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Title: The Shops at the Triangle - Specific Plan Amendment 2023-00003, Development Plan 2022-2705, Tentative Tract Map 38622 (TTM-2022-2706), and Development Agreement DA-2024-00004.

Attachments: 1. [Attachment 1-PC Reso Triangle](#), 2. [Attachment 1 - Exhibit A - Draft CofA TTM 38622 \(TTM 2022-2706\)](#), 3. [Attachment 1- Exhibit B -Draft CofA Development Plan 2022-2705](#), 4. [Attachment 1- Exhibit C - Draft CofA Specific Plan Amendment 2023-00003 \(The Triangle\)](#), 5. [Attachment 1- Exhibit D- Draft CC Ordinance- Triangle Specific Plan Amendment](#), 6. [Attachment 1-Exhibit E-Draft CC Resolution \(DP-TTM\)-Triangle](#), 7. [Attachment 2-Exhibit Vicinity SPA-2023-00003 ColorUPDATE](#), 8. [Attachment 3-REDLINE of Triangle Specific Plan \(2024.07.18\)](#), 9. [Attachment 4-Triangle Specific Plan \(2024.07.18\) clean version](#), 10. [Attachment 5a-Project Plans \(Arch-Landscape-Grading-Fire Access\)-w-oTTM-reducefilesize](#), 11. [Attachment 5b-Concept Photometric Plans \(4th submittal\)-2sheets](#), 12. [Attachment 5c-TTM 38622](#), 13. [Attachment 6-Triangle- SP Addendum-071724](#), 14. [Attachment 7- Draft NOD Triangle-071924](#)

[History \(0\)](#) [Text](#)

TO: HONORABLE CHAIR AND MEMBERS OF THE PLANNING COMMISSION

FROM: Carl Stiehl, City Planner

PREPARED BY: Dennis Watts, Senior Planner

SUBJECT: **The Shops at the Triangle - Specific Plan Amendment 2023-00003, Development Plan 2022-2705, Tentative Tract Map 38622 (TTM-2022-2706), and Development Agreement DA-2024-00004.**

RECOMMENDATION

1. Recommend to the City Council authorization to consider and approve an Addendum to the Subsequent Environmental Impact Report (SEIR) pursuant to the California Environmental Quality Act (CEQA) Guidelines (Cal. Code Regs. Title 14) Section 15162 and 15164; and,

2. Adopt: A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MURRIETA RECOMMENDING CITY COUNCIL APPROVAL OF THE ENVIRONMENTAL DETERMINATION, APPROVE SPECIFIC PLAN AMENDMENT 2023-00003 (THE TRIANGLE), APPROVE DEVELOPMENT PLAN 2022-2705 (EPL #: DP-2023-00017), AND APPROVE TTM-2022-2706 (EPL#: MAP-2023-00013), ON A 64.3 ACRE AREA LOCATED SOUTH OF MURRIETA HOT SPRINGS ROAD AND GENERALLY BOUNDED BY INTERSTATE 15 AND INTERSTATE 215.

3. Continue Development Agreement DA-2024-0004 to the Planning Commission meeting of August 14, 2024.

ENVIRONMENTAL

The project has a previously prepared and certified EIR and SEIR that analyzed the environmental effects of the project. An environmental consistency analysis was prepared which concluded that the project falls within the scope of the previously certified SEIR as none of the following criteria under CEQA Guidelines Section 15162 and an Addendum pursuant to CEQA Guidelines 15164 is appropriate because ; (1) there are no substantial changes to the Project that require major revisions to the SEIR due to new significant environmental effects, (2) there are no substantial changes with respect to the circumstances under which the Project is considered that involve any new significant environmental effects or substantial increase in the severity of previously identified significant effects, and (3) no new information that shows the Project will have more significant effects not previously discussed, no new significant effects previously examined will be substantially more severe than previously shown, and no new mitigation measures are necessary as the SEIR was prepared in compliance with CEQA Guidelines Sections 15162. The Project is subject to the previous Mitigation Measures identified in the Mitigation Monitoring and Reporting Program (MMRP). (See Attachment 6).

PRIOR ACTION/VOTE

None for the current project. Past actions relevant to the current project are noted below:

In October 1990, the County of Riverside adopted Specific Plan 276 (Murrieta Springs Mall) and certified Environmental Impact Report 358.

On May 8, 2013, the Planning Commission recommended the City Council SEIR, adopt the Statement of Overriding Considerations, and the MMRP, and approve the Specific Plan Amendment and General Plan Amendment (Vote: 5-0).

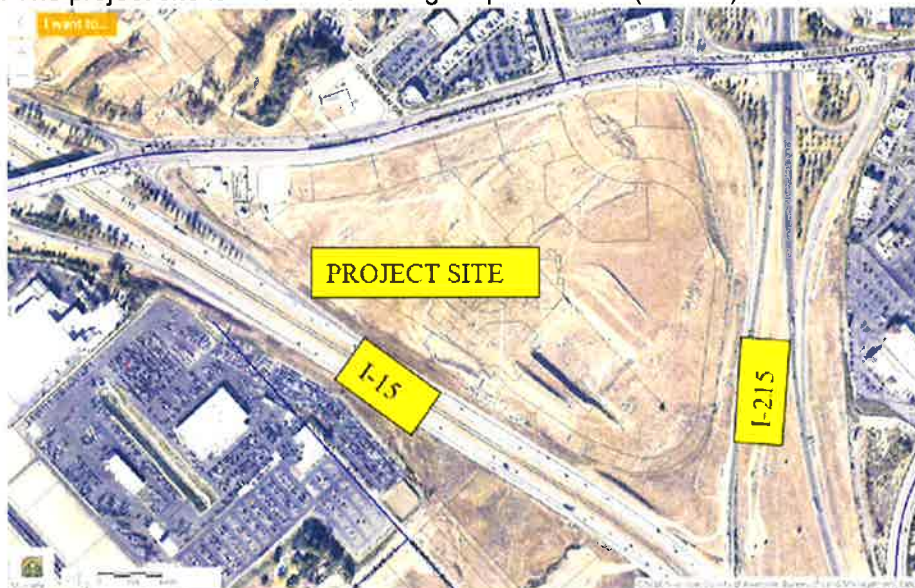
On October 1, 2013, the City Council adopted:

1. Resolution 13-3151 SEIR, adopted the Statement of Overriding Considerations, and the MMRP.
2. Resolution 13-3153 approving General Plan Amendment to the Land Use Chapter of the General Plan.
3. Resolution 13-3152 approving Design Guidelines for The Triangle Specific Plan.

On October 15, 2013, the City Council adopted Ordinance 481-13 amending and restating Specific Plan 276 (The Triangle, formerly named Murrieta Springs Mall).

EXECUTIVE SUMMARY

The project is a request to subdivide the property into 23 parcels with a Tentative Tract Map and to construct a 279,538 square foot retail shopping center with a Development Plan in the initial phase on +/- 36.5 acres of a +/- 64-acre property located between Interstate 15 and 215 south of Murrieta Hot Springs Road. The proposal also includes an amendment (No. 2) to The Triangle Specific Plan amending various allowed uses and modifying various building and landscape setback requirements. The project site is within The Triangle Specific Plan (SP 276) area.



BACKGROUND

PROJECT DESCRIPTION

Application Type: Specific Plan Amendment 2023-00003 Development Plan 2022-2705 (EP&L #: DP-2023-00017) Tentative Tract Map 2022-2706 (EP&L#: MAP-2023-00013)

Applicant: Saul Jaffe

Property Owner: Domenigoni-Barton Properties, LLC and Tres Estrellas, LLC

Site Area: 64.28 gross acres / 63.56 net acres

Project Location: Between Interstate 15 and 215 and south of Murrieta Hot Springs Road (APN's 910-390-001 through 910-390-003, 910-390-008 through -018, 910-390-020 through 910-390-022, 910-400-001 through -018)

Site General Plan/Zoning: Commercial / Triangle Specific Plan (SP 276)

Adjacent Zoning/Land Use:

North: Murrieta Hot Springs Road, Community Commercial (CC) beyond / existing commercial center

South: Interstate 15, Innovation (INN) beyond/ mixture of vacant properties, single family residences, and industrial

East: Interstate 215 and Regional Commercial (RC) beyond / existing commercial center (Murrieta Plaza)

West: Interstate 15 and Community Commercial (CC) beyond/ Existing commercial (Wal-Mart and Carmax)

BACKGROUND

The Triangle Specific Plan (SP 276) covers an approximate 64-acre property located between Interstate 15 and 215, south of Murrieta Hot Springs Road. The Specific Plan was originally approved by the County of Riverside in 1990, named Murrieta Springs Mall, for a 1.76 million square foot retail shopping center. The County entered into a Development Agreement (D.A. No. 54) vesting the Specific Plan which remained effective even after City's incorporation. The City approved amendments to the DA, recording an amendment on February 23, 1994. The terms of the DA continued into 2023 but is now expired.

In 1998, an approximate 867,000 square foot western-themed entertainment center known as RogersDale was approved for the project site (PP 19922). A final parcel map (PM 28280) was approved and the site was partially graded for the construction of RogersDale; however, the grading and project was never completed.

In 2013, the City approved the first amendment to the Specific Plan changing the name to "The Triangle". The amendment revised the number of planning areas from six to four, changed the development standards to reflect an outdoor mall instead of an indoor mall, increased height limits to range from 90-220 feet depending on the Planning Area, changed the amount of allowed retail, office, restaurant, and entertainment square footage as shown below:

Specific Plan Amendment No. 1 Anticipated Development

Land Use	Anticipated Building Area (Square Feet)
Retail	640,914
Office	779,082
Hotel (220 Rooms)	148,000
Entertainment	74,660
Restaurant	125,258
Maximum Total for all Land Use Categories	1,767,914

Further, in 1990 an Environmental Impact Report (EIR) was certified with the mall project along with mitigation measures, with the original approval of the Specific Plan. In 2013, a Subsequent EIR (SEIR) was prepared and adopted by the City Council, again with mitigation measures and adopting a Statement of Overriding Considerations for significant impacts that could not be mitigated or avoided but were found to be acceptable due to economic and health benefits of the Project which outweigh the unavoidable adverse environmental effects.

The square footages provided below indicate the anticipated development within each future phase of the Specific Plan (Note: each successive phase includes the square footage of the previous phase):

Phase 1a

High Turnover (Sit-Down) Restaurant	49,392
Total	49,392

Phase 1b

Commercial Retail	184,486
General Office	48,000
Theater	74,660
High Turnover (Sit-Down) Restaurant	75,122
Total	382,268

Phase 1c

Commercial Retail	339,714
General Office	48,000
Theater	74,660
High Turnover (Sit-Down) Restaurant	75,122
Total	537,496

Phase 2

Commercial Retail	438,774
General Office	530,000
Theater	74,660
High Turnover (Sit-Down) Restaurant	75,122
Hotel (220 Room)	148,000
Total	1,266,556

Phase 3 (Project Build Out)

Commercial Retail	640,914
General Office	779,082
Theater	74,660
High Turnover (Sit-Down) Restaurant	125,258
Hotel (220 Room)	148,000
Total	1,767,914

PROJECT - PART 1 (SPECIFIC PLAN AMENDMENT NO. 2)**SPECIFIC PLAN AMENDMENT NO. 2 PROPOSAL**

Implementation of The Triangle Specific Plan would require the construction of on- and off-site utilities (e.g., sewer, water, storm drain, electric, gas, telephone) to serve the proposed uses. Utility connections and grading may be required within the jurisdiction of the California Department of Transportation (Caltrans). The Triangle Specific Plan does not provide a detailed site plan for actual development; the ultimate building layout and site planning would occur during subsequent development approvals, including the tentative tract map, development plan(s), and building plan processes.

