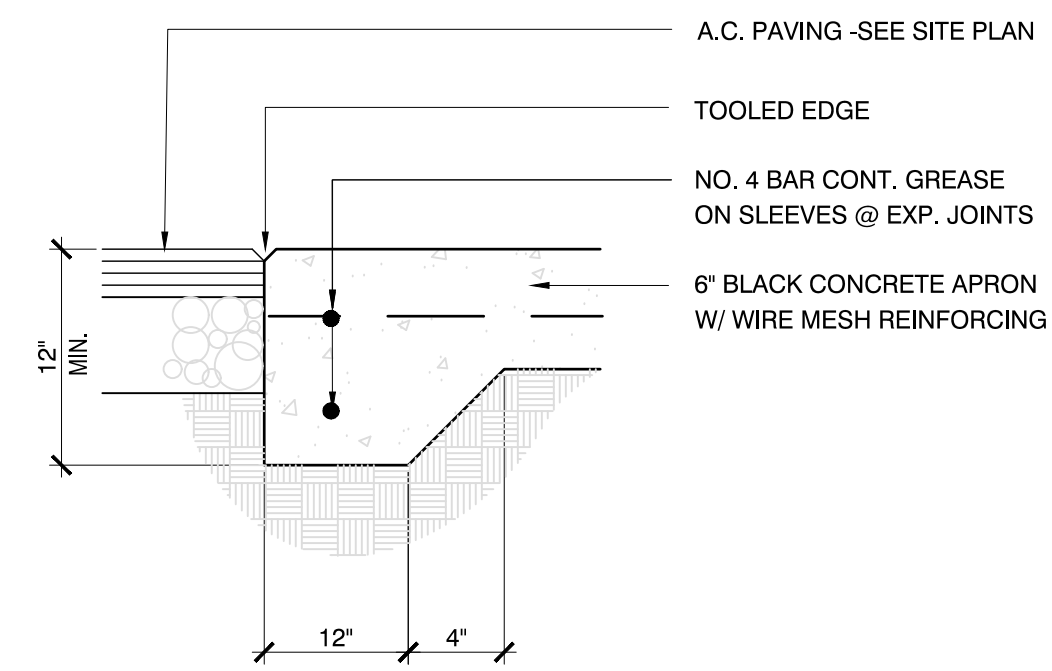
THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS A GUIDE ONLY. THE USER ASSUMES ALL RISK AND PRESERVED RIGHTS INCLUDING COPYRIGHT.

© 2007 ALL RIGHTS RESERVED

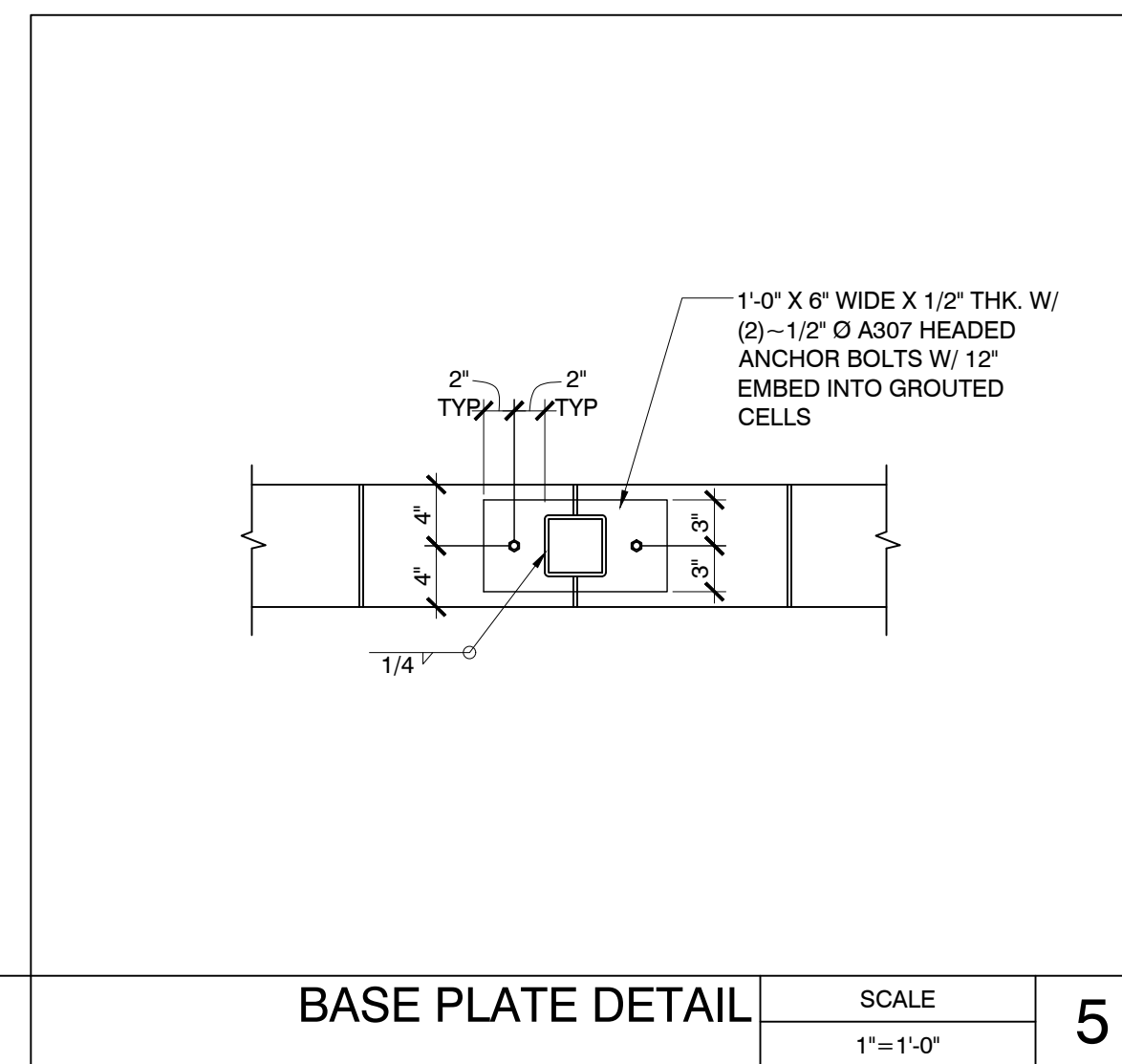
DRAFTED BY:			
DESIGNED BY:	BKS		
CHECKED BY:	JWC		
DATE			
REVISION DESCRIPTION			
NO.			
BMP DETAILS TOMMYS COMMERCIAL CENTER January 13, 2023	BENTON RD & PENFIELD LN, WINCHESTER CA, 92596 APN: 221-051-063 & 064		
PROJECT NO.	19-14		
SHEET NUMBER	C202		



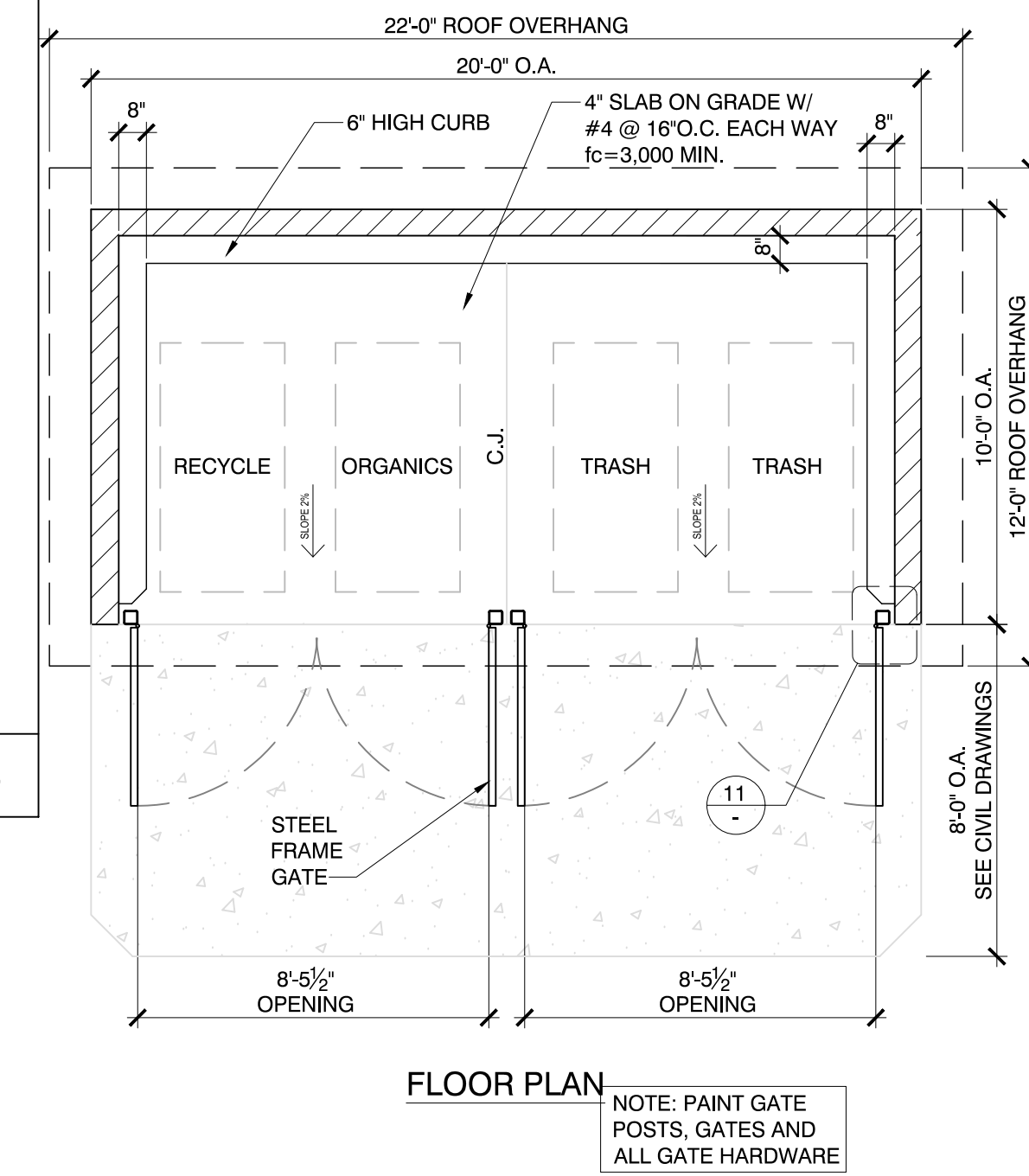
TRASH ENCLOSURE ROOF FRAMING SECTIONS SCALE 3/4" = 1'-0" 13



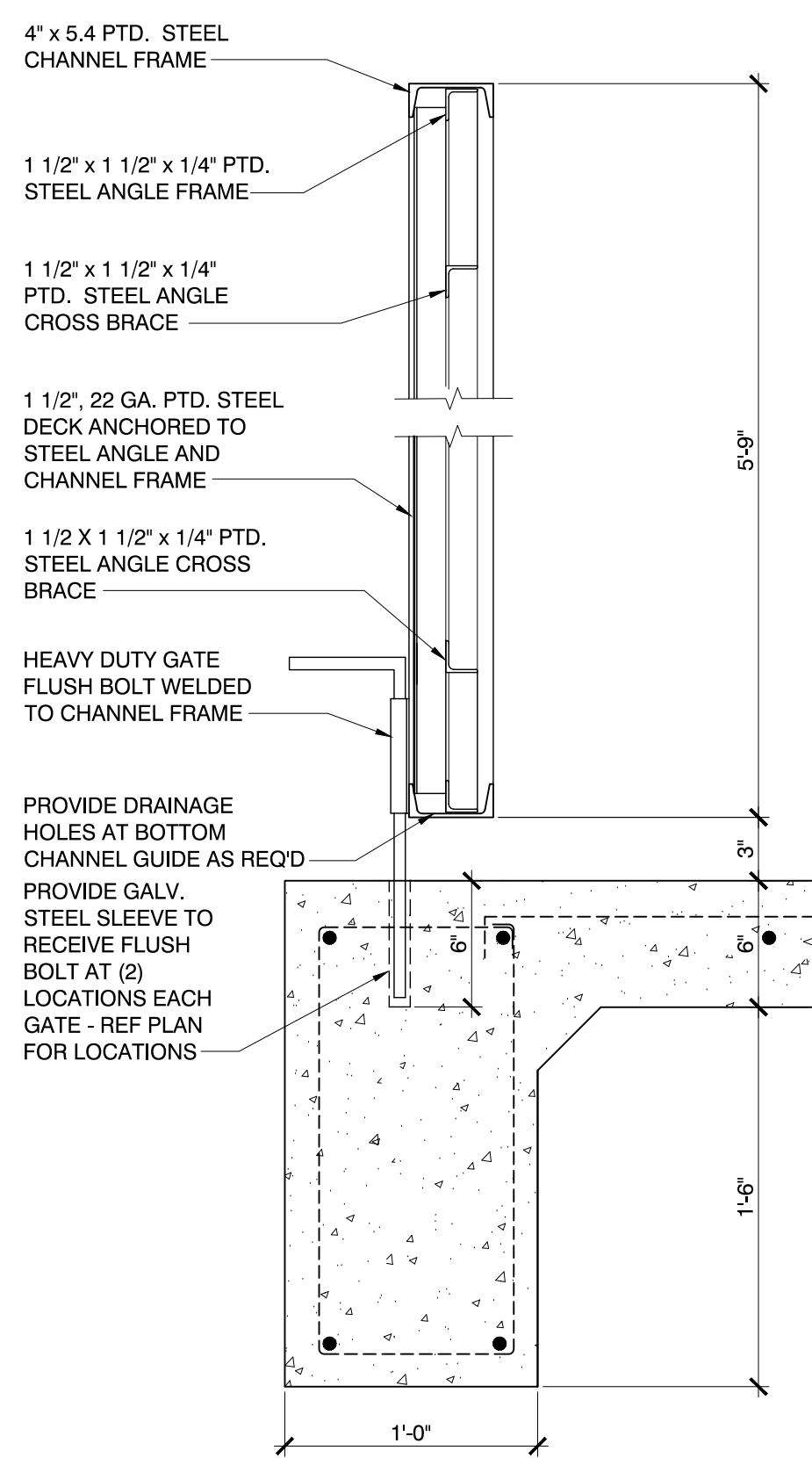
CONC. APRON DETAIL SCALE 3/4" = 1'-0" 9



BASE PLATE DETAIL SCALE 1" = 1'-0" 5

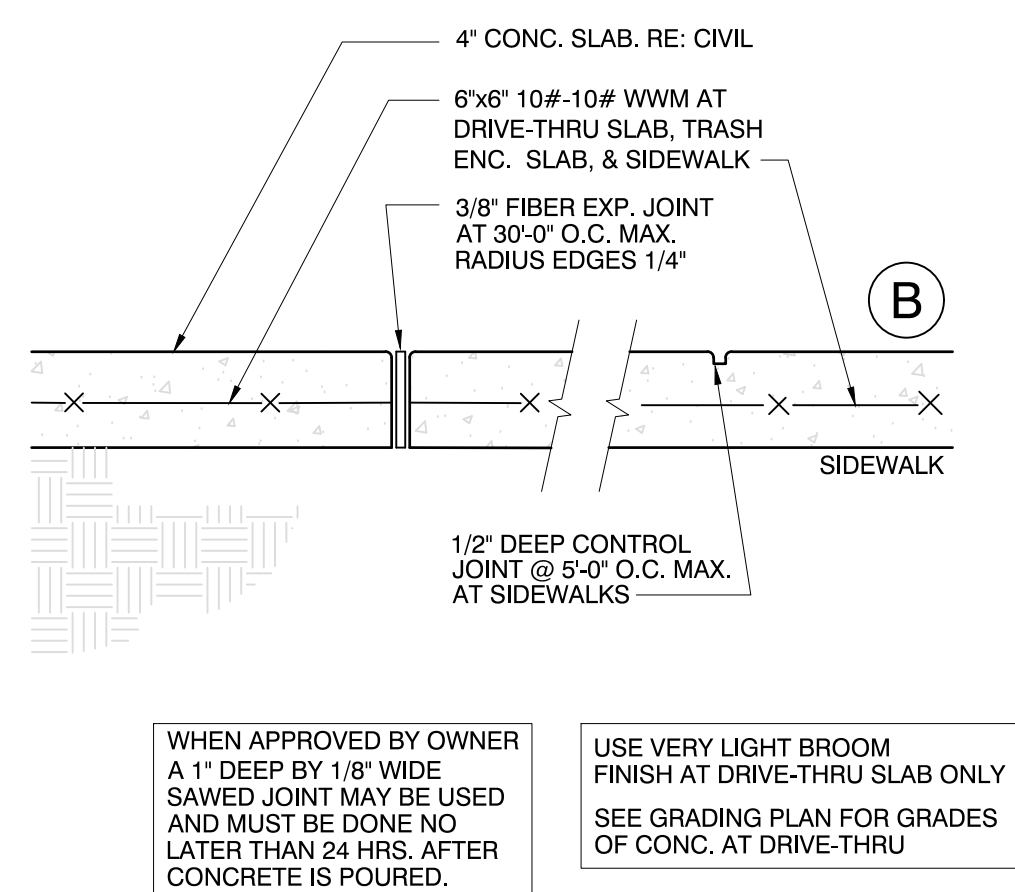


FLOOR PLAN



NOTE: GATE AND HARDWARE TO BE PAINTED

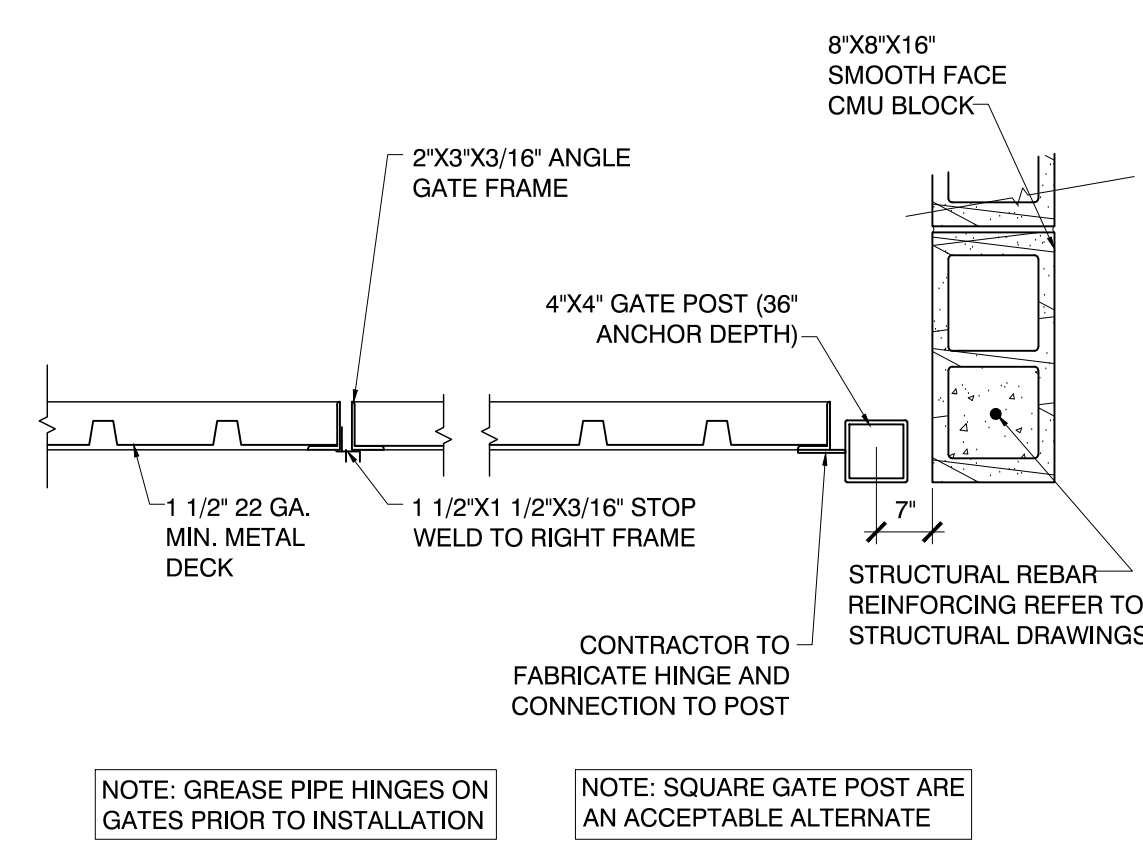
GATE SECTION SCALE 1-1/2" = 1'-0" 15



WHEN APPROVED BY OWNER A 1" DEEP BY 1/8" WIDE SAWED JOINT MAY BE USED AND MUST BE DONE NO LATER THAN 24 HRS. AFTER CONCRETE IS POURED.

USE VERY LIGHT BROOM FINISH AT DRIVE-THRU SLAB ONLY SEE GRADING PLAN FOR GRADES OF CONC. AT DRIVE-THRU

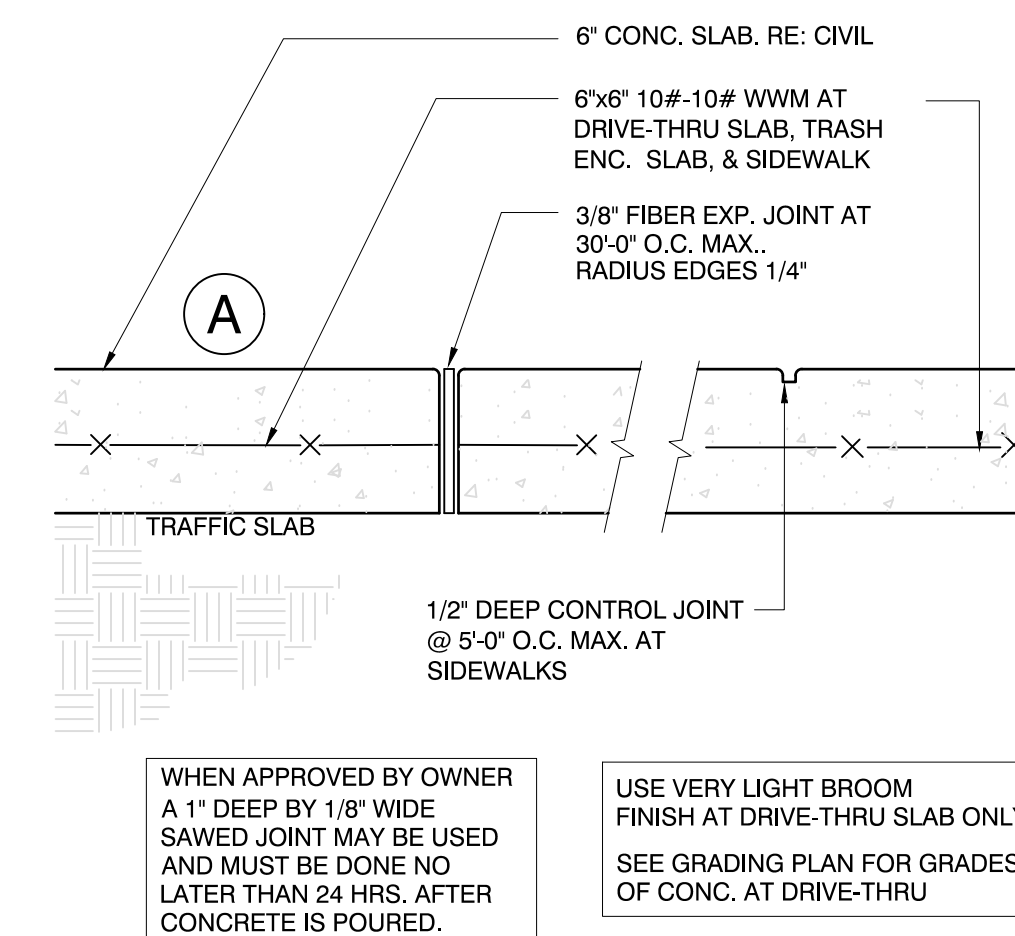
EXP./CNTRL JOINT@SIDEWALK SCALE 1-1/2" = 1'-0" 12



NOTE: GREASE PIPE HINGES ON GATES PRIOR TO INSTALLATION

NOTE: SQUARE GATE POST ARE AN ACCEPTABLE ALTERNATE

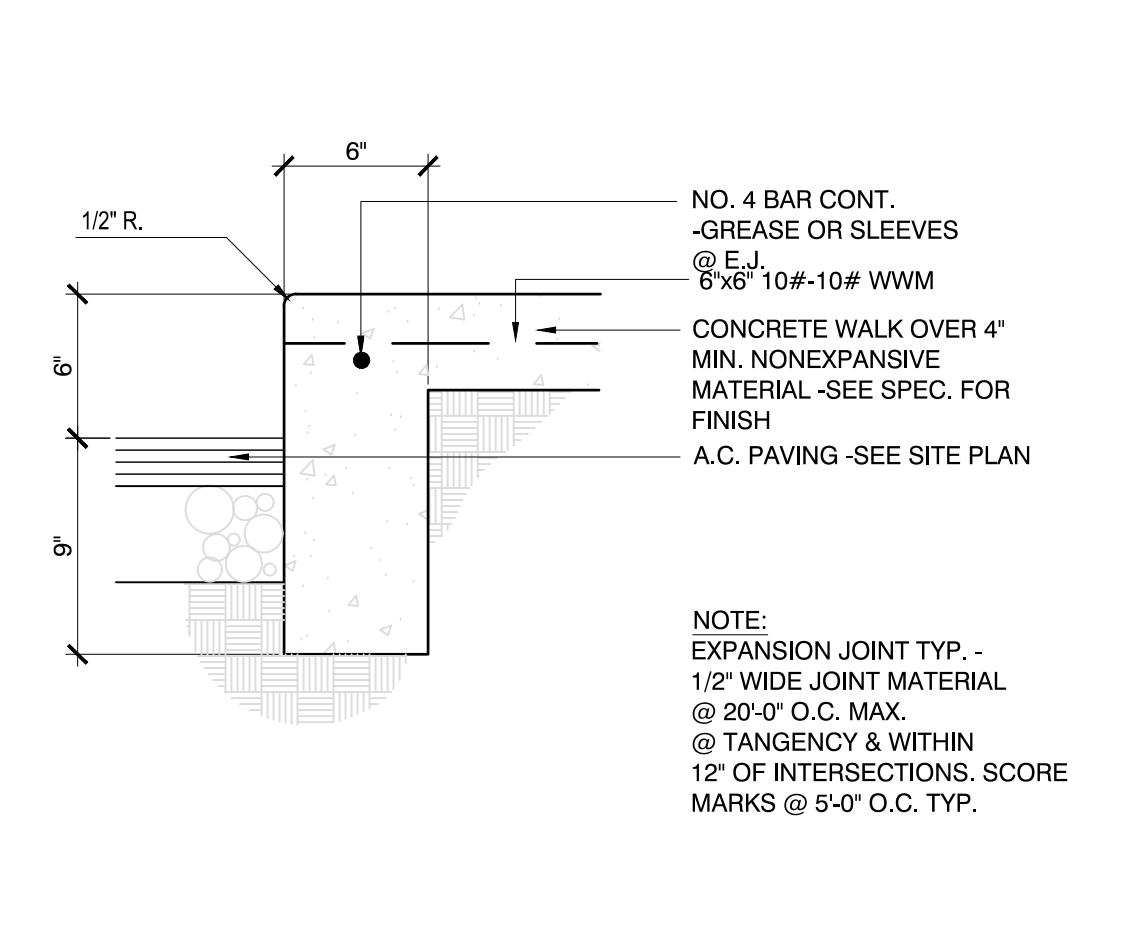
T.E. GATE SECTION SCALE 1/2" = 1'-0" 11



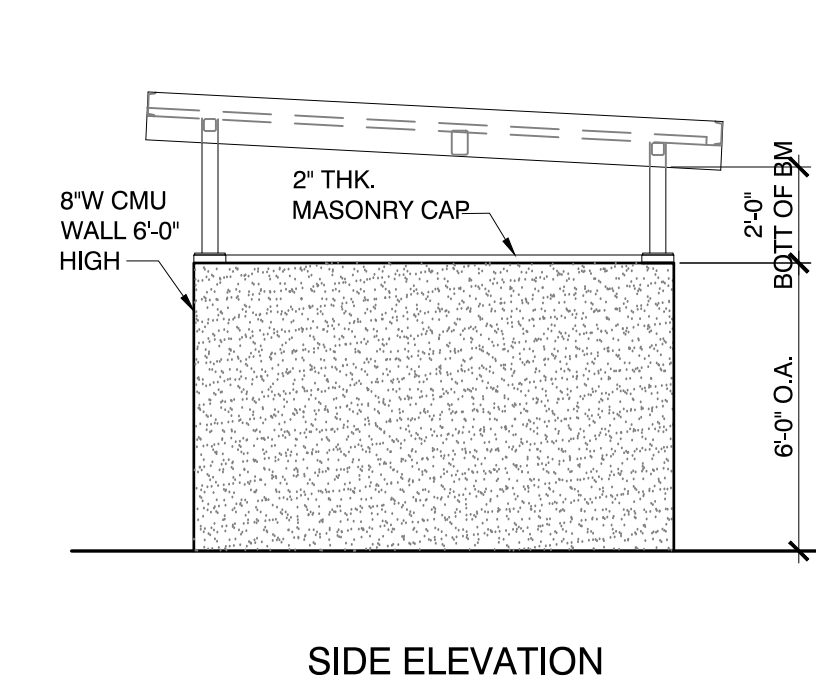
WHEN APPROVED BY OWNER A 1" DEEP BY 1/8" WIDE SAWED JOINT MAY BE USED AND MUST BE DONE NO LATER THAN 24 HRS. AFTER CONCRETE IS POURED.

USE VERY LIGHT BROOM FINISH AT DRIVE-THRU SLAB ONLY SEE GRADING PLAN FOR GRADES OF CONC. AT DRIVE-THRU

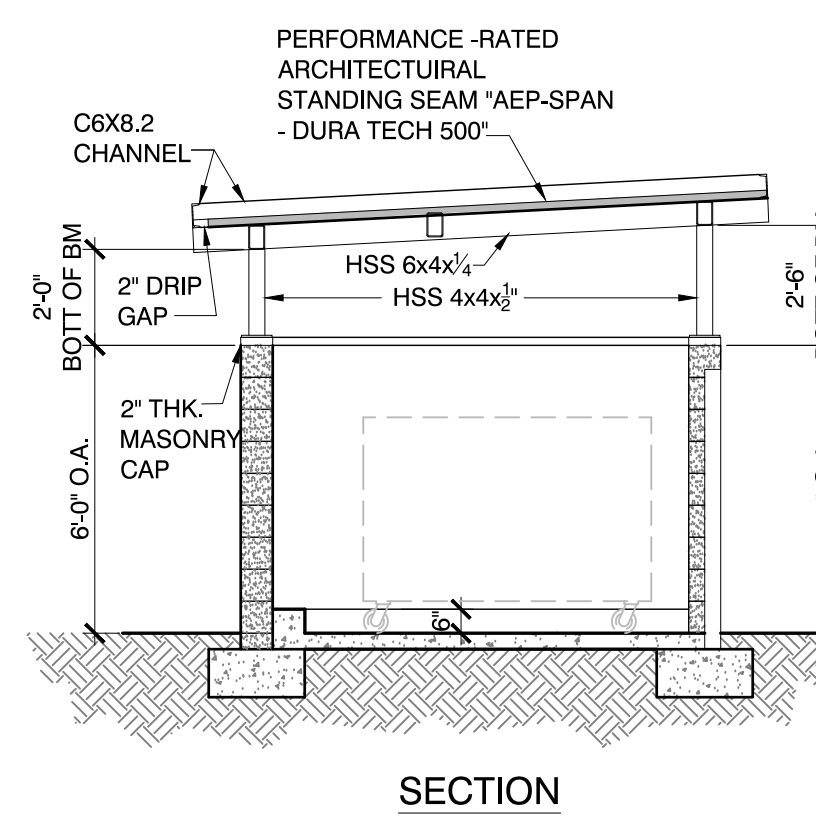
EXP./CONTROL JOINT@APRON SCALE 1-1/2" = 1'-0" 11



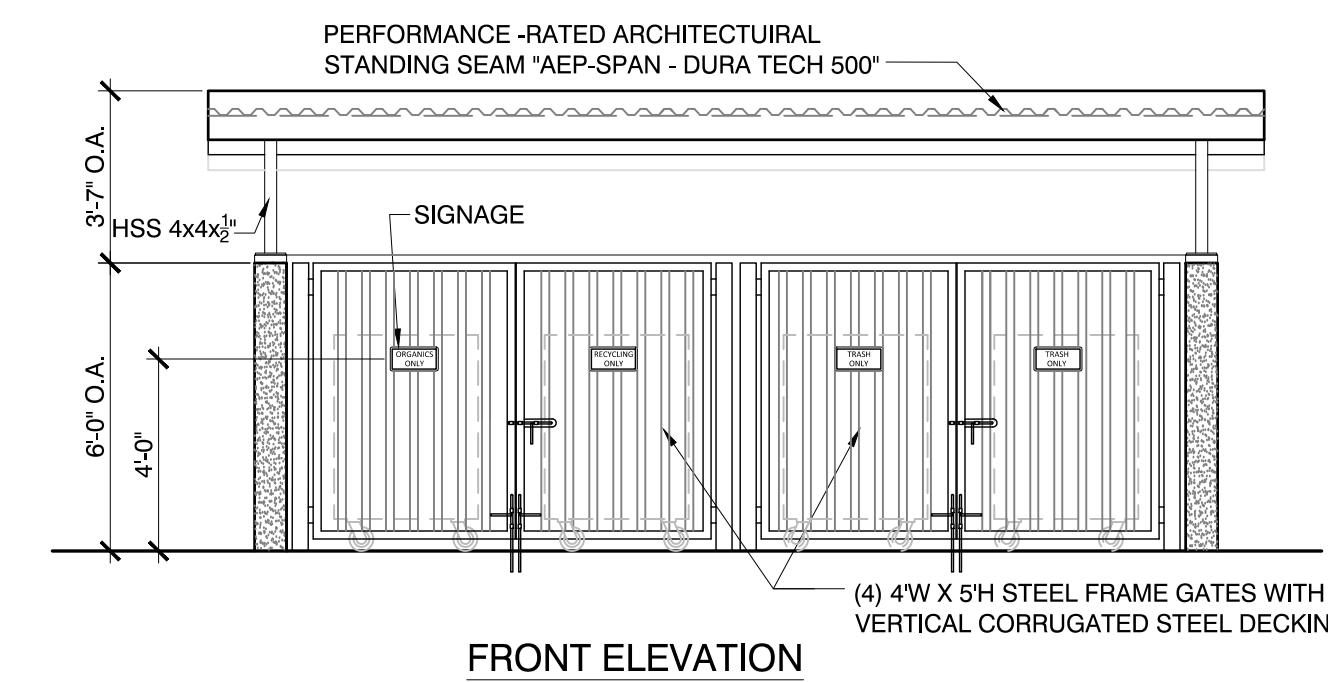
CONC. CURB + WALK SCALE 1-1/2" = 1'-0" 7