The Specific Plan is designed to be a zoning document that lays out the standards and regulations (a blueprint) for how development is to be implemented within the project area. The format of the Specific Plan is set up in sections that cover various categories and development standards as described below:

Section 1-Introduction: This section provides a summary, background, vision, and goals of the Specific Plan. It also discusses the Plan's consistency with the City's General Plan.

Section 2-Development Standards: Provides a description of the anticipated buildout of the Plan. This section provides the list of allowed uses within the Plan and lays out the development standards for certain uses such as retail, office, and hotel. Other development standards such as building heights, parking requirements, lighting and landscaping are discussed here.

The project site has a natural buffer created by the freeways and Murrieta Hot Springs Road, thus creating an island for development. As a result, several of the standards in the Plan are different from the City's Development Code requirements and are tailored to implement the project's vision and goals.

Section 3-Grading, Infrastructure, and Circulation: Briefly discusses the existing infrastructure around the Plan area and provides a conceptual plan for providing infrastructure such as sewer, water, utilities, drainage, and circulation necessary to serve the Plan at buildout. Many of these requirements are subject to standard review and approval by the respective utility's/agency's development procedures and do not differ from the City's normal development review practice.

Section 4-Administration and Implementation: Establishes the administrative procedures for how the Plan is to be implemented. This section identifies the process and who the approval authority is for applications such as a Development Plan, Conditional Use Permit (CUP), Subdivision Maps, Exceptions and Amendments. Also identifies public noticing requirements and duration of permits. Some of these standards differ from the City's Development Code; however they are appropriate due to the nature of the project location and neighboring properties.

The owner/developer is requesting a Specific Plan Amendment (SPA). The requests are necessary to better reflect the current site plan proposal, current market trends, and to provide more flexibility in implementing the Specific Plan without necessitating the need to process an overhaul of the document. Some of the key SPA requests are as follows:

Changes to the allowed uses in "Use Table 2-1"

- Allow drive-through restaurant/fast food uses with limitations.
 - Planning Area 3 - Must be 200 feet back from Murrieta Hot Springs Road
- Adds "Vehicle Rental" as an allowed use, as an office only.
- Adds "Golf Driving Ranges (with or without restaurants) subject to a Minor CUP
- Changes "Outdoor Recreation, Commercial" from a CUP to a Minor CUP
- Adds Hospitals, subject to a CUP
- Adds Extended Care Facilities (less than 30 day stay), subject to a Minor CUP.
- Modifies criteria for "Warehouse Retail Stores" to state "greater than 70,000 sf" and subject to a Minor CUP
- Amend "Veterinary Clinics, Animal Hospitals, Kennels and Boarding Facilities" from a permitted use to a Minor CUP and to remove the restriction that the facility be within a retail business and cannot exceed 40% of the business floor space

Changes to Development Standards

- Change the 60-foot landscape setback along Murrieta Hot Springs Road to 15 feet for parking areas and 25 feet for buildings, with allowances for certain exceptions (For reference, See Exhibit 2-28 through 2-31 and Section 2.5.3-Office, Section 2.5.4-Retail & Restaurant, and Section 2.5.5-Hotel) (Section 2).
- Reduce various building and landscape setback requirements within the interior of the specific plan area (Section 2).
- Modify various setback standards as a result of changing the setbacks from the landscape setback to a more conventional method of applying setbacks from property lines (Section 2).
- Reduce parking garage setbacks from Murrieta Hot Springs Road from 100 feet to 25 feet when less than two stories (Section 2).
- Include provisions for the replacement of the two existing billboards for two electronic billboards (Section 4).
- Increasing the allowances for additional freeway and pylon signs, increased heights, larger sign area, and larger area for on-site digital signage (Section 4).
- Authorize the Development Services Director to consider reductions to various setbacks within the specific plan, either through a set 25% reduction, or through specified changes identified as Minor Exceptions (Section 4).

Exhibit D to Attachment 1 (Resolution) is the draft City Council Ordinance for SPA No. 2. Attachment 3 is the SPA No. 2 document in a strikeout/underline (deleted text is shown in red with a line through the words and added text is shown in blue with an underline) format which shows what the proposed modifications in relation to the adopted SPA No. 1. Attachment 4 is the SPA No. 2 document in a finished format, assuming all changes are approved.

PROJECT-PART 2 (TENTATIVE TRACT MAP 38622)

A second component to the project is Tentative Tract Map 38622 which covers the entire 64.3-acre specific plan area. The map proposes to create 23 lots/parcels. There are five (5) lettered lots shown on the map that are required in order to dedicate specified areas along Murrieta Hot Springs Road to provide appropriate road right-of-way to meet city standard 102A, which is a 150-foot wide road width. Additional width is also necessary in areas where a deceleration lane is designed. The map includes a request for a vacation of a previously dedicated road, Rogers Dale Avenue. An access easement is shown providing appropriate legal and emergency/public access to all lots within the subdivision. Exhibit E to Attachment 1 (Resolution) is the draft City Council Resolution for the Tentative Tract Map and Development Plan.

PROJECT-PART 3 (DEVELOPMENT PLAN 2022-2705)

The Project proposes approximately 279,500 square feet of retail development on 36.46 acres to begin development in this initial phase, accounting for approximately 25 buildings with twelve (12) of the buildings being pad buildings located along Murrieta Hot Springs Road. The primary shopping center buildings which will accommodate the center's major anchors are considered to be "in-line buildings" (buildings typically aligned directly adjacent to each other, in many cases appearing as a single building). Eight of the twelve (12) pad buildings are to be located along Murrieta Hot Springs Road and the most easterly building is proposed as a fast-food restaurant with a drive through window. The development is focused on the northerly portion of the site in this initial phase as future phases would occur on the southerly +/- 28 acre portion. Specifically, there is 197,191 square feet of commercial/retail area, and 82,347 square feet of food/restaurant uses with 11,100 square feet of outdoor dining areas. There are two primary access points into the center, one at the intersection of future Monroe Avenue (current Sparkman Court) and Murrieta Hot Springs Road and the other is located at the intersection of Hancock Avenue and Murrieta Hot Springs Road, both of which will be signalized. An additional minor access point will be provided in between the two primary access drives and will be limited to right-in and right-out vehicle turning movements. A total of 1,675 parking spaces are provided, more than would be required for this amount of retail development utilizing City standards in the City's Development Code.

Infrastructure improvements consist of widening Murrieta Hot Springs Road primarily to accommodate deceleration lanes into the project site and the installation of traffic signals at the intersection of Murrieta Hot Springs Road at Hancock and Murrieta Hot Springs Road at Sparkman Drive/Monroe Avenue. A sewer line will be extended from the north side of Sparkman Drive (future Monroe Avenue) through the project site under I-15, in order to connect to an existing sewer line on the west side of I-15. Monroe Avenue on the north side of Murrieta Hot Springs Road will also be realigned and widened to be more perpendicular to Murrieta Hot Springs Road and to accommodate proper lane configuration from the south side. Staff notes Sparkman Drive (Future Monroe Avenue) will be extended north to connect with Los Alamos Road at some point in the future as a City capital improvement project, which should result in a better trip distribution of traffic to and from the project site. There are several documents that make reference to Monroe Avenue (future Monroe) or Sparkman Court or Sparkman Drive and this report will identify the street as "Sparkman Drive/Monroe Ave." from this point forward as they are the same street.

The proposed Development Plan anticipates being constructed in phases as shown below. All infrastructure (roads, signals, water/sewer, utilities) would be constructed prior to occupancy of any buildings within the first phase.



Source: Conceptual Phasing Plan, Robinson Hill Architecture, Inc.

ANALYSIS

Specific Plan:

The SPA moves the anticipated development of the Triangle further away from the "fortress mall" concept that was originally planned in 1990. There have been substantial challenges in how retail development is planned due to the advent of on-line shopping, consumer shopping trends, and the forced closure of retail stores during the pandemic in 2019. According to data available from the Census Bureau, between 2011 and 2021 approximately 60,000 retail stores closed in the U.S. Many retail analysts point to the over-supply of retail as a reason for the decline in retail shopping centers which includes malls. A 2022 analysis conducted by the Federal Reserve Bank of Richmond, indicated there is roughly 24 square feet of retail space for every American, compared to just 4.6 in the United Kingdom and 2.8 in China. These are significant factors that have led to the changes proposed in the SPA that lead to a commercial project that is substantially different from the concepts proposed in 1990 and 2013. Restaurants, fitness, and entertainment uses have become a significant factor in shopping center planning and design.

The SPA proposes modifications to the allowed uses within the project area; however, these changes are primarily consistent with the uses allowed in the Regional Commercial zone (the Commercial zone the City typically applies to major commercial areas located adjacent to freeway interchanges). However, uses that may normally require a CUP in the Development Code are proposed to be allowed with a Minor CUP which is approved administratively by staff. Other proposed SPA changes relate to modified landscape and building setbacks. Of the more prominent SPA requests is the proposal to reduce the 60-foot landscape setback along Murrieta Hot Springs Road to a more conventional 25 feet for buildings and 15 feet for parking areas. A second notable request is allowing fast food drive through restaurants as a use type within the Specific Plan area. A third notable request is authorizing a process for allowing the existing two billboards to be replaced with two digital billboards. The SPA helps further the goals, as identified in Section 1.3.2, and objectives of the specific plan and General Plan, and the amendments are internally consistent.

Zoning / General Plan Consistency:

The project site is within the boundaries of Specific Plan 276 (The Triangle) and is currently identified in the City's General Plan. The specific plan identifies the various goals and policies and how it meets or implements the goals and policies and is contained in Section 1 of the Specific Plan. The project (SPA/Tentative Tract Map/Development Plan) is consistent with and implements many of the City's General Plan goals and policies.

General Plan Goal LU-1 - "A complimentary balance of land uses throughout the community that meets the needs of existing residents and businesses as well as anticipated growth, and achieves the community's vision."

- *Policy LU-1.2, Ensure future development provides for a variety of commercial, industry, and housing that serve the spectrum of incomes within the region.*
- *Policy LU-1.3, Establish a range of residential density and non-residential intensities to encourage a wide range of development opportunities.*
- *Policy LU-1.5, Encourage a wide variety of retail and commercial services, such as restaurants, and cultural arts/entertainment, in appropriate locations.*

Goal LU-7 "Economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community."

- *Policy LU-7.1, Work with property owners of vacant commercially zoned property to develop their sites into appropriate, economically viable projects.*
- *Policy LU-7.5, Provide convenient freeway access for regionally-serving commercial centers to attract a regional customer base.*
- *Policy LU-7.6, Focus commercial retail centers adjacent to major transportation corridors*
- *Policy LU-7.8, Encourage consolidation of parking and reciprocal access agreements between adjacent business and commercial center property owners.*
- *Policy LU-7.9, Encourage opportunities for complementary retail and service uses to serve local residents and the daytime employment population.*
- *Policy LU-7.10, Encourage a range of retail uses that serve local residents in the region.*

Goal LU-8 "A community that provides opportunities for mixed use and/or transit-oriented development."