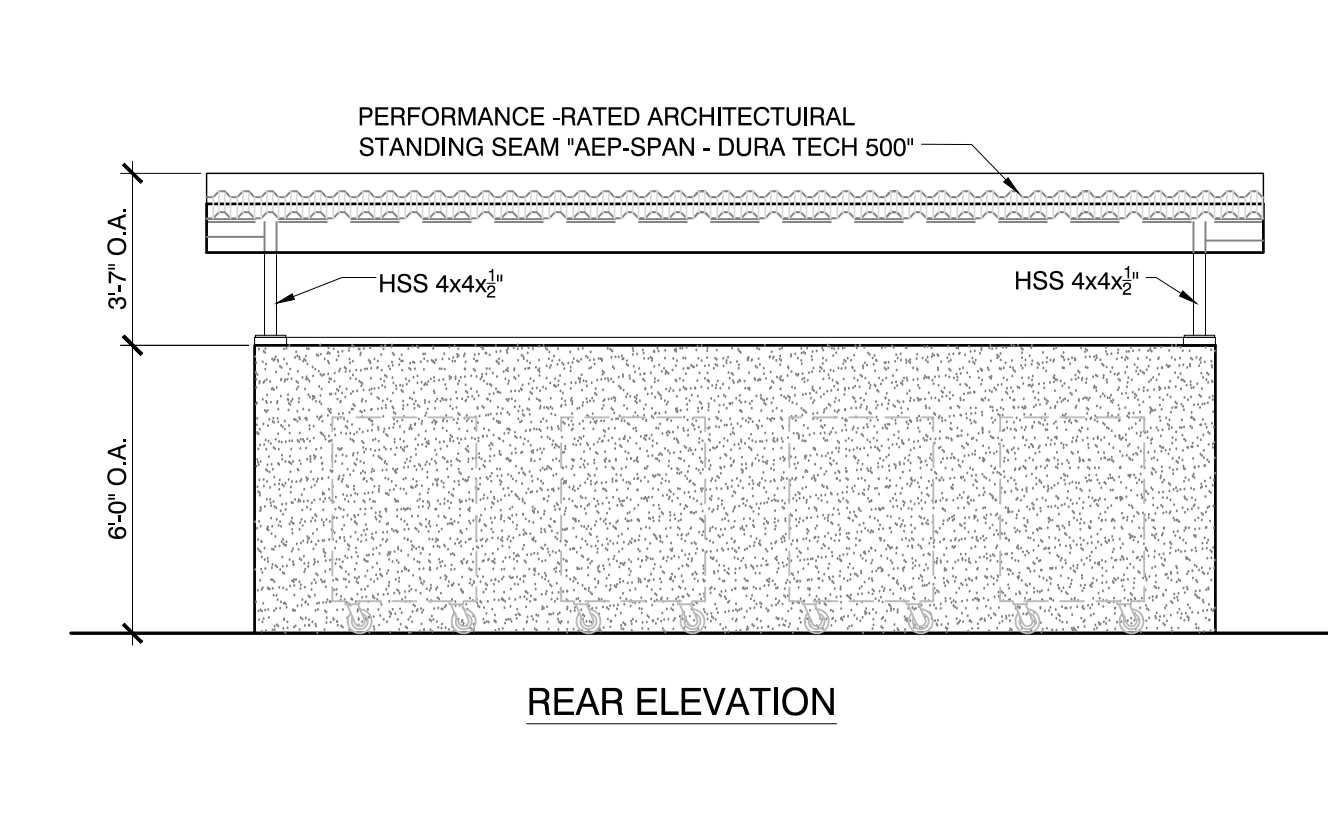
SIDE ELEVATION



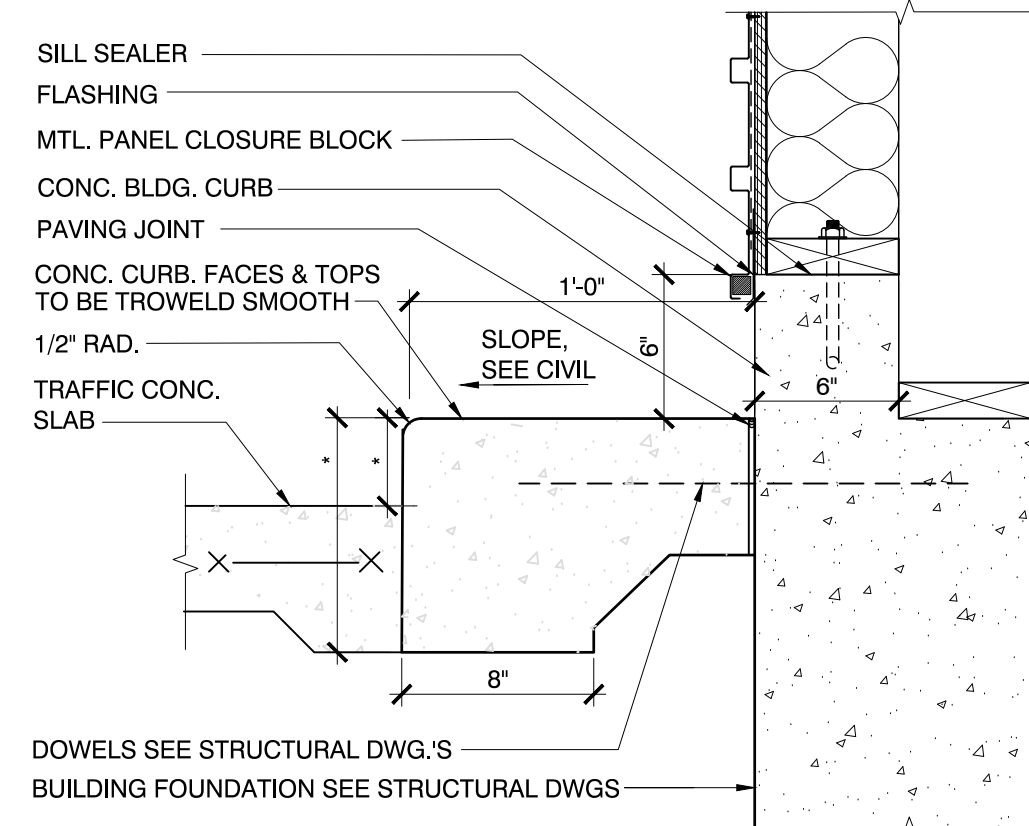
SECTION



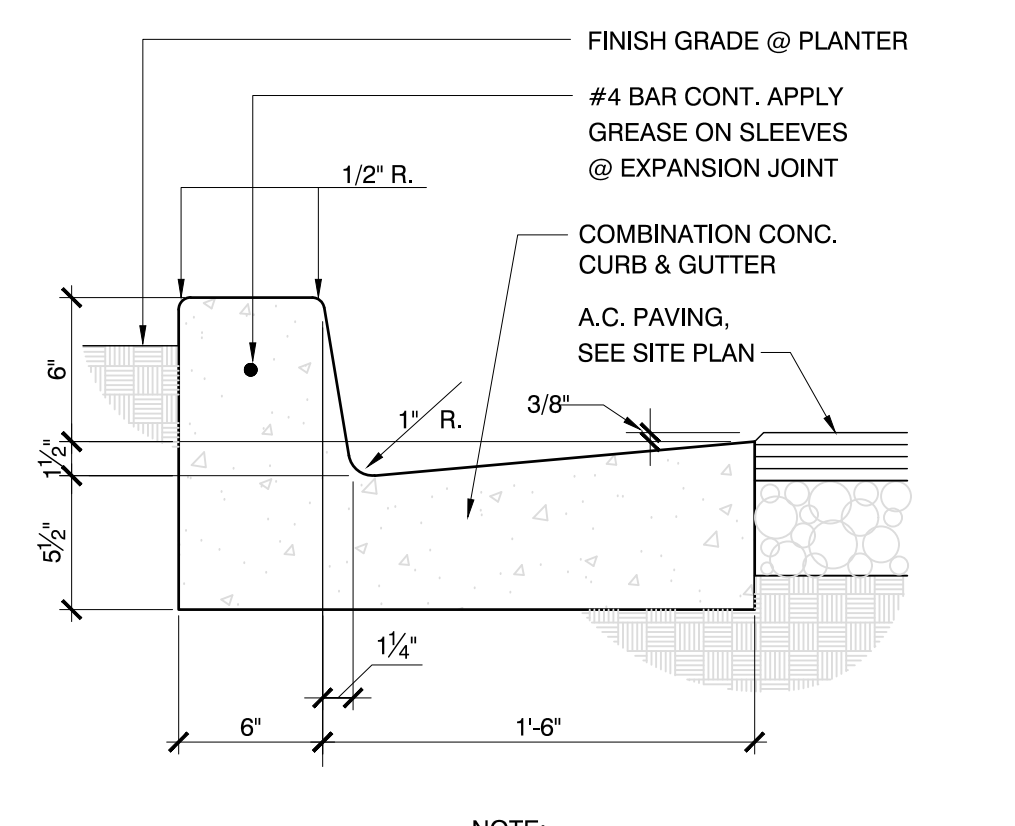
FRONT ELEVATION



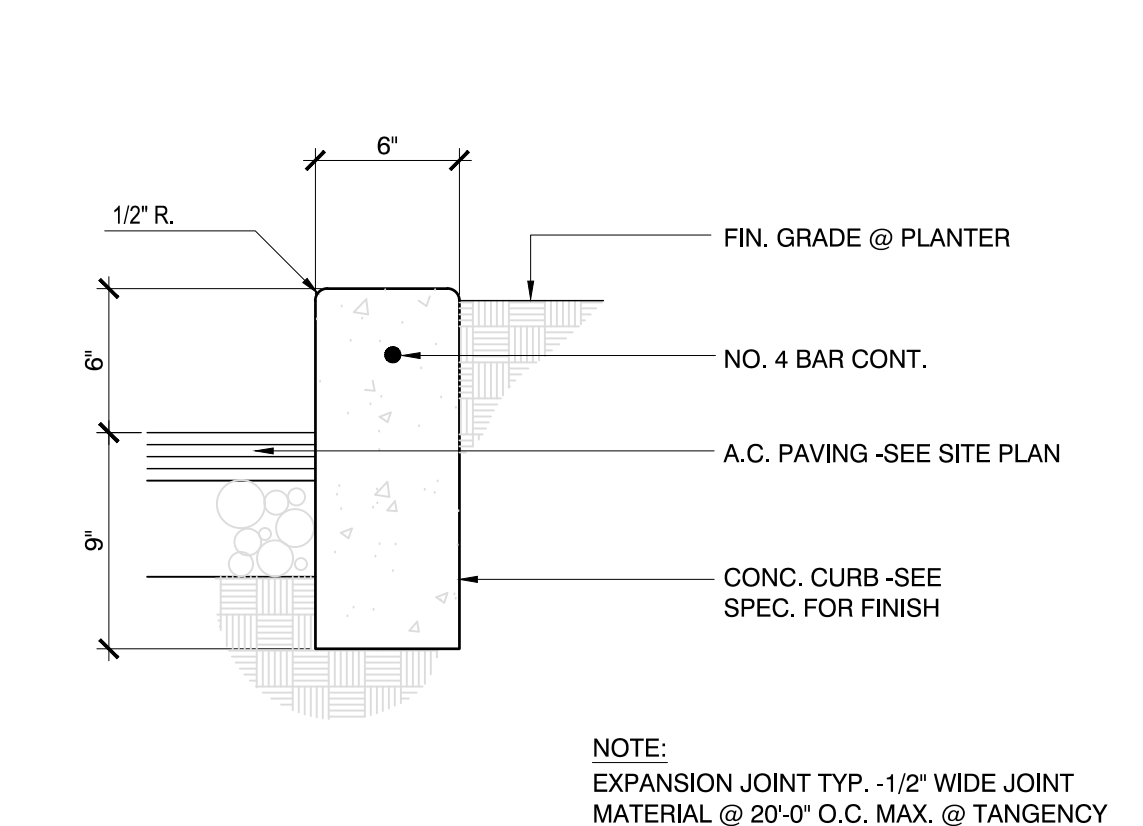
REAR ELEVATION



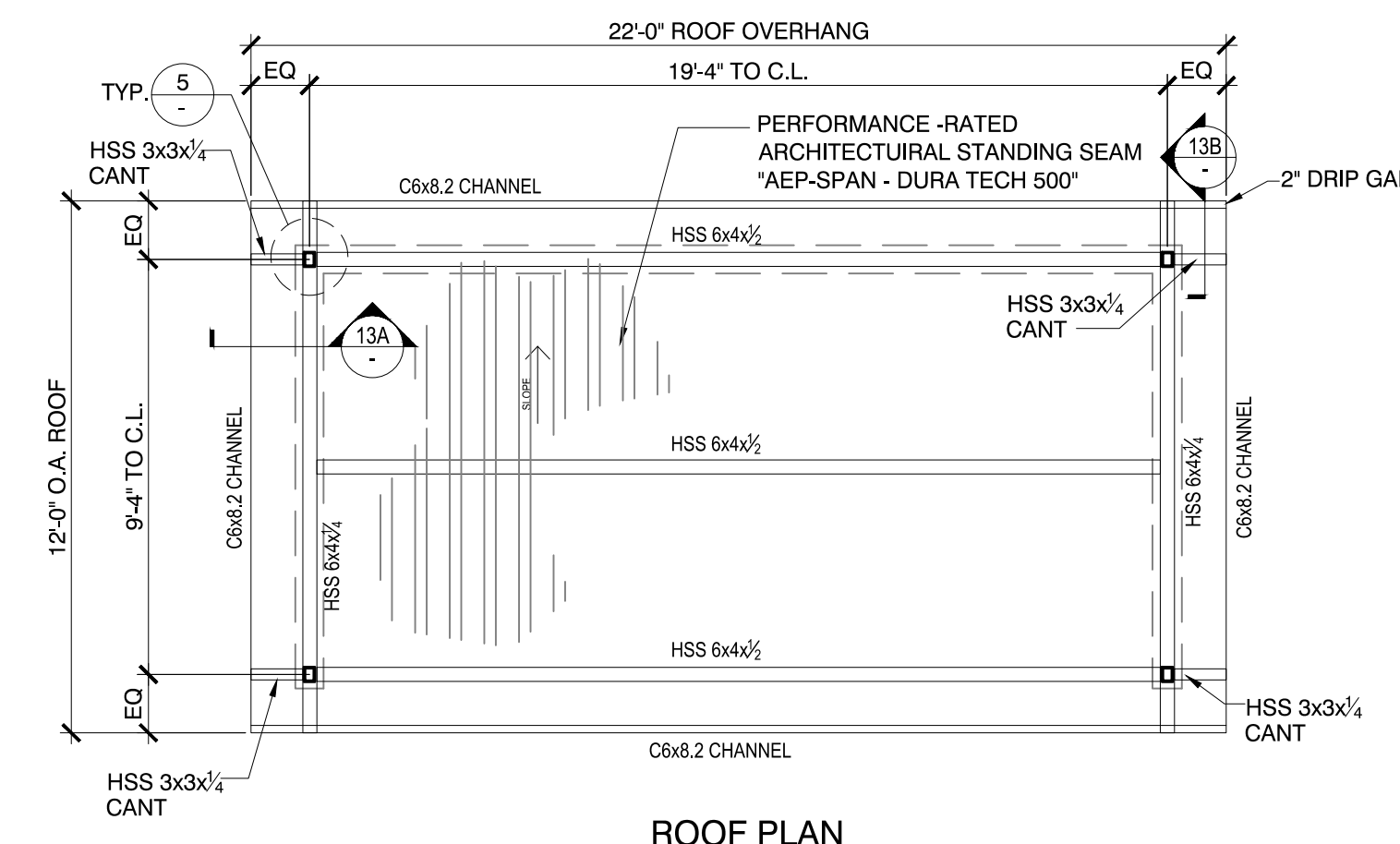
GATE SECTION SCALE 1-1/2" = 1'-0" 15



EXP./CONTROL JOINT@APRON SCALE 1-1/2" = 1'-0" 11



CONC. CURB SCALE 1-1/2" = 1'-0" 6



ROOF PLAN

NOTE: PAINT GATE POSTS, GATES AND ALL GATE HARDWARE

TRASH ENCLOSURE SCALE 1/4" = 1'-0" 1

NOT FOR CONSTRUCTION

JTTER SCALE 1-1/2" = 1'-0" 10

CROSS ENGINEERING SERVICES
203 W. Main Street Ste F3
Levinston, SC 29072
Office: (803) 236-7123 Call: (801) 391-2391

THESE PLANS ARE INSTRUMENTS OF PROFESSIONAL SERVICE AND ARE PROVIDED AS A PROFESSIONAL SERVICE. ALL RIGHTS RESERVED.

DRAFTED BY:
DESIGNED BY: BKS
CHECKED BY: JWC

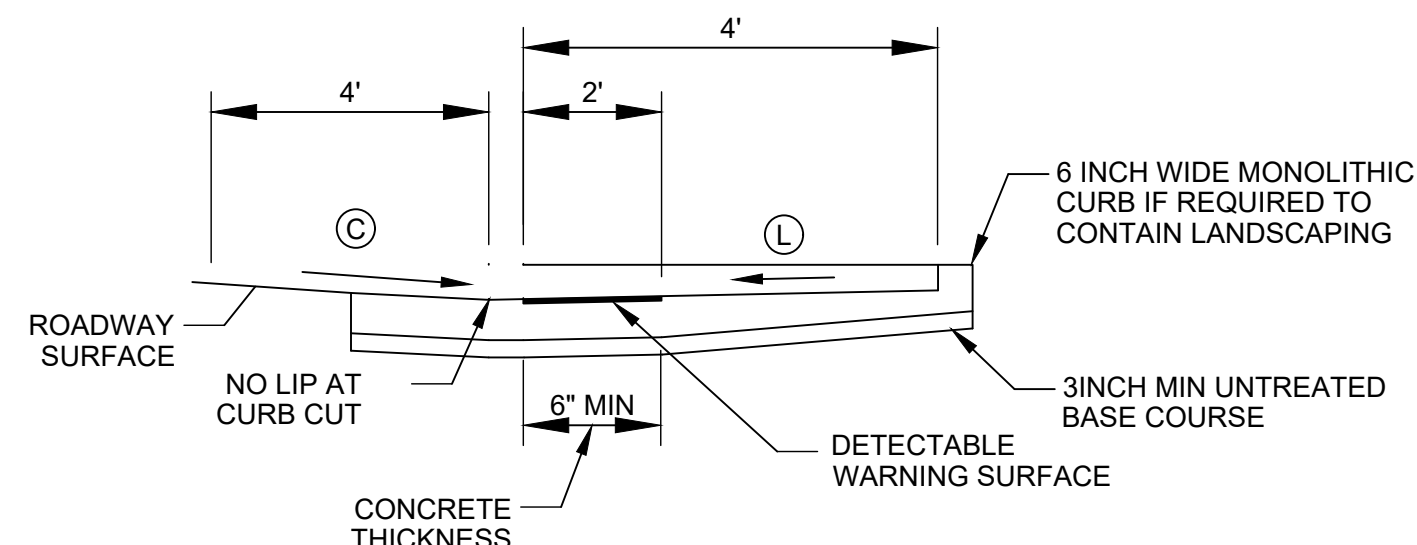
DATE
REVISION DESCRIPTION
NO.

TRASH ENCLOSURE DETAILS TOMMYS
COMMERCIAL CENTER
04/10/2023

BENTON RD & PENFIELD LN,
WINCHESTER CA, 92596
APN: 221-051-063 & 064

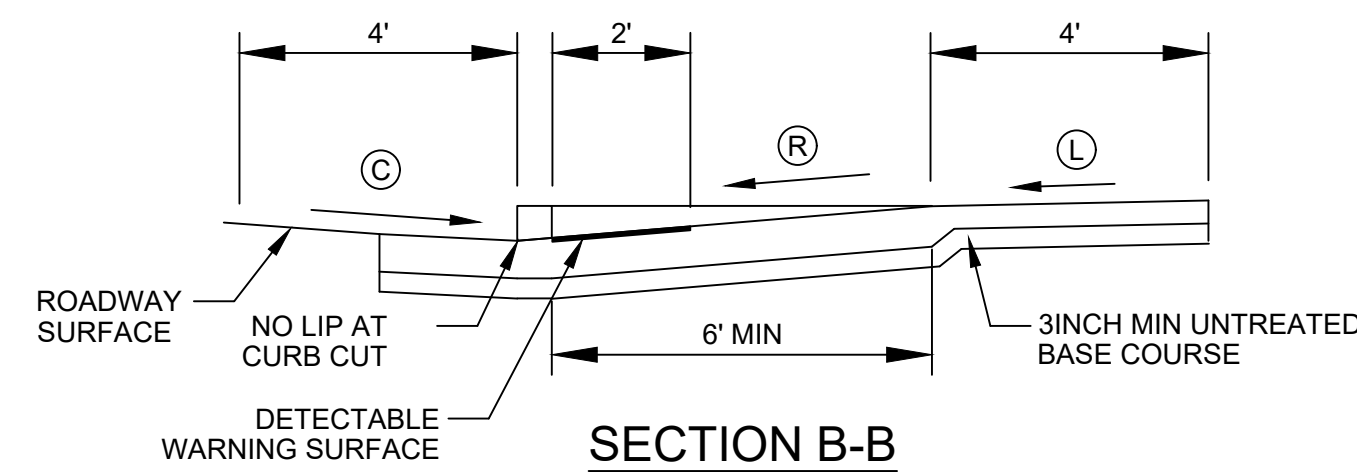
PROJECT NO.
19-14
SHEET NUMBER
C200

PARALLEL PEDESTRIAN RAMP



SECTION A-A

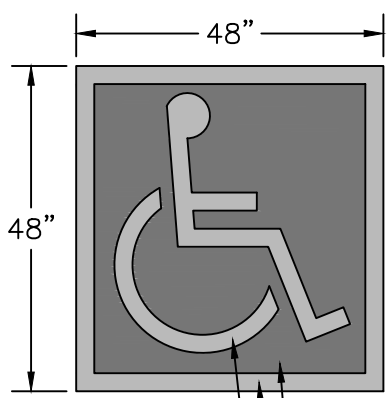
PERPENDICULAR PEDESTRIAN RAMP



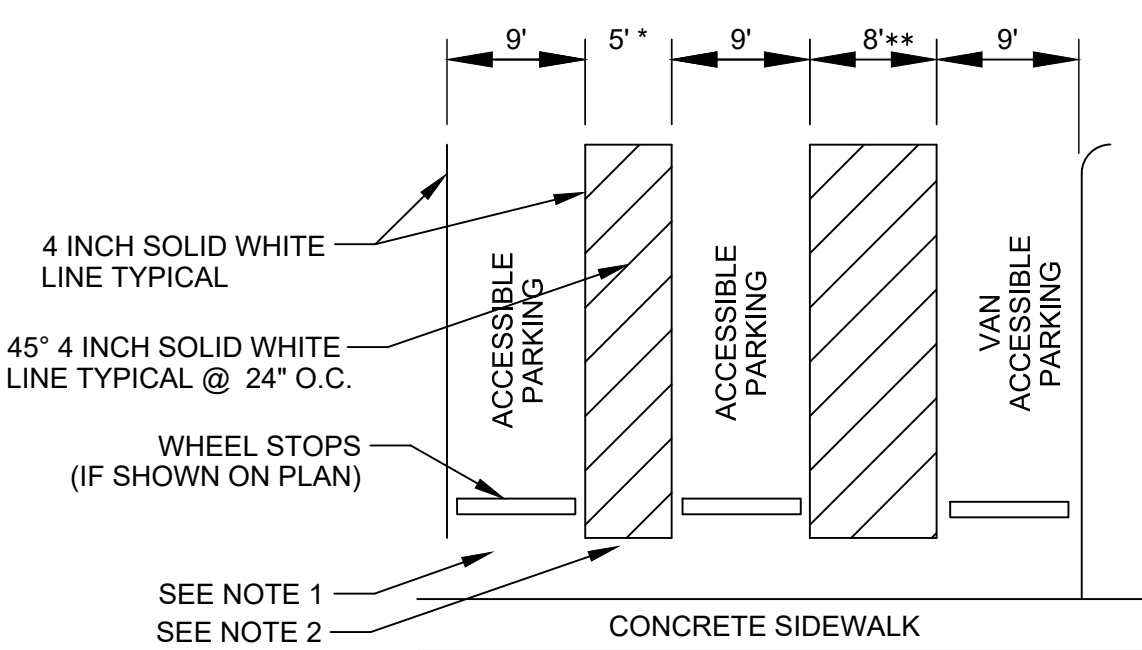
SECTION B-B

RESERVED ACCESSIBLE PARKING SIGNING

3 ADA PARKING SIGN C109 NTS



4 ADA STRIPING C109 NTS

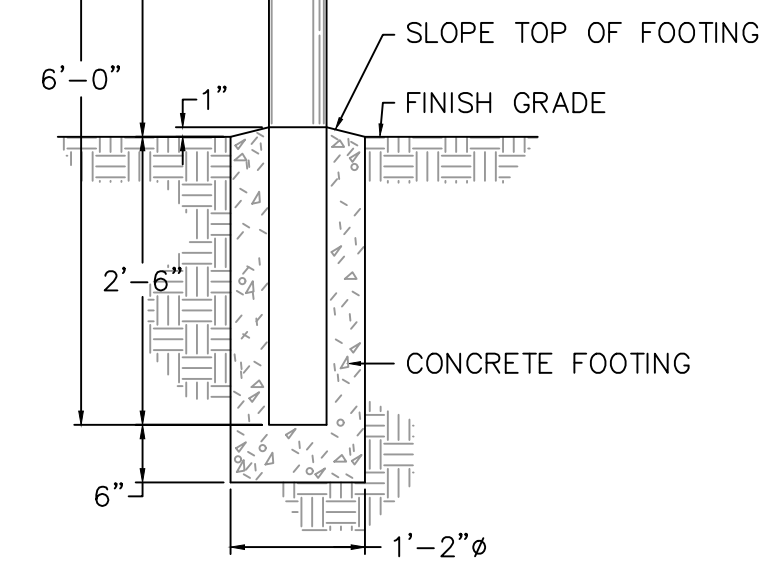


- NOTES:**
1. PROVIDE RESERVED PARKING SIGNING (R7-8) FOR ACCESSIBLE PARKING SPACES. INCLUDE VAN ACCESSIBLE PLAQUE (R7-8P) FOR VAN PARKING SPACES.
 2. BLEND ACCESS AISLE WITH PAVED SIDEWALK OR PEDESTRIAN RAMP FOR SMOOTH ELEVATION TRANSITION.

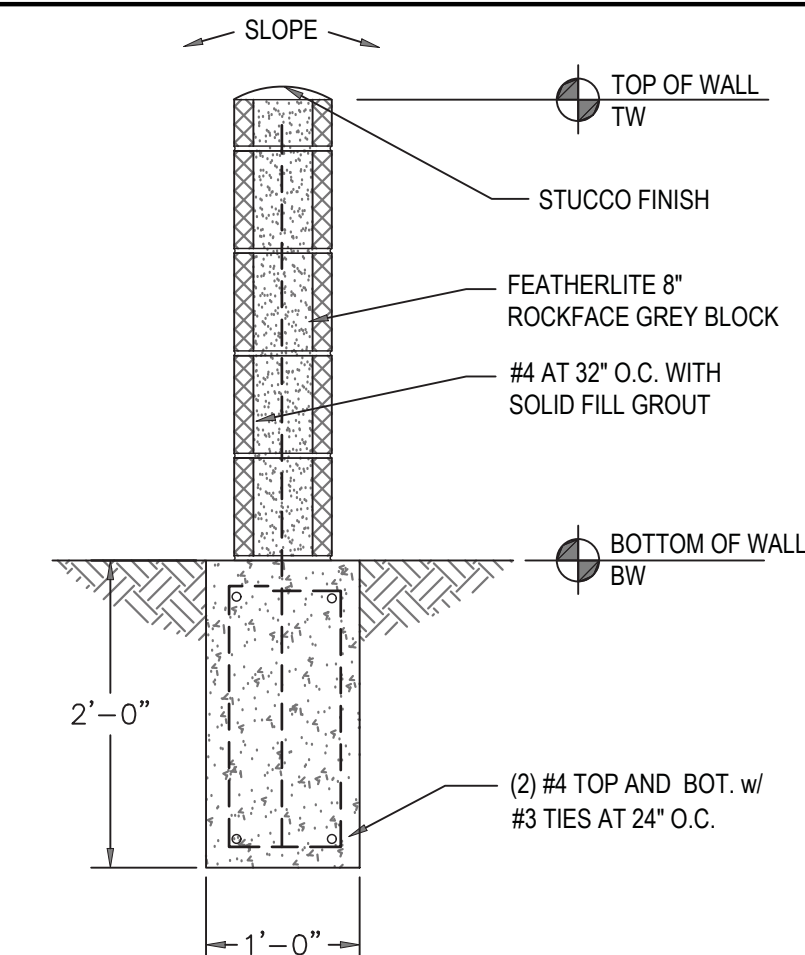
PARKING LOT STRIPING FOR RESERVED ACCESSIBLE PARKING

- * 5 FT MIN FOR ACCESSIBLE PARKING
 - ** 8 FT MIN FOR VAN ACCESSIBLE PARKING
- PROVIDE ONE VAN ACCESSIBLE STALL FOR EVERY EIGHT ACCESSIBLE STALLS.

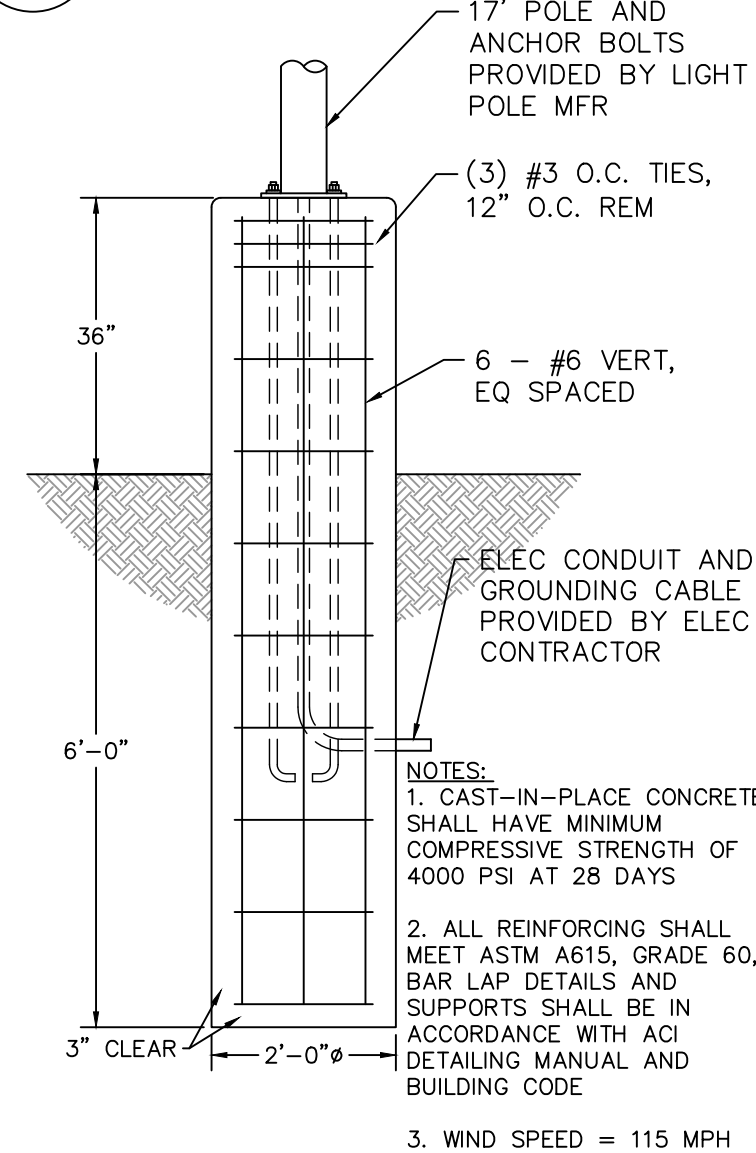
MOUNT BOTTOM 60" ABOVE FINISH GRADE



5 BOLLARD / ADA PARKING DETAIL NO SCALE



SCREEN WALL NO SCALE



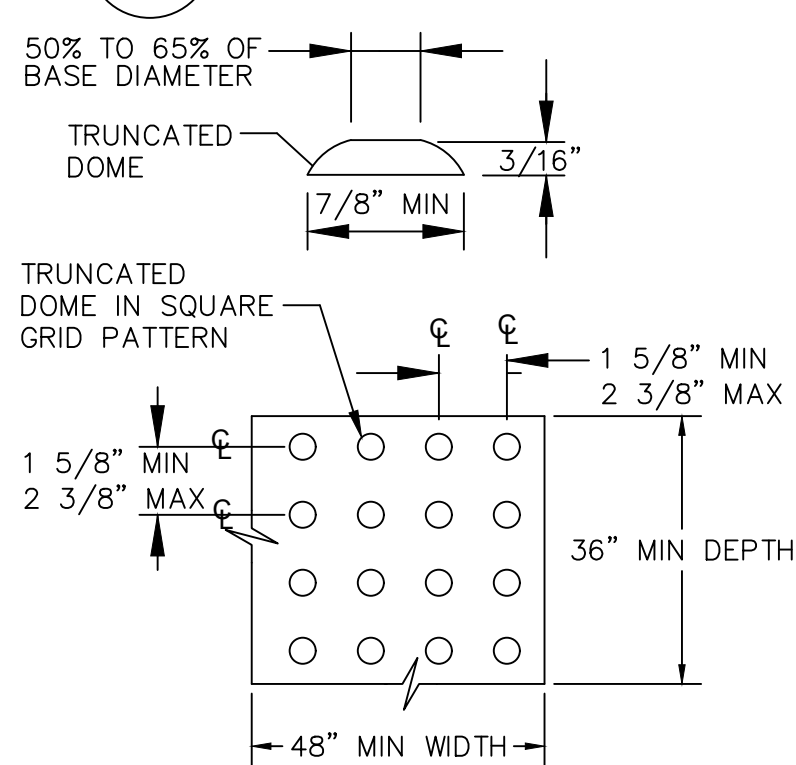
7 PARKING LOT LIGHT POLE DETAIL NO SCALE

SLOPE TABLE			
	ITEM	MAX. RUNNING SLOPE *	MAX. CROSS SLOPE *
(L)	LANDING	2% (1V:48H)	2% (1V:48H) (c)
(R)	RAMP	8.33% (1V:12H) (c)	2% (1V:48H) (e)
(C)	CLEAR SPACE	5% (1V:20H) (a)	2% (1V:48H) (e)
(S)	SIDEWALK	--	2% (1V:48H)
(F1)	TRAVERSABLE SURFACE	10% (1V:10H) (b)	--
(F2)	NON-TRAVERSABLE SURFACE	25% (1V:4H) (b)	--
(B)	BLENDED TRANSITION	5% (1V:20H) 2% MIN.	2% (1V:48H)

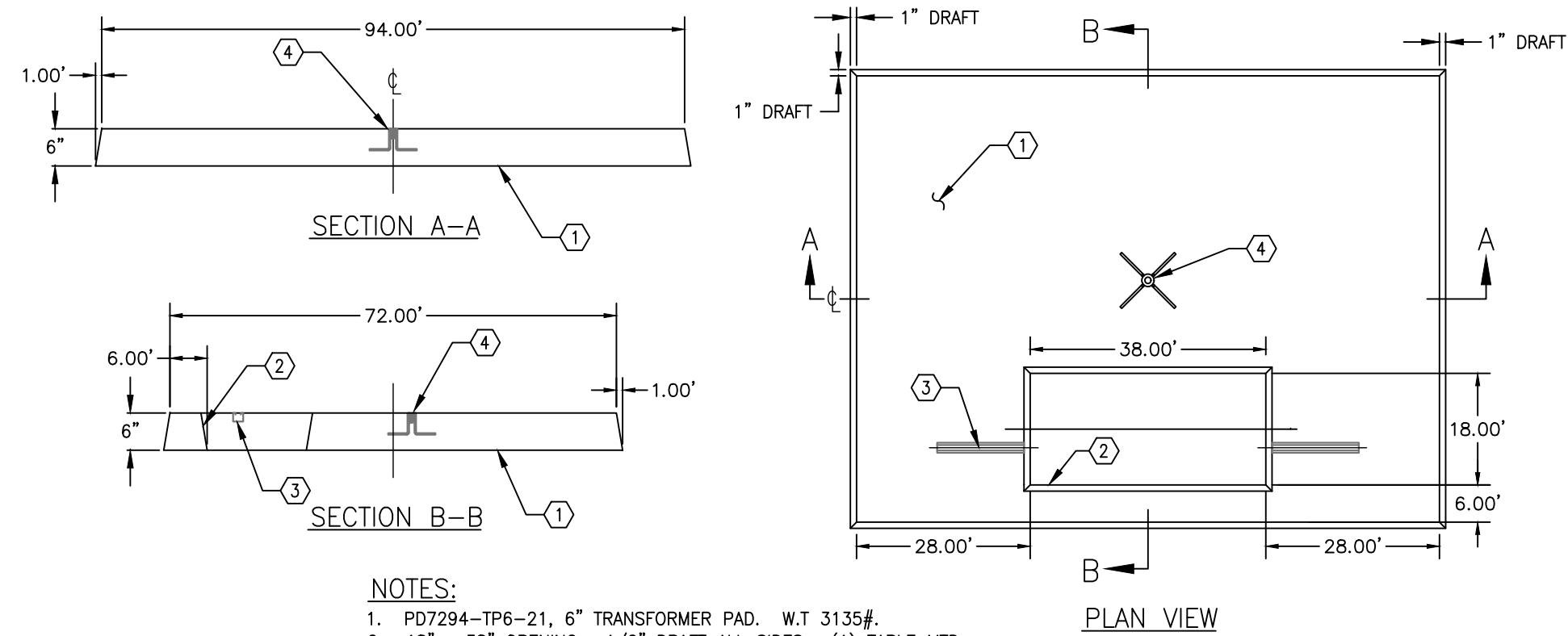
- * RUNNING SLOPE IS IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPE IS PERPENDICULAR TO PEDESTRIAN TRAVEL.
- (a) CLEAR SPACE RUNNING SLOPE NEEDS TO BE CONSISTENT ACROSS ENTIRE CURB CUT. WARP GUTTER PAN TO MEET REQ'D CLEAR SPACE SLOPE AT CURB CUT.
- (b) FLARE SLOPE IS MEASURED PARALLEL TO CURB LINE.
- EXCEPTIONS:
 (c) CROSS SLOPE REQUIREMENTS DO NOT APPLY AT MID-BLOCK CROSSINGS.
 (d) PARALLEL RAMPS ARE NOT REQUIRED TO EXCEED 15-FEET IN LENGTH.
 (e) CROSS SLOPE REQUIREMENT DOES NOT APPLY AT PERPENDICULAR RAMP MID-BLOCK CROSSING. DO NOT EXCEED ROADWAY PROFILE GRADE.

- GENERAL NOTES:**
1. PROVIDE DETECTABLE WARNING SURFACE FOR FULL WIDTH OF CURB CUT.
 2. LOCATE DETECTABLE WARNING SURFACE SO THE CORNERS NEAREST THE PAVEMENT ARE WITHIN 1 INCH OF THE BACK OF CURB.
 3. PROVIDE DETECTABLE WARNING SURFACE COLOR THAT CONTRASTS WITH ADJACENT WALKING SURFACE, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.
 4. USE CLASS AA(AE) CONCRETE.
 5. USE UNTREATED BASE COURSE UNDER ALL CONCRETE FLATWORK.
 6. GRIND OFF REMAINING PORTION OF ANY CUT DOMES WHEN DETECTABLE WARNING SURFACE IS CUT. SEAL ALL CUT PANEL EDGES TO PREVENT WATER DAMAGE.
 7. RAMP GRADE BREAK MUST BE PERPENDICULAR TO THE RUNNING SLOPE.
 8. CLEAR SPACE AND LANDINGS SIZE: 4 FT MIN X 4 FT MIN.