- *Policy LU-8.1, Encourage integrated development that incorporates a mix of uses (residential, commercial, office) in mixed use or transit-oriented development areas.*
- *Policy LU-8.6, Encourage higher density residential, commercial, and employment development near a future Metrolink or High Speed Rail Station, along other major public transportation routes, and at other suitable locations.*

Goal LU-12 "A focused development and economic development strategy that emphasizes specialized land use policies within identified Focus Areas."

- *Policy LU-12.1, Provide for the highest level of retail and job-creating uses in areas adjacent to the I-15 and I-215 freeways. This includes the North Murrieta Business Corridor, Golden Triangle North (Central Murrieta), and South Murrieta Business Corridor Focus Areas.*

Goal ED-1 "A highly visible and attractive commercial mixed-use regional hub located at the confluence of the I-15 and I-215 freeways in central Murrieta" and policies ED-1.1 & ED-1.3.

The project provides the opportunity for a variety of commercial uses, including retail, food/restaurant, and service uses, which are conveniently located near two major freeways that will serve the region and the local residents. The planned additional services, employment opportunities, and potential fiscal revenue sources are intended to bring further balance to the existing and planned future residential uses in the City. The Specific Plan allows for a higher intensity of development and the proposed Development Plan represents an initial phase with additional vacant land remaining for future development.

Other specific goals and policies the Project is consistent with are: General Plan Goal CIR-1. "A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs and corresponding policies" (Policy CIR-1.1, CIR-1.2, CIR-1.3, CIR-1.10), Goal CIR-6 "Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled". (Policy CIR-6.8, CIR-6.9, and CIR-6.13).

The project is limited to two main access drives and a restricted turning movement for the third access drive. The project is conditioned to provide a bus stop (turnout), shelter, and bench and is required to provide a Trip Reduction Plan prior to occupancy. Murrieta Hot Springs Road has a bike lane, and the project is designed with bike lanes on the primary drive access. Additionally, a landscaped area will be provided between the road and the sidewalk along Murrieta Hot Springs Road.

The project meets Infrastructure Element Goal INF-1, "New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, stormwater, and energy." and corresponding policies INF-1.1, INF-1.4, and INF-1.21. The project will construct facilities both on- and off-site to support the area and help protect off-site areas from inundation. These facilities will be constructed by the developer and then dedicated to the appropriate public agency for ownership.

The development plan and tentative map are consistent with the Specific Plan as they meet all building and landscape setback requirements, parking and loading requirements, and other site design requirements. Some of these categories will be discussed in more detail below.

Site Development Standards:

All buildings meet the required building setbacks from property lines and the project site design meets the requirements of the Specific Plan. As described in more detail below, the project provides for pedestrian connection from Murrieta Hot Springs Road into the project site connecting from the pad buildings along Murrieta Hot Springs Road to the main in-line buildings located at the core of the center.

The Specific Plan allows for various modifications to the development standards. The applicant has requested a series of modifications that fall under the Minor Exception category (see Section 4.4.2 of the Specific Plan). The following are a list of the requested modifications:

- A reduction to the building and patio setback from Murrieta Hot Springs Road for Buildings 8 and 11, where the deceleration lanes occur, which relates to Specific Plan Exhibit 2-28.
- A reduction to the landscape median at the easterly primary drive entry from ten feet to six feet in limited areas to accommodate for the necessary lanes to meet traffic requirements, which relates to Specific Plan Exhibit 2-32.
- A reduction to the area between the parking lot/drive aisle to the building or patio cover which relates to Exhibits 2-12 and 2-16, and 2-17.
- A reduction to the landscape area between the walkway and parking area after the two roundabouts, which relates to Specific Plan Exhibits 2-34 and 2-36.
- A modification to allow 15% of required parking to occur at the rear of a building.
- A reduction to the loading zone requirement for Building E as it would typically require 2 loading spaces (15' W x 25' L); however, the applicant has indicated that the user is a gym and would not need the loading spaces. Additionally, there is a loading space in the general vicinity.

Staff supports the requested modifications as they do not create health or safety hazards; they still meet fire access requirements and assist in implementing the Development Plan.

Parking:

The Triangle Specific Plan defers parking requirements to the City's Development Code. Based on the project's identified uses (Sheet A-00.1) and square footage of each of the uses, a total of 1438 parking spaces are required and a total of 1675 parking spaces are proposed on the plans. As of July 1, 2024, 20% of the parking spaces, 335 parking spaces, are required to be installed with the necessary equipment and facilities for charging an Electric Vehicle (EV). The uses, square footage of each use, and required parking ratio are shown below:

Use	Square feet	Parking Ratio (# of parking spaces required per building square foot)
General Retail/Office	197,191	1/250
Restaurant/Fast Food	82,347	1/300 for service area & 1/75 for dining/patron area
Outdoor Dining Area	11,100	1/100

The Development Code allows up to 10% of the overall center to include food/restaurant uses in the retail parking ratio and food/restaurant uses exceeding the 10% is required to use the restaurant/food parking ratio of 1/75 for dining area and 1/300 for service area.

The project is required to provide a minimum of 15 loading spaces; however additional loading spaces may be necessary to serve individual buildings. The project has seventeen different loading areas spread throughout the project site, some consisting of multiple loading spaces for a total of 21 loading spaces. The project complies with the loading requirements with regards to the number of spaces, size, and location.

Traffic Circulation / Access & Egress:

The project has three access drives along Murrieta Hot Springs Road. The westerly most drive access will be located opposite a realigned Sparkman Drive/Monroe Ave. Avenue and new traffic signals will be required to be installed. It will be 94 feet wide and will have two inbound lanes and four outbound lanes (2 left, 1 left/through lane, 1 through/right lane). Additionally, the existing raised landscape medians will need to be adjusted to accommodate new turning lanes. Sparkman Drive/Monroe Ave. will be realigned to a more perpendicular direction to Murrieta Hot Springs Road. The westerly most drive access will be located across from Hancock Avenue and will require the installation of a traffic signal and modifications to the existing signals. This access will be 111 feet wide and will have two inbound lanes and six outbound lanes (2 left, 2 through lanes, 2 right turn lanes). These two access drives will be signalized to allow for full turning movements. The third access is in between the two primary access drives and will be limited to right-in and right-out turning movements.

Murrieta Hot Springs Road is currently at its ultimate width on the south side along the project frontage; however, the project has deceleration lanes leading into each of the access drives for the project site and will require widening of Murrieta Hot Springs Road for this aspect. A bus turnout which will include a shelter and seating bench is also required and is designed to be located just east of the Sparkman Drive/Monroe Ave. intersection.

In addition to the improvements identified above, the project will be required to pay the City's Development Impact Fees (DIF) of which a portion is allocated to road/signal improvements, the County's Transportation Uniform Fee (TUMF) which is currently \$7.72/square foot for retail uses and \$4.89/square foot for service uses, and the Specific Plan has a \$0.37 per square foot fair share fee to offset identified impacts to several intersections within the city.

The Specific Plan SEIR analyzed a 1.76 million square foot retail/office center and the Mitigation Monitoring Reporting Program identified impacts at specified thresholds (building square feet of specific uses). This Development Plan proposes a 279,538 square foot retail center. An updated trip generation analysis (see Trip Generation Memo in Attachment 6) was performed based on the proposed uses and was compared to the original traffic study and concluded that the proposed Development Plan falls within Phase 1 of what was analyzed in the SEIR and is therefore required to meet the traffic mitigation measure PDF 10-1 which identifies the number of incoming and outgoing lanes at each of the three project access drives and Mitigation Measure 10-1 and 10-2.

Architecture / Aesthetics:

The shopping center's architectural style is characterized as farmhouse modern. The style utilizes varied roof designs such as pitched standing seam metal roofs, flat roofs concealed by parapet walls or a combination of the two. Wall materials consist of stone veneer in two different colors, brick, wood plank (3 colors/stains), board & batten (varied colors), smooth plaster in varied colors, vertical and horizontal shiplap in varied colors, concrete masonry unit (CMU) blocks in different textures such as ground face, split face, and precision face, and corrugated siding. Metal accents and entry covers are incorporated in various styles for several of the buildings.

Among several building design requirements, one requirement is the specific plan requires buildings to have a break or relief in the building wall with a depth of at least 3% of the length of the façade length and extending at least 20% of the length of the façade. Additionally, the plan requires building facades facing the Internal Connector Road and Murrieta Hot Springs Road to have commensurate elevation details as the primary/front façade. The buildings within the project comply with the design standards of the Specific Plan, with the exception of Building E. Condition of approval No. 41 requires the developer to make the necessary adjustments prior to building permit submittal.

Landscape and Open Space:

The project's Preliminary Landscape Plan shows the conceptual landscape design for the center. The project provides a 15 to 40-foot wide landscaped area along Murrieta Hot Springs Road and minimum 10-foot-wide landscaped areas ranging up to 50 feet wide along the two freeways. The two primary entries are designed with a 6-foot-wide landscape area, a 6 foot wide sidewalk, and 7 foot wide landscaping along the length of the entry drive up to the primary cross drive aisle. Additionally, the main entry drives have a landscape median beginning at the project entry extending to the first cross drive aisle (roundabout) and enhanced paving in select areas of the drive aisle creating an enhanced entry to the project site. The parking lots contain landscape finger planters at the ends of the parking aisle and tree wells to provide tree shading and landscaping. The project is required to provide a minimum of 20% landscaping and is providing 28.6%.

The Specific Plan requires the project to provide a minimum of two plazas or courtyards, one a minimum of 3,000 square feet and 50 feet wide with a ten (10) foot wide clear walking path and the second one a minimum of 2,400 square feet and 60 feet wide (Specific Plan Exhibit 2-25 and 2-26). The project has three plazas, all of which meet the minimum requirements and are shown on the Development Plan Set, Sheets L-04 through L-06. The major courtyard is approximately 6,000 square feet and is located east of the westerly round-a-bout while the secondary courtyard is 3,100 square feet and is located west of the westerly round-a-bout. The areas include elements such as enhanced paving, trees, decorative planted pots, seating areas, raised planters with and without seating, water features, bike racks, tables and chairs, and metal overhead shade structures.

- **Cumulative Air Quality Impacts.** Implementation of the project would result in a long term cumulatively considerable net increase of PM₁₀ and Nitrogen Dioxide (NO₂) (included in NO_x), which are criteria pollutants for which the project region is non-attainment as well as VOC and NO_x which are Ozone (O₃) precursors; the region is in non-attainment for ozone. Implementation of MM would reduce emission levels, but not to a less than significant level.