1 HANDICAP RAMP DETAIL C109 NTS



2 DETECTABLE WARNING SURFACE C109 NTS



6 72"X94" JENSEN PRECAST (OR EQUAL) XFMR PAD DETAIL C109 NO SCALE

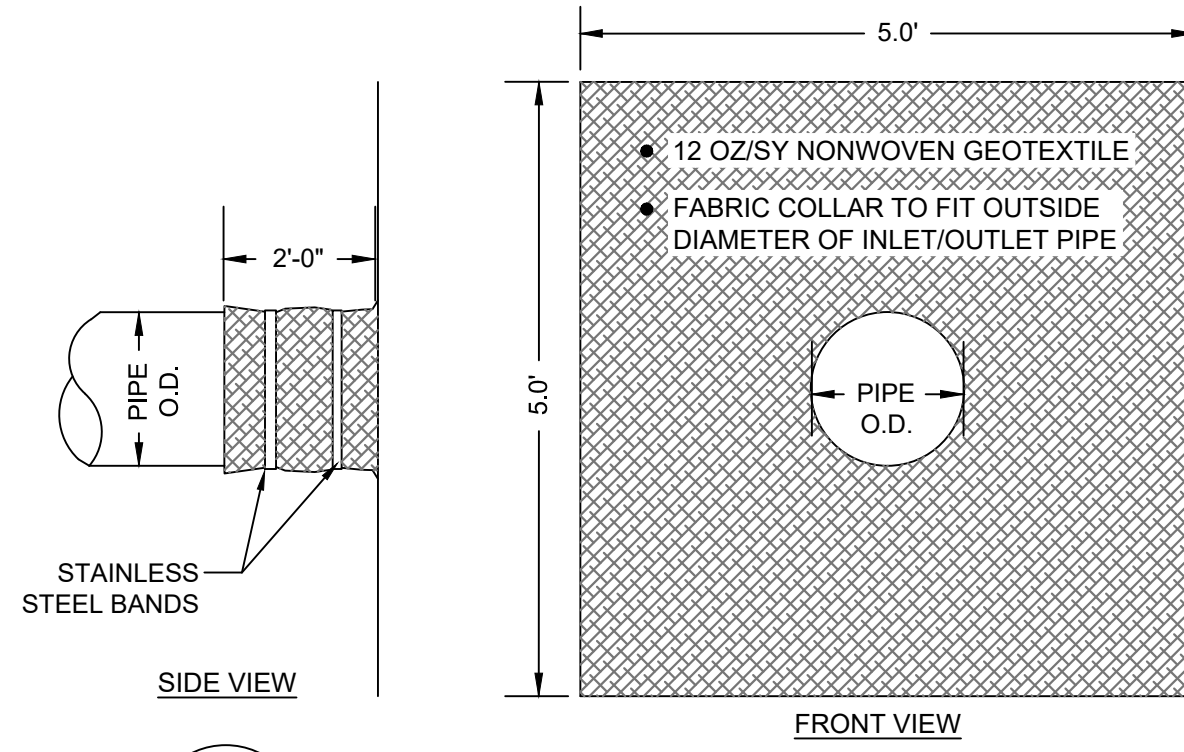
NOT FOR CONSTRUCTION



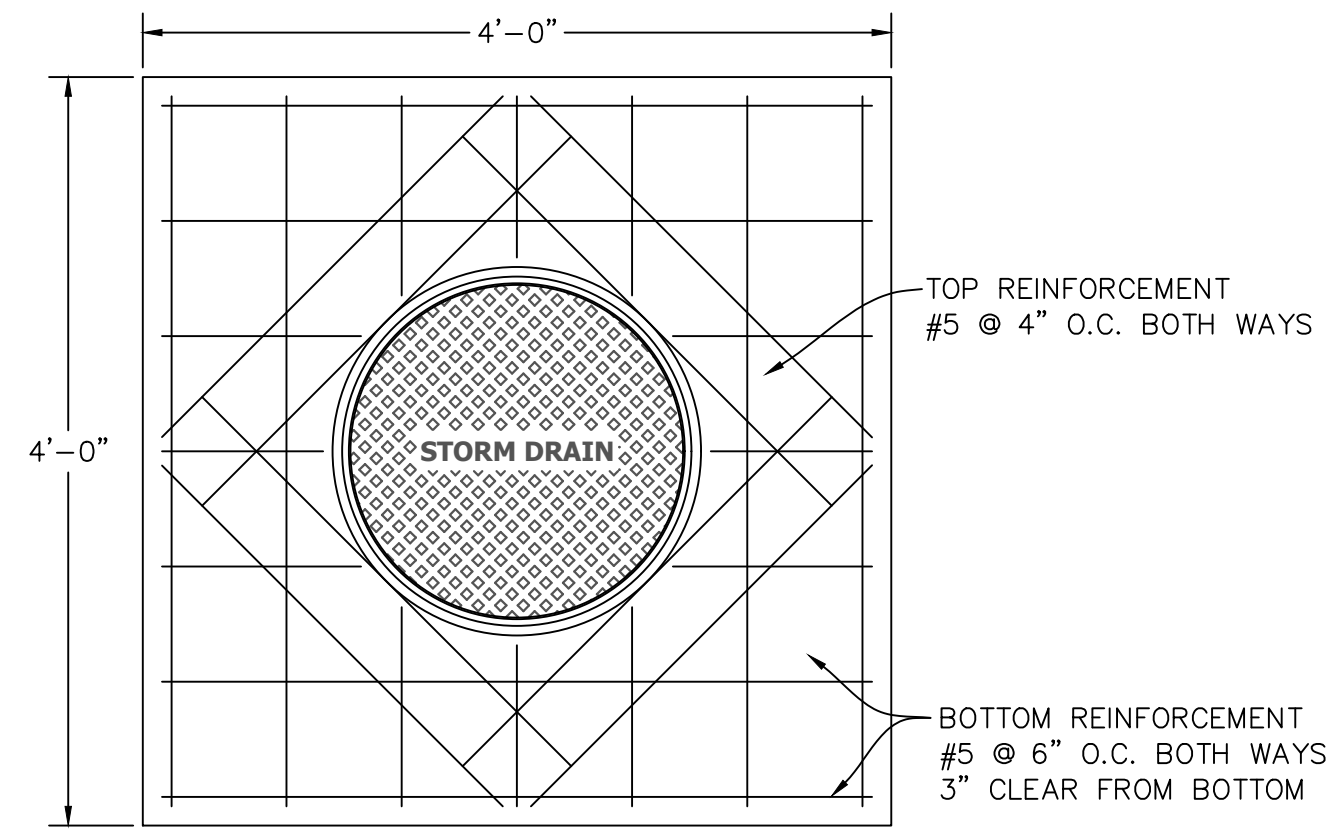
DRAFTED BY:
 DESIGNED BY: BKS
 CHECKED BY: JWC

DATE	REVISION DESCRIPTION

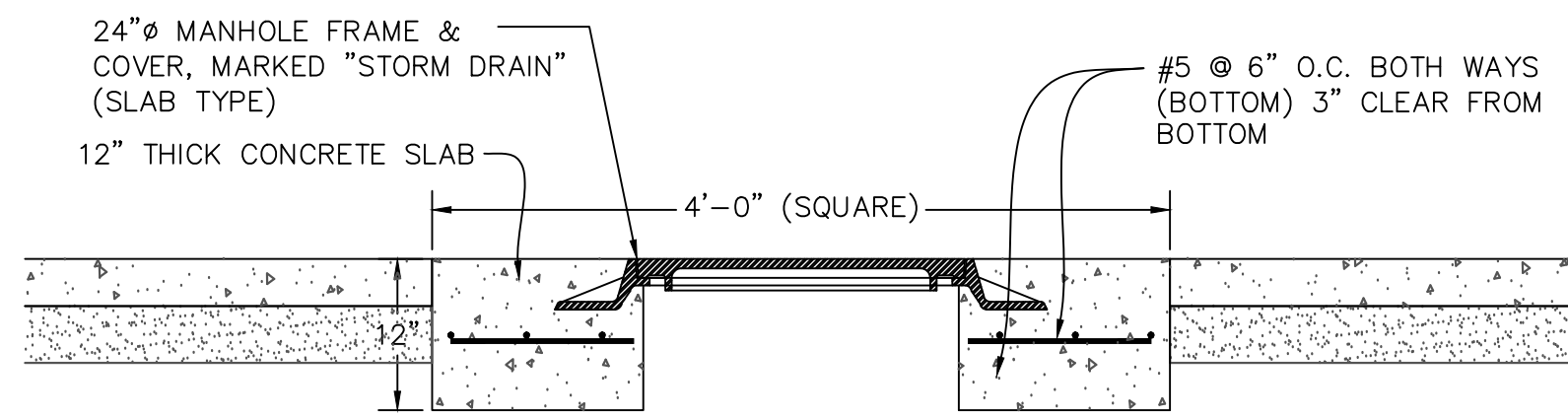
BMP DETAILS
 TOMMYS COMMERCIAL CENTER
 04/10/2023
 BENTON RD & PENFIELD LN,
 WINCHESTER CA, 92596
 APN: 221-051-063 & 064



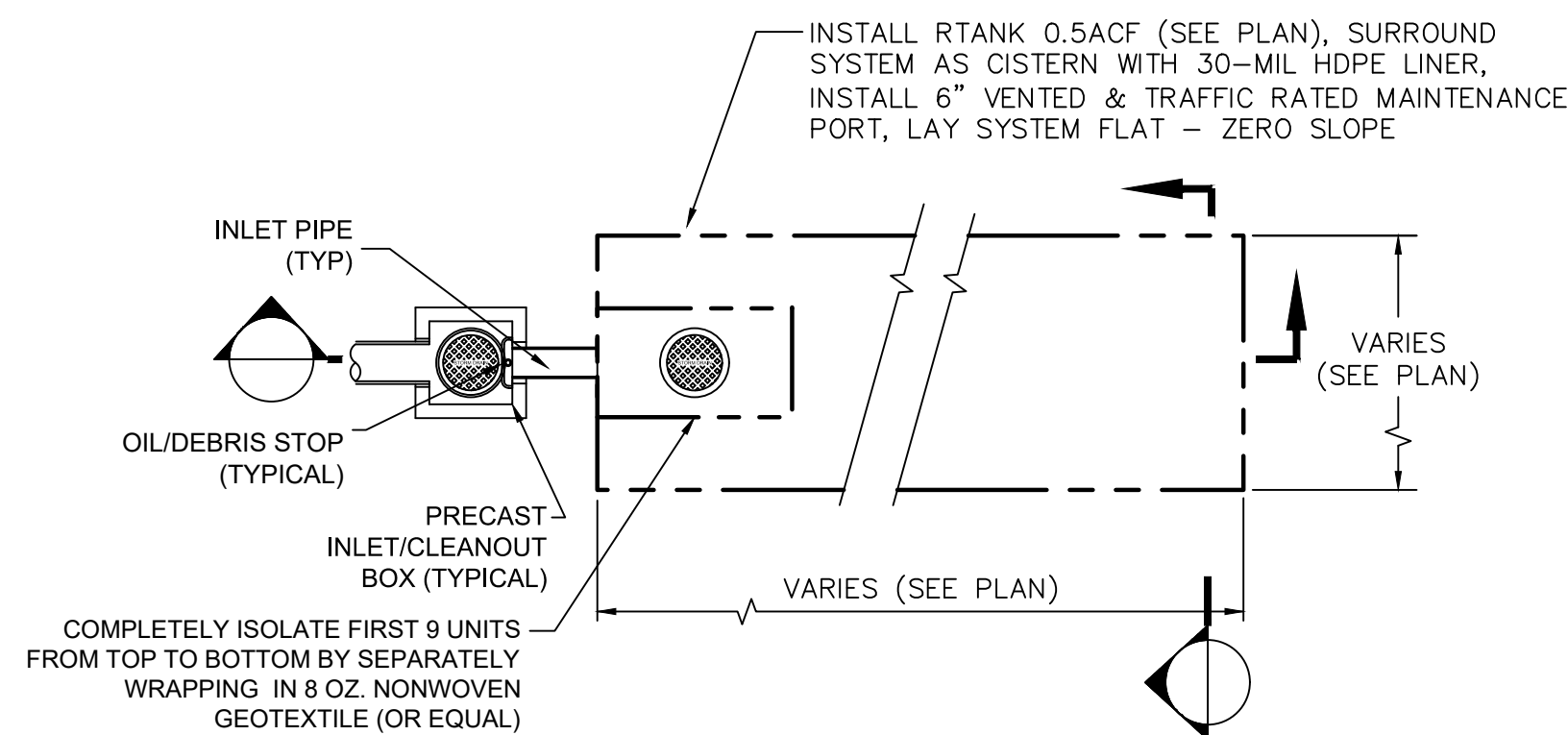
2 RTANK® PIPE CONNECTION DETAIL
NO SCALE



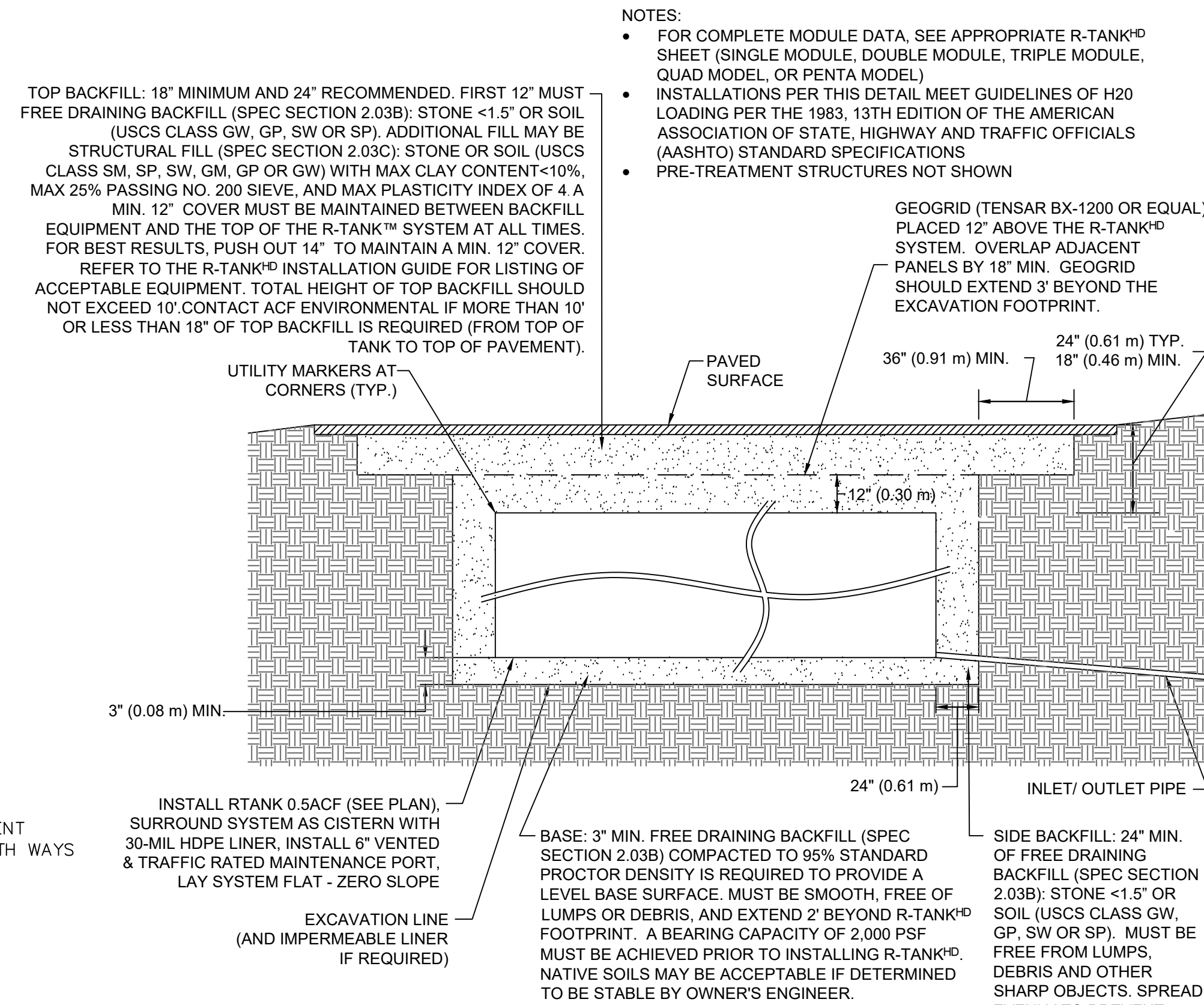
A RTANK® H2O LOADING INSTALLATION DETAIL
NO SCALE



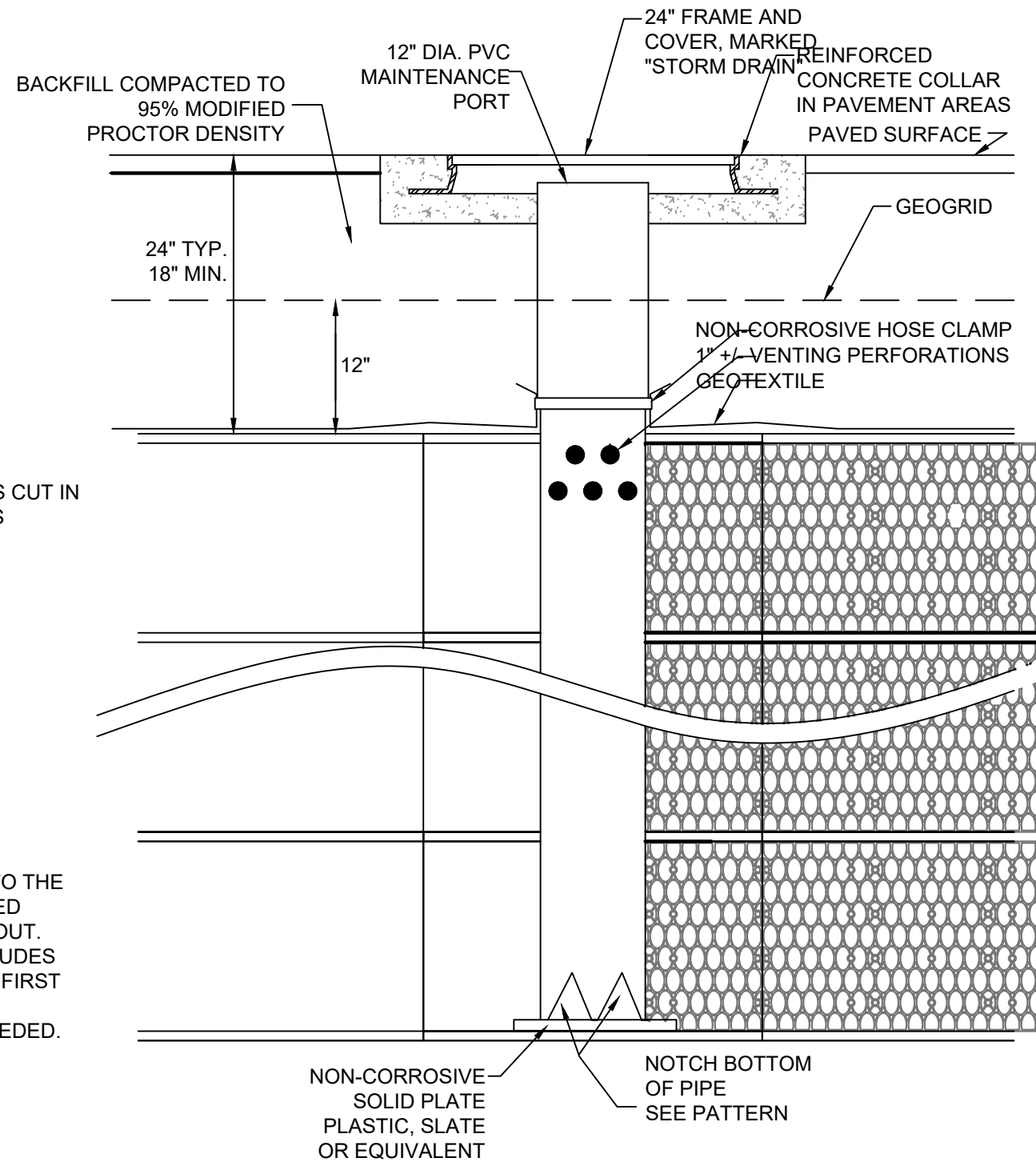
3 MAINTENANCE/INSPECTION MANHOLE DETAIL
NO SCALE



1 RTANK® RETENTION SYSTEM PLAN VIEW
NO SCALE



A RTANK® H2O LOADING INSTALLATION DETAIL
NO SCALE



4 RTANK® MAINTENANCE/INSPECTION PORT DETAIL
NO SCALE

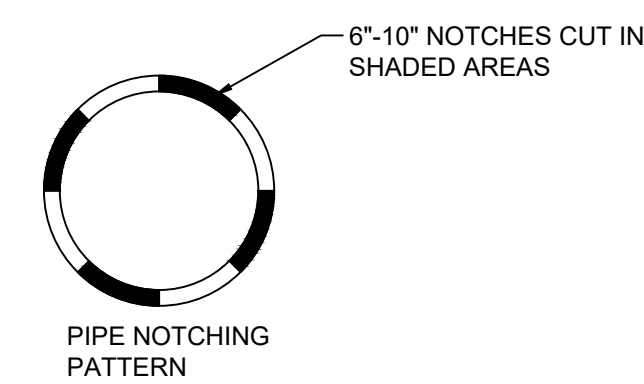
- NOTES:
- FOR COMPLETE MODULE DATA, SEE APPROPRIATE R-TANK® SHEET (SINGLE MODULE, DOUBLE MODULE, TRIPLE MODULE, QUAD MODEL, OR PENTA MODEL)
 - INSTALLATIONS PER THIS DETAIL MEET GUIDELINES OF H20 LOADING PER THE 1983, 13TH EDITION OF THE AMERICAN ASSOCIATION OF STATE, HIGHWAY AND TRAFFIC OFFICIALS (AASHTO) STANDARD SPECIFICATIONS
 - PRE-TREATMENT STRUCTURES NOT SHOWN

TOP BACKFILL: 18" MINIMUM AND 24" RECOMMENDED. FIRST 12" MUST BE FREE DRAINING BACKFILL (SPEC SECTION 2.03B); STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). ADDITIONAL FILL MAY BE STRUCTURAL FILL (SPEC SECTION 2.03C); STONE OR SOIL (USCS CLASS SM, SP, SW, GM, GP OR GW) WITH MAX CLAY CONTENT <10%, MAX 25% PASSING NO. 200 SIEVE, AND MAX PLASTICITY INDEX OF 4. A MIN. 12" COVER MUST BE MAINTAINED BETWEEN BACKFILL EQUIPMENT AND THE TOP OF THE R-TANK™ SYSTEM AT ALL TIMES. FOR BEST RESULTS, PUSH OUT 14" TO MAINTAIN A MIN. 12" COVER. REFER TO THE R-TANK® INSTALLATION GUIDE FOR LISTING OF ACCEPTABLE EQUIPMENT. TOTAL HEIGHT OF TOP BACKFILL SHOULD NOT EXCEED 10'. CONTACT ACF ENVIRONMENTAL IF MORE THAN 10' OR LESS THAN 18" OF TOP BACKFILL IS REQUIRED (FROM TOP OF TANK TO TOP OF PAVEMENT).

GEOGRID (TENSAR BX-1200 OR EQUAL) PLACED 12" ABOVE THE R-TANK® SYSTEM. OVERLAP ADJACENT PANELS BY 18" MIN. GEOGRID SHOULD EXTEND 3' BEYOND THE EXCAVATION FOOTPRINT.

BASE: 3" MIN. FREE DRAINING BACKFILL (SPEC SECTION 2.03B) COMPACTED TO 95% STANDARD PROCTOR DENSITY IS REQUIRED TO PROVIDE A LEVEL BASE SURFACE. MUST BE SMOOTH, FREE OF LUMPS OR DEBRIS, AND EXTEND 2' BEYOND R-TANK® FOOTPRINT. A BEARING CAPACITY OF 2,000 PSF MUST BE ACHIEVED PRIOR TO INSTALLING R-TANK®. NATIVE SOILS MAY BE ACCEPTABLE IF DETERMINED TO BE STABLE BY OWNER'S ENGINEER.

SIDE BACKFILL: 24" MIN. OF FREE DRAINING BACKFILL (SPEC SECTION 2.03B); STONE <1.5" OR SOIL (USCS CLASS GW, GP, SW OR SP). MUST BE FREE FROM LUMPS, DEBRIS AND OTHER SHARP OBJECTS. SPREAD EVENLY TO PREVENT R-TANK® MOVEMENT. COMPACT SIDE BACKFILL WITH POWERED MECHANICAL COMPACTOR IN 12" LIFTS.



MAINTENANCE PORT

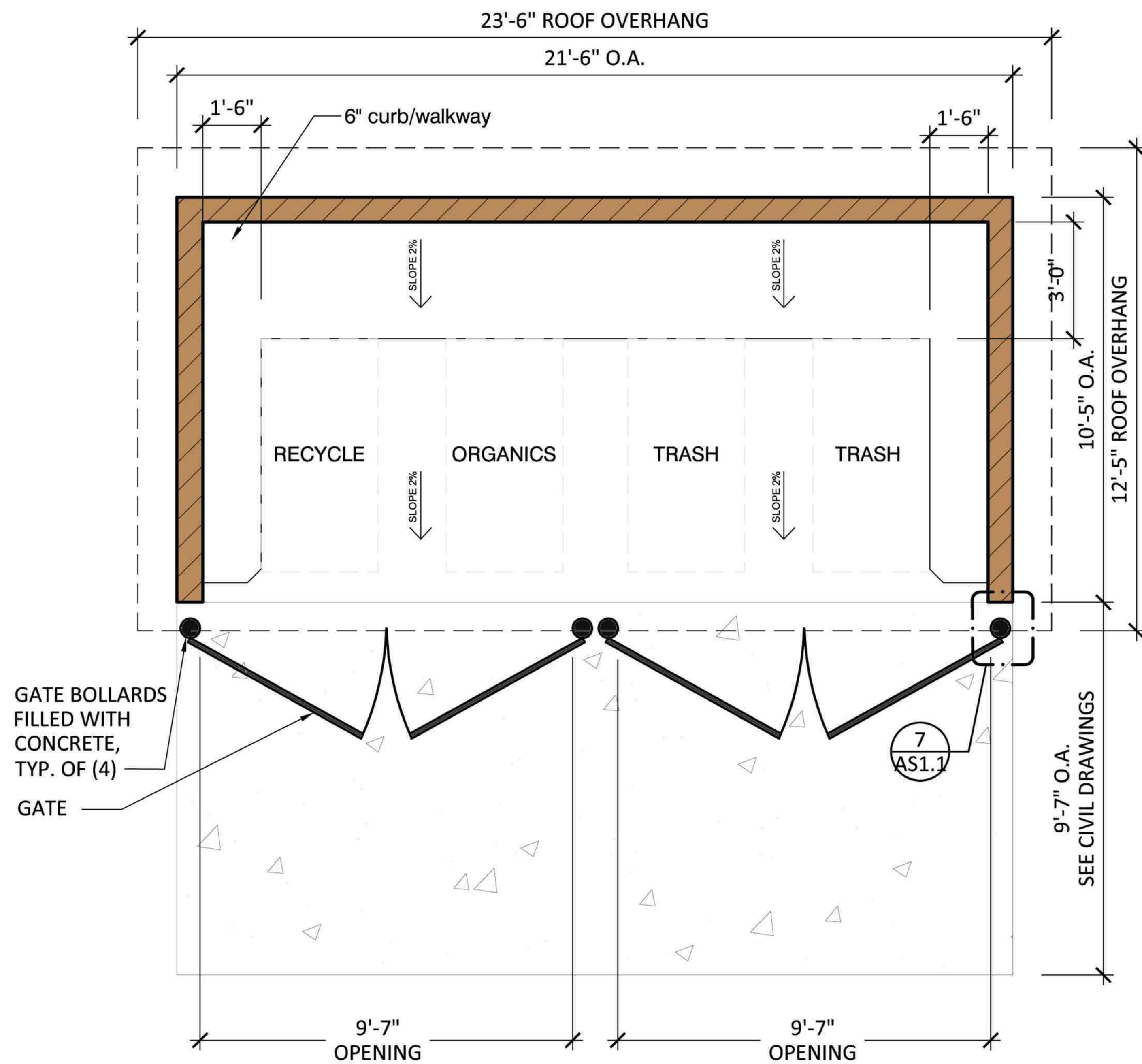
THIS PORT IS USED TO PUMP WATER INTO THE SYSTEM AND RE-SUSPEND ACCUMULATED SEDIMENT SO THAT IT MAY BE PUMPED OUT. MINIMUM REQUIRED MAINTENANCE INCLUDES A QUARTERLY INSPECTION DURING THE FIRST YEAR OF OPERATION AND A YEARLY INSPECTION THEREAFTER. FLUSH AS NEEDED.

NOT FOR CONSTRUCTION

DATE	REVISION DESCRIPTION

BMP DETAILS
TOMMYS COMMERCIAL CENTER
04/10/2023
BENTON RD & PENFIELD LN,
WINCHESTER CA, 92596
APN: 221-051-063 & 064

NOT FOR CONSTRUCTION



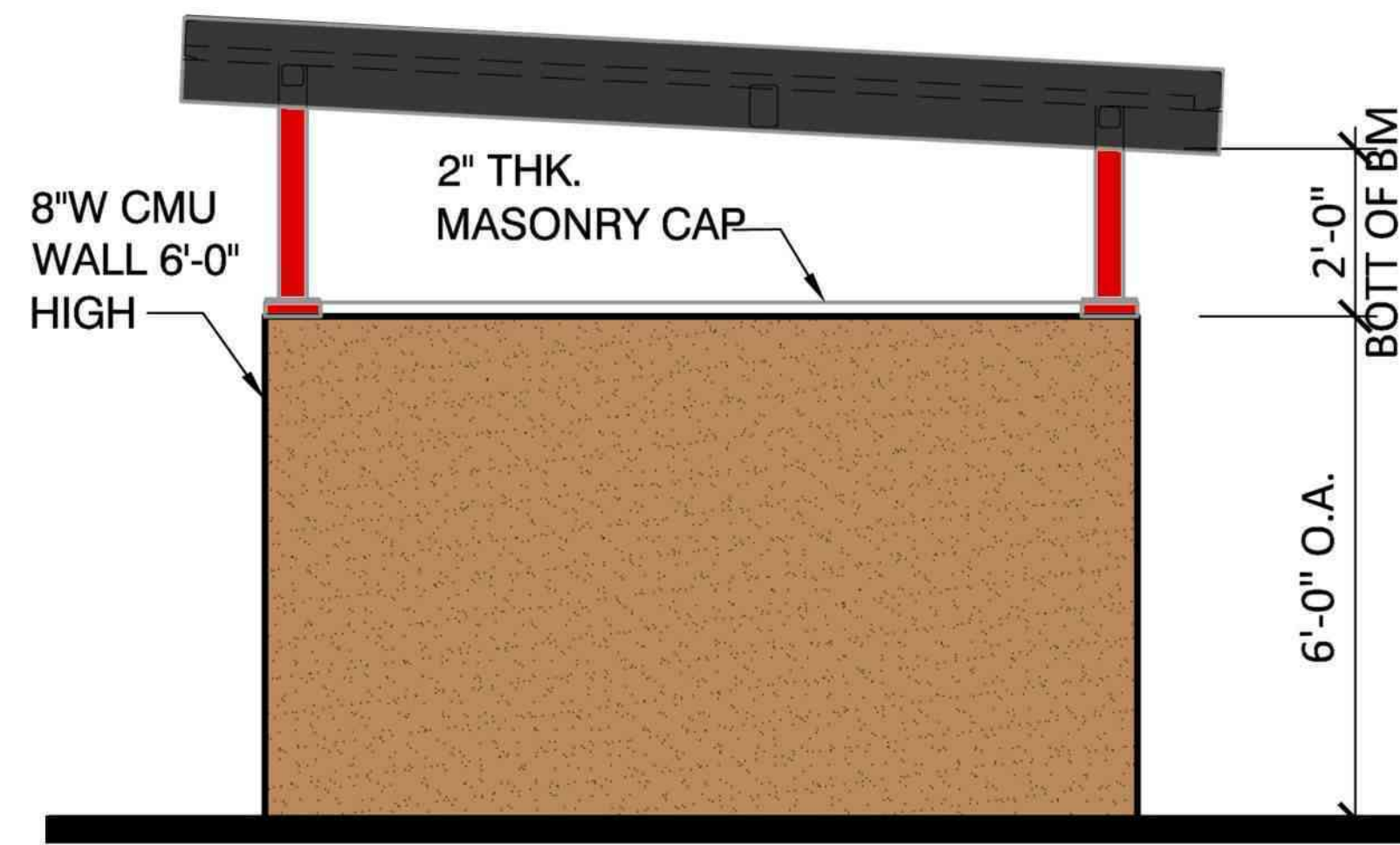
DUMPSTER PLAN

1/2" = 1'-0"

SHERWIN WILLIAMS SW #2808
"ROCKWOOD DARK BROWN"
SATIN FINISH
(STUCCO)

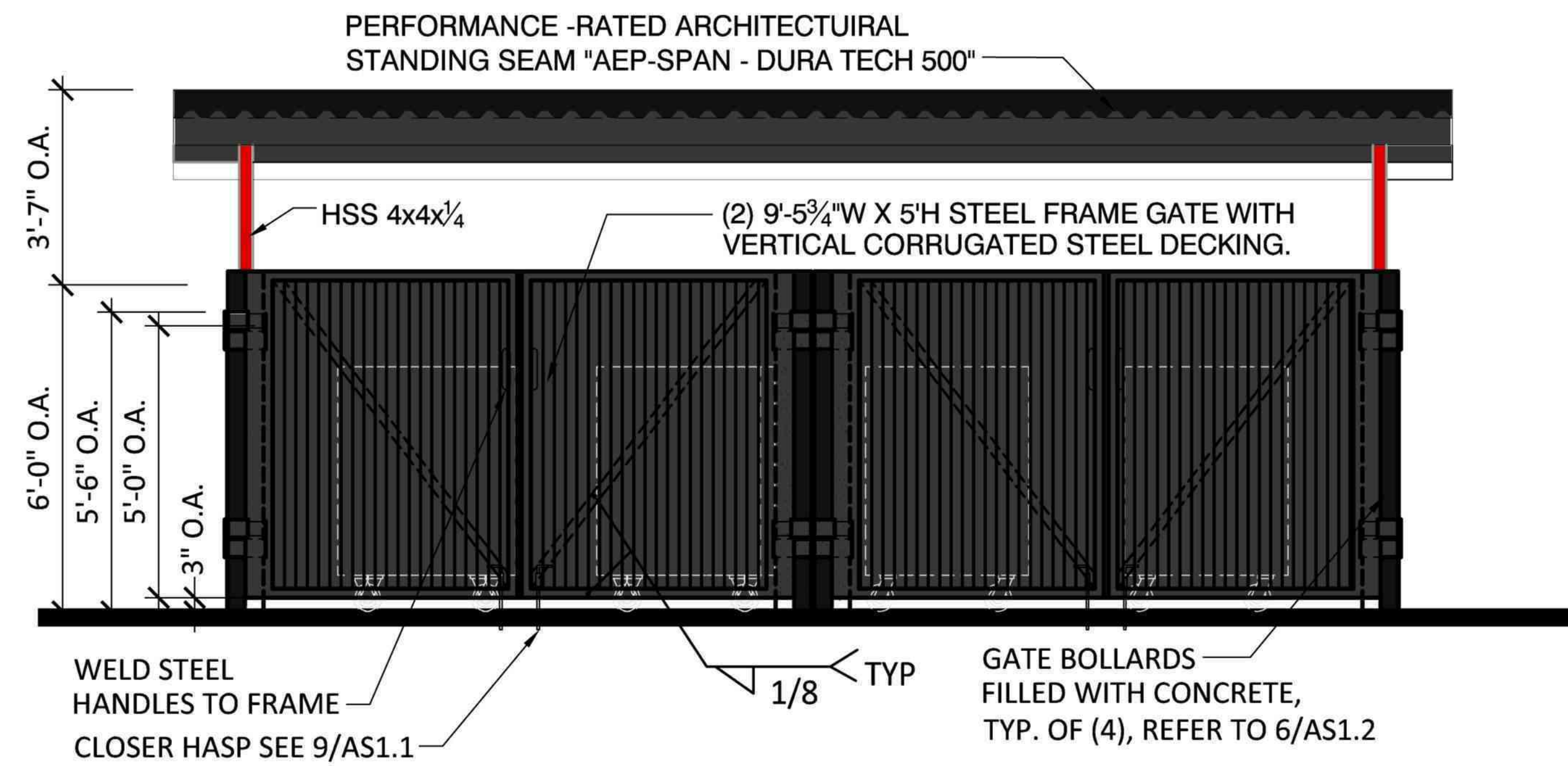
SHERWIN WILLIAMS SW #7024
"FUNCTIONAL GRAY"
SATIN FINISH
(METAL)

SHERWIN WILLIAMS SW #6669
"STOP"
SATIN FINISH
(METAL)



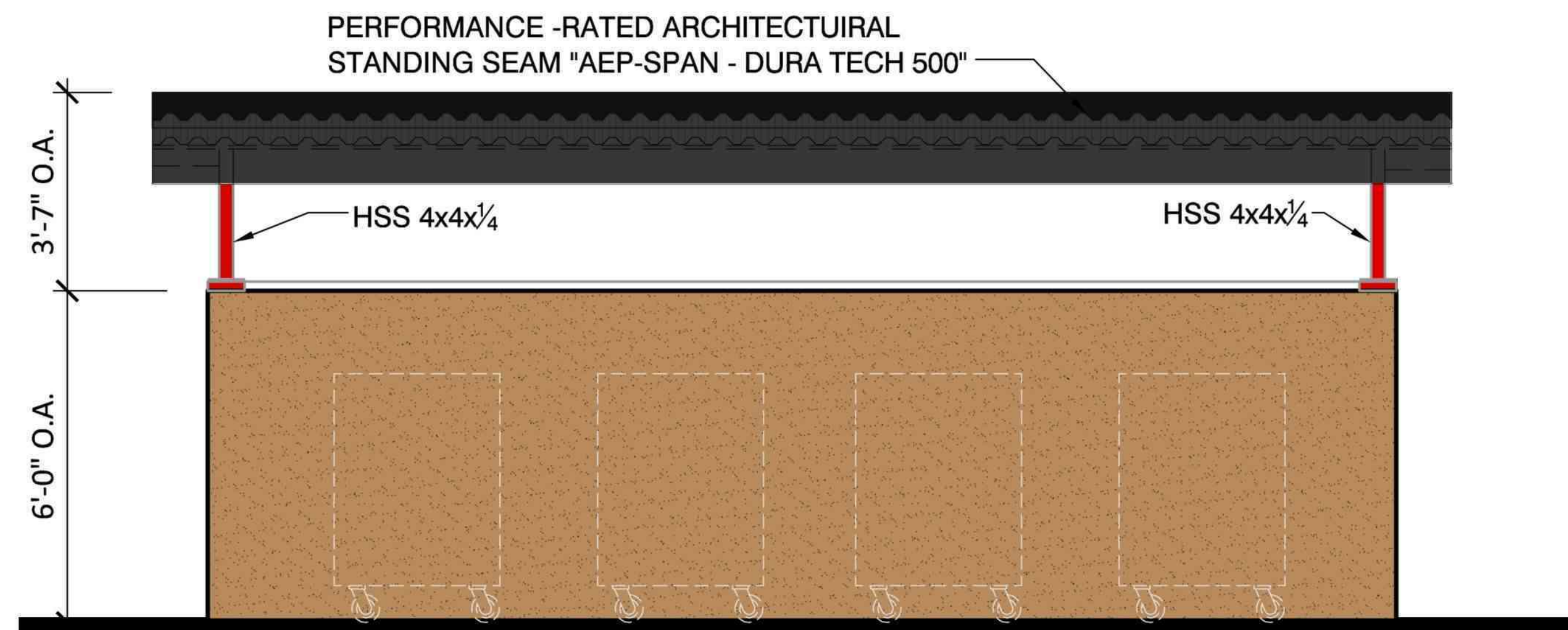
DUMPSTER ELEVATION

1/2" = 1'-0"



DUMPSTER FRONT ELEVATION

1/2" = 1'-0"



DUMPSTER REAR ELEVATION

1/2" = 1'-0"



*Cross Engineering Services (CES)
190 Knox Abbott Drive, STE 2C
Cayce, SC 29033
(801) 391-2391*

Cross Engineering Services, Inc.

French Valley Commercial Development: Tommy's Carwash, Arby's and Wienerschnitzel

French Valley, Riverside County APN: 963-07-0018

Development Narrative

Three separate buildings are proposed at this lot, a car wash and two restaurants.

A Tommy's Carwash is proposed at the Southwest corner of Benton Road and Penfield Lane in Murrieta, California 92563.

The site is located adjacent to the French Valley Village Center just south of Winchester Road, between a El burro Taco Shop to the west, French Valley Swim Academy to the east and a Crunch Fitness and Help Heal Veterans to the south.

The Tommy's Carwash typically employs 2-3 individuals onsite at any time and operates between 9am and 7pm. Tommy's is expected to draw approximately 715 trips per day with 40 trips produced in AM peak hour and 75 net trips produced in PM peak hour on a typical weekday. Tommy's footprint is 5,215 square feet.

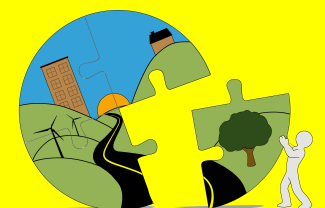
The Arby's drive-thru restaurant proposed is to be located approximately 75 feet east of Tommy's Carwash. The Arby's typically employs 5-8 individuals onsite at any time and operates between 10am and 10pm. Arby's footprint is 3135 square feet

The Wienerschnitzel drive-thru restaurant proposed is to be located approximately 60 feet east of Arby's. The Wienerschnitzel typically employs 3-5 individuals onsite at any time and operates between 10am and 10pm. Wienerschnitzel's footprint is 729 square feet.