TRAFFIC AND CIRCULATION

- **Direct Traffic Impacts.** The proposed project would result in significant and unavoidable direct impacts at the following study area intersections and freeway mainline segments:

Intersections

City of Murrieta

- Margarita Road at Murrieta Hot Springs Road (mitigation infeasible)

Caltrans/Temecula

- I-15 Northbound Ramps at Winchester Road (SR-79) (mitigation is infeasible and this intersection is not under Murrieta's jurisdiction)

Freeway Mainline Segments

- I-15 NB between California Oaks and Murrieta Hot Springs Road (AM and PM peak hours)
- I-215 SB between Los Alamos and I-15/I-215 Junction (AM peak hour)

- **Cumulative Traffic Impacts.** The proposed project would result in significant and unavoidable cumulative impacts at the following study area intersections and freeway mainline segments:

Intersections

City of Murrieta

- Jefferson Road at Murrieta Hot Springs Road - Phases 1a, 1b/c, 2 and 3 (fair share payment)
- Madison Avenue at Murrieta Hot Springs Road - Phases 1a, 1b/c, 2 and 3 (mitigation is infeasible and fair share payment)
- Hancock Avenue at Murrieta Hot Springs Road - Phase 3 (mitigation is infeasible)
- Hancock Avenue at Los Alamos Road - Phases 2 and 3 (mitigation is infeasible)
- Whitewood Drive at Murrieta Hot Springs Road - Phases 2 and 3 (fair share payment)
- Margarita Road at Murrieta Hot Springs Road - Phases 1a, 1b/c, 2 and 3 (mitigation is infeasible)

Caltrans/Murrieta

- I-15 Northbound ramps at Murrieta Hot Springs Road - Phases 2 and 3 (fair share payment and this intersection is also under Caltrans' jurisdiction)
- I-215 Southbound ramps at Murrieta Hot Springs Road - Phases 2 and 3 (fair share payment and this intersection is also under Caltrans' jurisdiction)

Caltrans/Temecula

- I-15 Northbound ramps at Winchester Road (SR-79) - Phases 1a, 1b/c, 2 and 3 (mitigation is infeasible and this intersection is not under Murrieta's jurisdiction)

Freeway Mainline Segments

- I-15 Northbound between California Oaks and I-15/I-215 Freeway Junction (AM and PM Peak Hours)
- I-15 Southbound between California Oaks and I-15/I-215 Freeway Junction (PM peak hour)
- I-215 Northbound between Los Alamos Road and I-15/I-215 Freeway Junction (PM peak hour)
- I-215 Southbound between Los Alamos Road and Murrieta Hot Springs Road (AM and PM peak hour)

- o I-215 Southbound between Murrieta Hot Springs Road and I-15/I-215 Freeway Junction (AM peak hour)

General Plan Policy Consistency. The proposed Project would conflict with Policy CIR-1.2 of the Circulation Element of the *City of Murrieta General Plan 2035* to maintain an acceptable level of service at intersections and freeway interchanges resulting in a significant and unavoidable impact for which there is no feasible mitigation.

(Source *The Triangle Subsequent EIR*, pg.1-6, BonTerra Consulting, Oct 2013)

Otherwise, all other project impacts associated with Agricultural Resources, Land use and Planning, Public Services, Utilities and Service Systems, Population and Housing, Noise, Water, Biological Resources, Energy and Mineral Resources, Cultural Resources, Recreation, Aesthetics, Geophysical Hazards, and Hazards were found to be either less than significant or less than significant with the incorporation of mitigation measures. For the impacts that could not be mitigated and therefore considered "Significant Impacts", the City Council made and adopted findings for "Statement of Overriding Consideration" that concludes that the benefits of the project outweigh the unavoidable significant environmental impacts and deems those unavoidable significant impacts "acceptable."

An environmental consistency analysis/addendum was prepared for the proposed Project and while there are some minor additions and changes necessary, none of the following criteria under CEQA 15162 have occurred. A trip generation comparison was prepared which compares the anticipated number of trips for the proposed project and what was analyzed in the SEIR which shows that the proposed project's trips are consistent with what was contemplated in the SEIR for Phase 1 (a,b,c).

TRIP GENERATION COMPARISON-PROJECT AND SEIR 2013

	AM Peak Total	PM Peak Total	Daily Total
2013 SEIR-Phase 1	1,257	2,049	22,541
Proposed Project (DP-2022-2705)	1,240	1,937	19,248

Table 8 (above) from the Focused Traffic Analysis shows the traffic volumes along Murrieta Hot Springs Road exceeding the capacity. The General Plan EIR and SEIR for the Triangle also acknowledges deficiencies for the roadway segments along this stretch.

**TABLE 8
2025 ROADWAY SEGMENT OPERATIONS SUMMARY
TRIANGLE FOCUSED TRAFFIC ANALYSIS**

#	ROADWAY SEGMENT	FUNCTIONAL CLASSIFICATION	CAPACITY (LOS E) ²	EXISTING + AMBIENT + CUMULATIVE (2025)			EXISTING + AMBIENT + CUMULATIVE + PROJECT (2025)			INCREASE	TRAFFIC EFFECT?
				ADT	V/C	LOS	ADT	V/C	LOS	V/C	YES/NO
1	Murrieta Hot Springs Rd between I-15 NB Ramps and Sparkman Ct.	Major Arterial (4-lane, divided)	71,800	68,862	0.96	E	79,358	1.11	F	0.15	NO
2	Murrieta Hot Springs Rd between Sparkman Ct. and Hancock Avenue	Augmented Arterial (8-in. divided)	71,800	63,784	0.89	D	71,892	1.00	F	0.11	YES
3	Murrieta Hot Springs Rd between Hancock Avenue and I-215 SB	Augmented Arterial (8-in. divided)	71,800	76,624	1.07	F	87,123	1.21	F	0.15	NO

Footnotes:

²Source: City of Murrieta General Plan 2035 Draft SEIR (February 2020)

A focused traffic analysis was prepared in 2023 where the study focused on the intersections along Murrieta Hot Springs Road between Interstate 15 and 215. The study concluded that an acceptable Level of Service (LOS) is anticipated at each of the signalized study intersections, with no additional improvements (see Table 22 below).