G:\Pacific Rm Architects\Satim\PRASD-004-008 French Valley WS\Archicad 26\CarWash FrenchValley_01.pln

CASE: PPT200033.SP.CZ
EXHIBIT: B (Elevations)
DATE: 3/20/2024
PLANNER: TWHEELER



Meeting Comment Agenda Final



5912 BOLSA AVE SUITE 212
 HUNTINGTON BEACH CA. 92646
 pacificrimarchitects.com

OWNER INFORMATION:

GLIDE EXPRESS CAR WASH

SWC OF BENTON ST AND PENFIELD LN
 WINCHESTER, CA 92596
 (FRENCH VALLEY)

PROJECT NO: PRA-SD-004-008 French Valley Car Wash

LICENSER:

DATE:	REVISION: DESCRIPTION:	BY:
05-05-2023	CUP GRAPHICS	KV/UA

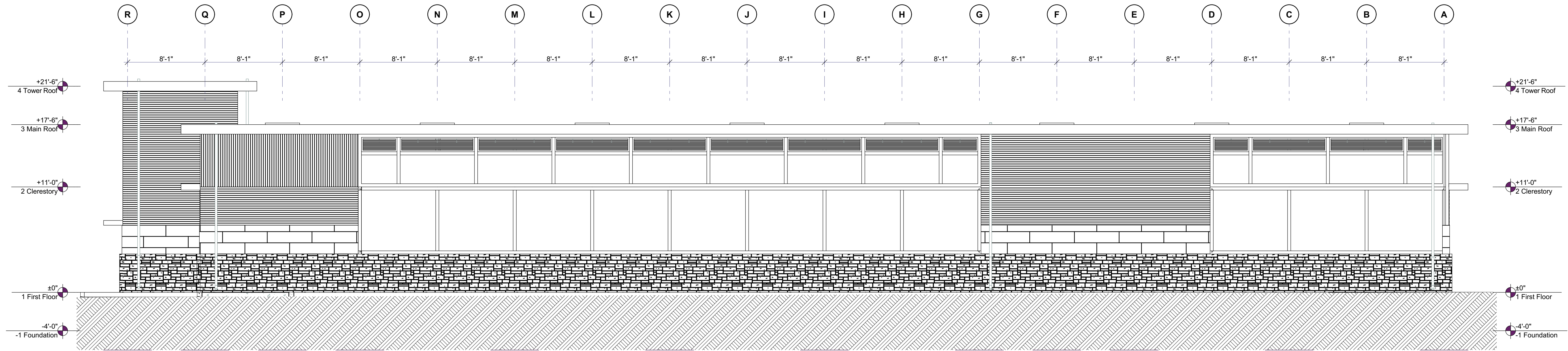
SHEET TITLE:

Architectural Site Plan

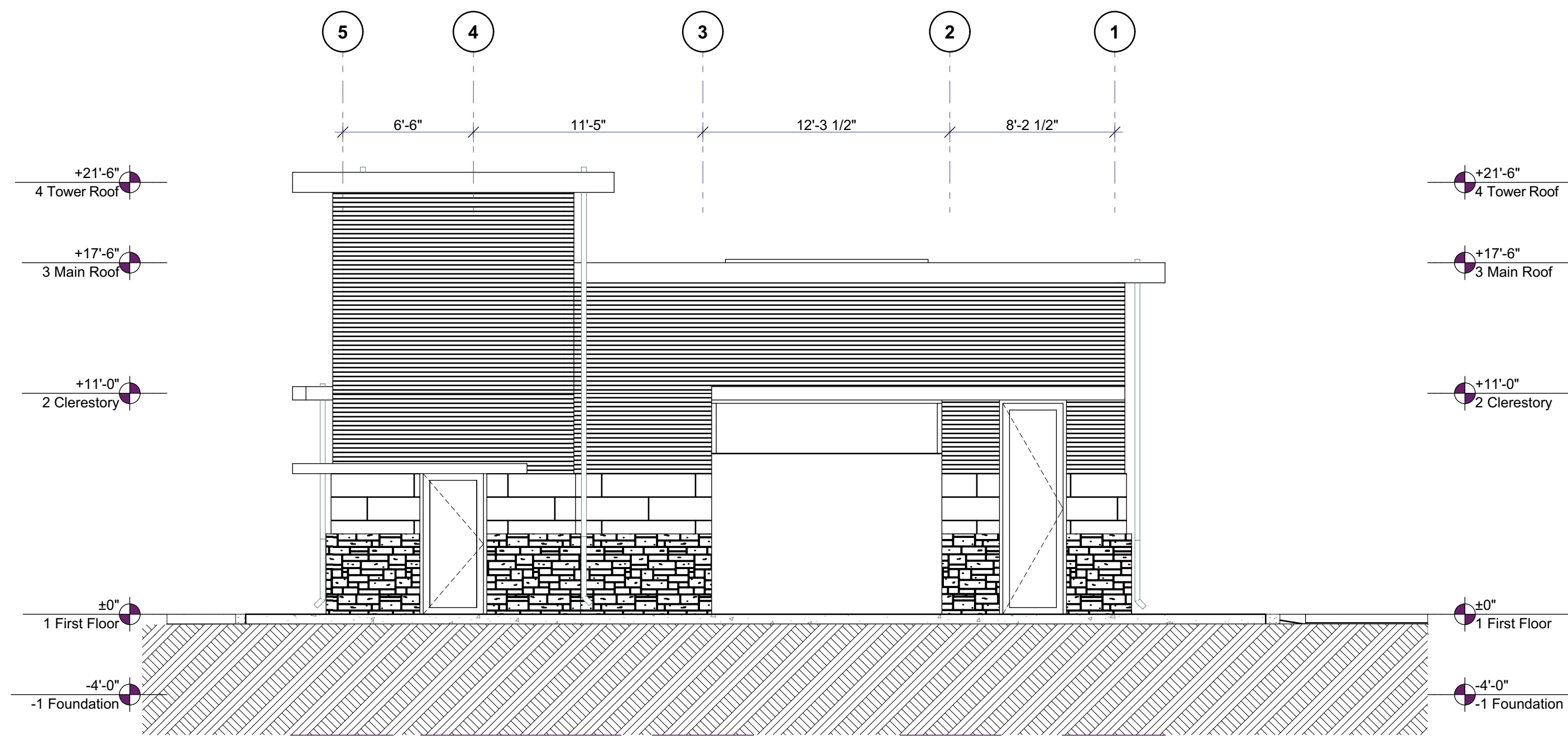
SHEET NUMBER:

AS-002

G:\Pacific Rtm Architects\Saitimi\PRA-SD-004-008 French Valley WS\Archicad 26\CarWash FrenchValley_01.pln



1 North Elevation
SCALE: 3/16" = 1'-0"



2 East Elevation
SCALE: 3/16" = 1'-0"



5912 BOLSA AVE SUITE 212
HUNTINGTON BEACH CA. 92646
pacificrimarchitects.com

OWNER INFORMATION:

GLIDE EXPRESS CAR WASH

SWC OF BENTON ST AND PENFIELD LN
WINCHESTER, CA 92596
(FRENCH VALLEY)

PROJECT NO: PRA-SD-004-008 French Valley Car Wash

LICENSER:

DATE:	REVISION: DESCRIPTION:	BY:
05-05-2023	CUP GRAPHICS	KV/UA

SHEET TITLE:

Exterior Elevations

SHEET NUMBER:

A-203



1 North Elevation

SCALE: 3/16" = 1'-0"



2 East Elevation

SCALE: 3/16" = 1'-0"



5912 BOLSA AVE SUITE 212
HUNTINGTON BEACH CA. 92646
pacificrimarchitects.com

OWNER INFORMATION:

GLIDE EXPRESS CAR WASH

SWC OF BENTON ST AND PENFIELD LN
WINCHESTER, CA 92596
(FRENCH VALLEY)

PROJECT NO: PRA-SD-004-008 French Valley Car Wash

LICENSER:

DATE:	REVISION: DESCRIPTION:	BY:
05-05-2023	CUP GRAPHICS	KV/UA

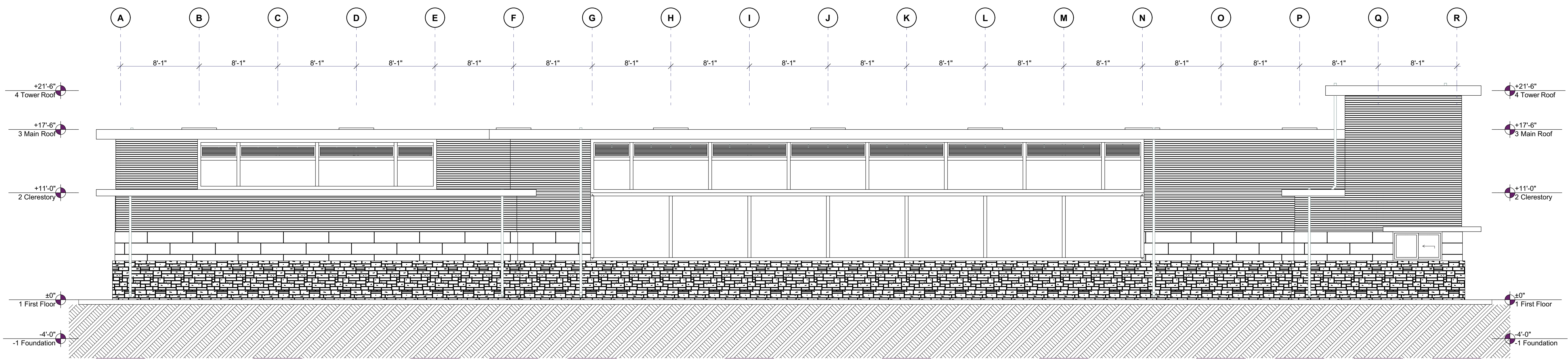
SHEET TITLE:

Exterior Elevations

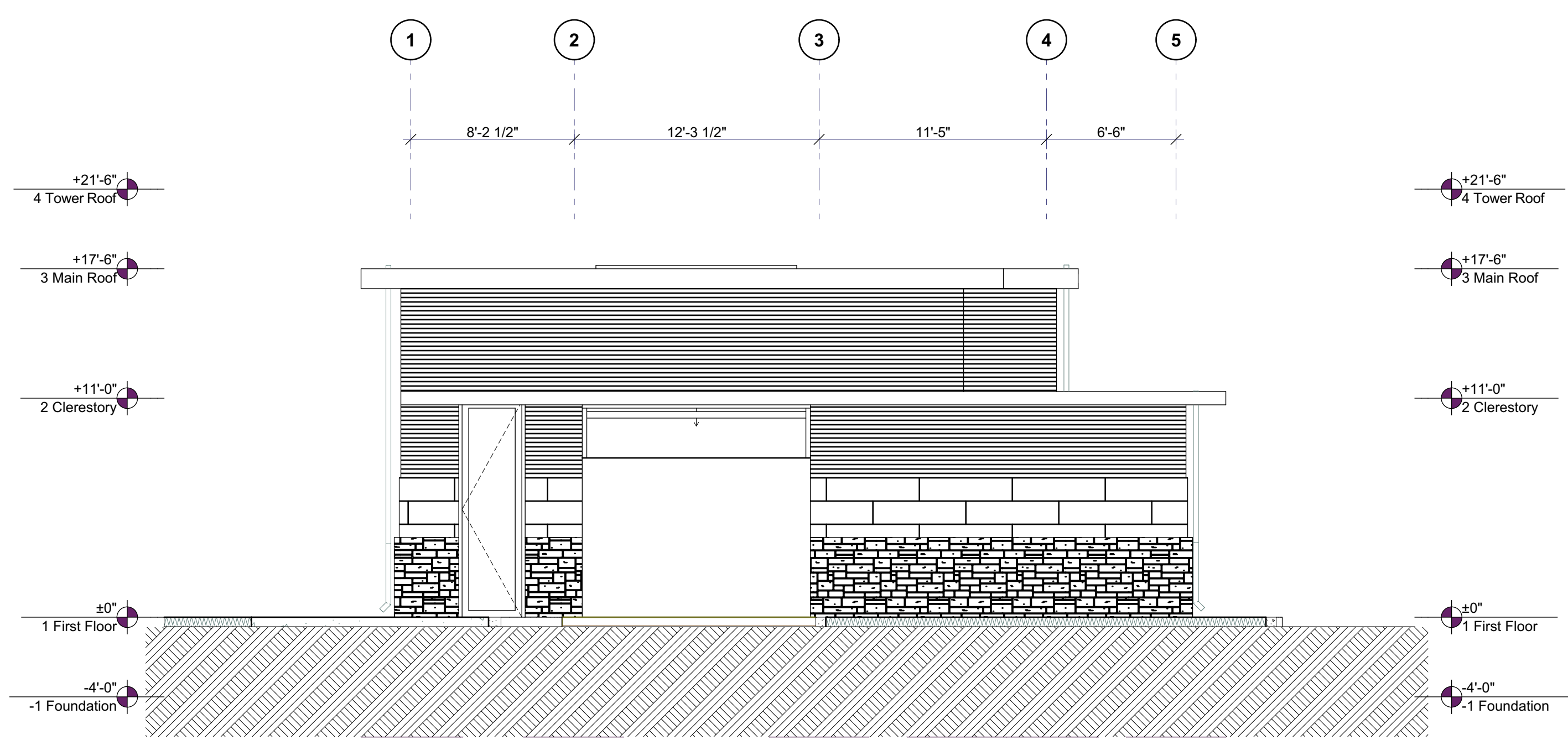
SHEET NUMBER:

A-203
COLOR RENDER

G:\Pacific Rtm Architects\Saitimi\PRA-SD-004-008 French Valley WS\Archicad 26\CarWash FrenchValley_01.pln



1 South Elevation
SCALE: 3/16" = 1'-0"



2 West Elevation
SCALE: 3/16" = 1'-0"

OWNER INFORMATION:
GLIDE EXPRESS CAR WASH
SWC OF BENTON ST AND PENFIELD LN
WINCHESTER, CA 92596
(FRENCH VALLEY)
PROJECT NO: PRA-SD-004-008 French Valley Car Wash

LICENSER:

DATE:	REVISION: DESCRIPTION:	BY:
05-05-2023	CUP GRAPHICS	KV/UA

SHEET TITLE:
Exterior Elevations

SHEET NUMBER:
A-204



1 South Elevation

SCALE: 3/16" = 1'-0"



2 West Elevation

SCALE: 3/16" = 1'-0"



5912 BOLSA AVE SUITE 212
HUNTINGTON BEACH CA. 92646
pacificrimarchitects.com

OWNER INFORMATION:

GLIDE EXPRESS CAR WASH

SWC OF BENTON ST AND PENFIELD LN
WINCHESTER, CA 92596
(FRENCH VALLEY)

PROJECT NO: PRA-SD-004-008 French Valley Car Wash

LICENSER:

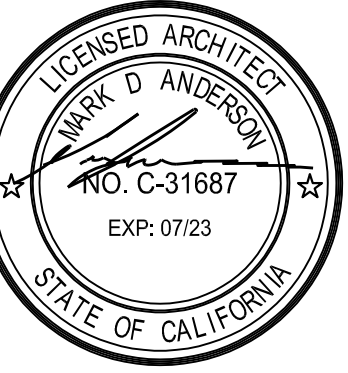
DATE:	REVISION: DESCRIPTION:	BY:
05-05-2023	CUP GRAPHICS	KV/UA

SHEET TITLE:

Exterior Elevations

SHEET NUMBER:

A-204
COLOR RENDER



Copyright © 2019 by Arby's Restaurant Group

ARBY'S RESTAURANT GROUP
SWC BENTON RD & PENFIELD LN.
WINCHESTER, CA 92563
(FRENCH VALLEY)

PROJECT NUMBER:

ISSUE DATE
2020 v1.0 04-20-2022
CUP Set

EXTERIOR ELEVATIONS

SHEET:

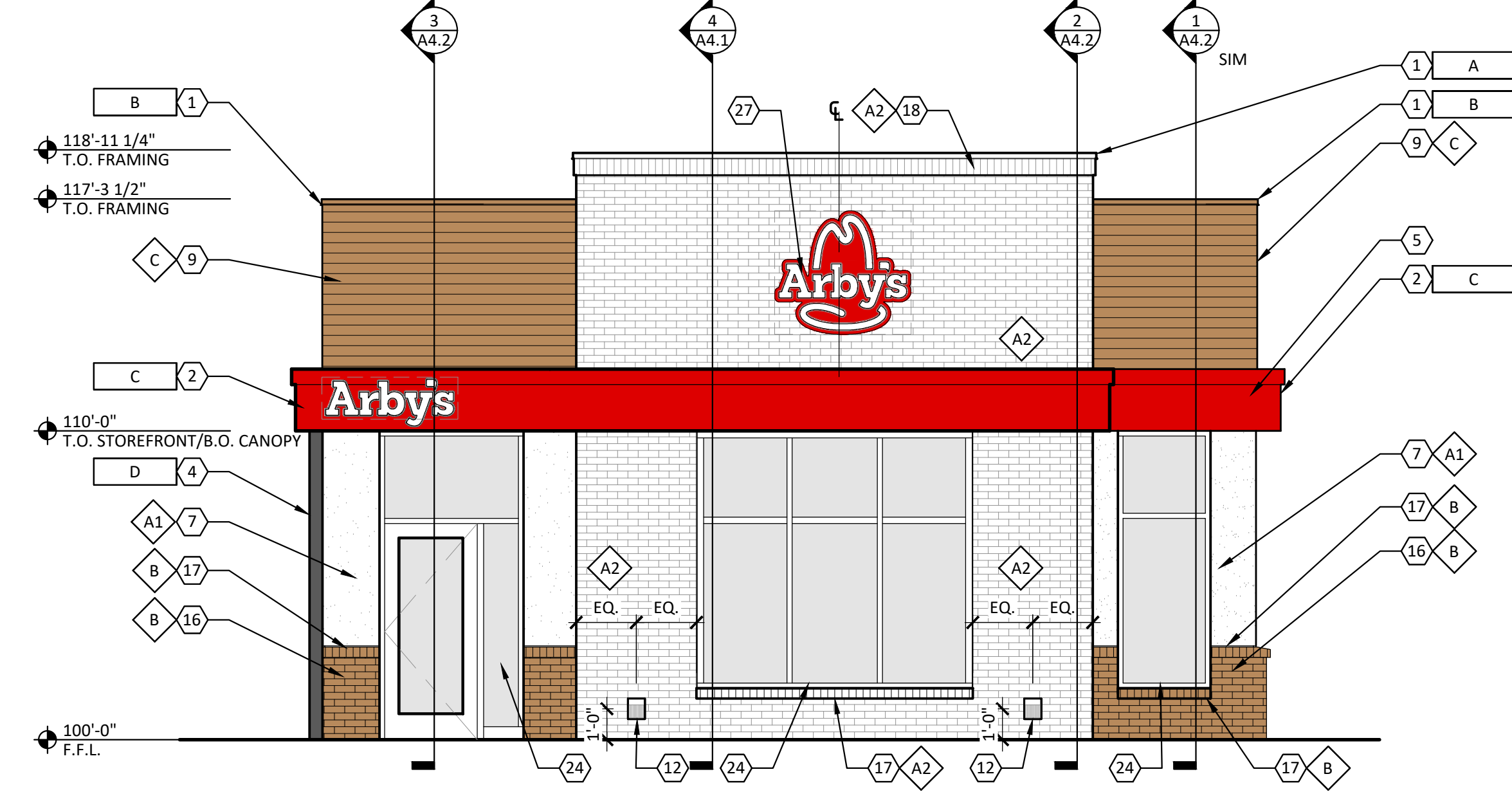
A2.1

- ### CODED NOTES
- (ALL CODED NOTES MAY NOT BE USED)
- PRE-FINISHED METAL COPING.
 - PRE-FABRICATED METAL CANOPY/ACCENT BAND.
 - HOSE BIBB, REFER TO PLUMBING DRAWINGS.
 - PRE-FABRICATED METAL POST FOR CANOPY.
 - ARBY'S SIGNAGE, MOUNT ON CANOPY/ACCENT BAND. REFER TO SIGNAGE VENDOR DRAWINGS.
 - PAINT DOOR AND FRAME.
 - EIFS WALL SYSTEM.
 - EIFS CORNICE.
 - EIFS WALL SYSTEM WITH 4" O.C. V-GROOVE REVEALS. REFER TO 2/A4.4.
 - EIFS ACCENT BAND.
 - DRIVE THRU WINDOW. PROVIDE STAINLESS STEEL SILL.
 - WALL MOUNTED LIGHT FIXTURE.
 - 6" CONC. FILLED STEEL PIPE BOLLARD, PAINT YELLOW.
 - CENTER LIGHT FIXTURE ON STOREFRONT BELOW.
 - PAINT ROOF LADDER
 - BRICK VENEER, RUNNING BOND.
 - BRICK ROWLOCK SILL.
 - BRICK CORNICE, SOLDIER COURSE.
 - ELECTRICAL EQUIPMENT.
 - GAS METER. REFER TO MEP DRAWINGS FOR EXACT LOCATION. PAINT TO MATCH BRICK.
 - GREASE OUTLET.
 - CO2 HOOKUP.
 - COOLER/FREEZER, PAINT TO MATCH EIFS.
 - ALUMINUM STOREFRONT.
 - PREFABRICATED SCUPPER BOX. MATH COLOR TO ADJACENT WALL COLOR. REFER TO DETAIL 6/A1.2
 - CONTINUE BRICK VENEER BEHIND ELECTRIC EQUIPMENT. COORDINATE SIZE WITH ELECTRICIAN. DO NOT INSTALL ROWLOCK BEHIND ELECTRICAL EQUIPMENT.
 - ARBY'S HAT SIGNAGE MOUNT ON BRICK WALL REFER TO SIGNAGE VENDORS DRAWINGS.

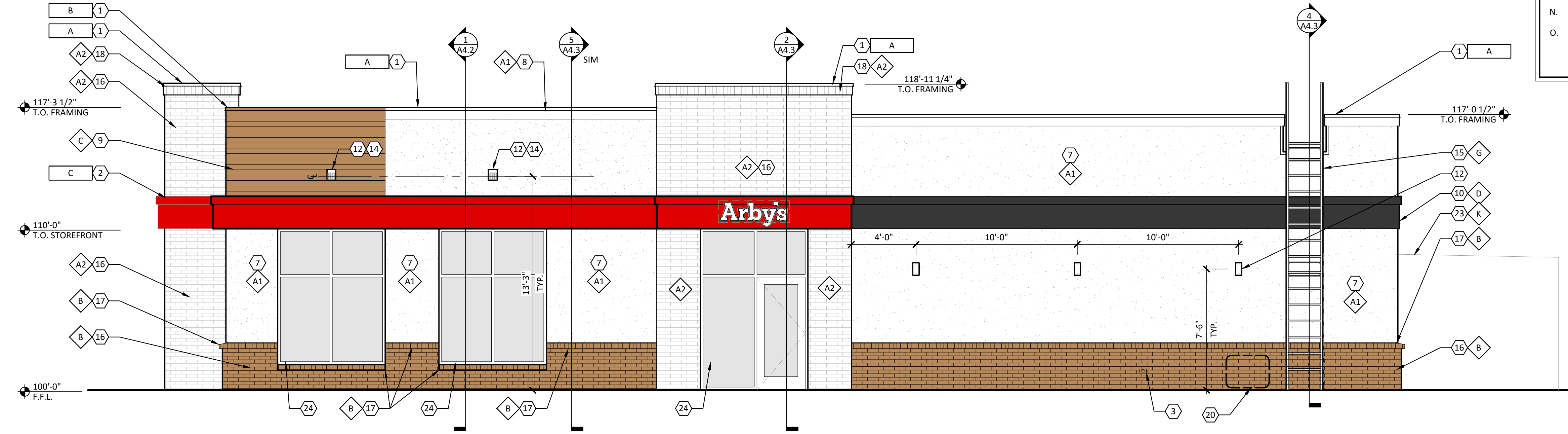
FINISH SCHEDULE

MARK	MANUFACTURER	DESCRIPTION	NOTES
FINISHES			
A1	DRYVIT	EIFS WALL SYSTEM	COLOR: ARBY081030 TEXTURE: STANDARD
A2	BELDEN BRICK	ALASKA WHITE	TEXTURE: VELOUR GROUT: CEMEX GRAY TYPE N 1000
B	BELDEN BRICK	8601 DARK	TEXTURE: SMOOTH GROUT: CEMEX 36-A MOCHA, TYPE N
C	DRYVIT	EIFS WALL SYSTEM WITH V-GROOVE REVEALS	COLOR: ARBY131030 TEXTURE: STANDARD
D	SHERWIN WILLIAMS	SW #6869 STOP	SATIN FINISH
E	NOT USED	---	---
F	NOT USED	---	---
G	SHERWIN WILLIAMS	SW #2808 ROOKWOOD DARK BROWN	SATIN FINISH
H	NOT USED	---	---
I	NOT USED	---	---
K	SHERWIN WILLIAMS	SW #7005 PURE WHITE	SATIN FINISH
METALS			
A	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING REGAL WHITE/ DURO-LAST #SR.70/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
B	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING DARK BRONZE/ DURO-LAST #SR.26/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
C	PREFABRIATED CANOPY/BAND	PRODUCT CODE: 9940-30198R PRODUCT NAME: FC SD RAL 3000 FLAME RED	---
D	PREFABRIATED POST	PRODUCT CODE: 9840-80957R PRODUCT NAME: FC SD RAL 8017 CHOC. BROWN	---

- PAINT ALL EXPOSED METERS, SERVICE ENTRANCES, GAS PIPE, ROOF ACCESS LADDER, ETC. TO MATCH ADJACENT EXTERIOR WALL SURFACE.
- PROVIDE TEMPORARY MASKING OF EXPOSED STAINLESS STEEL DURING ACID WASHING OF MASONRY.
- PROVIDE SOLID MASONRY UNITS AT THE ENDS OF JAMBS, SILLS, ETC.
- TO HELP PREVENT EFFLORESCENCE ALL MASONRY UNITS ARE TO BE MANUFACTURED WITH INTEGRAL WATER REPELLANT. WATER REPELLANT ADMIXTURE IS TO BE MIXED IN AND PRE-WASHED SAND IS TO BE USED IN ALL MORTAR MIXES.
- MAKE SURE THAT WALL WEEPS AND FLASHING ARE INSTALLED CORRECTLY. DO NOT BLOCK WEEPS.
- REFER TO SHEET A8.2 FOR TEMPERED GLASS LOCATIONS.
- ALUMINUM STOREFRONT TO BE DARK BRONZE.
- ALL GLAZING TO BE 1" INSULATED GLAZING.
- BASIS OF DESIGN FOR THE EIFS WALL SYSTEM IS DRYVIT OUTSULATION PLUS MD. EIFS WALL SYSTEM IS 2" THICK UNLESS NOTED OTHERWISE. INSTALL EIFS PRODUCT IN STRICT ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND DETAILS. INSTALL EIFS WALL SYSTEM OVER FLUID APPLIED MEMBRANE.
- SIGNAGE IS SHOWN FOR REFERENCE ONLY. FINAL SIZE, LOCATION AND QUANTITY TO BE DETERMINED BY SIGNAGE VENDOR. SIGNAGE VENDOR SHALL PERMIT ALL SIGNS UNDER SEPARATE COVER.
- REFER TO ELECTRICAL DRAWINGS FOR EXTERIOR LIGHTING SPECIFICATIONS.
- PAINT ALL EXPOSED BRICK LINTELS TO MATCH STOREFRONT.
- ALL WALL MOUNTED LIGHT FIXTURES TO BE SET IN CONTINUOUS BEAD OF CAULK AND THEN SHALL BE SEALED TO WALL WITH SEPARATE BEAD OF CAULK. CAULK TO MATCH ADJACENT SURFACE.
- PAINT EIFS WALL BEHIND ACCENT BAND RED. EXPOSED EIFS EDGE BELOW ACCENT BAND TO MATCH METAL ACCENT BAND.
- ALL BRICK VENEER SHALL BE A RUNNING BOND, U.N.O. ALL BRICK SHALL BE INSTALLED FLUSH. U.N.O. (EXCEPTIONS INCLUDE: ROWLOCK SILL, SOLDIER COURSE HEADER AT DRIVE THRU WINDOW AND BRICK CORNICE)

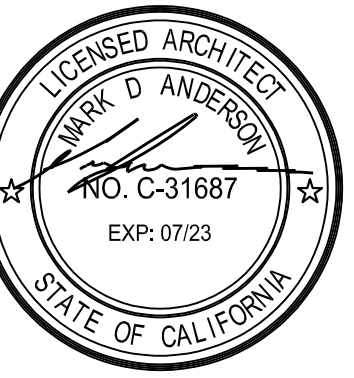


1 NORTH ELEVATION
1/4" = 1'-0"



2 WEST ELEVATION
1/4" = 1'-0"

NOT FOR CONSTRUCTION



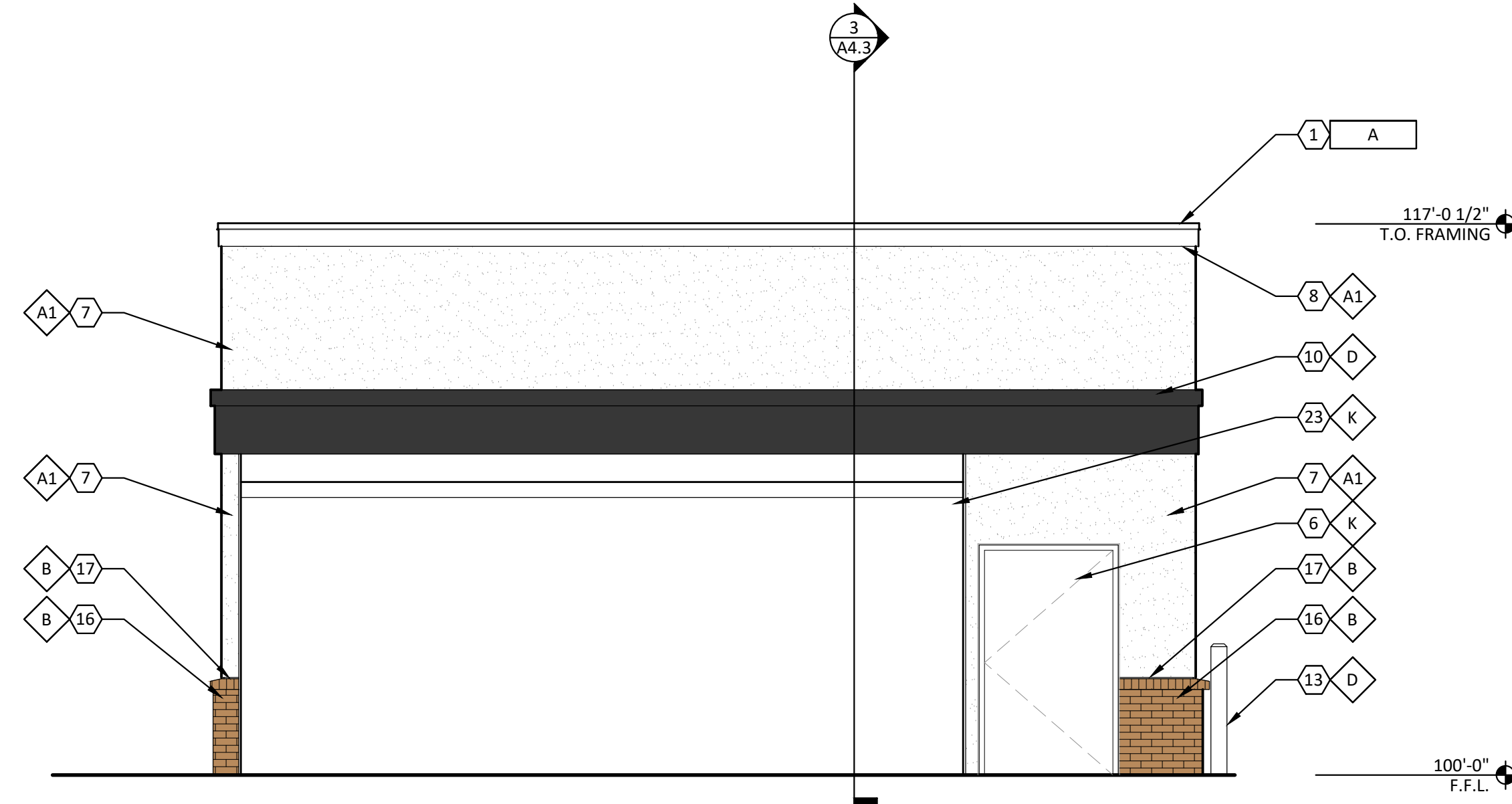
CODED NOTES (#) (ALL CODED NOTES MAY NOT BE USED)

1. PRE-FINISHED METAL COPING.
2. PRE-FABRICATED METAL CANOPY/ACCENT BAND.
3. HOSE BIBB, REFER TO PLUMBING DRAWINGS.
4. PRE-FABRICATED METAL POST FOR CANOPY.
5. ARBY'S SIGNAGE, MOUNT ON CANOPY/ACCENT BAND. REFER TO SIGNAGE VENDOR DRAWINGS.
6. PAINT DOOR AND FRAME.
7. EIFS WALL SYSTEM.
8. EIFS CORNICE.
9. EIFS WALL SYSTEM WITH 4" O.C. V-GROOVE REVEALS. REFER TO 2/A4.4.
10. EIFS ACCENT BAND.
11. DRIVE THRU WINDOW. PROVIDE STAINLESS STEEL SILL.
12. WALL MOUNTED LIGHT FIXTURE.
13. 6" CONC. FILLED STEEL PIPE BOLLARD, PAINT YELLOW.
14. CENTER LIGHT FIXTURE ON STOREFRONT BELOW.
15. PAINT ROOF LADDER.
16. BRICK VENEER. RUNNING BOND.
17. BRICK ROWLOCK SILL.
18. BRICK CORNICE, SOLDIER COURSE.
19. ELECTRICAL EQUIPMENT.
20. GAS METER. REFER TO MEP DRAWINGS FOR EXACT LOCATION. PAINT TO MATCH BRICK.
21. GREASE OUTLET.
22. CO2 HOOKUP.
23. COOLER/FREEZER, PAINT TO MATCH EIFS.
24. ALUMINUM STOREFRONT.
25. PREFABRICATED SCUPPER BOX. MATH COLOR TO ADJACENT WALL COLOR. REFER TO DETAIL 6/A1.2
26. CONTINUE BRICK VENEER BEHIND ELECTRICAL EQUIPMENT. COORDINATE SIZE WITH ELECTRICIAN. DO NOT INSTALL ROWLOCK BEHIND ELECTRICAL EQUIPMENT.
27. ARBY'S HAT SIGNAGE MOUNT ON BRICK WALL REFER TO SIGNAGE VENDORS DRAWINGS.

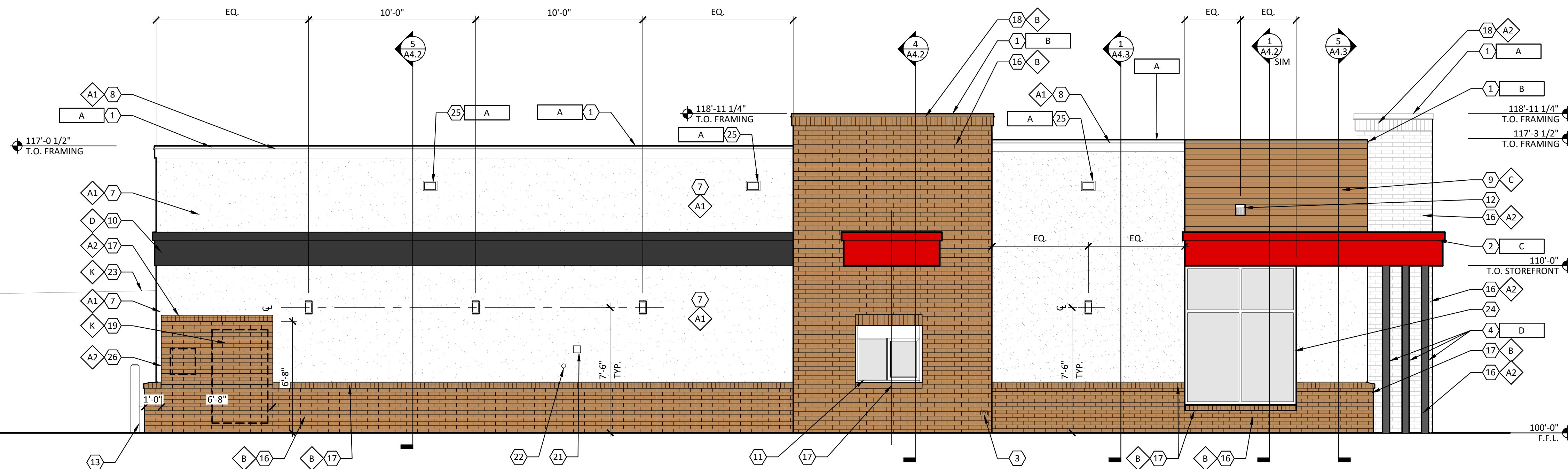
FINISH SCHEDULE

MARK	MANUFACTURER	DESCRIPTION	NOTES
FINISHES			
A1	DRYVIT	EIFS WALL SYSTEM	COLOR: ARBY081030 TEXTURE: STANDARD
A2	BELDEN BRICK	ALASKA WHITE	TEXTURE: VELOUR GROUT: CEMEX GRAY TYPE N 1000
B	BELDEN BRICK	8601 DARK	TEXTURE: SMOOTH GROUT: CEMEX 36-A MOCHA, TYPE N
C	DRYVIT	EIFS WALL SYSTEM WITH V-GROOVE REVEALS	COLOR: ARBY131030 TEXTURE: STANDARD
D	SHERWIN WILLIAMS	SW #6869 STOP	SATIN FINISH
E	NOT USED	---	---
F	NOT USED	---	---
G	SHERWIN WILLIAMS	SW #2808 ROOKWOOD DARK BROWN	SATIN FINISH
H	NOT USED	---	---
J	NOT USED	---	---
K	SHERWIN WILLIAMS	SW #7005 PURE WHITE	SATIN FINISH
METALS			
A	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING REGAL WHITE/ DURO-LAST #SR.70/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
B	EXCEPTIONAL METALS/ DURO-LAST	TWO-PIECE SNAP-ON METAL COPING DARK BRONZE/ DURO-LAST #SR.26/TE.87	FOR USE WITH DURO-LAST ROOFING SYSTEM DETAIL FA3110
C	PRE-FABRICATED CANOPY/BAND	PRODUCT CODE: 9940-30198R PRODUCT NAME: FC SD RAL 3000 FLAME RED	---
D	PRE-FABRICATED POST	PRODUCT CODE: 9840-80957R PRODUCT NAME: FC SD RAL 8017 CHOC. BROWN	---

- A. PAINT ALL EXPOSED METERS, SERVICE ENTRANCES, GAS PIPE, ROOF ACCESS LADDER, ETC. TO MATCH ADJACENT EXTERIOR WALL SURFACE.
- B. PROVIDE TEMPORARY MASKING OF EXPOSED STAINLESS STEEL DURING ACID WASHING OF MASONRY.
- C. PROVIDE SOLID MASONRY UNITS AT THE ENDS OF JAMBS, SILLS, ETC.
- D. TO HELP PREVENT EFFLORESCENCE ALL MASONRY UNITS ARE TO BE MANUFACTURED WITH INTEGRAL WATER REPELLANT. WATER REPELLANT ADMIXTURE IS TO BE MIXED IN AND PRE-WASHED SAND IS TO BE USED IN ALL MORTAR MIXES.
- E. MAKE SURE THAT WALL WEEPS AND FLASHING ARE INSTALLED CORRECTLY. DO NOT BLOCK WEEPS.
- F. REFER TO SHEET AB.2 FOR TEMPERED GLASS LOCATIONS.
- G. ALUMINUM STOREFRONT TO BE DARK BRONZE.
- H. ALL GLAZING TO BE 1" INSULATED GLAZING.
- I. BASIS OF DESIGN FOR THE EIFS WALL SYSTEM IS DRYVIT OUTSULATION PLUS MD. EIFS WALL SYSTEM IS 2" THICK UNLESS NOTED OTHERWISE. INSTALL EIFS PRODUCT IN STRICT ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND DETAILS. INSTALL EIFS WALL SYSTEM OVER FLUID APPLIED MEMBRANE.
- J. SIGNAGE IS SHOWN FOR REFERENCE ONLY. FINAL SIZE, LOCATION AND QUANTITY TO BE DETERMINED BY SIGNAGE VENDOR. SIGNAGE VENDOR SHALL PERMIT ALL SIGNS UNDER SEPARATE COVER.
- K. REFER TO ELECTRICAL DRAWINGS FOR EXTERIOR LIGHTING SPECIFICATIONS.
- L. PAINT ALL EXPOSED BRICK LINTELS TO MATCH STOREFRONT.
- M. ALL WALL MOUNTED LIGHT FIXTURES TO BE SET IN CONTINUOUS BEAD OF CAULK AND THEN SHALL BE SEALED TO WALL WITH SEPARATE BEAD OF CAULK. CAULK TO MATCH ADJACENT SURFACE.
- N. PAINT EIFS WALL BEHIND ACCENT BAND RED. EXPOSED EIFS EDGE BELOW ACCENT BAND TO MATCH METAL ACCENT BAND.
- O. ALL BRICK VENEER SHALL BE A RUNNING BOND, U.N.O. ALL BRICK SHALL BE INSTALLED FLUSH. U.N.O. (EXCEPTIONS INCLUDE: ROWLOCK SILL, SOLDIER COURSE HEADER AT DRIVE THRU WINDOW AND BRICK CORNICE)



1 SOUTH ELEVATION
A2.2 1/4" = 1'-0"



2 EAST ELEVATION
A2.2 1/4" = 1'-0"



Copyright © 2019 by Arby's Restaurant Group

ARBY'S RESTAURANT GROUP
SWC BENTON RD & PENFIELD LN.
WINCHESTER, CA 92563
(FRENCH VALLEY)

PROJECT NUMBER:

ISSUE	DATE
2020 v1.0	04-20-2022
CUP Set	

EXTERIOR ELEVATIONS

SHEET:

A2.2

NOT FOR CONSTRUCTION

OWNER INFORMATION:

WIENERSCHNITZEL
APM# 963-070-018
S/W OF BENTON ST AND PENFIELD LN
(FRENCH VALLEY)
WINCHESTER, CA 92596

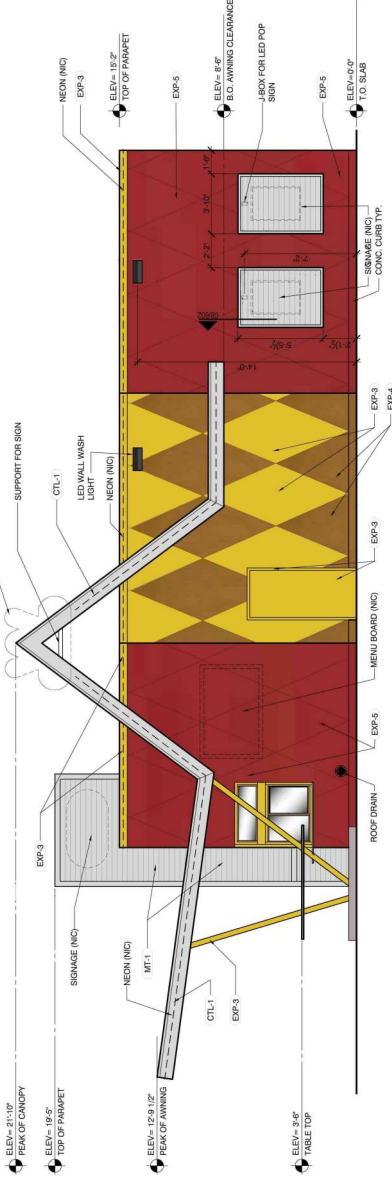


LICENSER:
JOB NO.: PRA-SD-004-000

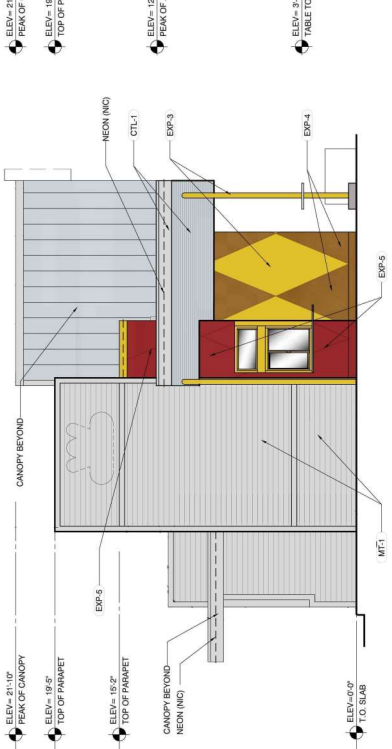
REVISION:
DATE: 04/22/2022
DESCRIPTION: CIP Shallow
BY: ua

SHEET TITLE:
**EXTERIOR
ELEVATIONS**

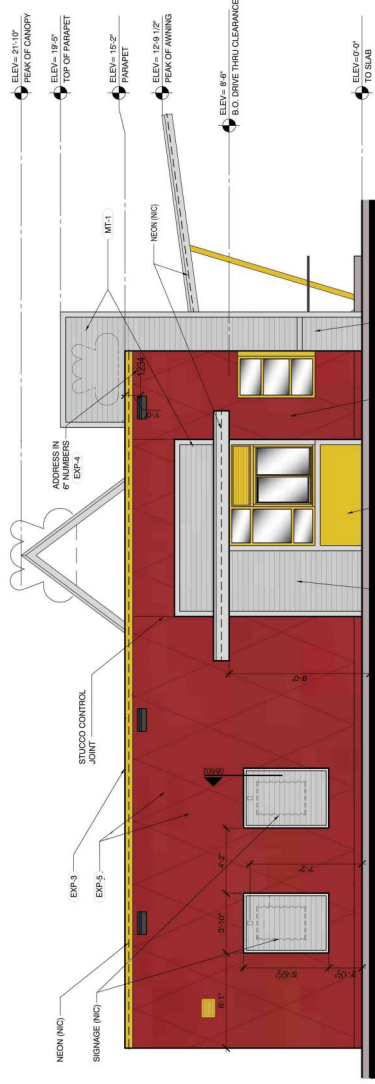
SHEET NUMBER:
A2



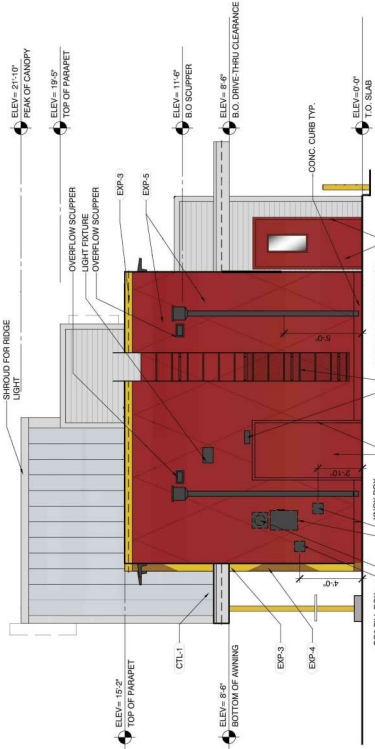
(W) WEST ELEVATION
1/4" = 1'-0"



(N) NORTH ELEVATION
1/4" = 1'-0"



(E) EAST ELEVATION
1/4" = 1'-0"



(S) SOUTH ELEVATION
1/4" = 1'-0"

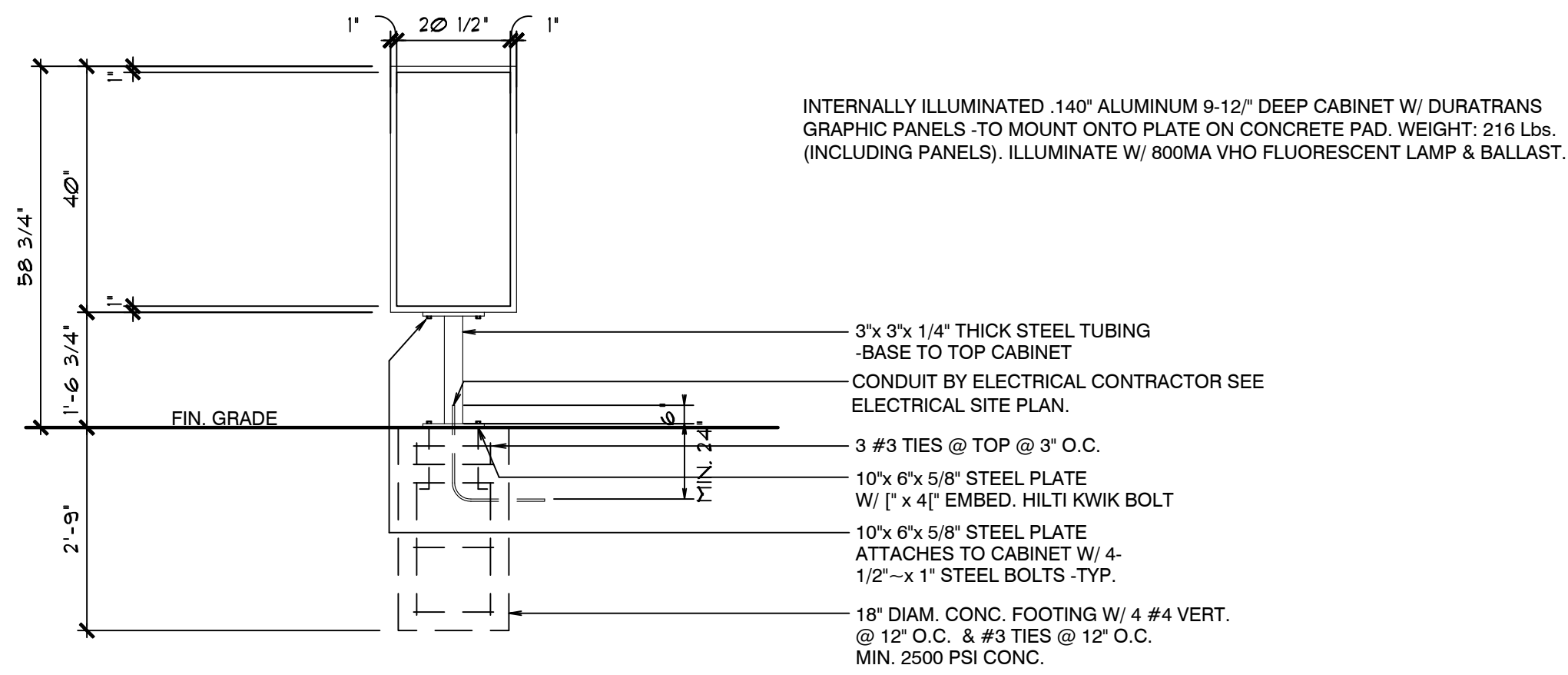
EXTERIOR COLOR/MATERIAL LEGEND

SYMBOL	COLOR	DESCRIPTION	LOCATION
EXP-3	SW CUSTOM COLOR - SAFETY YELLOW	PRO INDUSTRIAL ACRYLIC 889/900 - GLOSS	WIENERSCHNITZEL TOWER & DRIVE THRU
EXP-4	SW #683 GOLDEN RULE	RESILIENCE ACRYLIC LATEX PAINT - GLOSS	EXTERIOR TRIM
EXP-5	SW CUSTOM COLOR - SAFETY RED	PRO INDUSTRIAL ACRYLIC 889/900 - GLOSS	EXTERIOR OVERALL
EXP-7	#152 SAFETY BLACK WIENERSCHNITZEL	GLOSS	
SYMBOL	MATERIAL	FACTORY OR NATURAL FINISH	
CTL-1	CANTILEVER	METAL SOFFIT PANEL - CANOPIES METAL SALES 1" HIGH X 1/2" WIDE SMOOTH - GALVALUME FINISH	
AW-1	AWNING	METAL ROOF PANEL - CANOPIES METAL SALES 1" MIN BATTEN - GALVALUME FINISH	
MFT-1	METAL PANEL	METAL WALL PANEL - TOWER / DRIVE THRU - METAL SALES T-LITE PANEL - GALVALUME FINISH	
MFT-3	METAL ROOF PANEL	METAL ROOF PANEL - CANOPIES - METAL SALES MGNAL-CC-GALVALUME FINISH	
CK-1	SCORED CONCRETE	LM SCOREFIELD SS 19-4 ROMAN CLAY INTEGRAL COLOR 89	

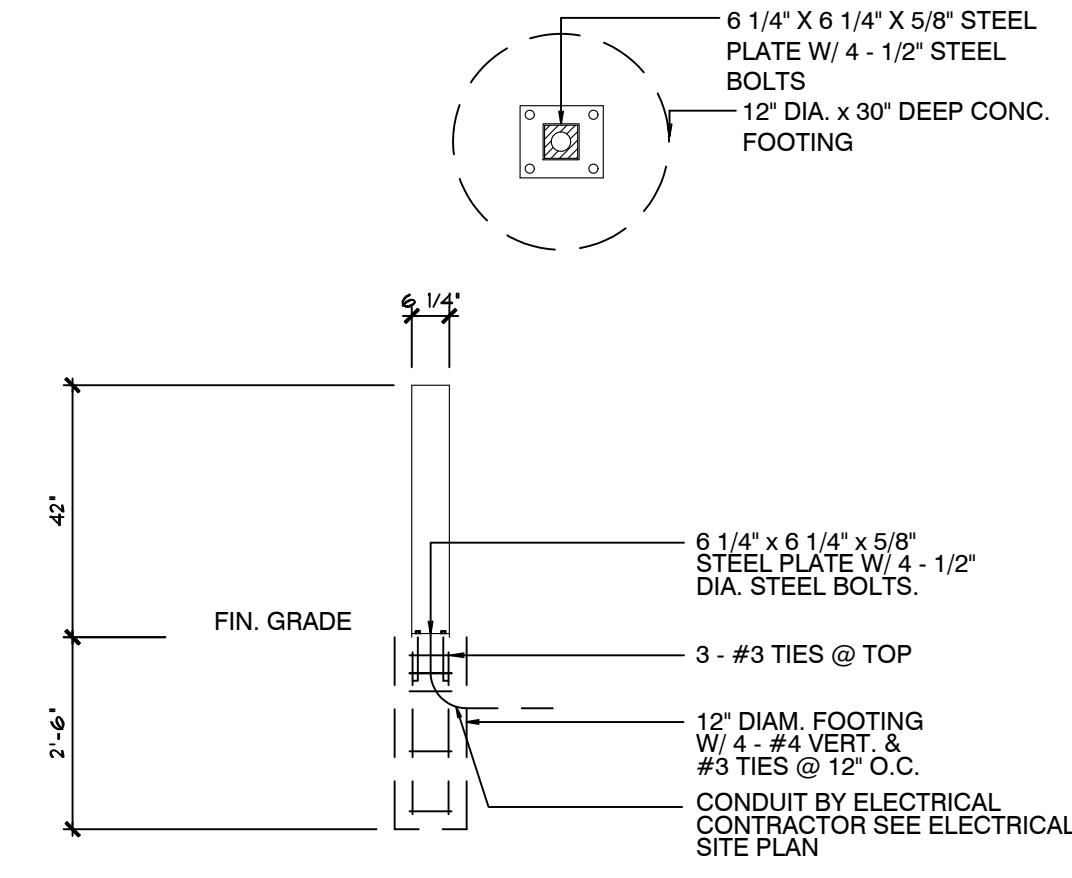




ORDERING BOARD AND WALK UP WINDOW ELEVATION ONLY



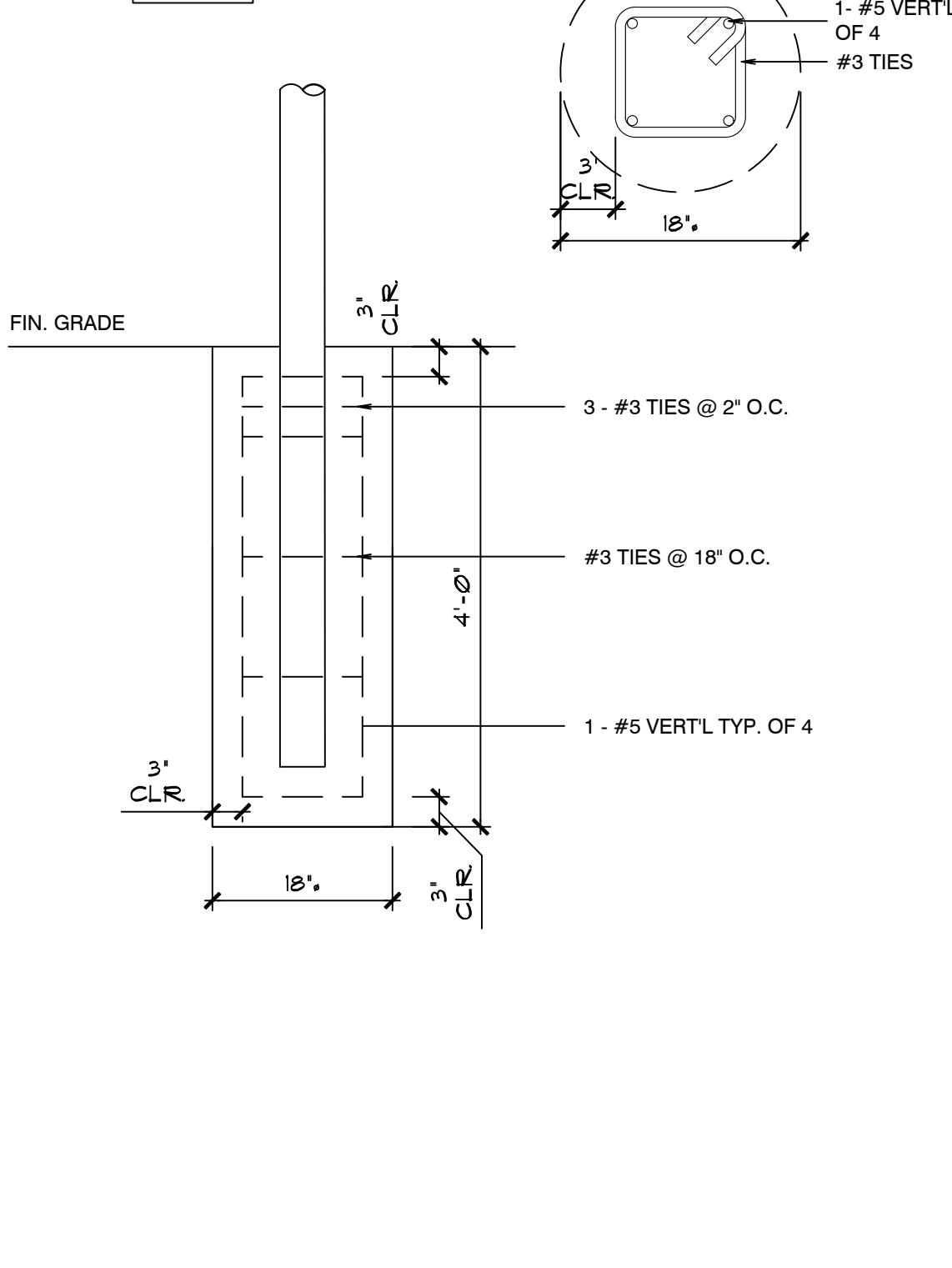
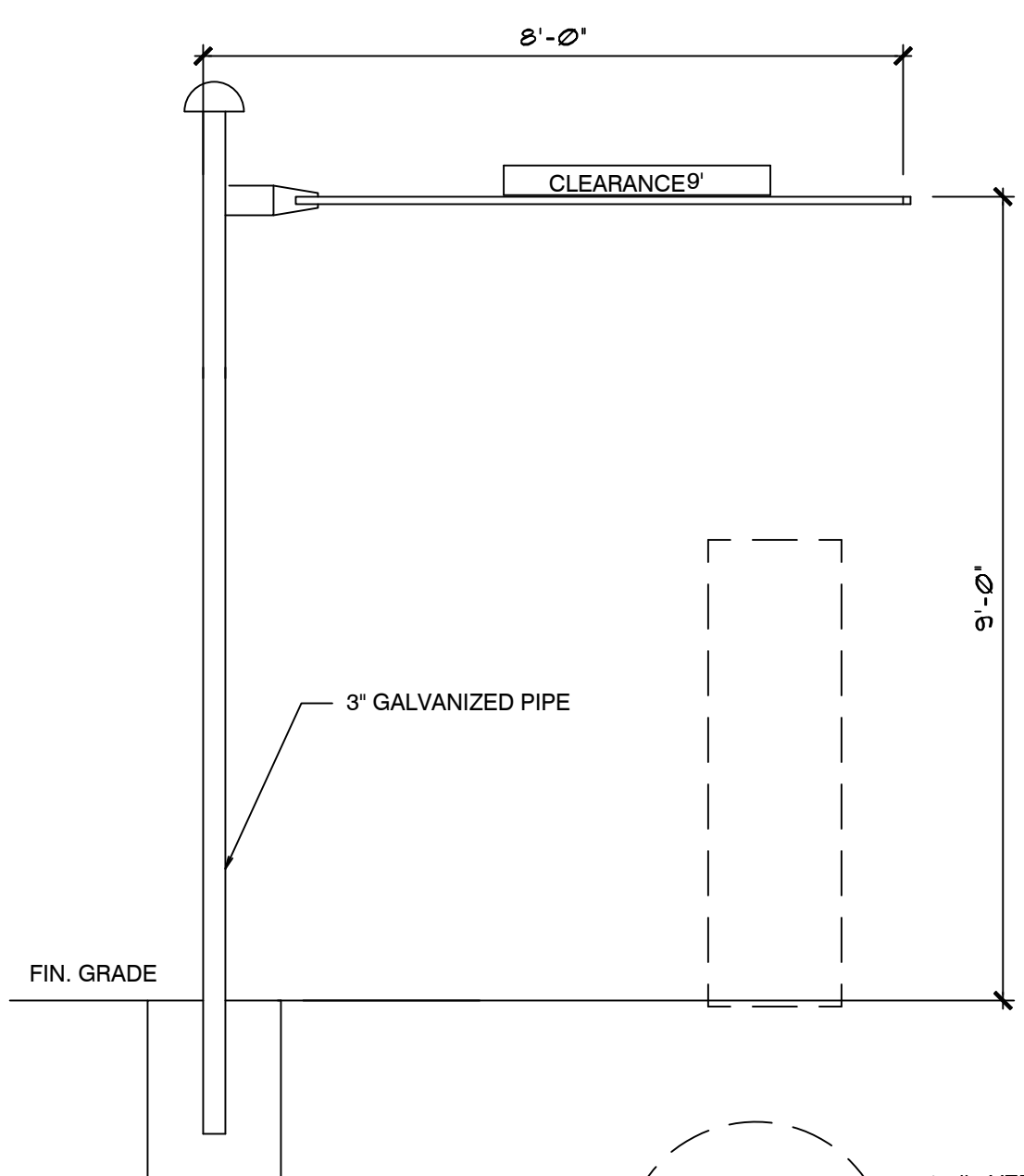
NOT USED SCALE # SINGLE WIDTH DRIVE-THRU PREVIEW BOARD SCALE 7



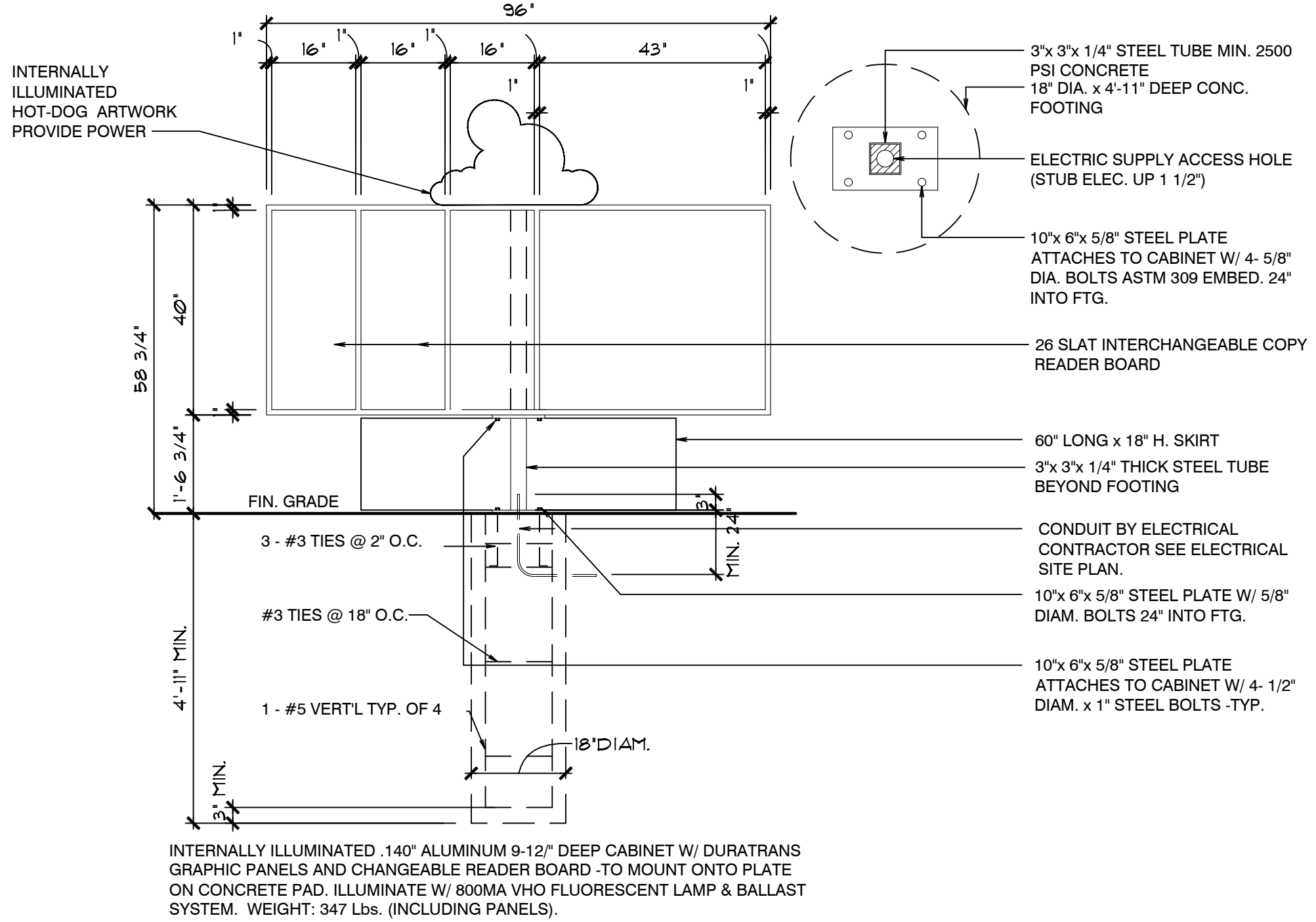
SPEAKER POST SCALE 3

1. MENU BOARDS AND MENU SIGN AND ALL ASSOCIATED SIGNS, WILL BE SUPPLIED BY F.S.E.C. AND INSTALLED BY SIGN CONTRACTOR. (PREVIEW BOARDS, SPEAKER POSTS, CLEARANCE ARM AND BAR AND DIRECTIONAL SIGNS)
2. ALL SIGNS MAY REQUIRE A SEPARATE PERMIT. VERIFY WITH SITE SPECIFIC CONDITIONS AND LOCAL MUNICIPALITY
3. FOOTINGS BY SIGN CONTRACTOR - SEE SITE SPECIFIC PLAN FOR EXACT LOCATIONS
4. G.C. TO STUB EXTERIOR ELECTRICAL CONDUITS 10\"/>

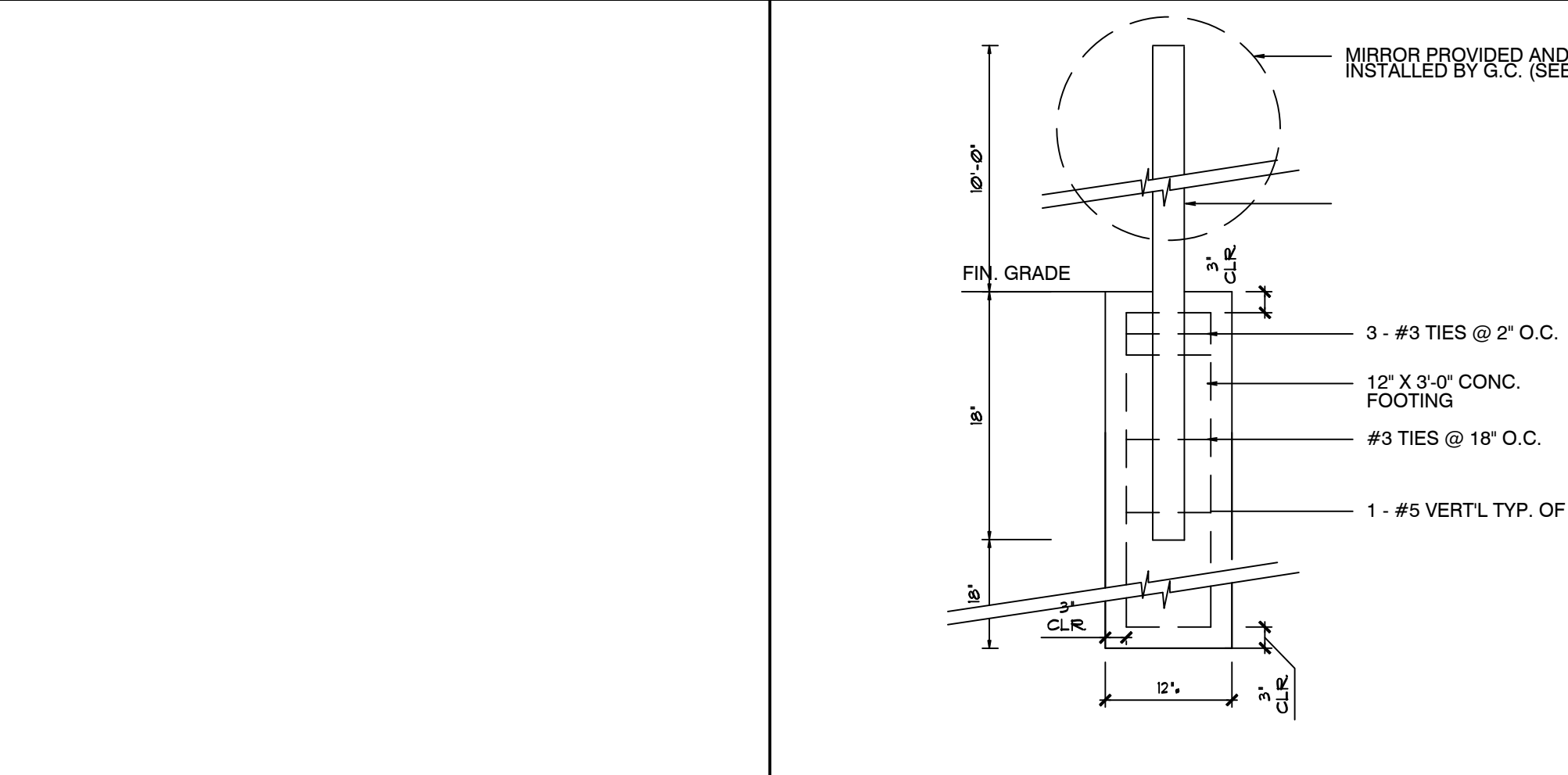
GENERAL NOTES SCALE B



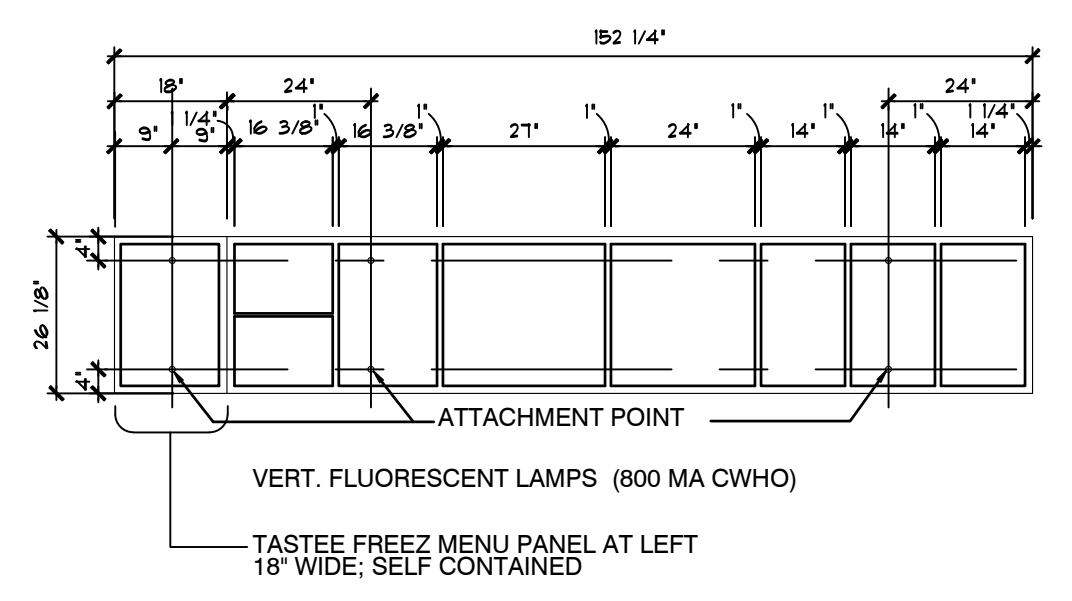
CLEARANCE SIGN DETECTOR SCALE 8



DRIVE-THRU MENU BOARD SCALE 5



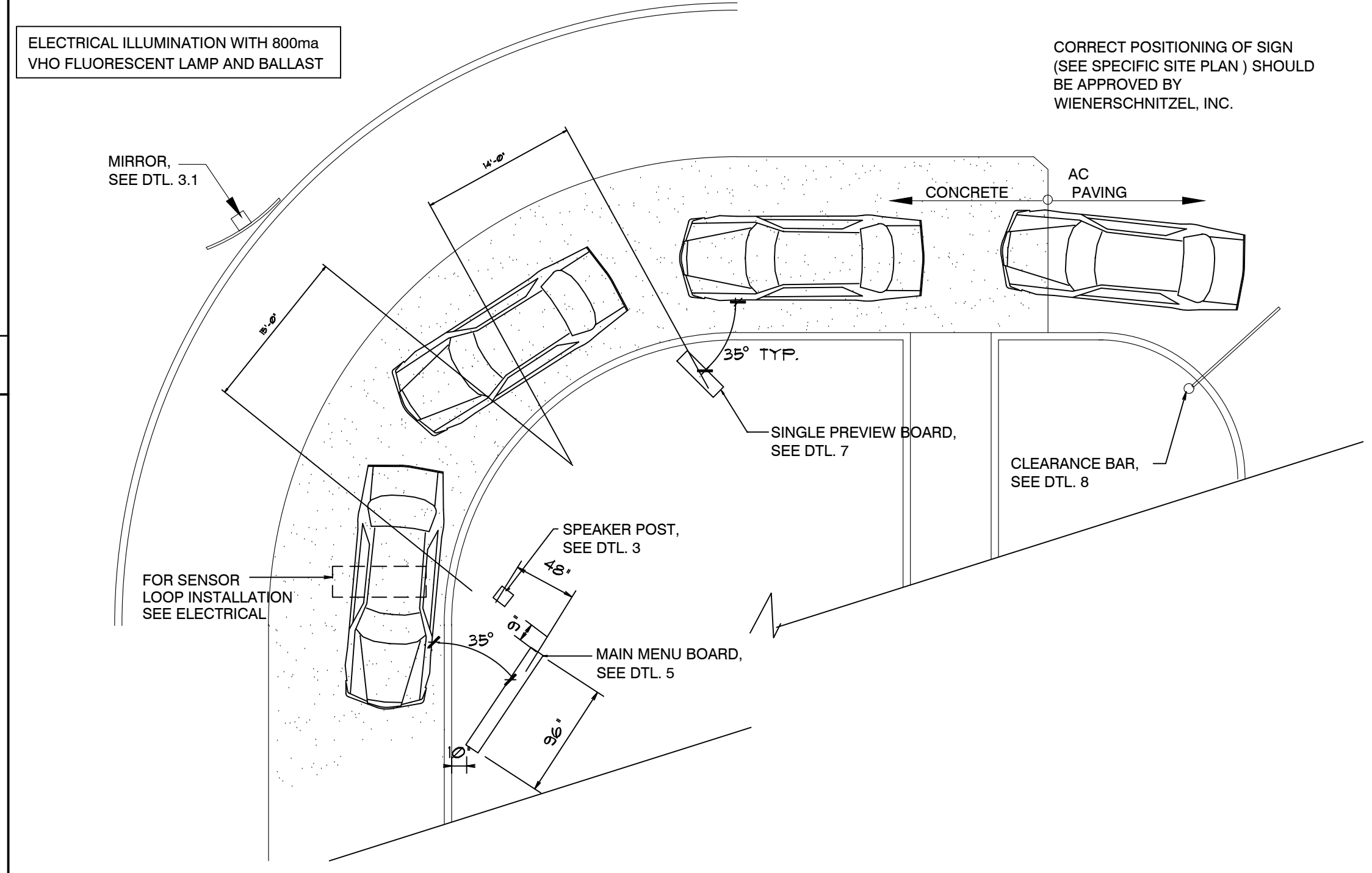
MIRROR POST SCALE 3.1



INTERIOR MENU BOARD SCALE 2

- "COMING SOON" SIGN
- THE "COMING SOON" SIGN WILL BE A 4'-0" X 8'-0" PLYWOOD SIGN THE CONTRACTOR SHALL SECURELY AND PROMINENTLY INSTALL ON TWO (2) 4" X 4" X 8'-0" WOOD POSTS AT A POSITION ON THE SITE WITH MAXIMUM VISIBILITY FOR PASSING TRAFFIC.
- THAT SIGN SHALL BE DELIVERED AND INSTALLED DURING THE FIRST WEEK OF CONSTRUCTION.
- THE LOCATION TO BE SITE SPECIFIC AND DETERMINED BY BEST VISIBILITY.
- GENERAL CONTRACTOR SHALL RECEIVE, UNLOAD, STORE, INSTALL, AND MAINTAIN SIGN AS REQUIRED BY WIENERSCHNITZEL.
- GENERAL CONTRACTOR SHALL REMOVE AND FORWARD SIGN TO A DESIGNATED NEW LOCATION AS DIRECTED BY WIENERSCHNITZEL'S CONSTRUCTION MANAGER.
- "OPEN SOON" BANNER
- WILL BE DELIVERED TO JOB SITE BY WIENERSCHNITZEL REPRESENTATIVE. GENERAL CONTRACTOR SHALL RECEIVE, UNLOAD, STORE, INSTALLED, AND MAINTAIN BANNER AS REQUIRED BY WIENERSCHNITZEL REPRESENTATIVE, AND OR CONSTRUCTION MANAGER.
- GENERAL CONTRACTOR SHALL INSTALL BANNER DURING FIRST WEEK OF CONSTRUCTION. GENERAL CONTRACTOR SHALL REMOVE AND FORWARDED BANNER TO A DESIGNATED NEW LOCATION AS DIRECTED BY WIENERSCHNITZEL'S CONSTRUCTION MANAGER.

TEMPORARY SIGN NOTES SCALE A



TYPICAL SIGN LAYOUT SCALE 1



WIENERSCHNITZEL HERITAGE
HERITAGE PROTO 1.1
ANYWHERE, USA

DATE	DESCRIPTION
A 2019-03-12	CLIENT CHANGES

MCG JOB #: 18375.03

SIGN INSTALL

SN-1

G:\Pacific Rm Architects\Salimi\PRA-SD-004-008 French Valley WS\Archicad 26\CarWash FrenchValley_01.pln



5912 BOLSA AVE SUITE 212
HUNTINGTON BEACH CA. 92646
pacificrmarchitects.com

OWNER INFORMATION:

GLIDE EXPRESS CAR WASH
SWC OF BENTON ST AND PENFIELD LN
WINCHESTER, CA 92596
(FRENCH VALLEY)
PROJECT NO: PRA-SD-004-008 French Valley Car Wash

LICENSER:

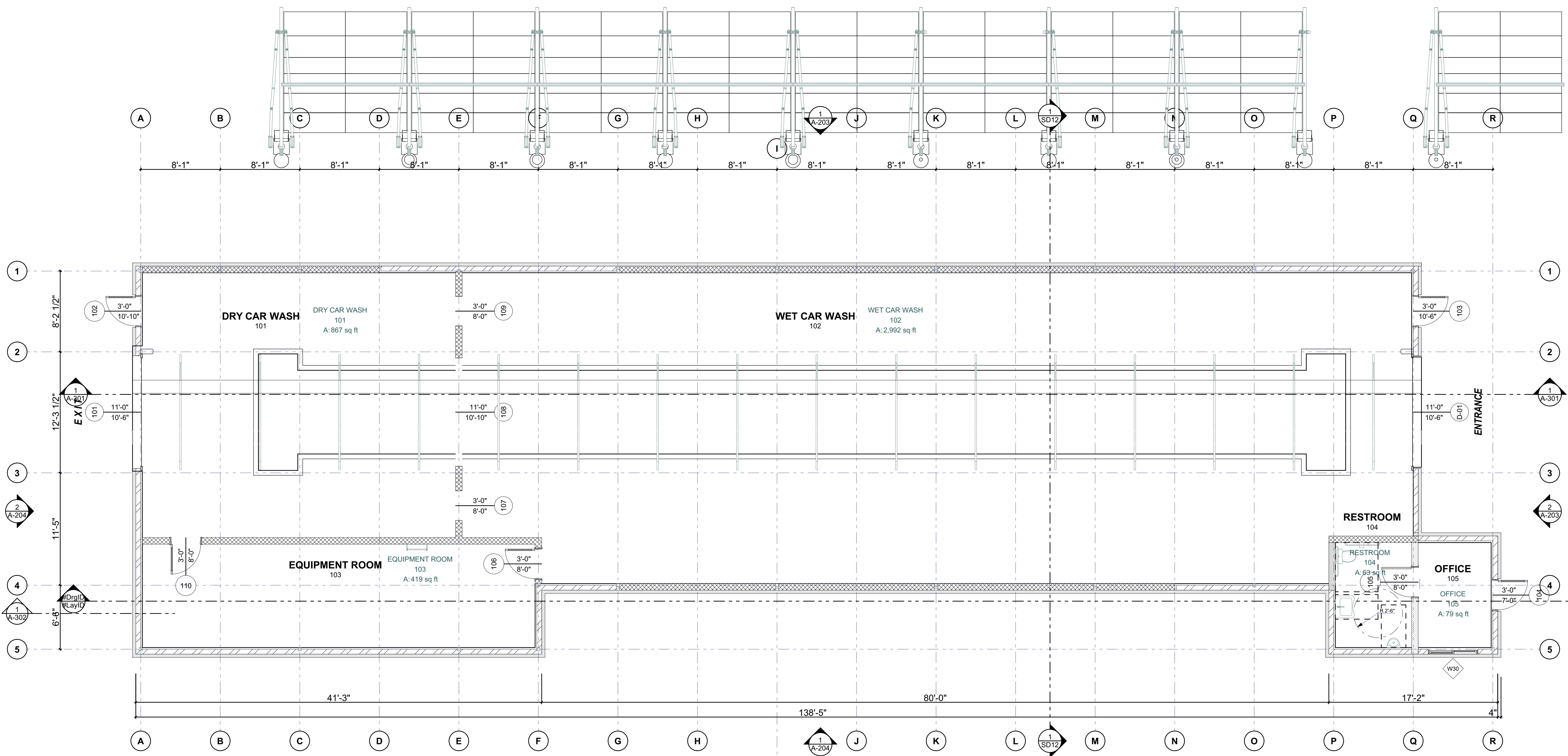
DATE:	REVISION:	DESCRIPTION:	BY:
05-05-2023	CUP GRAPHICS		KV/UA

SHEET TITLE:

First Floor Plan

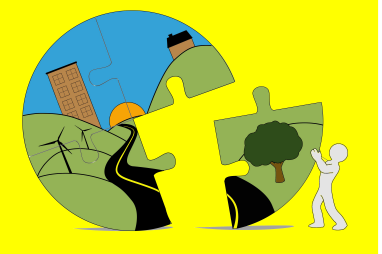
SHEET NUMBER:

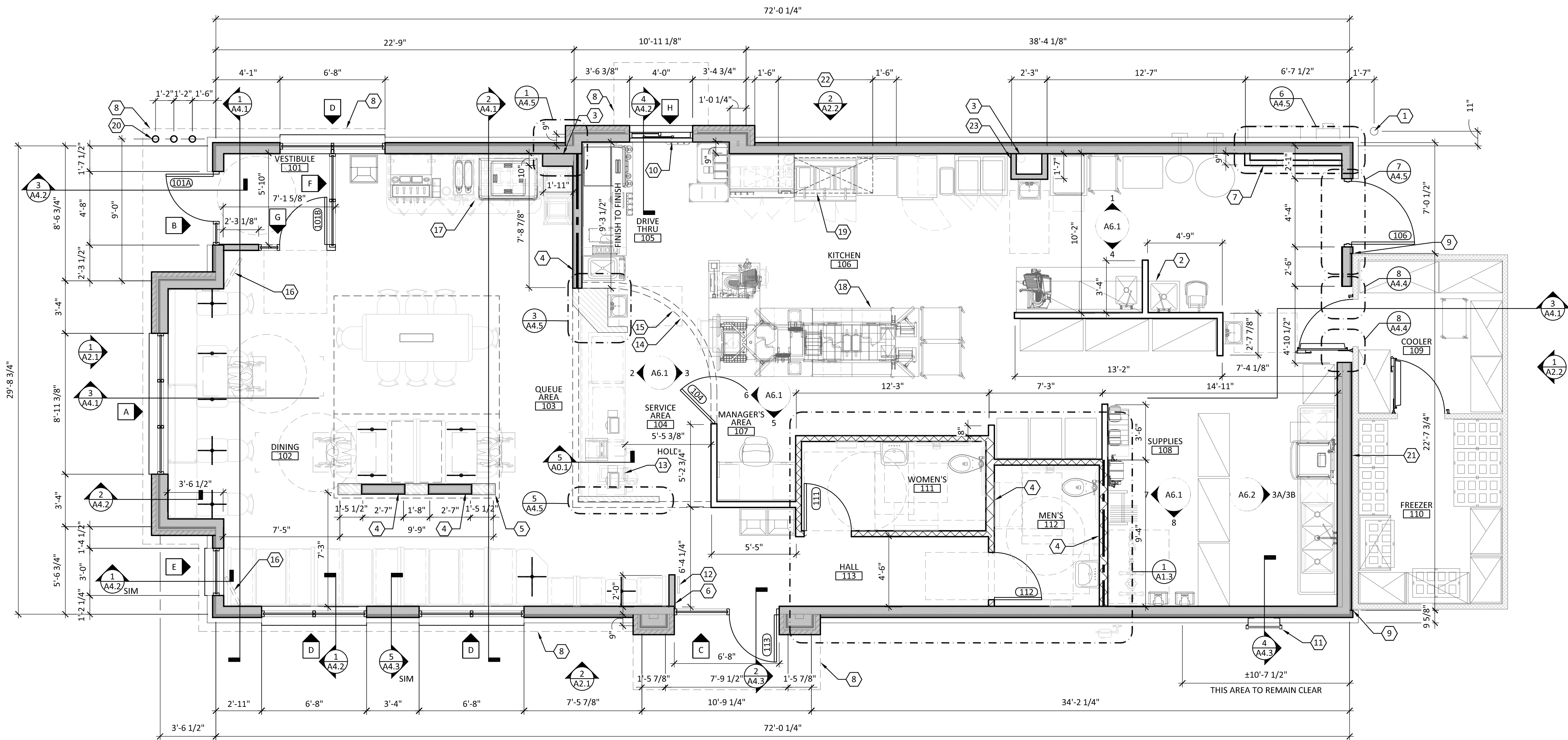
A-102



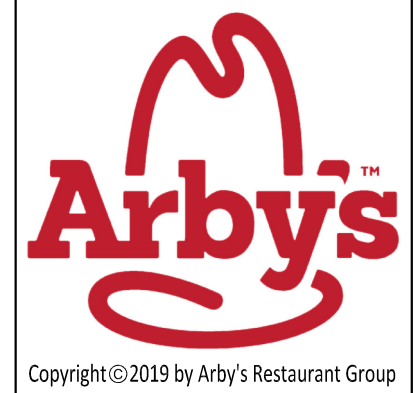
1 First Floor Plan
SCALE: 3/16" = 1'-0"
0 4 8 12

CASE: PPT200033.SP.CZ
EXHIBIT: C (Floor Plan:
DATE: 3/220/2024
PLANNER: TWHEELER





ARCHITECTURAL FLOOR PLAN
 1/4" = 1'-0"



ARBY'S RESTAURANT GROUP
 SWC BENTON RD & PENFIELD LN.
 FRENCH VALLEY, CA 92563

PROJECT NUMBER:
PRA-ARBS-001 French Valley

ISSUE	DATE
FRANCHISE REV	03-01-2022

ARCHITECTURAL FLOOR PLAN
 SHEET:
A1.1

OWNER FURNISHED ITEM LIST

THE FOLLOWING ITEMS MAY OR MAY NOT BE SUPPLIED BY THE OWNER/FRANCHISEE. G.C. IS TO CONFIRM WITH OWNER THAT THESE ITEMS ARE BEING SUPPLIED AND/OR INSTALLED BY OWNER. PLEASE CONTACT OWNER IF YOU HAVE ANY QUESTIONS ABOUT THIS LIST. ON SHEET SP-1 IN THE ARCHITECTURAL SPECIFICATIONS THERE IS ALSO A LIST THAT OUTLINES SEVERAL OWNER SUPPLIED ITEMS THAT ARE INCLUDED IN THIS LIST, THE SAME INSTRUCTIONS APPLY TO THAT LIST.