TABLE 22
2025 INTERSECTION OPERATIONS SUMMARY
TRIANGLE FOCUSED TRAFFIC ANALYSIS
RECOMMENDATIONS

#	INTERSECTION	CONTROL	DIR.	EXISTING + AMBIENT + CUMULATIVE (2025)				EXISTING + AMBIENT + CUMULATIVE + PROJECT (2025)				INCREMENTAL DELAY (sec)		TRAFFIC EFFECT?
				AM Peak		PM Peak		AM Peak		PM Peak				
				DELAY ¹	LOS ²	DELAY ¹	LOS ²	DELAY ¹	LOS ¹	DELAY ¹	LOS ²	AM	PM	YES/NO
1	Murrieta Hot Springs Rd/I-15 SB Ramps	(S)	Overall	28.0	C	26.3	C	31.3	C	26.2	C	3.3	-0.1	NO
2	Murrieta Hot Springs Rd/I-15 NB Ramps	(S)	Overall	14.2	B	20.3	C	19.5	B	21.9	C	5.3	1.6	NO
3	Murrieta Hot Springs Rd/Sparkman Ct.-Monroe Ave-Proj Dwy 1	(OWSC)	EB-L	>50	F	>50	F	-	-	-	-	-	-	-
		(S)	Overall	-	-	-	-	28.4	C	29.0	C	-	-	-
4	Murrieta Hot Springs Rd/Proj Dwy 2	(OWSC)	NB-R	Future				37.0	E	37.1	F	-	-	Yes
5	Murrieta Hot Springs Rd/Hancock Avenue-Proj Dwy 3	(S)	Overall	16.0	B	31.0	C	26.9	C	45.8	D	10.9	14.8	NO
6	Murrieta Hot Springs Rd/I-215 SB Ramps	(S)	Overall	18.5	B	15.0	B	19.7	B	19.8	B	1.2	4.8	NO
7	Murrieta Hot Springs Rd/I-215 NB Ramps	(S)	Overall	10.0	B	8.9	A	10.7	B	13.8	B	0.7	4.9	NO

Footnotes:

Results calculated utilizing the methodologies described in Chapters 19, 20, 21, and 22 in the 6th edition of the HCM

¹Delay is measured in seconds per vehicle.

²Level of Service

(S)=Signalized, (TWSC)=Two-Way Stop Controlled, (OWSC)=One-Way Stop Controlled

NB=Northbound, WB=Westbound, etc.

L=Left-turn movement, T=Thru movement, R= Right-turn movement, etc.

LT=Left-Through lane, LTR=Left-Through-Right lane, etc.

The proposed project represents less than 25% of what the Specific Plan allows and is consistent with the uses contemplated in the Specific Plan. The Consistency Analysis/Addendum was prepared and concludes that the project falls within the scope of the previously certified SEIR as none of the following criteria under CEQA Guidelines Section 15162 have occurred; (1) there are no substantial changes to the project that require major revisions to the SEIR due to new significant environmental effects, (2) there are no substantial changes with respect to the circumstances under which the project is considered that involve any new significant environmental effects or substantial increase in the severity of previously identified significant effects, and (3) no new information that shows the project will have more significant effects not previously discussed, no new significant effects previously examined will be substantially more severe than previously shown, and no new mitigation measures are necessary.

State law requires tribal consultation when processing a specific plan amendment. Consultation is currently on-going and will be concluded prior to any grading. It is determined that the project falls within the scope of the previously certified SEIR and an Addendum to the SIER is appropriate pursuant to CEQA 15162 and 15164. The project is subject to the previous Mitigation Measures identified in the Mitigation Monitoring and Reporting Program (MMRP). (See Attachment 6). **FINDINGS**

Specific findings are required to be made for each of the three application types. Staff recommends approval of the project based on the findings made in accordance with MMC section 16.66.080 for the Specific Plan Amendment, MMC section 16.94.080 for the Tentative Tract Map, and MMC section 16.56.040 for the Development Plan which are in the Resolution under Section 2, 3, and 4 of Attachment 1.

DEVELOPMENT AGREEMENT

Staff has been negotiating a development agreement with the Applicant which was duly advertised as part of the public hearing for the project. Unfortunately, the terms of the agreement could not be completed in time for the Commission's hearing on the project and staff is requesting a continuance to the Commission's meeting of August 14, 2024.

NOTICING

The Project was noticed in compliance with Section 16.76 of the Development Code. The City posted two signs along Murrieta Hot Springs Road on the property, mailed notices to property owners within a 300-foot radius, and advertised in the newspaper a minimum of 10 days prior to the hearing. Notice was provided to agencies/associations representing blind, aged, and disabled pursuant to Government Code Section 65090(d) and 65091(d).

ATTACHMENTS

1. Resolution
 - Exhibit A - Conditions of Approval TTM-2022-2706 (TTM 38622)
 - Exhibit B - Conditions of Approval DP-2022-2705 (DP-2023-00017)
 - Exhibit C - Conditions of Approval for SP-2023-0003
 - Exhibit D - Draft City Council Ordinance- Specific Plan Amendment
 - Exhibit E - Draft City Council Resolution - Development Plan/Tentative Tract Map
2. Vicinity Map
3. Specific Plan Amendment - Redline Version
4. Specific Plan Amendment - Clean Version
5. Project Plans
- 5.a Development Plan (Site Plan, Architecture, Grading, Landscape),
- 5.b Conceptual Photometric Plans
- 5.c Tentative Tract Map 38622
6. CEQA Consistency Analysis and MMRP
7. Draft Notice of Determination