A. DRIVE-THRU WINDOW	J. DRINK SYSTEM	Q. MAX. OCCUPANCY SIGNAGE
B. DRIVE-THRU MUSIC SYSTEM	K. DRINK EQUIPMENT INSTALLATION	R. CUSTOMER BELL
C. HVAC UNITS	L. INTERIOR MENU BOARD	S. STORE SIGNAGE
D. KITCHEN EQUIPMENT	M. EXTERIOR MENU BOARD	T. LOT LIGHTING
E. SMALLWARES	N. MENU BOARD CANOPY	U. FIRE EXTINGUISHERS
F. ATS CASH MACHINE	O. CANOPIES/ACCENT BAND	
G. REGISTERS	P. DECOR PACKAGE	
H. HOOD SYSTEM	a. DECOR LIGHTING	
I. BULK CO2	b. SEATING	
	c. WALL COVERINGS	
	d. FLOORING	

SYMBOL LEGEND

#	FLOOR PLAN CODED NOTE (SEE SCHEDULE ON THIS SHEET)
DOOR TAG	(SEE SCHEDULE ON SHEET A8.1)
WINDOW TAG	(SEE ELEVATIONS ON SHEET A8.2)

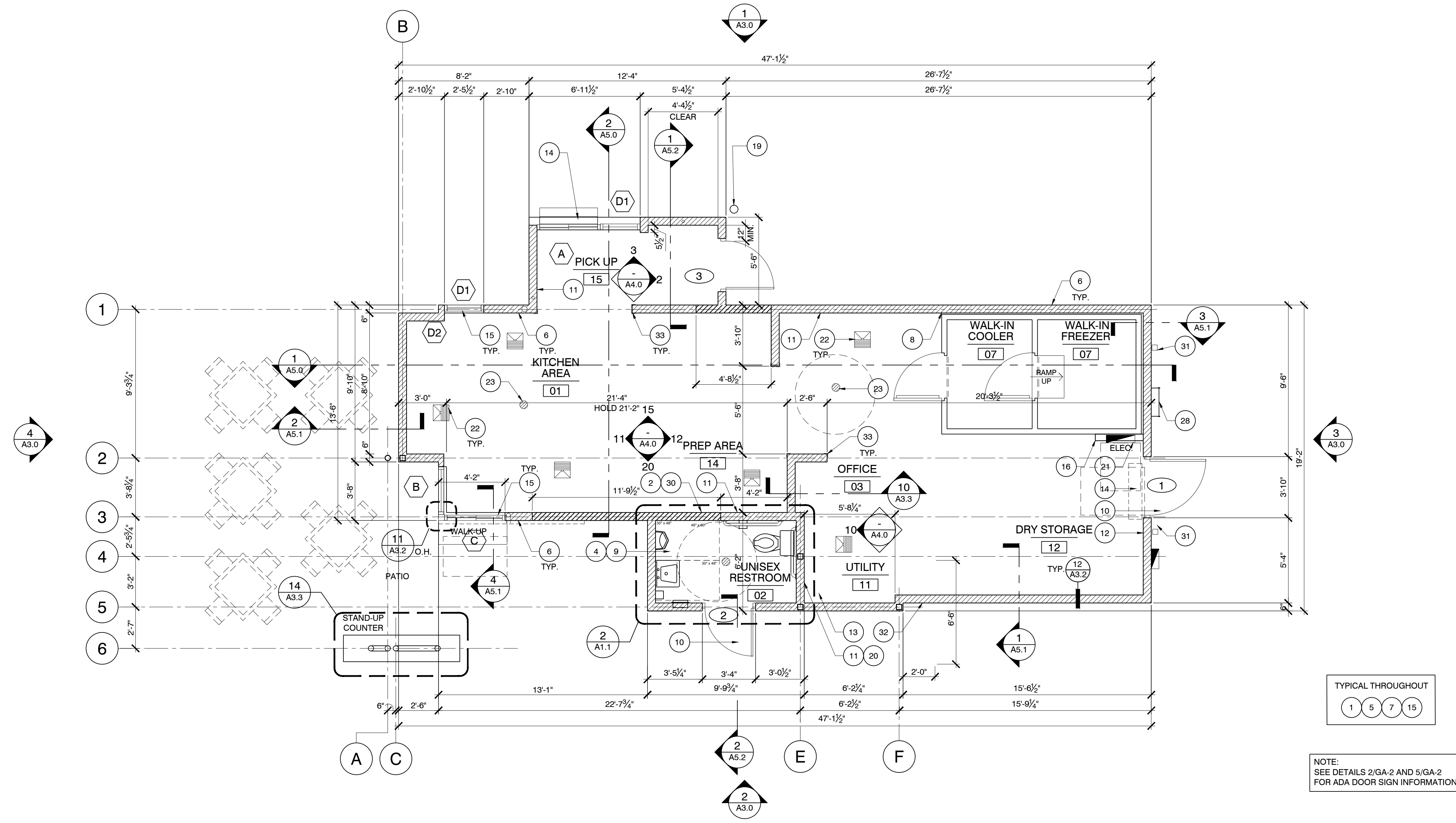
WALL LEGEND

---	WALL/PARTITION
---	WALL WITH SOUND BATT
---	SHEAR WALL
---	PARTIAL HEIGHT WALL

CODED NOTES #

1. 6" Ø STEEL BOLLARD, CENTER ON FACE OF BUILDING, REFER TO DETAIL 9/AS1.2.	14. MENU BOARD ABOVE, REFER TO CEILING PLAN.
2. MOP SINK, REFER TO PLUMBING DRAWINGS.	15. LINE OF SOFFIT ABOVE, REFER TO CEILING PLAN.
3. INTERIOR ROOF DRAIN IN WALL, REFER TO PLUMBING DRAWINGS.	16. INSTALL TELEVISION AND MOUNTING BRACKET. PROVIDE IN-WALL BLOCKING.
4. 2x6 WD. STUD WALL @ 16" O.C.	17. SELF SERVE DRINK STATION AND CONDIMENT BAR. TOP OF COUNTER TO BE SET AT 34" A.F.F. MAX. REFER TO ELECTRICAL AND PLUMBING DRAWINGS.
5. REFER TO DECOR DRAWINGS FOR ELEVATIONS OF PARTIAL HEIGHT WALLS. INSTALL UNI-STRUT AT EACH END AND 4'-0" O.C. MAX. REFER TO DETAIL 6/A0.1.	18. PRODUCTION COUNTER. REFER TO ELECTRICAL DRAWINGS.
6. INSTALL MAXIMUM OCCUPANCY SIGNAGE (WHERE REQUIRED). SIGNAGE SHALL BE INSTALLED AT 60" A.F.F. THE G.C. IS TO VERIFY THE SIZE, QUANTITY AND LOCATION(S) OF SIGNAGE WITH LOCAL FIRE MARSHAL PRIOR TO INSTALLATION. (G.C. TO CONFIRM WITH OWNER THAT THIS ITEM IS TO BE PROVIDED BY OWNER.)	19. HOOD ABOVE, REFER TO MECHANICAL DRAWINGS.
7. 2x4 FUR OUT WALL AT ELECTRIC PANELS. REFER TO ELECTRICAL DRAWINGS.	20. CANOPY POST, BY OWNER. TYP. OF (3).
8. LINE OF CANOPY/ACCENT BAND ABOVE.	21. DO NOT INSTALL BRICK BEHIND COOLER, PROVIDE 1" RIGID INSULATION ON WALL BEHIND COOLER. HOLD COOLER OFF INSULATION 1"
9. STAINLESS STEEL CLOSURE PIECE PROVIDED BY COOLER MANUFACTURER. INSTALLED BY G.C. CAULK TO ADJACENT SURFACE.	22. PROVIDE STAINLESS STEEL SHEET OVER 1/2" CEMENT BOARD ON METAL STUD FRAMING BEHIND HOOD. EXTEND MIN. 18" BEYOND EDGE OF HOOD IN BOTH DIRECTIONS, FROM SLAB TO T.O. WALL.
10. INSTALL OWNER FURNISHED DRIVE-THRU WINDOW, REFER TO EQUIPMENT PLAN AND SCHEDULE.	23. FURR OUT EXTERIOR WALL WITH 2x4 WOOD STUDS FOR WATER PIPING.
11. ROOF ACCESS LADDER.	
12. INSTALL OWNER FURNISHED "CUSTOMER BELL" AT 54" A.F.F.	
13. COORDINATE THE LOCATION OF THE SECURING BOLTS FOR THE SAFE WITH THE MANUFACTURER'S REQUIREMENTS.	

NOT FOR CONSTRUCTION



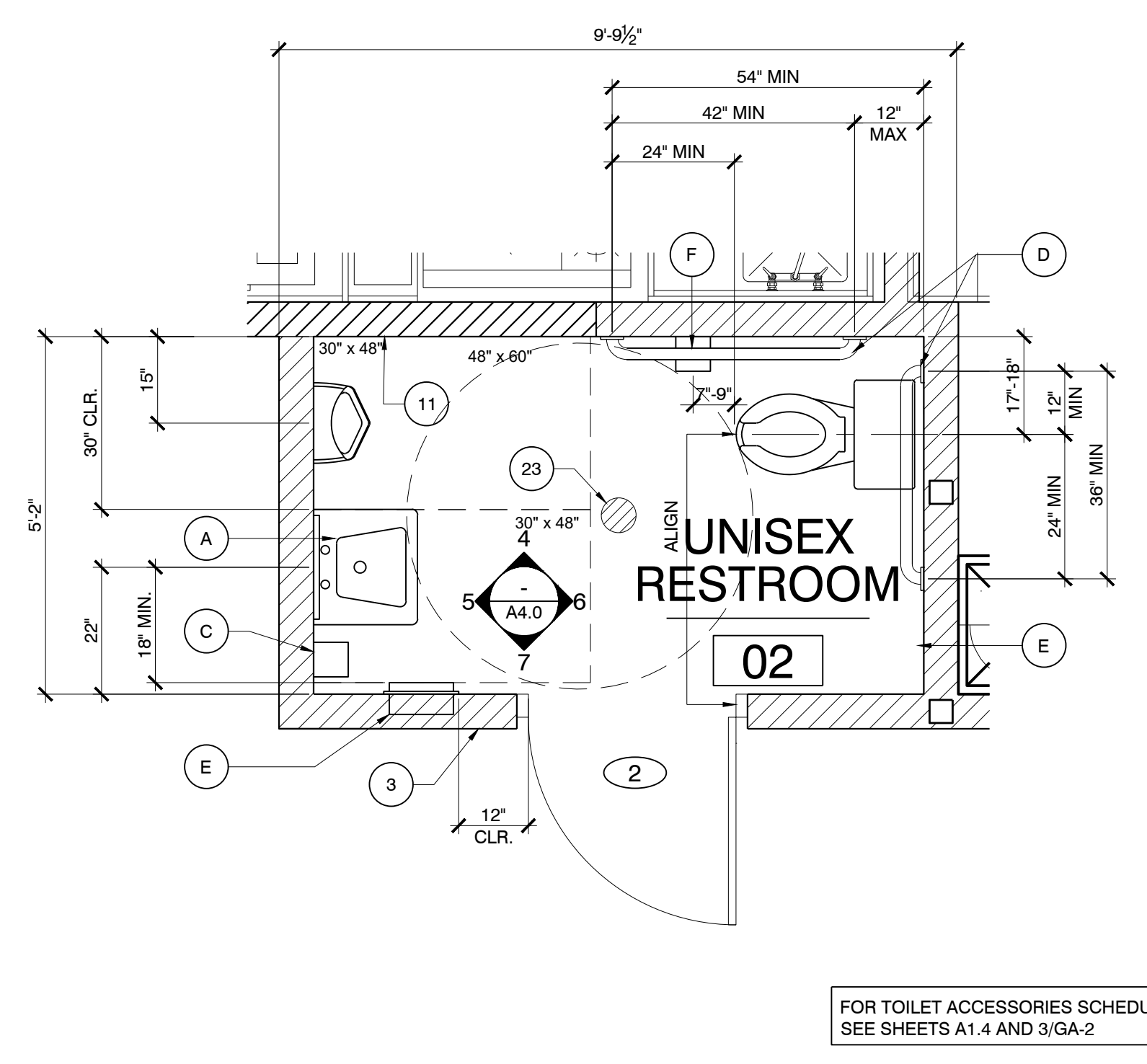
- ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD, UNLESS NOTED OTHERWISE
- PROVIDE 5/8" TYPE X GYP BRD. BEHIND STAINLESS STEEL AND BEHIND ALL COOKING EQUIPMENT. SEE INTERIOR ELEVATIONS
- UNISEX DOOR SIGN, REFER TO DETAILS 2 AND 5 ON SHEET GA-2.
- WHITE CAULKING FOR ALL CORNERS IN RESTROOMS.
- SEE SHT. K-1 FOR EQUIPMENT LAYOUT
- ALL EXTERIOR WALLS TO BE 2X6 W/ R-19 INSULATION. SEE SECTIONS AND SPECIFICATIONS
- FINISH ROOM SCHEDULES SEE SHEET A1.4
- EXTEND FRP 6" BEYOND FACE OF WALK-IN COOLER (3/8" GREENBOARD GWB IS CONTINUED ON ALL WALLS AROUND COOLER/FREEZER)
- SEE A-4 AND A-1.4 FOR RESTROOM ACCESSORIES
- LANDING AREA ON EACH SIDE OF EXIT DOOR SHALL BE NOT MORE THAN 1/2" LOWER THAN THE THRESHOLD.
- PROVIDE BACKER BOARD PER DETAIL 2/K-1
- PLYWOOD BACKBOARD FOR TELEPHONE EQUIPMENT, SIZE AND LOCATIONS AS REQUIRED PER LOCAL AGENCY
- 24" SQ. FLOOR MOUNTED MOP SINK; SEE 3/A3.1
- AIR CURTAIN ABOVE (INSTALLED ONLY IF REQUIRED BY LOCAL AGENCY) ELECT. CONDUIT & J BOX REQUIRED REGARDLESS)
- SEE SHEET A1.4 FOR WINDOW AND DOOR SCHEDULES
- 2X4 INTERIOR STUD WALL (NO INSULATION)
- PREFINISHED ALUMINUM FLASHING
- 2X6 INTERIOR STUD WALL (FULL HEIGHT); NO INSULATION
- BOLLARD, SEE 5/AS.2.
- WATER HEATER, SEE PLUMBING DOCUMENTS
- INTERIOR ELECTRICAL PANELS, SEE ELECTRICAL DOCUMENTS
- FLOOR SINKS, SEE PLUMBING DOCUMENTS (DIMENSIONS ON A1.0)
- FLOOR DRAINS, SEE PLUMBING DOCUMENTS
- LINE OF AWNING ABOVE
- EDGE OF ROOF OVER HANG ABOVE AND FURRED DOWN WALL
- 2X6 @ 16" O.C. STUB WALL AT 2'-0" HIGH; SEE 7/A3.1.
- 2X6 @ 16" O.C. STUB WALL - 44" HIGH
- ROOF ACCESS LADDER 4/AS.2.
- 60" HIGH PARTITION
- 6" METAL STUD FULL HEIGHT AND PARTIAL WALL @ 16" O.C. GA STEEL STUD WALL. SEE INTERIOR ELEVATIONS
- ROOF DOWNSPOUT ON WALL (TYP. OF 2)
- CO2 FILL SEE 2/A3.1
- S/S CORNER GUARDS ON ALL CORNERS TYP. IN KITCHEN; 4/A3.4



WIENERSCHNITZEL
SWC BENTON RD & PENFIELD LN.
FRENCH VALLEY, CA 92563

FLOOR PLAN SCALE 1/4" = 1'-0" **1**

FLOOR PLAN KEYNOTES SCALE NONE **B**



ENLARGED RESTROOM PLAN SCALE 1/2" = 1'-0" **2**

- SYMBOL LEGEND**
- (A) TOILET ACCESSORIES; SEE SCHEDULE ON SHEET A1.4
 - (15) KEY NOTE
 - SEE K-1 FOR EQUIPMENT PLAN
 - (XXX) FINISHES; SEE FINISH SCHED. A-1.4
 - (X) WINDOW CALLOUT; SEE SCHED. A-1.4
 - (X) DOOR CALLOUT; SEE SCHED. A-1.4
 - [Hatched] 2X6 EXTERIOR WALL W/R-19 INSULATION
 - [Dotted] 2X6 FULL HEIGHT INTERIOR WALL
 - [Horizontal Lines] 2X4 FULL HEIGHT INTERIOR WALL
 - [Thick Line] 8" METAL STUD WALL, FULL HEIGHT

SYMBOL LEGEND SCALE NONE **A**

DATE	DESCRIPTION
XX-XX-2022	1ST COUNTY SUBMITTAL

PROJECT #: PRA-SD-004-003

FLOOR PLAN

A1.1

LANDSCAPE NOTES

- 1) ALL LANDSCAPING AND IRRIGATION TO BE INSTALLED BY OWNER OR OWNERS AGENT, IN ACCORDANCE WITH ALL LOCAL, COUNTY AND REGULATIONS.
- 2) ALL LANDSCAPING SHALL BE MAINTAINED BY OWNER OR OWNERS AGENT.
- 3) ALL PLANTING SHALL BE CONTAINED WITHIN PROPERTY LINES OF THE LOT.
- 4) IRRIGATION AND PLANTING SHALL BE INSTALLED TO PROMOTE EFFICIENT USE OF WATER.
- 5) ALL TREES WITHIN 6' FT. MIN. OF WALLS, HARDSCAPE, OR BUILDINGS SHALL BE INSTALLED WITH COUNTY APPROVED LINEAR BIO BARRIER ROOT CONTROL BARRIERS OR EQUAL. ROOT BARRIER SHALL NOT ENCROACH THE TREE ROOTBALL BUT SHALL BE LOCATED AT EDGE OF HARDSCAPE AND EXTEND BEYOND CENTER OF TREE A MINIMUM OF 5' IN EACH DIRECTION.
- 6) ALL PLANTING LOCATIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY ALL PLANT LOCATIONS WITH THE OWNER OR THE OWNERS REPRESENTATIVE PRIOR TO PLANTING.
- 7) ALL TREES SHALL BE STAKED PER COUNTY STANDARDS WITH 3/8" STAKES AND 6" TREE TIES. USE TRIPLE STAKING WITH 3" DIA. STAKES IN HIGH WIND AREAS. ALL TREES SHALL HAVE BREATHER TUBES PER COUNTY STANDARD DETAIL.
- 8) REFER TO LANDSCAPE CONSTRUCTION DRAWINGS SET FOR PLANTING DETAILS AND SPECIFICATIONS.
- 9) TREE PLACEMENT MINIMUMS SHALL BE: 20' FROM LIGHT STANDARDS, POWER POLES, AND DRIVE APPROACHES AND 5' FROM FIRE HYDRANTS, UTILITIES AND PROPERTY LINES, & 10' FROM ALL DRIVEWAYS, ALLEYS, OR STREET INTERSECTIONS. NO TREES ALLOWED IN SWALES.
- 10) ALL 2:1 SLOPES SHALL BE PLANTED AND IRRIGATED PER THE COUNTY OF RIVERSIDE CODES AND REGULATIONS. PLANTING CONCEPT MUST BE COMPLIANT WITH MINIMUM STANDARDS FOR BUILDING & SAFETY EROSION CONTROL STANDARDS (ORDINANCE 457, SECTION 5316.1). SLOPES OVER 3 FEET VERTICAL - GROUNDCOVER PLANT MATERIAL MAXIMUM 12" ON CENTER. SLOPES OVER 15 FEET VERTICAL - SHRUBS MAXIMUM 10" ON CENTER. TREES 20" MAXIMUM ON CENTER, OR A COMBINATION THEREOF.
- 11) ALL IRRIGATION SYSTEMS SHALL BE INSTALLED PER THE COUNTY OF RIVERSIDE CODES AND REGULATIONS.
- 12) ALL LANDSCAPED AREAS SHALL BE PROVIDED WITH AN AUTOMATIC IRRIGATION SYSTEM THAT PROVIDES 100% (HEAD-TO-HEAD) COVERAGE WHERE SHRUBS AND TURF AREAS ARE VALVED SEPARATELY. REFER TO LANDSCAPE CONSTRUCTION DRAWING SET FOR IRRIGATION DETAILS AND SPECIFICATIONS.
- 13) ALL IRRIGATION SYSTEMS IN LANDSCAPE AREAS ADJACENT TO PEDESTRIAN TRAFFIC AREAS INCLUDING, BUT NOT LIMITED TO: TURF, SIDEWALKS, AND DRIVEWAYS SHALL BE INSTALLED WITH POPUP IRRIGATION HEADS IN LIEU OF FIXED RISER HEADS.
- 14) ALL SHRUB PLANTER AREAS SHALL RECEIVE A 3" LAYER OF MEDIUM BARK MULCH THROUGHOUT (NO BARK MULCH IN DRAINAGE SWALE AREAS).
- 15) ALL LANDSCAPED AREAS SHALL BE KEPT FREE FROM WEEDS AND DEBRIS AND MAINTAINED IN A HEALTHY, GROWING CONDITION AND SHALL RECEIVE REGULAR PRUNING, FERTILIZING, MOWING, AND TRIMMING. ANY DAMAGED, DEAD, DISEASED, OR DECAYING PLANT MATERIAL SHALL BE REPLACED WITHIN 30 DAYS FROM THE DATE OF DAMAGE.
- 16) ALL PROPOSED TREES, SHRUBS, VINE, AND GROUND COVER ARE CONSIDERED DROUGHT TOLERANT AND ARE TO BE IRRIGATED WITH AN AUTOMATIC ET BASED CONTROLLER AND DRIP IRRIGATION SYSTEM.
- 17) ALL PARKING SPACES SHALL BE INSTALLED WITH WHEEL STOPS PER RIV. CO. STDS.
- 18) THERE ARE TO BE NO INVASIVE PLANTS USED ON THIS PROJECT.
- 19) THERE ARE NO EXISTING TREES, SHRUBS, TURF AREAS, OR IRRIGATION TO REMAIN.
- 20) MAXIMUM HEIGHT FOR PARKWAY SHRUB PLANTING TO BE KEPT AT 3'.

GENERAL NOTE

PRIOR TO PROJECT CONSTRUCTION, I AGREE TO SUBMIT A COMPLETE LANDSCAPE CONSTRUCTION DOCUMENT PACKAGE THAT COMPLIES WITH THE REQUIREMENTS OF APPLICABLE ORDINANCES, INCLUDING BUT NOT NECESSARILY LIMITED TO ORDINANCE NO. 859.3; ORDINANCE 348; ORDINANCE 461; PROJECT CONDITIONS OF APPROVAL; AND IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED LANDSCAPE CONCEPT PLAN, SHOULD THE ORDINANCES BE REVISED, PLANS MAY BE SUBJECT TO CHANGE.

PROJECT DESCRIPTION

THIS PROJECT IS LOCATED WITHIN THE TEMESCAL CANYON VALLEY OF RIVERSIDE COUNTY ALONG TEMESCAL CANYON ROASSSSSSSS. THE ARCHITECTURAL DESIGN REFLECTS A MEDITERRANEAN STYLE. THE LANDSCAPE DESIGN REFLECTS THIS AS WELL THROUGH A MEDITERRANEAN THEME. BY UTILIZING CALIFORNIA NATIVE TYPE PLANT MATERIAL THAT CORRESPONDS WITH THE RIVERSIDE COUNTY PLANT LIST THIS THEME IS CARRIED THROUGHOUT THE PROJECT. THE ADJACENT PROPERTIES ARE

LEGEND

[Red Box]	BUILDING & SAFETY DEPARTMENT COMMENTS
[Blue Box]	PLANNING DEPARTMENT COMMENTS
[Green Box]	ENVIRONMENTAL PROGRAMS DEPARTMENT COMMENTS
[Light Orange Box]	TRANSPORTATION DEPARTMENT COMMENTS
[Blue Box]	FLOOD CONTROL DISTRICT COMMENTS
[Light Green Box]	REGIONAL PARKS & OPEN SPACE DISTRICT COMMENTS
[Red Box]	FIRE DEPARTMENT COMMENTS
[Yellow Box]	ENVIRONMENTAL HEALTH DEPARTMENT COMMENTS
[Light Blue Box]	BUILDINGS & SAFETY PLAN CHECK COMMENTS
[Orange Box]	WASTE MANAGEMENT DEPARTMENT COMMENTS


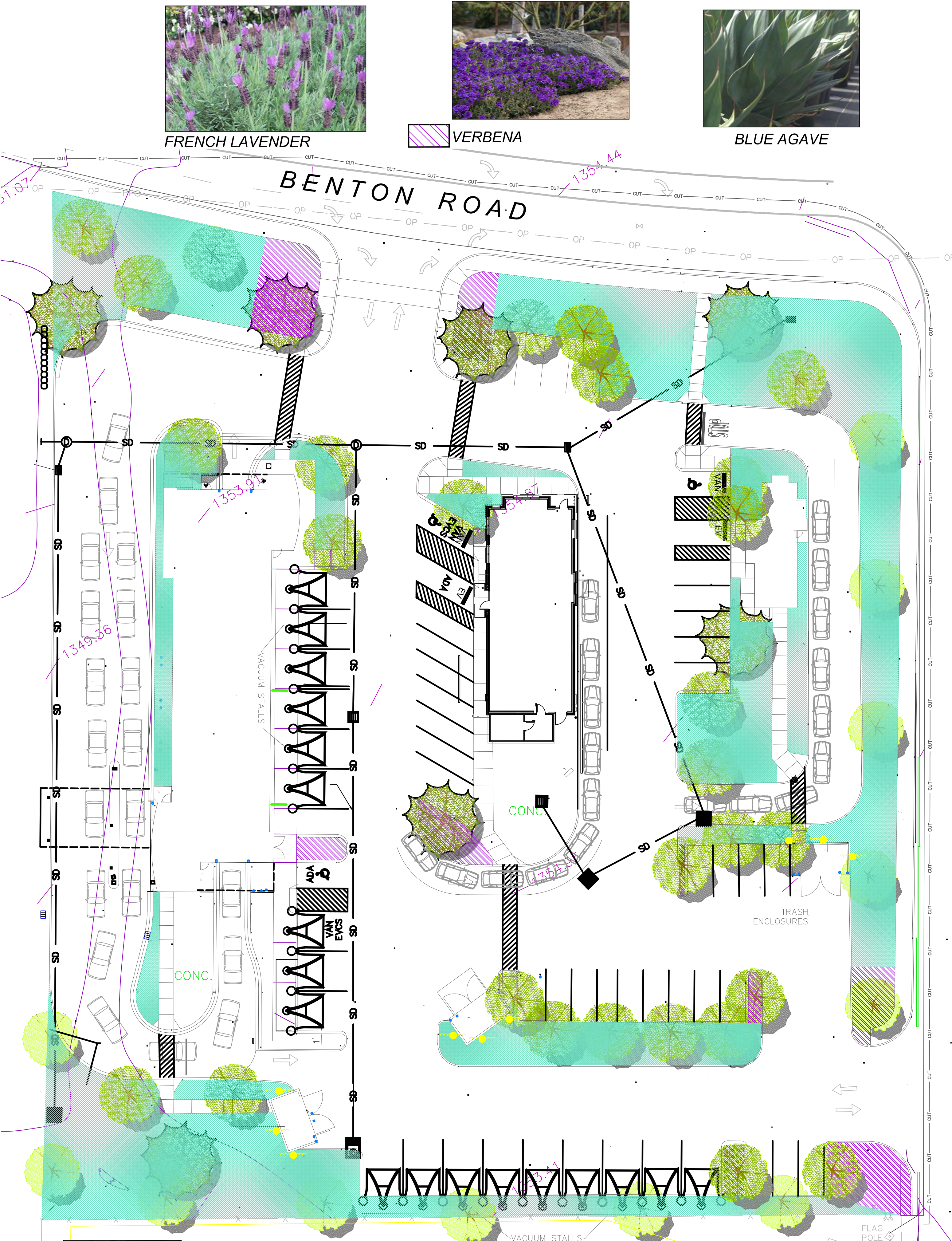
PLANT PALLETTE

SYMBOL	BOTANICAL NAME/COMMON NAME	SIZE	WUCOLS
[Green Circle]	ARBUSUS 'MARINA' / MARINA ARBUSUS	24" BOX	L
[Green Circle]	QUERCUS AGRIFOLIA / COAST LIVE OAK	24" BOX	L
[Green Circle]	PARKINSONIA 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE	24" BOX	L
[Green Circle]		24" BOX	L
NOTE: PROVIDE A PRE-APPROVED ROOT BARRIER FOR ALL TREES PLANTED WITHIN 8"-0" OF HARDSCAPE OR WALLS AND PROVIDE A MINIMUM OF 3"-0" CLEARANCE BETWEEN TREE TRUNK AND ADJACENT STRUCTURE OR WALLS			
PROPOSED SHRUBS & GROUND COVER:			
[Green Box]	MUHLENBERGIA DUMOSA / PINK MUHLI	5 GAL.	L
[Green Box]	SALVIA LEUCANTHA / MEXICAN BUSH SAGE	5 GAL.	L
[Green Box]	LEUCOPHYLLUM FRUTESCENS 'COMPACTUM' / DWARF TEXAS RANGER	5 GAL.	L
[Green Box]	SENECIO MANDRALISCAE / BLUE CHALK FINGERS	R.C.'s @ 3' O.C. 17,293 S.F.	L
[Green Box]	AGAVE 'BLUE GLOW' / BLUE GLOW AGAVE	5 GAL.	L
[Green Box]	LAVANDULA DENTATA / FRENCH LAVENDER	5 GAL.	L
[Green Box]	VERBENA PERUVIANA / VERBENA	R.C.'s @ 3' O.C. 2,678 S.F.	L
PROPOSED VINE:			
[Green Box]	MACFYDENA UNGIS-CATI / CAT'S CLAW VINE	5 GAL.	L
PROPOSED BASIN & BIOSWALE PLANTING:			
[Green Box]	MUHLENBERGIA DUMOSA / PINK MUHLI @ 4' O.C.	1 GAL.	L
NO SYMBOL	MEDIUM SHREDDED WOOD MULCH THROUGHOUT ALL PLANTER AREAS	3" LAYER	N.A.

- NOTES:**
1. ALL PROPOSED TREES, SHRUBS, VINE, AND GROUND COVER ARE TO BE IRRIGATED WITH AN AUTOMATIC ET BASED CONTROLLER AND DRIP IRRIGATION SYSTEM.
 2. WOOD MULCH DEPTH REQUIREMENT IS 3" FOR ALL PLANTER AREAS.
 3. TOTAL LANDSCAPE AREA: 19,971 S.F.

CASE: PPT200033.SP.CZ
EXHIBIT: L
DATE: 3/20/2024
PLANNER: TWHEELER

Meeting Comment Agenda Final

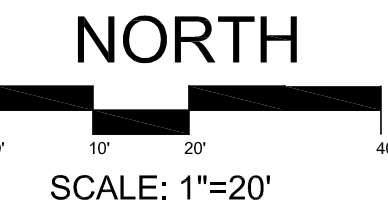
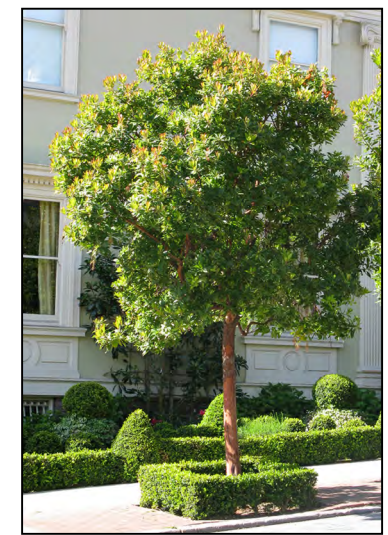
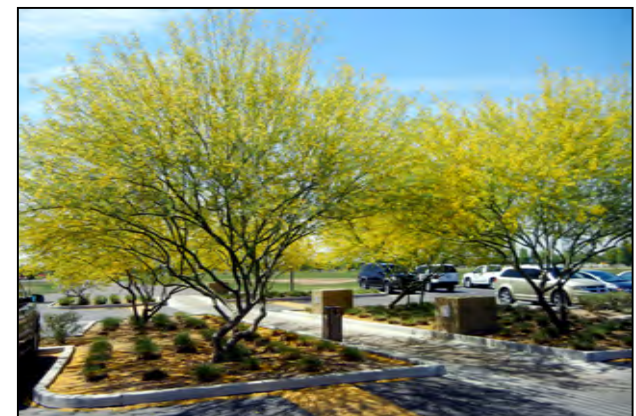
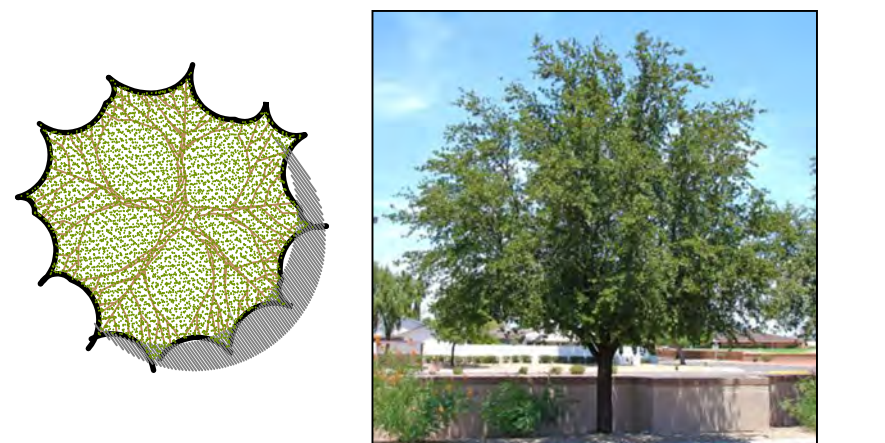



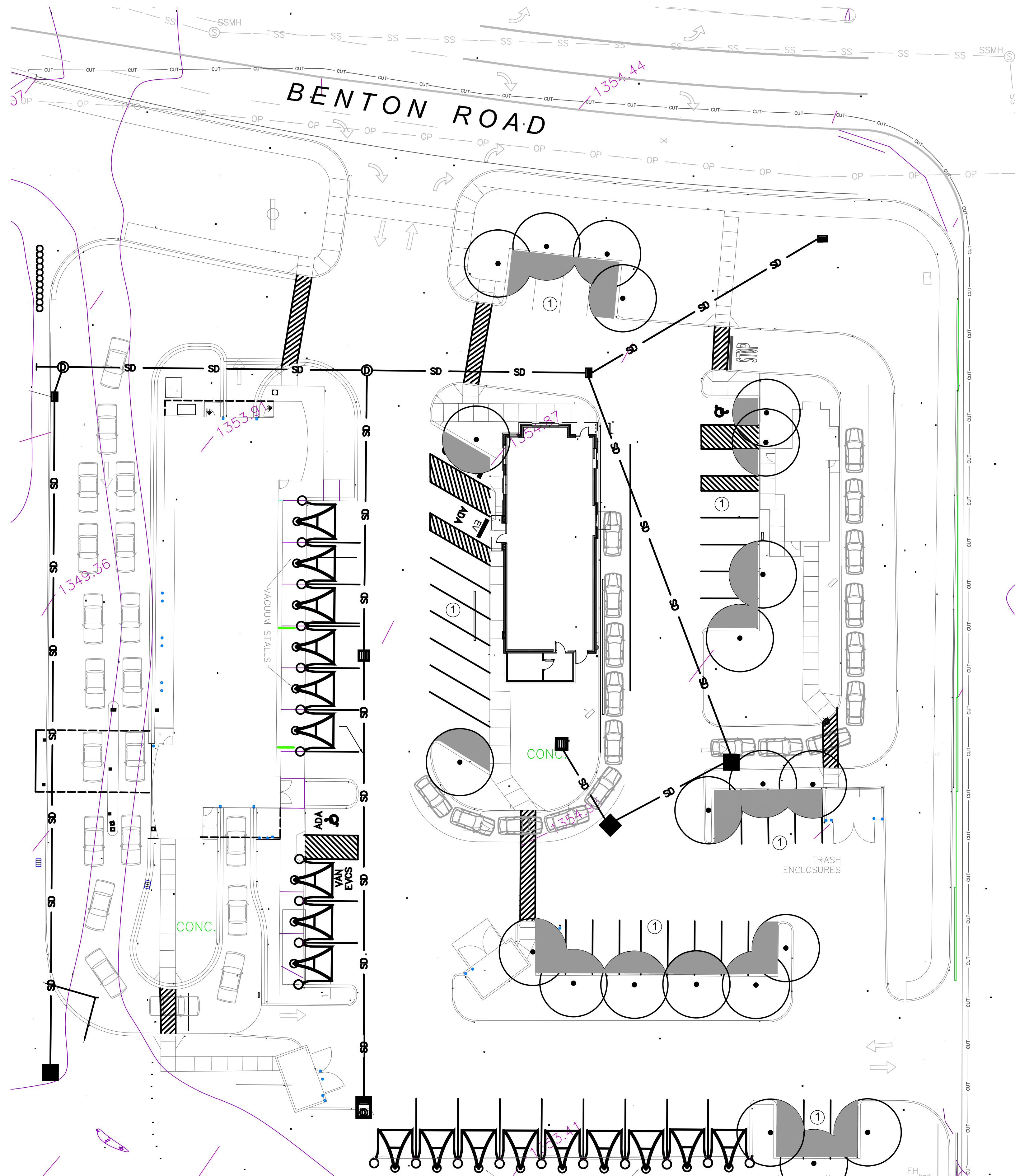
Riverside County Ordinance 889 Landscape Water Use Calculations
Project Type Commercial
Steeves Cannabis
0.45 ETo allowance

Applicant to use drop down menus in cells that indicate a selection to describe each hydrozone. Where "INPUT" is shown, applicant to enter project specific information. Please note that embedded formulas will reflect as "false" or as an error until selections are completed.

1 Maximum Annual Water Allowance (MAWA)			
INPUT the total square footage of landscape	=	19,971	S.F.
INPUT the Hst. ETo for the area	=	49.70	cu ft / yr
MAWA =		37,022	cu ft / yr

2 Estimated Annual Water Use (EAUW)			
Hydrozone # 1	Plant Factor = 0.2	Plant Type	Water Use
INPUT Square Foot Area of Hydrozone	=	17,283	Other
Hydrozone Irrigation Efficiency = 0.90			Low
EAUW =		15,851	cu ft / yr
Hydrozone # 2	Plant Factor = 0.2	Plant Type	Water Use
INPUT square footage of hydrozone	=	2,979	Shrubs / Groundcover
Hydrozone Irrigation Efficiency = 0.90			Low
EAUW =		2,452	cu ft / yr
Hydrozone # 3	Plant Factor = 0.2	Plant Type	Water Use
INPUT square footage of hydrozone	=	0	Grass / Sod
Hydrozone Irrigation Efficiency = 0.90			Low
EAUW =		0	cu ft / yr
Hydrozone # 4	Plant Factor = 0.5	Plant Type	Water Use
INPUT square footage of hydrozone	=	0	Open / Unplanted
Hydrozone Irrigation Efficiency = 0.80			Moderate
EAUW =		0	cu ft / yr
Hydrozone # 5	Plant Factor = 0	Plant Type	Water Use
INPUT square footage of hydrozone	=	n/a	n/a
Hydrozone Irrigation Efficiency = 1			n/a
EAUW =		0	cu ft / yr
Hydrozone # 6	Plant Factor = 0	Plant Type	Water Use
INPUT square footage of hydrozone	=	n/a	n/a
Hydrozone Irrigation Efficiency = 1			n/a
EAUW =		0	cu ft / yr
SubTotal EAUW =		18,283	cu ft / yr
Input Irrigation System Operation Factor =		0.85	
Total EAUW =		21,599	cu ft / yr
MAWA - EAUW =		15,513	cu ft / yr
(this number must be positive)			
PERCENTAGE OF WATER SAVED RELATIVE TO MAX ALLOWED = 42%			
* Trees are not required to be listed as a separate hydrozone if understory is planted with plants of an equal or higher plant factor, and foot area is already included in calculations.			





SHADING NOTES

- ① 18' PARKING SPACE PER COUNTY MINIMUM REQUIREMENTS

GENERAL NOTES

- 1. FOR PLANT LEGEND SEE SHEET 1

TREE SHADING LEGEND

■ PARKING AREA SHADED BY TREES

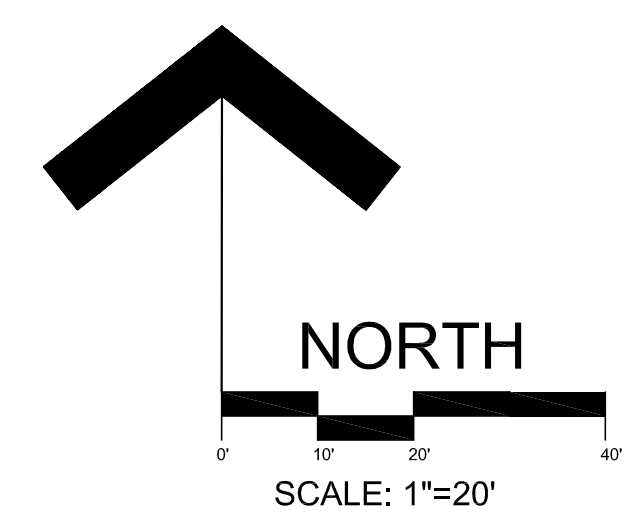
SHADING SUMMARY

TOTAL PARKING AREA: 5,832 S.F./36 SPACES
(EXCLUDES DRIVE AISLES AND COVERED PARKING SPACES)

40% SHADING REQUIRED FOR UNCOVERED AREAS: 2,333 S.F.

PARKING AREA SHADED BY 22 TREES: 2,417 S.F.

* TREE SIZE SHOWN AT 15 YEARS MATURITY.
PER RIVERSIDE COUNTY ORDINANCE 348, SECTION 18.12



Temecula Valley Office:
36275 Avenida De Acacias
Temecula, California 92592
Ph.: 951.676.5688

Orange County Office:
5331 Stonehedge Court
Yorba Linda, California 92886
Ph.: 949.385.1254

Ca. Lic. No. 3669

Email: info@RobertTaftandAssociates.com

Web: www.RobertTaftandAssociates.com

Owner

Tahir Salim

Benton Rd.
French Valley - Murrieta,
CA

Contact: Tahir Salim

Phone:

Email:

Project

**TOMMY'S
CARWASH - 130**

Benton Rd.
French Valley - Murrieta,
CA

Landscape Contractor



Plans

**LANDSCAPE
PLAN**

© ROBERT TAFT + ASSOCIATES
LANDSCAPE ARCHITECTURE 2022
THESE DRAWINGS AND THE
ACCOMPANYING SPECIFICATIONS AS
INSTRUMENTS OF SERVICE ARE THE
EXCLUSIVE PROPERTY OF ROBERT
TAFT + ASSOCIATES LANDSCAPE
ARCHITECTURE, AND MAY NOT BE
REPRODUCED IN ANY FORM WITHOUT
WRITTEN PERMISSION FROM THE
LANDSCAPE ARCHITECT.

Seal



No. Revision Date

Sheet Title

SHADING PLAN

Drawn R.E.T. Sheet

Date April 22, 2022

Scale See Plan

Job No.

L2

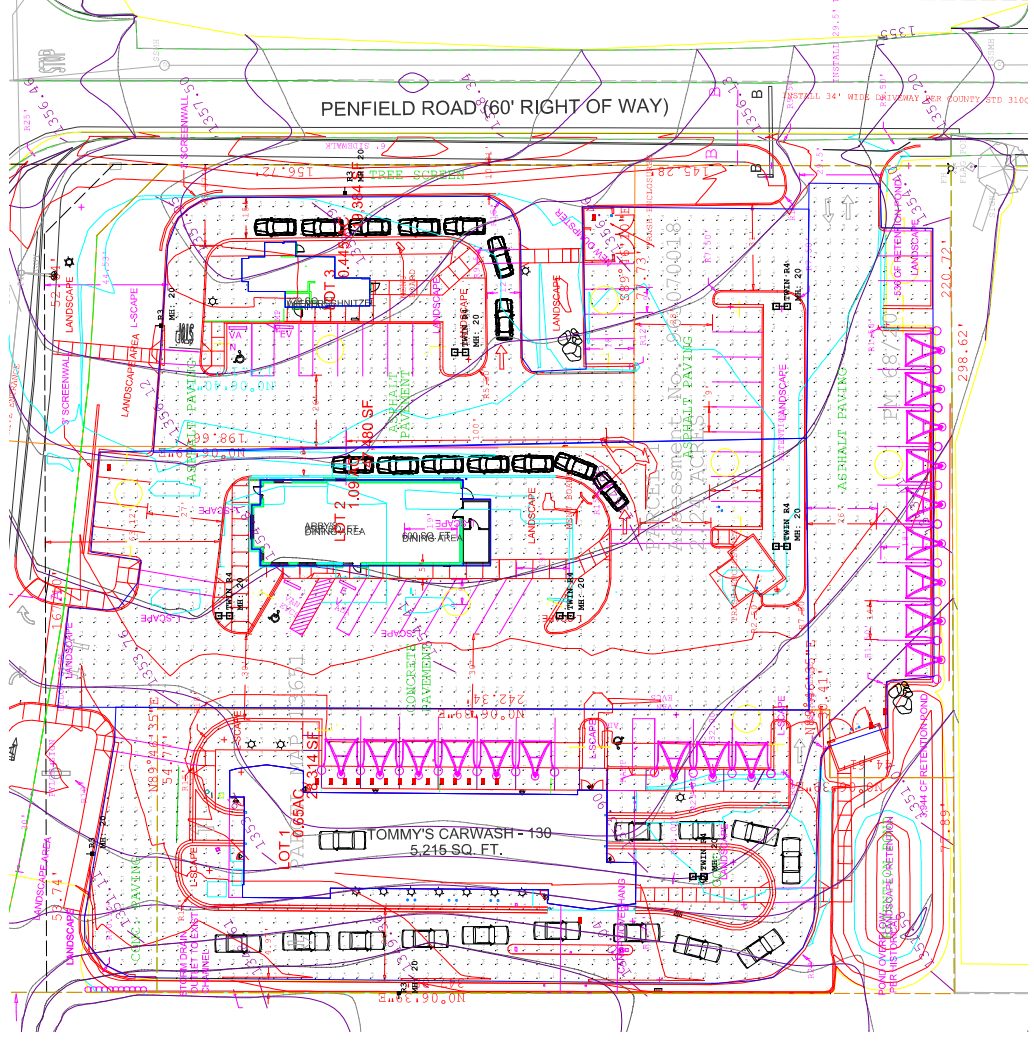
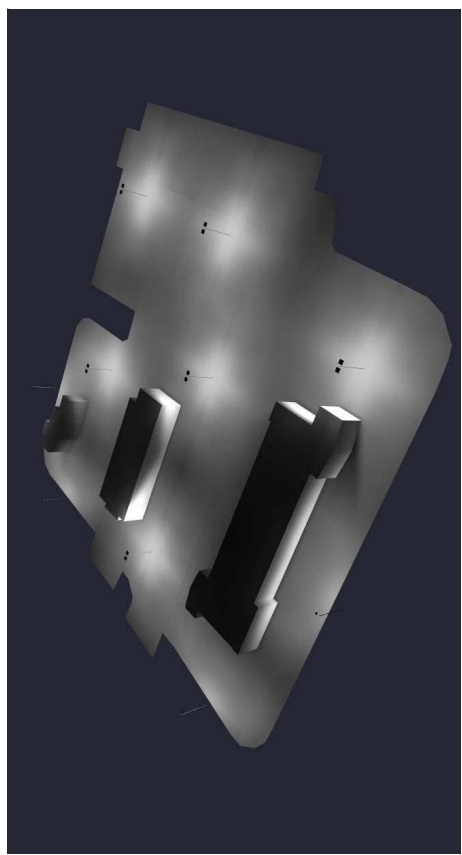
of 2



ARBY'S
 FRENCH VALLEY, CA

Drawn By:
 Checked By:
 Date: 1/23/2023
 Scale:

#	Date	Comments



Luminaire Schedule		Arrangement	Description	LLF	Luminaire Lumens	Total Luminaire Watts
Symbol	Qty	Label				
[Symbol]	4	R3	RSX2 LED P3 30K R3	0.950	19784	599.92
[Symbol]	6	TWIN R4	RSX2 LED P3 30K R4	0.950	20043	1799.76

Calculation Summary		CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Arby's Site Planar		Illuminance	Fc	4.18	12.9	0.6	6.97	21.50
Tommy's Site		Illuminance	Fc	2.89	13.2	0.4	7.23	33.00
Wiernerschnitzel Planar		Illuminance	Fc	4.10	13.1	0.9	4.56	14.56



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



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

03/20/24, 11:25 am

PPT200033

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT200033. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of this project Plan (SP00265S03, CZ200034, and PPT200033) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Specific Plan No. 265, Substantial Conformance No. 3 is a proposal to incorporate the below changes to the Specific Plan Zoning Ordinance to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265 (Borel Airpark Center).

Change of Zone No. 2000034 is a proposal to modify the Specific Plan Zoning Ordinance for Specific Plan No. 265 to add a carwash as a permitted use with approval of a Plot Plan within Planning Area 3 of Specific Plan No. 265.

Plot Plan No. 200033 is a proposal to construct and operate on approximately 2.24 acres a 5,215 sqft automated drive-thru car wash with 18 vacuum parking stalls, a 2,535 sqft drive-thru restaurant with indoor dining, and a 729-sqft drive-thru restaurant with outdoor dining only. Total shared parking proposed for this development is 53 parking spaces, including the 18 vacuum stalls, 3 ADA parking spaces, 4 EV parking spaces, and 2 loading spaces for the restaurants. The project also includes landscaping, trash enclosures, and stormwater retention chambers throughout the development.

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:

1. 3rd District Design Guidelines
2. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

The development of the premises shall conform substantially with that as shown on APPROVED EXHIBIT(s)

Exhibit A (Site Plan with Details), dated May 3, 2023.

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****Advisory Notification. 4 AND - Exhibits (cont.)**

- Exhibit B (Elevations), dated May 8, 2023.
- Exhibit C (Floor Plans), dated May 3, 2022.
- Exhibit G (Conceptual Grading Plan), dated May 3, 2023.
- Exhibit L (Conceptual Landscaping and Irrigation Plans), dated January 31, 2023.
- Exhibit M (Color & Materials), dated January 31, 2023.
- Exhibit P (Photometric Plan), dated January 31, 2023.
- Exhibit W (Wall and Fencing Plan), dated May 3, 2023.

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

1. Compliance with applicable Federal Regulations, including, but not limited to:
 - National Pollutant Discharge Elimination System (NPDES)
 - Clean Water Act
 - Migratory Bird Treaty Act (MBTA)
2. Compliance with applicable State Regulations, including, but not limited to:
 - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
 - Government Code Section 66020 (90 Days to Protest)
 - Government Code Section 66499.37 (Hold Harmless)
 - Native American Cultural Resources, and Human Remains (Inadvertent Find)
 - School District Impact Compliance
 - Current California Building Code (CBC)
 - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52
3. Compliance with applicable County Regulations, including, but not limited to:
 - Ord. No. 348 (Land Use Planning and Zoning Regulations)
 - Ord. No. 413 (Regulating Vehicle Parking)
 - Ord. No. 457 (Building Requirements)
 - Ord. No. 460 (Division of Land)
 - Ord. No. 461 (Road Improvement Standards)
 - Ord. No. 655 (Regulating Light Pollution)
 - Ord. No. 671 (Consolidated Fees)
 - Ord. No. 787 (Fire Code)
 - Ord. No. 847 (Regulating Noise)
 - Ord. No. 857 (Business Licensing)
 - Ord. No. 859 (Water Efficient Landscape Requirements)
 - Ord. No. 915 (Regulating Outdoor Lighting)
4. Mitigation Fee Ordinances:
 - Ord. No. 659 Development Impact Fees (DIF)
 - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
 - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP)
 - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WRTUMF)

ADVISORY NOTIFICATION DOCUMENT**Advisory Notification****Advisory Notification. 6 AND - Hold Harmless**

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

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning SP00265S03, CZ200034, and PPT200033 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning SP00265S03, CZ200034, and PPT200033, including, but not limited to, decisions made in response to California Public Records Act requests; and

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

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

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

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

Advisory Notification. 7 AND - Mitigation Measures

Mitigation Measures from the project's Initial Study-Mitigated Negative Declaration have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project's Initial Study-Mitigated Negative Declaration.

ADVISORY NOTIFICATION DOCUMENT**BS-Plan Check****BS-Plan Check. 1****Gen - Custom****CORRECTIONS: NOTIFICATIONS:**

ACCESSIBLE PATH OF TRAVEL: 1- Please provide a revised site plan to indicate the required continuous accessible paved path of travel. The accessible path of travel details shall include; 1. Accessible path construction type (Asphalt or concrete). 2. Accessible path width. 3. Accessible path directional slope % and cross slope %. 4. All accessible ramp and curb cut-out locations and details where applicable. The Accessible path of travel shall: 1. Connect to the public R.O.W. 2. Connect to all building(s). 3. Connect to all accessible parking loading/unloading areas. 4. Connect to accessible sanitary facilities. 5. Connect to areas of public accommodation. Please be aware that the approved site plan with accessibility requirements should be included with any building plan submittal. The plan review staff may have additional comments depending on the additional information or revisions provided during the plan review process. Additional accessible requirements within the structure shall be reviewed during the building plan review. 2- Relocate the ADA parking to comply with the following: Parking spaces complying with 11B- 502 (Parking Spaces) that serve a particular building or facility shall be located on the shortest accessible route from parking to an entrance 3-Where parking serves more than one accessible entrance, parking spaces complying with 11B-502 (Parking Spaces) shall be dispersed and located on the shortest accessible route to the accessible entrances.

CODE/ORDINANCE REQUIREMENTS: The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply. NOTE: The new updated 2019 California Building Codes will be in effect as of January 1st 2020, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2020 will be subject to the new updated California Building Code(s).

PERMIT ISSUANCE: Per section 105.1 (2019 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter , repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit. The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.

ADVISORY NOTIFICATION DOCUMENT**BS-Plan Check****BS-Plan Check. 1 Gen - Custom (cont.)**

The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure. At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.

E Health**E Health. 1 DEH ECP COMMENTS**

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

E Health. 2 EMWD WATER AND SEWER SERVICE

PPT200033 was reviewed by Department of Environmental Health (DEH) proposing that water and sewer service be provided by Eastern Municipal Water District (EMWD). Any changes to this proposal during building permit issuance may be subject to additional environmental review and revocation of DEH's approval of the project.

Fire**Fire. 1 Fire - General Conditions**

With respect to the planning conditions for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the 2022 California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards. These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal. Commercial Projects 1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B or other approved method. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow. Reference CFC 507.3

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 1/2" x 2 1/2" (super hydrant). Reference CFC 507.5, CFC

ADVISORY NOTIFICATION DOCUMENT**Fire****Fire. 1****Fire - General Conditions (cont.)**

Appendix C and NFPA 24 7.2.3

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 75,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Technical Policy #TP22-002

4. Fire Department Building Construction Permit Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews these plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC 105.1

5. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC 903.2 as amended by the County of Riverside

6. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC 903.4 and CFC 907.2

Flood**Flood. 1****FLOOD HAZARD REPORT**

Plot Plan (PPT200033) is a proposal for two (2) single story fast-food restaurants with drive-thru lanes and outdoor seating areas and one (1) single-story drive through car wash with vacuum parking stalls on a 2.47-acre near the Rancho California area. The project site is located on southwest corner of Benton Road and Penfield Lane. The site is Parcel 1 of Parcel Map 13651. The project is being reviewed concurrently with Specific Plan (SP) 00265 S03 and Change of Zone (CZ) 2000034.

The topography of the site is a northeast-to-southwesterly slope. Most of the site naturally drains to the west and southwest. The project site is located on a ridge and receives minimal amounts of offsite runoff. The site is considered free from ordinary storm flood hazard except for nuisance natural local runoff. However, a storm of unusual magnitude may cause damage. Currently, there are no existing or proposed District facilities in the area. The property's grading shall be designed in a manner that perpetuates the existing natural drainage patterns and conditions with respect to tributary drainage area, outlet points and outlet conditions. The project site shall be protected from offsite flows.

ADVISORY NOTIFICATION DOCUMENT**Flood****Flood. 1 FLOOD HAZARD REPORT (cont.)**

The District has reviewed the submitted Site Plan and Drainage Plan dated 1/19/2023. The applicant proposes to convey onsite flows into three (3) proposed underground storage tanks, overflows are proposed to be discharged into an existing offsite earthen channel near the northwest corner of the site. Permission from the western property owner(s) may be required if proposing to outlet flows onto their property. Additionally, the development of this site would increase peak flow rates and adversely impact the downstream property owners. Mitigation may be required to offset such impacts.

The site is located within the bounds of the Murrieta Creek-Warm Springs Valley Area Drainage Plan (ADP) for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of grading or building permits for this project whichever occurs first. Although the current fee for this ADP is \$677 per acre, the fee due will be based on the fee in effect at the time of payment. The fee is payable to the Flood Control District by cashier's check or money order only. The District will not accept personal or company checks. The drainage fee is required to be paid prior to the issuance of the grading permits or issuance of the building permits if grading permits are not issued. If the fee has been paid previously, please provide proof to the District.

This project is not associated with any existing or proposed District maintained facilities; therefore, the Transportation Department will have the responsibility to process the review and approval of any hydrology or drainage studies including the preliminary and final Water Quality Management Plan (WQMP). The District has no objection to this proposal.

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

Any questions pertaining to this project may be directed to Daniel Aguirre at 951-955-1348 or danaguir@rivco.org.

Planning**Planning. 1 15 - PLANNING - Landscape Requirement****Landscape Requirement**

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall: 1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS; 2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859; 3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and, 4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 1 15 - PLANNING - Landscape Requirement (cont.)**

the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall: 1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available. 2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859. 3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 ALUC General Conditions

On August 11, 2022, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case Nos. CZ2000034 (Change of Zone), SP00265S03 (Third Substantial Conformance to Specific Plan No. 00265S03), PPT200033 (Plot Plan), TPM38464 (Tentative Parcel Map), a proposal to construct a 2,535 square foot Arby's sit-down restaurant with drivethru, a 729 square foot carry-out Wienerschnitzel with drive-thru, and a 5,215 square foot car wash tunnel on 2.26 acres, located on the southwest corner of Penfield Road and Benton Road, and a change of zone and amending Specific Plan No. 265 Borel Airport Center, to add a carwash use within Planning Area 3, and a tentative parcel map to divide the site into 3 commercial parcels, CONSISTENT with the 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011, subject to the conditions listed below, as amended to incorporate the provisions of the FAA's Determination of No Hazard to Air Navigation letters submitted at the meeting (new conditions, as added pursuant to FAA letters subsequent to hearing, shown in bold type). **CONDITIONS:** 1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing. 2. The following uses shall be prohibited: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation 2 within the area. (Such uses include landscaping utilizing water features, aquaculture, outdoor production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators).

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 2****ALUC General Conditions (cont.)**

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation. (e) Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two aboveground habitable floors, critical community infrastructure facilities, and aboveground bulk storage of 6,000 gallons or more of flammable or hazardous materials. (f) Highly noise-sensitive outdoor nonresidential uses. (g) Any use which results in a hazard to flight, including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. 3. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of French Valley Airport, or provide evidence that such easement has been previously conveyed. Contact the Riverside County – Aviation Division at (951) 955-9722 for additional information. 4. The project shall utilize sand filter basins and shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries. Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist. A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin. 5. Noise attenuation measures shall be incorporated into the design of the building to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL. 6. This project has been evaluated as consisting of a 5,215 square foot car wash tunnel with 15 car-stack, a 2,535 square foot Arby's sit-down restaurant with drive-thru which includes 600 square feet of dining area and 1,200 square feet of kitchen area, and a 7 car-stack drive thru on 1.42 acres, and a 729 square foot carry-out Wienerschnitzel restaurant with drive-thru which includes 405 square feet of kitchen area, and 7 car3 stack drive thru. No outdoor seating is proposed. Any increase in building area (including construction of a new building), change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 2****ALUC General Conditions (cont.)**

criteria, at the discretion of the ALUC Director. 7. The project does not propose rooftop solar panels at this time. However, if the project were to propose solar rooftop panels in the future, the applicant/developer shall prepare a solar glare study that analyzes glare impacts, and this study shall be reviewed by the Airport Land Use Commission. The following conditions were added at the August 11, 2022, ALUC hearing. 8. The Federal Aviation Administration has conducted aeronautical studies of the proposed project (Aeronautical Study Nos. 2022-AWP-13582-OE, 2022-AWP- 13583-OE, and 2022-AWP-13584-OE) and has determined that neither marking nor lighting of the structures are necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 M and shall be maintained in accordance therewith for the life of the project. 9. The proposed structures shall not exceed a height and a maximum elevation at top point than what is identified in the aeronautical studies. 10. The maximum height and top point elevation specified above shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission. 11. Temporary construction equipment used during actual construction of the structure shall not a height and a maximum elevation than what is identified in the aeronautical studies, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process. 12. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned or a decision is made not to construct the applicable structure Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 08-11-2022 Agenda, Bookmark Agenda Item No. 3.7. As noted above, the Federal Aviation Administration No Hazard to Air Navigation letters for the project was issued on August 2, 2022.

Planning. 3**Business Licensing**

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 4 Causes for Revocation

In the event the use hereby permitted under this permit, a) is found to be in violation of the terms and conditions of this permit, b) is found to have been obtained by fraud or perjured testimony, or c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 5 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 6 Construction Noise

All construction activities shall comply with Riverside County Noise Ordinance Ordinances No. 847. This requirement shall be noted on all grading and building plans and in bid documents issued to construction contractors

Planning. 7 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 8 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.
- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 9 No Outdoor Advertising**

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 10 NO RESIDENT OCCUPANCY

No permanent occupancy shall be permitted within the property approved under this conditional use permit as a principal place of residence. No person, shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 11 Noise Monitoring Reports

The permit holder may be required to submit periodic noise monitoring reports as determined by the Department of Building and Safety as part of a code enforcement action. Upon written notice from the Department of Building and Safety requiring such a report, the permittee or the permittee's successor-in-interest shall prepare and submit an approved report within thirty (30) calendar days to the Department of Building and Safety, unless more time is allowed through written agreement by the Department of Building and Safety. The noise monitoring report shall be approved by the Office of Industrial Hygiene of the Health Service Agency (the permittee or the permittee's successor-in-interest shall be required to place on deposit sufficient funds to cover the costs of this approval prior to commencing the required report).

Planning. 12 Outside Storage

No outside storage is proposed as a part of this development proposal.

Planning. 13 Planning - Electric Vehicle Parking

Pursuant to Ordinance No. 348 Section 18.12, "Electric Vehicle Parking and Charging Stations", All development projects that require fifty (50) or more parking spaces shall designate three (3) spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. eight (8) electrical vehicle parking spaces are required. Additionally, the electrical vehicle parking spaces shall be serviced by an electrical vehicle charging station.

Planning. 14 Planning- EXTERIOR NOISE LEVELS

Exterior noise levels produced by any use allowed under this permit, including, but not limited to, any outdoor public address system, shall not exceed 45 db(A), 10-minute LEQ between the hours of 10:00 p.m. to 7:00 a.m., and 65 db(A), 10-minute LEQ, at all other times as measured at any residential, hospital, school, library, nursing home or other similar noise sensitive land use. In the event noise exceeds this standard, the permittee or the permittee's successor-in-interest shall take the necessary steps to remedy the situation, which may include discontinued operation of the facilities. The permit holder shall comply with the applicable standards of Ordinance No. 847.

ADVISORY NOTIFICATION DOCUMENT**Planning****Planning. 15 Reclaimed Water**

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 16 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 17 SCAQMD Rule 1113

The Project is required to comply with the provisions of the SCAQMD Rule 1113 "Table of Standards" pertaining to VOC emissions by using Low-Volatile Organic Compounds paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications. Prior to building permit final inspection, the County of Riverside shall verify a note requiring Rule 1113 compliance is specified on all building plans. Project contractors would be required to comply with the note and maintain written records of such compliance that can be inspected by the County of Riverside or its designee upon request.

Planning. 18 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 19 Signage

A sign proposal is not a part of this Project proposal and when submitted shall be in compliance with Article XIX of Ordinance No. 348 in regards to commercial signage.

Planning. 20 Subdivision Prior to Building Sale

Prior to the sale of any individual building, a subdivision shall be recorded.

Planning-CUL**Planning-CUL. 1 Human Remains**

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

ADVISORY NOTIFICATION DOCUMENT**Planning-CUL****Planning-CUL. 2 PDA 8157 accepted**

Preliminary research, a records search, field survey, and Native American scoping were conducted for this assessment of the project area. Although no cultural resources are documented within the project area and none were identified by the survey, it is bracketed by 15 prehistoric resources within a ½ mile, including a portion of a large habitation site. Therefore, despite the disturbances, the sensitivity for subsurface resources is moderate and archaeological monitoring is recommended. If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner would notify the NAHC, which would determine and notify an MLD. With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Planning-CUL. 3 Unanticipated Resources

The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed: All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. ** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-EPD**Planning-EPD. 1 MSHCP Compliance Measures**

The project must comply with MSHCP compliance measures in Appendix C of the Joint Project Review document dated 01/02/2024.

ADVISORY NOTIFICATION DOCUMENT**Planning-EPD****Planning-EPD. 2****Urban Wildland Interface Guidelines**

The proposed project shall comply with the Western Riverside Multiple-Species Habitat Conservation Plan (WRMSHCP) Sections 6.1.4 Urban/Wildlands Interface Guidelines (UWIG). Areas of compliance shall include, but not limited to:

Urban/Wildlands Interface Guidelines Requirements (MSHCP Section 6.1.4) The portions of the project in close proximity to the MSHCP Conservation area shall incorporate the appropriate Urban/Wildland Interface Guidelines (MSHCP Section 6.1.4) in order to reduce Edge Effects that can adversely affect biological resources such as:

INVASIVES When approving landscape plans for Development that is proposed adjacent to the MSHCP Conservation Area, Permittees shall consider the invasive, non-native plant species listed in Table 6-2 and shall require revisions to landscape plans (subject to the limitations of their jurisdiction) to avoid the use of invasive species for the portions of Development that are adjacent to the MSHCP Conservation Area. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography and other features.

BARRIERS Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms.

DRAINAGE/TOXICS Proposed Developments in proximity to the MSHCP Conservation Area shall incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Storm water systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems.

LIGHTING Night lighting shall be directed away from the MSHCP Conservation Area to protect species within the MSHCP Conservation Area from direct night lighting. Shielding shall be incorporated in project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

GRADING/LAND DEVELOPMENT

ADVISORY NOTIFICATION DOCUMENT**Planning-EPD****Planning-EPD. 2****Urban Wildland Interface Guidelines (cont.)**

Manufactured slopes associated with proposed site development shall not extend into the MSHCP Conservation Area.

NOISE Proposed noise generating land uses within the MSHCP conservation area(s), Public/Quasi-Public (PQP) Lands, and/or Riparian/Riverine/Vernal Pool areas, shall incorporate setbacks, berms or walls to minimize the effects of noise on wildlife and biological resources in conservation area.

Transportation**Transportation. 1****15 TRANS - General Transportation Condition**

With respect to the conditions of approval for the referenced tentative exhibit, the applicant shall provide all street improvements, street improvement plans and/or road dedications set forth herein in accordance with the Riverside County Road Improvement Standards (Ordinance No. 461.11). It is understood that the exhibit correctly shows acceptable centerline elevations, all existing easements, traveled ways, and drainage courses with appropriate Qs, and that their omission or unacceptability may require the exhibit to be resubmitted for further consideration. The County of Riverside applicable ordinances and all conditions of approval are essential parts and a requirement occurring in ONE is as binding as though occurring in all. All questions regarding the true meaning of the conditions shall be referred to the Transportation Department.

The Project shall submit a preliminary soils and pavement investigation report addressing the construction requirements within the road right-of-way.

A signing and striping plan is required for this project. The Project shall be responsible for any additional paving and/or striping removal caused by the striping plan or as approved by the Director of Transportation.

Alterations to natural drainage patterns shall require protecting downstream properties by means approved by the Transportation Department.

If the Transportation Department allows the use of streets for drainage purposes, the 10-year discharge shall be contained in the top of curb or asphalt concrete dikes, and the 100-year discharge shall be contained in the street right-of-way.

The Project shall install street name sign(s) in accordance with County Standard No. 816 and as directed by the Transportation Department.

All corner cutbacks shall be applied per Standard No. 805, Ordinance 461.11, except for corners at Entry streets intersecting with General Plan roads, they shall be applied per Exhibit C of the Countywide Design Guidelines.

All centerline intersections shall be at 90-degrees, plus or

At intersections, local streets (below County Collector Road Standard) shall have a minimum 50 FT tangent, measured from flowline/curb-face to the end of the 50 FT tangent section.

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 15 TRANS - General Transportation Condition (cont.)

The project shall comply with the most current ADA requirements. Ramps shall be constructed at all 4 legs of 4-way intersections and T-intersections per Standard No. 403, sheets 1 through 7 of Ordinance No. 461.11.

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the name of the public if not already accepted.

If there are previously dedicated public roads and utility easements that were not accepted by the County, the Project shall file a separate application to the County of Riverside, Office of the County Surveyor, for the acceptance of the existing dedications by resolution and bear all costs thereof.

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

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online <http://rctlma.org/trans>.

Transportation. 2 TS / Conditions

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

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

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

SH-79 (Winchester Road) (NS) at: Benton Road (EW)

Benton Road (EW) at: Temeku Road (NS) Penfield Lane (NS) Leon Road (NS) Van Gaale Lane / Cognac Street (NS)

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 2 TS / Conditions (cont.)

Pourroy Road (NS)

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

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

Waste Resources

Waste Resources. 1 015 - Waste Advisory Notices

PAR advisory notices: 1. AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:

- -Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
- -Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet

the requirements of AB 1826. 2. AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14. For more information, please visit:

www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory 3. Demonstrate compliance with SB 1383 which establishes regulations to reduce organics waste disposal and goes into effect January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal. 4. Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division, at 1.888.722.4234.

- Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
- The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

BS-Grade

060 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

Prior to issuance of a grading permit, the grading plan shall include six-inch-high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

060 - BS-Grade. 2 EASEMENTS/PERMISSION Not Satisfied

Prior to the issuance of a grading permit, it shall be the sole responsibility of the owner/applicant to obtain any and all proposed or required easements and/or permissions necessary to perform the grading herein proposed.

A notarized letter of permission and/or recorded easement from the affected property owners or easement holders shall be provided in instances where off site grading is proposed as part of the grading plan.

In instances where the grading plan proposes drainage facilities on adjacent off site property, the owner/ applicant shall provide a copy of the recorded drainage easement or copy of Final Map.

060 - BS-Grade. 3 IF WQMP IS REQUIRED Not Satisfied

If a Water Quality Management Plan (WQMP) is required, the owner / applicant shall submit to the Building & Safety Department, the Final Water Quality Management Plan (WQMP) site plan for comparison to the grading plan.

060 - BS-Grade. 4 IMPROVEMENT SECURITIES Not Satisfied

Prior to issuance of a Grading Permit, the applicant may be required to post a Grading and/or Erosion Control Security. Please contact the Riverside County Transportation Department for additional information and requirements.

Flood

060 - Flood. 1 Mitcharge - Use Not Satisfied

This project is located within the limits of the Murrieta Creek-Warm Springs Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. Fees shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Drainage fees shall be paid directly to the District. Personal or corporate checks will not be accepted for payment.

Planning

060 - Planning. 1 Construction Noise Not Satisfied

Grading Plans shall note that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

Planning

060 - Planning. 1 Construction Noise (cont.) Not Satisfied

Grading Plans shall note that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Grading Plans shall note that the use of amplified music or sound is prohibited on the Project site during construction.

060 - Planning. 2 Fee Status Not Satisfied

Prior to grading permit issuance, the Planning Department shall determine if the deposit-based fees for SP00265S03, CZ200034, and PPT200033 are in a negative balance. If so, any unpaid fees shall be paid by the land divider and/or the land divider's successor-in-interest.

060 - Planning. 3 Required Applications Not Satisfied

No grading permits shall be issued until CZ2000034 has been approved and adopted by the Board of Supervisors and has been made effective.

060 - Planning. 4 SKR Fee Condition Not Satisfied

Prior to the issuance of a grading permit, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 2.47 acres (gross) in accordance with APPROVED EXHIBITS.

If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable.

Planning-CUL

060 - Planning-CUL. 1 Native American Monitor Not Satisfied

Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s).

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 2 Project Archaeologist / CRMP Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a digitally-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

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

The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

Planning-EPD

060 - Planning-EPD. 1 Burrowing Owl 30 Day Preconstruction Survey - EPD Not Satisfied

Pursuant to Objectives 6 & 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), within 30 days prior to the issuance of a grading permit, including permits for clearing, grubbing, and/or stockpiling, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results provided in writing to the Environmental Programs Department. The pre-construction survey shall cover the project site and any offsite improvements. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, if burrowing owls are present, relocation outside of the nesting season (February 1 through August 31) by a qualified biologist shall be required. The qualified biologist must prepare a relocation plan that will be submitted to the County Biologist and the California Department of Fish and Wildlife for review and approval. A grading permit may be issued once the species has been relocated.

060 - Planning-EPD. 2 MBTA Nest Bird Pre Construction Surveys - EPD Not Satisfied

Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. Since the project supports suitable nesting bird habitat, removal of vegetation or any other potential nesting bird habitat disturbances shall be conducted outside of the avian nesting season (February 1st through August 31st). If habitat must be cleared during the nesting season, a preconstruction nesting bird survey shall be conducted. The preconstruction nesting bird survey must be conducted by a biologist who holds a current MOU with the County of Riverside. If nesting activity is observed, appropriate avoidance measures shall be adopted to avoid any potential impacts to nesting birds. The nesting bird survey must be completed no more than 3 days prior to any ground disturbance. If ground disturbance does not begin within 3 days of the survey date a second survey must be conducted. If nesting birds are discovered within the project site, the project's biologist shall

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

Planning-EPD

060 - Planning-EPD. 2 MBTA Nest Bird Pre Construction Surveys - EPD (cont.) Not Satisfied

mark a buffer around the nest. At a minimum, construction activities will stay outside of a 300-foot buffer around the active nests. For raptor species, the buffer is to be expanded to 500 feet. The approved buffer zone shall be marked in the field with construction fencing, with no vegetation clearing or ground disturbance shall commence until the qualified biologist and Riverside County Environmental Programs Division of the Planning Department verify that the nests are no longer occupied, and the juvenile birds can survive independently from the nests. Once the young have fledged and the left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities may occur. The project's biologist shall monitor the nest during construction activity to ensure no disturbance to the birds are occurring and shall have the authority to halt ground disturbing activities if they are impacting the nesting birds.

Prior to issuance of a permit for grading, including permits for clearing, grubbing, and/or stockpiling, the project's consulting biologist shall prepare and submit a report, documenting the results of the survey, to EPD for review. The preconstruction survey shall cover the project site and any offsite improvements. In some cases, EPD may also require a Monitoring and Avoidance Plan prior to the issuance of a rough grading permit.

Planning-PAL

060 - Planning-PAL. 1 PRIMP Not Satisfied

This site is mapped in the County's General Plan as having a High potential for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).
2. The project paleontologist retained shall review the approved development plan and grading plan and conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for approval prior to issuance of a Grading Permit. Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:
 1. A corresponding and active County Grading Permit (BGR) Number must be included in the title of the report. PRIMP reports submitted without a BGR number in the title will not be reviewed.
 2. PRIMP must be accompanied by the final grading plan for the subject project.
 3. Description of the proposed site and planned grading operations.
 4. Description of the level of monitoring required for all earth-moving activities in the project area.
 5. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.
 6. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.
 7. Direction for any fossil discoveries to be immediately reported to the property owner who in

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

Planning-PAL

060 - Planning-PAL. 1 PRIMP (cont.) Not Satisfied

turn will immediately notify the County Geologist of the discovery.

8. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

9. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

10. Procedures and protocol for collecting and processing of samples and specimens.

11. Fossil identification and curation procedures to be employed.

12. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County "SABER Policy", paleontological fossils found in the County should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

13. All pertinent exhibits, maps and references.

14. Procedures for reporting of findings.

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

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

Safeguard Artifacts Being Excavated in Riverside County (SABER)

Transportation

060 - Transportation. 1 60 TRANS - Annexation into a Maintenance District Not Satisfied

In the event that the project requires a grading permit, the project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11.

The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by filing an application and completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

- (1) Landscaping.
- (2) Streetlights.
- (3) Graffiti abatement of walls and other permanent structure(s).
- (4) Street sweeping.
- (5) WQMP BMP(s) or catch basin inserts.

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 1 60 TRANS - Annexation into a Maintenance District (cont.) Not Satisfied

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

060 - Transportation. 2 60 TRANS - Sight Distance Analysis Not Satisfied

Adequate sight distance shall be provided in accordance with Standard. No. 821, Ordinance No. 461.11 or as approved by the Director of Transportation.

060 - Transportation. 3 60 TRANS - Submit Grading Plans Not Satisfied

The project proponent shall submit two sets of grading plans (24 in x 36 in) to the Transportation Department for review and approval. If road right-of-way improvements are required, the project proponent shall submit street improvement plans for review and approval, open an IP account, and pay for all associated fees in order to clear this condition. The standard plan check turnaround time is 10 working days. Approval is required prior to issuance of a grading permit.

060 - Transportation. 4 Credit / Reimbursement Not Satisfied

In order to receive any fee credit or reimbursement for improvements, the project proponent shall contact the Transportation Department and enter into an agreement for fee credit or reimbursement prior to advertising. All work shall be preapproved by and shall comply with the requirements of the Transportation Department and the public contracts code in order to be eligible for fee credit or reimbursement.

To enter into an agreement, please contact our Funding Programs group at (951) 955-1667.

For more information regarding the public work bidding requirements please visit the following link: <http://rctlma.org/trans/Land-Development/Funding-Programs/Road-and-Bridge-Benefit-District-RBB-D/Public-Works-Bidding-Requirements>.

060 - Transportation. 5 RCTD-MAP-WQ - Santa Margarita Region - FINAL WQMP Not Satisfied

The project is located in the Santa Margarita watershed. An approved Water Quality Management Plan (WQMP) is required prior to recordation of a final map or issuance of a grading permit. The project shall submit a single PDF on two CD/DVD copies, in accordance with the latest version of the WQMP manual, found at <https://rctlma.org/trans/Land-Development/WQMP>, see County-specific WQMP. Prior to opening model home complexes, sales offices, or using roads, the San Diego Regional Board requires fully functioning BMPs in place. The County encourages BMP phasing or Self-Retaining areas, see template for guidance. In addition, the project proponent shall ensure that the effects of increased peak flowrate for the 1, 3, 6, 24-hour storm events for the 2, 5, and 10-year return periods from the project are mitigated. Projects within an airport influence area may require less than 48-hour drawdown times. All details necessary to build BMPs per the

Plan: PPT200033

Parcel: 963070018

60. Prior To Grading Permit Issuance

Transportation

060 - Transportation. 5 RCTD-MAP-WQ - Santa Margarita Region - FINAL WQMP Not Satisfied
WQMP shall be included on the grading plans.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources and provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through the following methods. Any artifacts identified and collected during construction grading activities are not to leave the project area and shall remain onsite in a secure location until final disposition.

Historic Resources

All historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

Prehistoric and/or Tribal Cultural Resources

One of the following treatments shall be applied.

1. Preservation–in-place, if feasible is the preferred option. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
2. Reburial of the resources on the Project property. The measures for reburial shall be culturally appropriate as determined through consultation with the consulting Tribe(s) and include, at least, the following: Measures to protect the reburial area from any future impacts in perpetuity. Reburial shall not occur until all required cataloguing (including a complete photographic record) and analysis have been completed on the cultural resources, with the exception that sacred and ceremonial items, burial goods, and Native American human remains are excluded. No cataloguing, analysis, or other studies may occur on human remains grave goods, and sacred and ceremonial items. Any reburial processes shall be culturally appropriate and approved by the consulting tribe(s). Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

Human Remains

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be

Plan: PPT200033

Parcel: 963070018

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition (cont.) Not Satisfied

Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the property owner concerning the treatment of the remains and any associated items as provided in Public Resources Code Section 5097.98.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

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

80. Prior To Building Permit Issuance

BS-Grade

080 - BS-Grade. 1 NO BUILDING PERMIT W/O GRADING PERMIT Not Satisfied

Prior to the issuance of any building permit, the property owner shall obtain a grading permit and/or approval to construct from the Building and Safety Department.

080 - BS-Grade. 2 ROUGH GRADE APPROVAL Not Satisfied

Prior to the issuance of any building permit, the applicant shall obtain rough grade approval and/or approval to construct from the Building and Safety Department. The Building and Safety Department must approve the completed grading of your project before a building permit can be issued. Rough Grade approval can be accomplished by complying with the following:

1. Submitting a "Wet Signed" copy of the Soils Grading Report containing substantiating data from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for his/her certification of the project.
2. Submitting a "Wet Signed" copy of the Rough Grade certification from a Registered Civil Engineer certifying that the grading was completed in conformance with the approved grading plan.
3. Requesting a Rough Grade Inspection and obtaining rough grade approval from a Riverside County inspector.
4. Rough Grade Only Permits: In addition to obtaining all required inspections and approval of all final reports, all sites permitted for rough grade only shall provide 100 percent vegetative coverage or other means of site stabilization as approved by the County Inspector prior to receiving a rough grade permit final.

Prior to release for building permit, the applicant shall have met all rough grade requirements to obtain Building and Safety Department clearance.

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

E Health

080 - E Health. 1 EMWD WATER AND SEWER SERVICE Not Satisfied

Provide documentation that establishes water and sewer service from EMWD. Any changes that does not establish water and sewer service to EMWD during building permit issuance may be subject to additional environmental review and revocation of DEH's approval of the project.

080 - E Health. 2 FOOD PLANS Not Satisfied

A total of three complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with applicable California Health and Safety Code.

Flood

080 - Flood. 1 Mitcharge - Use Not Satisfied

This project is located within the limits of the Murrieta Creek-Warm Springs Valley Area Drainage Plan (ADP). The County Board of Supervisors has adopted this ADP to establish a drainage fee within the plan area pursuant to Ordinance No. 460 Section 10.25.

This project may require earlier construction of downstream ADP facilities. Therefore, the District recommends that this project be required to pay a flood mitigation fee. The mitigation charge for this project shall be equal to the prevailing ADP fee rate multiplied by the area of the new development. The charge is payable to the Flood Control District, and shall be paid after final approval of the staff report/conditions of approval by the Board of Supervisors and prior to issuance of permits. Personal or corporate checks will not be accepted for payment.

Planning

080 - Planning. 1 Bike Racks Not Satisfied

Bike rack spaces or bike lockers shall be shown on the project's parking and landscaping plan submitted to the Planning Department for approval. Commercial, office, service and other similar developments shall provide one (1) employee bicycle space for every twenty-five (25) parking spaces required, and one (1) patron or visitor bicycle space for every thirty-three (33) parking spaces required, with a minimum of four (4) bicycle spaces provided for the development. The bicycle spaces may include either Class I or Class II bicycle parking facilities. Based on the number of parking spaces provided (53) the applicant shall provide (3) bicycle spaces.

080 - Planning. 2 CAP Screening Table Measures Not Satisfied

Prior to building permit issuance, appropriate building construction measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project Initial Study (MND). The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study (MND), as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

080 - Planning. 3 CEQA Filing Not Satisfied

Prior to building permit issuance, the applicant shall confirm filing of an NOD/NOE as applicable for the original entitlement application and filing of applicable filing fees.

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Planning

080 - Planning. 4 Confirm Elevations & Floor Plans Not Satisfied

Elevations and Floor Plans of all buildings and structures submitted for building plan check approval shall be in substantial conformance with the elevations shown on APPROVED EXHIBITs. All architectural treatments and banding on tower elements shall be applied to all elevations of the buildings.

080 - Planning. 5 Construction Noise Not Satisfied

Building Plans shall note and construction shall comply that during all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.

Building Plans shall note and construction shall comply that the contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.

Building Plans shall note and construction shall comply that the use of amplified music or sound is prohibited on the Project site during construction.

080 - Planning. 6 EV Charging Stations Not Satisfied

County Ordinance No.348, Section 18.12 c. (1) c. & d., states that all development projects that require fifty (50) or more parking spaces will be required to designate three (3) parking spaces for electrical vehicles and designate one (1) additional space for electrical vehicles for each additional fifty (50) parking spaces. Based on the parking spaces required (53) the applicant would be required to provide four (4) EV parking spaces. Each electrical vehicle parking space shall have a charging station. Charging stations if capable may service more than one electrical vehicle. The applicant's site plan will illustrate the location of these spaces and charging stations.

080 - Planning. 7 Fee Status Not Satisfied

Prior to issuance of building permits for SP00265S03, CZ200034, and PPT200033, the Planning Department shall determine the status of the deposit-based fees for project. If the case fees are in a negative state, the permit holder shall pay the outstanding balance.

080 - Planning. 8 Lighting Plans Not Satisfied

All parking lot lights, and other outdoor lighting shall be shown on electrical plans submitted to the Department of Building and Safety for plan check approval and shall comply with the requirements of Riverside County Ordinance No. 655 and the Riverside County Comprehensive General Plan.

080 - Planning. 9 Renewable Energy Generation R2-CE1 Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. This is anticipated to be accommodated through solar panels mounted on the building rooftops.

The energy demand shall be determined at the initial building permit stage if the

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Planning

080 - Planning. 9 Renewable Energy Generation R2-CE1 (cont.) Not Satisfied
tenant/particular use is known at that time. If the tenant or particular use is not known at that time, this condition should be deferred to the tenant improvement building permit and to any subsequent tenant improvement permits as tenants may change.

Utilizing the energy demand calculated, the appropriate amount of solar panels shall be included with the related building permits to ensure their installation and operation.

As it relates to the initial building permit, the roof shall be designed to accommodate rooftop mounted solar panels.

[ALUC approval shall be required for rooftop mounted solar panels related glare prior to building permit issuance based on their separate conditions of approval and determination of consistency for this project.]

080 - Planning. 10 Required Applications Not Satisfied
No building permits shall be issued until CZ2000034 has been approved and adopted by the Board of Supervisors and has been made effective.

080 - Planning. 11 Roof Equipment Shielding Not Satisfied
Roof mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

080 - Planning. 12 School Mitigation Not Satisfied
Impacts to the Temecula Valley USD shall be mitigated in accordance with California State law.

080 - Planning. 13 Wall/Fencing Plan Required Not Satisfied
A wall and fencing plan shall be submitted showing all wall and fence locations and typical views of all types of fences or walls proposed. This plan shall require anti-graffiti coatings on fences and walls, where applicable. This plan shall be in substantial conformance with the wall/fence locations and designs shown on APPROVED EXHIBITS.

Survey

080 - Survey. 1 80 SURVEY - Access Restrictions Not Satisfied
Lot access shall be restricted on Benton Road, with the exception of 36 FT WIDE OPENING located approximately 180 FT from Penfield Lane right of way.

080 - Survey. 2 80 SURVEY - Survey Monumentation Not Satisfied
Prior to construction, if survey monuments including centerline monuments, tie points, property corners and benchmarks found it shall be located and tied out and corner records filed with the County Surveyor pursuant to Section 8771 of the Business & Professions Code. Survey points destroyed during construction shall be reset, and a second corner record filed for those points prior to completion and acceptance of the improvements.

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 1 80 - TRANSPORTATION - Landscape Inspection Deposit Not Satisfied
Landscape Inspection Deposit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to building permit issuance, the developer/permit holder shall verify all plan check fees have been paid and deposit sufficient funds to cover the costs of the required landscape inspections associated with the approved landscape plans. The deposit required for landscape inspections shall be determined by the Transportation Department, Landscape Section. The Transportation Department, Landscape Section shall clear this condition upon determination of compliance.

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Req Not Satisfied
Landscape Plot Plan/Permit Required

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

Prior to issuance of building permits, the developer/permit holder shall apply for a Plot Plan (Administrative/PPA) Landscape Permit (LSP) or Landscape Plot Plan (LPP) from TLMA Land Use along with applicable deposit (plan check and inspection are DBF fees).

Provide construction level landscape plans in PDF (all sheets compiled in 1 PDF file), along with an electronic transmittal memo in PDF (include Owner contact, Developer, if not the same as the owner, Project manager, person or persons most likely to inquire about the status of the plans, Landscape Architect, Principal or LA signing the plans, Landscape Architect, Project Manager, person responsible for making the corrections, if different from above), and a current set of grading plans in PDF, and submit all three PDF files on a CD (compact Disc) with application. The landscape plans shall be prepared in a professional manner by a California Licensed/Registered Landscape Architect and signed/stamped by such.

Drawings shall be completed on County standard Transportation Department title block, plan sheet format (24 inch x 36 inch), 1:20 scale, north arrow, limit of work lines, hardscape features, graphic scale, and street names, etc. The landscaping plans shall be in conformance with the APPROVED EXHIBITS; in compliance with Ordinance No. 348, Section 18.12; Ordinance No. 859; and, be prepared consistent with the County of Riverside Guide to California Friendly Landscaping. At minimum, plans shall include the following components:

- 1) Landscape and irrigation working drawings (stamped) by a California certified/registered landscape architect;
- 2) Weather-based controllers and necessary components to eliminate water waste;
- 3) A copy of the (stamped) approved grading plans; and,
- 4) Emphasis on native and drought tolerant species.

When applicable, plans shall include the following components:

- 1) Identification of all common/open space areas;
- 2) Natural open space areas and those regulated/conserved by the prevailing MSHCP and or

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 2 80 - TRANSPORTATION - Landscape Plot Plan/Permit Req Not Satisfied
ALUC;

- 3) Shading plans for projects that include parking lots/areas;
- 4) The use of canopy trees (24 inch box or greater) within the parking areas;
- 5) Landscaping plans for slopes exceeding 3 feet in height;
- 6) Landscaping and irrigation plans associated with entry monuments. All monument locations shall be located outside of the ROW and dimensions shall be provided on the plan; and/or,
- 7) If this is a phased development, then a copy of the approved phasing plan shall be submitted for reference.

Please reference Landscape Plan Checklists available online at RCTLMA.org.

NOTE: When the Landscaping Plot Plan is located within a special district such as LMD/CSA/CFD or Valleywide, the developer/permit holder shall submit plans for review to the appropriate special district for simultaneous review. The permit holder shall show evidence to the Transportation Department, Landscape Section that the subject district has approved said plans. Water Districts such as CVWD, TVWD, and EMWD may be required to approve plans prior to County approval.

Upon verification of compliance with this condition and the APPROVED EXHIBITS, the Transportation Department, Landscape Section shall clear this condition.

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Not Satisfied
Landscape Project Specific Requirements

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

In addition to the requirements of the Landscape and Irrigation Plan submittal, the following project specific conditions shall be imposed:

- a. Landscape screening located from Penfield Ln to Benton St shall be designed to ensure full, opaque, coverage up to a minimum height of (35) feet at maturity except that planting within ten feet of an entry or exit driveway shall not be permitted to grow higher than eighteen (18) inches and no trees shall be planted within ten (10) feet of driveways, alleys, or street intersections.
- b. Project shall comply with the latest version of Ord. 859 ETo of .45, for commercial applications, .50 ETo for residential, or .70 ETo for recycled water uses. Project shall comply with the latest State Model Water Efficient Landscape Ordinance. Project shall comply with the local servicing water purveyor/district/company landscape requirements including those related to recycled water.
- c. Project proponent shall design overhead irrigation with a minimum 24 inch offset from non-permeable surfaces, even if that surface drains into a permeable area.
- d. Landscaping plans shall incorporate the use of specimen (24 inch box or greater) canopy trees. All trees and shrubs shall be drawn to reflect the average specimen size at 15 years of age. All trees shall be double or triple staked and secured with non-wire ties.
- e. Project shall prepare water use calculations as outlined in Ord 859.3.
- f. Trees shall be hydrozoned separately.
- g. Irrigation shall be designed using hydrozones by plant water type, irrigation type, and

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 3 80 - TRANSPORTATION - Landscape Project Specific Not Satisfied

flat/sloped areas.

h. The developer/ permit holder/landowner shall use the County of Riverside's California Friendly Plant List when making plant selections. Use of plant material with a LOW or VERY LOW water use designation is strongly encouraged.

i. All plant materials within landscaped areas shall be maintained in a viable growth condition throughout the useful plant life, and replaced with an equal or lesser water use plant.

j. Project shall use County standard details for which the application is available in County Standard Detail Format.

k. Monuments, boulders, and fan palms shall be located outside the County Maintained Road Right-of-Way (ROW).

l. Restricted plant species noted in MSHCP documents shall not be used if MSHCP areas are adjacent to the project.

m. Plant species shall meet ALUC requirements, if applicable.

n. Hydroseeding is not permitted in stormwater BMP slope areas, container stock will be required on slopes. Trees must be located to avoid drainage swales and drain, utility, leach, etc. lines and structures.

o. Landscape and irrigation plans must meet erosion control requirements of Ordinance 457.

p. Project shall use (25) Percent point source irrigation type regardless of meeting the water budget with alternative irrigation methods, except as needed within stormwater BMP areas as noted in an approved WQMP document. Point source is defined as one emitter (or two) located at each plant. In-line emitter tubing is not defined as point source for the purpose of this requirement.

q. Typical Front Yard landscaping plans (construction document level package) shall be submitted to Transportation Department for approval. Front yards shall not have turf lawns.

r. Common areas and open space landscaping plans (construction document level package) shall be submitted to Transportation Department for approval.

s. The project proponent or current property owner shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

t. Project shall install purple/reclaimed/recycled components as deemed necessary and as determined by the County and/or water district.

u. Project proponent shall provide 12 inch wide concrete maintenance walkway on planter islands adjacent to parking spaces. Concrete maintenance walkway shall be shown on landscape and grading plans, typical.

080 - Transportation. 4 80 TRANS - Annexation into a Maintenance District Not Satisfied

The project proponent shall comply with County requirements within public road rights-of-way, in accordance with Ordinance No. 461.11. The project proponent shall provide assurance of maintenance of various facilities within the public road right-of-way by completing the annexation process with the applicable maintenance entity/district(s) for annexation into the Landscaping and Lighting Maintenance District No. 89-1-Consolidated by contacting the Transportation Department at (951) 955-6767, and/or any other maintenance district approved by the Transportation Department or by processing and filing a Landscape Maintenance Agreement as directed by the Transportation Department Plan Check Division. Said annexation may include the following:

(1) Landscaping.

(2) Streetlights.

(3) Graffiti abatement of walls and other permanent structure(s).

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 4 80 TRANS - Annexation into a Maintenance District (cont.) Not Satisfied

- (4) Street sweeping.
- (5) WQMP BMP(s) or catch basin inserts.

For street lighting, the project proponent shall contact the Transportation Department L&LMD 89-1-C Administrator and submit the following:

- (1) Completed Transportation Department application.
- (2) Appropriate fees for annexation.
- (3) Two (2) sets of street lighting plans approved by Transportation Department.
- (4) Streetlight Authorization form from SCE, IID or other electric provider.

or as approved by the Director of Transportation.

080 - Transportation. 5 80 TRANS - Lighting Plan Not Satisfied

A separate street light plan and/or a separate bridge light plan shall be approved by the Transportation Department. Street and/or bridge lighting plan(s) shall be designed in accordance with County Streetlight Specification Chart found in Specification Section 22 of Ordinance No. 461.11. For projects within SCE boundaries use County of Riverside Ordinance No. 461.11, Standard No. 1000. For projects within Imperial Irrigation District (IID) jurisdiction, the project shall use IID pole standard

080 - Transportation. 6 80 TRANS - Road Improvements (Plan) Not Satisfied

Improvements plans for the following roadways shall be submitted for review and approval.

[EXISTING MAINTAINED]

Benton Road along the project is a County-maintained road designated as an Urban Arterial Highway and shall be widened with AC Pavement to install 8 in curb and gutter to be located 55 ft from centerline, within a 76 ft half-width dedicated right-of-way in accordance with County Standard No. 91, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 5 FT meandering sidewalk per Standard No. 404.

Note:

- 1. Install commercial driveway per Standard No. 207A, Ordinance No. 461.11.

[PART-WIDTH]

Penfield Lane along project boundary is a paved road designated as a Local Road and shall be widened with AC pavement to 6 in curb and gutter to be located 20 ft from centerline, with a part-width pavement section extending an additional 12 ft beyond centerline in accordance with County Standard No. 105A, Section A within an existing 60 FT full-width dedicated right-of-way. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. A 6-FT sidewalk shall be installed adjacent to the curb line.

Note:

- 1. Install commercial driveway per Standard No. 207A, Ordinance No. 461.11.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 6 80 TRANS - Road Improvements (Plan) (cont.) Not Satisfied

clearances, and signed approval of all street improvement plans for the above improvements. The limits of the improvements shall be consistent with the approved Use Case unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

080 - Transportation. 7 80 TRANS - Utility Plan Not Satisfied

All electrical power, telephone, communication, street lighting, and cable television lines shall be designed to be placed underground on the Improvement Plans in accordance with Ordinance No. 460 for subdivisions and/or Ordinance No. 461.11 for road improvements. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. The Project shall coordinate with the serving utility companies to complete the final installations. This condition will be cleared after both of the following requirements are met:

_ The Street Improvement Plans are approved.

_ Transportation Department receives written proof that the Project has filed an application for the relocation of said utilities or said utility companies have initiated their relocation design.

080 - Transportation. 8 RCTD-USE-WQ - ESTABLISH WQMP MAINT ENTITY Not Satisfied

A maintenance plan and signed WQMP/BMP maintenance agreement shall be submitted to the Transportation Department shall be approved and recorded against the property. A maintenance organization will be established with a funding source for the permanent maintenance.

080 - Transportation. 9 RCTD-USE-WQ - IMPLEMENT WQMP Not Satisfied

The Project shall construct BMP facilities described in the approved Final County WQMP prior to the issuance of a building permit to the satisfaction of County Grading Inspection Section. The Project is responsible for performing all activities described in the County WQMP and that copies of the approved Final County WQMP are provided to future owners/occupants.

080 - Transportation. 10 TS / Geometrics Not Satisfied

The intersection of Benton Road (EW) at Penfield Lane (NS) shall be improved to provide the following geometrics:

Northbound: one shared left-through-right lane

Southbound: one left-turn lane, one shared through-right lane

Eastbound: one left-turn lane, two through lanes, one right-turn lane

Westbound: one left-turn lane, two through lanes, one shared through-right lane

NOTE: A signal modification is required to accommodate the addition of an eastbound right-turn lane.

The intersection of Benton Road (EW) at Pourroy Road (NS) shall be improved to provide the following geometrics:

Northbound: one shared left-through-right lane

Southbound: one left-turn lane, two through-lanes, one right-turn lane

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Transportation

080 - Transportation. 10 TS / Geometrics (cont.) Not Satisfied

Eastbound: one left-turn lane, one shared through-right lane

Westbound: one left-turn lane, one through lane, one shared through-right lane

NOTE: The project may pay its fair share towards providing the additional southbound left-turn lane, southbound through lane, and converting the westbound through lane to a shared through/right-turn lane.

The intersection of Benton Road (EW) at Site Access (NS) shall be improved to provide the following geometrics:

Northbound: one right-turn lane

Eastbound: two through-lanes, one right-turn lane

Westbound: three through lanes

The intersection of Penfield Lane (NS) at Site Access (EW) shall be improved to provide the following geometrics:

Northbound: one shared through-left lane

Southbound: one shared through/right-turn lane

Eastbound: one shared left-right lane

or as approved by the Transportation Department.

All improvements listed are requirements for interim conditions only. Full right-of-way and roadway half sections adjacent to the property for the ultimate roadway cross-section per the County's Road Improvement Standards and Specifications must be provided.

Any off-site widening required to provide these geometrics shall be the responsibility of the landowner/developer.

Waste Resources

080 - Waste Resources. 1 080 - Recyclables Collection and Loading Area Not Satisfied

Trash Enclosures - prior to building permit issuance

Prior to issuance of a building permit, the applicant shall submit one electronic (1) copy of a Recyclables Collection and Loading Area plot plan to the Riverside County Department of Waste Resources for review and approval. The plot plan shall conform to Design Guidelines for Recyclables Collection and Loading Areas, provided by the Department of Waste Resources, and shall show the location of and access to the collection area for recyclable materials, shall demonstrate space allocation for trash and recyclable materials and have the adequate signage indicating the location of each bin in the trash enclosure.

The project applicant is advised that clearance of the Recyclables Collection and Loading Area plot plan only satisfies the Waste Resources' conditions for Recyclables Collection and Loading Areas space allocation and other Recyclables Collection and Loading Area Guideline items. Detailed drawings of the Trash Enclosure and its particular construction details, e.g., building materials, location, construction methods etc., should be included as part of the Project plan submittal to the Riverside County Department of Building and Safety.

Plan: PPT200033

Parcel: 963070018

80. Prior To Building Permit Issuance

Waste Resources

080 - Waste Resources. 2 080 - Waste Recycling Plan Not Satisfied

Prior to issuance of a building permit, a Waste Recycling Plan (WRP) shall be submitted to the Riverside County Department of Waste Resources for approval. At a minimum, the WRP must identify the materials (i.e., concrete, asphalt, wood, etc.) that will be generated by construction and development, the projected amounts, the measures/methods that will be taken to recycle, reuse, and/or reduce the amount of materials, the facilities and/or haulers that will be utilized, and the targeted recycling or reduction rate. During project construction, the project site shall have, at a minimum, two (2) bins: one for waste disposal and the other for the recycling of Construction and Demolition (C&D) materials. Additional bins are encouraged to be used for further source separation of C&D recyclable materials. Accurate record keeping (receipts) for recycling of C&D recyclable materials and solid waste disposal must be kept. Arrangements can be made through the franchise hauler.

90. Prior to Building Final Inspection

BS-Grade

090 - BS-Grade. 1 CURBS ALONG PLANTERS Not Satisfied

A six-inch-high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - BS-Grade. 2 PRECISE GRADE APPROVAL Not Satisfied

Prior to final building inspection, the applicant shall obtain precise grade approval and/or clearance from the Building and Safety Department. The Building and Safety Department must approve the precise grading of your project before a building final can be obtained. Precise Grade approval can be accomplished by complying with the following:

1. Requesting and obtaining approval of all required grading inspections.
2. Submitting a "Wet Signed" copy of the Grading Report from the Soils Engineer (registered geologist or certified geologist, civil engineer or geotechnical engineer as appropriate) for the sub-grade and base of all paved areas.
3. Submitting a "Wet Signed" copy of the Sub-grade (rough) Certification from a Registered Civil Engineer certifying that the sub-grade was completed in conformance with the approved grading plan.
4. Submitting a "Wet Signed" copy of the Precise (Final) Grade Certification for the entire site from a Registered Civil Engineer certifying that the precise grading was completed in conformance with the approved grading plan.

Prior to release for building final, the applicant shall have met all precise grade requirements to obtain Building and Safety Department clearance.

E Health

090 - E Health. 1 HAZMAT CLEARANCE Not Satisfied

Obtain clearance from the Hazardous Materials Management Division.

Planning

090 - Planning. 1 Accessible Parking Not Satisfied

A minimum of three (3) accessible parking spaces for persons with disabilities, shall be provided as shown on APPROVED EXHIBITS. Each parking space reserved for persons with

Plan: PPT200033

Parcel: 963070018

90. Prior to Building Final Inspection

Planning

090 - Planning. 1 Accessible Parking (cont.) Not Satisfied

disabilities shall be identified by a permanently affixed reflectorized sign constructed of porcelain on steel, beaded text or equal, displaying the International Symbol of Accessibility.

The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade or centered at a minimum height of 36 inches from the parking space finished grade, ground, or sidewalk. A sign shall also be posted in a conspicuous place, at each entrance to the off-street parking facility, not less than 17 inches by 22 inches, clearly and conspicuously stating the following:

"Unauthorized vehicles not displaying distinguishing placards or license plates issued for physically handicapped persons may be towed away at owner's expense.

In addition to the above requirements, the surface of each parking space shall have a surface identification sign duplicating the symbol of accessibility in blue paint of at least 3 square feet in size.

090 - Planning. 2 CAP Screening Table Measures Not Satisfied

Prior to building permit final/occupancy, appropriate pre-operation measures shall apply to achieve the minimum 100 points on the Riverside County Climate Action Plan Commercial Screening Tables. The conceptual measures anticipated for the project are included as an appendix to the project Initial Study MND. The conceptual measures may be replaced with other measures as listed in the table included with the project Initial Study MND, as long as they are replaced at the same time with other measures that in total achieve a minimum of 100 points on the screening table.

090 - Planning. 3 Curbs Along Planters Not Satisfied

A six-inch-high curb with a twelve (12) inch wide walkway shall be constructed along planters on end stalls adjacent to automobile parking areas. Public parking areas shall be designed with permanent curb, bumper, or wheel stop or similar device so that a parked vehicle does not overhang required sidewalks, planters, or landscaped areas.

090 - Planning. 4 Install Bike Racks Not Satisfied

A bicycle rack shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle racks shall be shown on project landscaping and improvement plans submitted for Planning Department approval and shall be installed in accordance with those plans. Based on the number of parking spaces provided (53) the applicant shall provide (3) bicycle spaces.

090 - Planning. 5 Ordinance No. 659 (DIF) Not Satisfied

Prior to the issuance of either a certificate of occupancy or prior to building permit final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 659, which requires the payment of the appropriate fee set forth in the Ordinance. Riverside County Ordinance No. 659 has been established to set forth policies, regulations and fees related to the funding and installation of facilities and the acquisition of open space and habitat necessary to address the direct and cumulative environmental effects generated by new development project described and defined in this Ordinance, and it establishes the authorized uses of the fees collected.

Plan: PPT200033

Parcel: 963070018

90. Prior to Building Final Inspection

Planning

090 - Planning. 5 Ordinance No. 659 (DIF) (cont.) Not Satisfied

The amount of the fee for commercial or industrial development shall be calculated on the basis of the "Project Area," as defined in the Ordinance, which shall mean the net area, measured in acres, from the adjacent road right-of-way to the limits of the project development. The Project Area for PPT200033 has been calculated to be at a total of 2.19 acres (net).

090 - Planning. 6 Ordinance No. 810 (WRMSHCP) Not Satisfied

Prior to the issuance of a certificate of occupancy, or upon building permit final inspection prior to use or occupancy for cases without final inspection or certificate of occupancy (such as an SMP), whichever comes first, the applicant shall comply with the provisions of Riverside County Ordinance No. 810, which requires the payment of the appropriate fee set forth in the Ordinance. The amount of the fee will be based on the "Project Area" as defined in the Ordinance and the aforementioned Condition of Approval. The Project Area for PPT200033 is calculated to be a total of 2.19 acres (net).

090 - Planning. 7 Parking Paving Material Not Satisfied

A minimum of fifty-three (53) parking spaces shall be provided as shown on the APPROVED EXHIBITS, unless otherwise approved by the Planning Department and pursuant to the prior condition of approval titled Parking Spaces Verification and any approved parking plan. The parking area shall be surfaced with asphaltic concrete or concrete to current standards as approved by the Department of Building and Safety. Vacuum parking stall covers would be made of vinyl, metal, or similar material (no canvas).

090 - Planning. 8 Planning Field Inspection Not Satisfied

Prior to final inspection, the developer/permit holder shall contact the Planning Department to conduct a final inspection. Planning Department will inspection for, but not limited to; project site layout, elevations, floor plans, all parking spaces (including vacuum stalls), design, trash enclosures with bins, screen walls, etc.

090 - Planning. 9 Renewable Energy Generation R2-CE1 Installed Not Satisfied

In accordance with measure R2-CE1 of the County's Climate Action Plan, the proposed project shall be required to offset its energy demand by 20 percent through provision of renewable energy generation. In accordance with the prior condition titled "Renewable Energy Generation R2-CE1", prior to occupancy for any tenant improvement building permit, the renewable energy facility as approved with the prior condition shall be installed and ready for operation.

090 - Planning. 10 Roof Equipment Shielding Not Satisfied

Roof-mounted equipment shall be shielded from ground view. Screening material shall be subject to Planning Department approval.

090 - Planning. 11 SKR Fee Condition Not Satisfied

Prior to final inspection, the applicant shall comply with the provisions of Riverside County Ordinance No. 663, which generally requires the payment of the appropriate fee set forth in that ordinance. The amount of the fee required to be paid may vary depending upon a variety of factors, including the type of development application submitted and the applicability of any

Plan: PPT200033

Parcel: 963070018

90. Prior to Building Final Inspection

Planning

090 - Planning. 11 SKR Fee Condition (cont.) Not Satisfied

fee reduction or exemption provisions contained in Riverside County Ordinance No. 663. Said fee shall be calculated on the approved development project which is anticipated to be 2.47 acres (gross) in accordance with APPROVED EXHIBITS.

If the development is subsequently revised, this acreage amount may be modified in order to reflect the revised development project acreage amount. In the event Riverside County Ordinance No. 663 is rescinded, this condition will no longer be applicable.

090 - Planning. 12 Trash Enclosures Not Satisfied

Three (3) trash enclosures (one for each building) which are adequate to enclose a minimum of three (3) bins shall be located as shown on the APPROVED EXHIBITS and shall be constructed prior to the issuance of occupancy permits. The enclosure(s) shall be a minimum of six (6) feet in height and shall be made with masonry block and landscaping screening and a solid gate which screens the bins from external view. Additional enclosed area for collection of recyclable materials shall be located within, near or adjacent to each trash and rubbish disposal area. The recycling collection area shall be a minimum of fifty percent (50%) of the area provided for the trash/rubbish enclosure(s) or as approved by the Riverside County Waste Management Department. All recycling bins shall be labeled with the universal recycling symbol and with signage indicating to the users the type of material to be deposited in each bin.

090 - Planning. 13 Utilities Underground Not Satisfied

All utilities, except electrical lines rated 33 kV or greater, shall be installed underground. If the permittee provides to the Department of Building and Safety and the Planning Department a definitive statement from the utility provider refusing to allow underground installation of the utilities they provide, this condition shall be null and void with respect to that utility.

Transportation

090 - Transportation. 1 90 - TRANSPORTATION - Landscape Inspection and Not Satisfied

Landscape Inspection and Drought Compliance

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:

The developer/permit holder shall coordinate with their designated landscape representative and the Transportation Department landscape inspector to ensure all landscape planting and irrigation systems have been installed in accordance with APPROVED EXHIBITS, landscaping, irrigation, and shading plans. The Transportation Department will ensure that all landscaping is healthy, free of weeds, disease and pests; and, irrigation systems are properly constructed and determined to be in good working order. The developer/permit holder's designated landscape representative and the Transportation Department landscape inspector shall determine compliance with this condition and execute a Landscape Certificate of Completion. All landscape inspection deposits and plan check fees shall be paid.

Upon determination of compliance, the Transportation Department, Landscape Section shall clear this condition.

Plan: PPT200033

Parcel: 963070018

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 2 90 TRANS - Complete Landscaping Installation Not Satisfied

Landscaping within public road right-of-way shall comply with Transportation Department standards and Ordinance No. 461.11 and shall require approval by the Transportation Department. Landscaping shall be installed along the streets associated with this development. Landscaping within public road right-of-way shall comply with Transportation Department standards, policies, guidelines, and Ordinance No. 461.11 and shall require the approval from the Transportation Department.

or as approved by the Director of Transportation.

090 - Transportation. 3 90 TRANS - Regional Transportation Fees Not Satisfied

Prior to the time of issuance of a Certificate of Occupancy or upon final inspection, whichever occurs first, the Project shall pay fees in accordance with the fee schedule in effect at the time of payment:

- _All Transportation Uniform Mitigation Fees (TUMF) in accordance with Ordinance No. 824.
- _All Fees for Zone D of the Southwest Road and Bridge Benefit District for a project gross acreage of 2.185 per acre.

090 - Transportation. 4 90 TRANS - Road Improvements (Installation) Not Satisfied

The following roadways shall be constructed in accordance with approved improvement plans.

[EXISTING MAINTAINED]

Benton Road along the project is a County-maintained road designated as an Urban Arterial Highway and shall be widened with AC Pavement to install 8 in curb and gutter to be located 55 ft from centerline, within a 76 ft half-width dedicated right-of-way in accordance with County Standard No. 91, Ordinance No. 461.11. The existing pavement shall be reconstructed; or resurfacing as determined by the Transportation Department. In addition, a 5 FT meandering sidewalk per Standard No. 404.

Note:

1. Install commercial driveway per Standard No. 207A, Ordinance No. 461.11.

[PART-WIDTH]

Penfield Lane along project boundary is a paved road designated as a Local Road and shall be widened with AC pavement to 6 in curb and gutter to be located 20 ft from centerline, with a part-width pavement section extending an additional 12 ft beyond centerline in accordance with County Standard No. 105A, Section A within an existing 60 FT full-width dedicated right-of-way. The existing pavement shall be reconstructed; or resurfaced as determined by the Transportation Department. A 6-FT sidewalk shall be installed adjacent to the curb line.

Note:

1. Install commercial driveway per Standard No. 207A, Ordinance No. 461.11.

The Project shall provide/acquire sufficient dedicated public right-of-way, environmental clearances, and signed approval of all street improvement plans for the above improvements.

Plan: PPT200033

Parcel: 963070018

90. Prior to Building Final Inspection

Transportation

090 - Transportation. 4 90 TRANS - Road Improvements (Installation) (cont.) Not Satisfied

The limits of the improvements shall be consistent with the approved Use Case unless otherwise specified in these conditions. Should the applicant fail to acquire the necessary off-site right of way, the map will be returned for redesign.

or as approved by the Director of Transportation.

090 - Transportation. 5 90 TRANS - Utility Installation Not Satisfied

Electrical power, telephone, communication, street lighting, and cable television lines shall be installed underground in accordance with Ordinance Nos. 460 and 461.11, or as approved by the Transportation Department. This also applies to all overhead lines 34 kilovolts or below along the project frontage and all offsite overhead lines in each direction of the project site to the nearest offsite pole. A certificate should be obtained from the pertinent utility company and submitted to the Department of Transportation as proof of completion for clearance.

In addition, the Project shall ensure that streetlights are energized and operational along the streets of those lots where the Project is seeking Building Final Inspection (Occupancy).

090 - Transportation. 6 RCTD-USE-WQ - WQMP COMPLETION Not Satisfied

Prior to Building Final Inspection, the Project is required to furnish educational materials regarding water quality to future owners/occupants, provide an engineered WQMP certification, inspection of BMPs, GPS location of BMPs, ensure that the requirements for inspection and cleaning the BMPs are established, and for businesses registering BMPs with the Transportation Department's Business Storm Water Compliance Program Section.

Waste Resources

090 - Waste Resources. 1 090 - Recyclables Collection and Loading Area Inspection Not Satisfied

Prior to final building inspection, the applicant shall construct the recyclables collection and loading area in compliance with the Recyclables Collection and Loading Area plot plan, as approved and stamped by the Riverside County Department of Waste Resources, and as verified by the Riverside County Building and Safety Department through site inspection.

090 - Waste Resources. 2 090 - Waste Reporting Form and Receipts Not Satisfied

Prior to final building inspection, evidence (i.e., waste reporting form along with receipts or other types of verification) to demonstrate project compliance with the approved Waste Recycling Plan (WRP) shall be presented by the project proponent to the Planning Division of the Riverside County Department of Waste Resources. Receipts must clearly identify the amount of waste disposed and Construction and Demolition (C&D) materials recycled.