MONAMOS TERRACE APARTMENT PROJECT

CLASS 32 URBAN INFILL EXEMPTION CONSISTENCY EVALUATION
ENVIRONMENTAL CHECKLIST

Prepared for:

Monamos Terrace, LP
3416 Via Oporto, #301
Newport Beach, CA 92663

City of Murrieta Planning Department
Planning Division
1 Town Square
Murrieta, CA 92562

Prepared by:

BPG
BIRDSEYE
PLANNING GROUP

February 2022

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INITIAL STUDY

1. Project title:

Monamos Terrace Apartment Project

2. Lead agency name and address:

City of Murrieta Development Services Department
Planning Division
1 Town Square
Murrieta, CA 92562

3. Contact person and phone number:

Mr. Aaron Rintamaki
Associate Planner
City of Murrieta Planning Division
(951) 461-6068

4. Project location:

The Monamos Terrace Apartment Project would construct and operate a new 139-unit affordable housing community with related infrastructure improvements on a disturbed 4.29 gross acre (186,872 square feet) site located at 40920 Los Alamos Road in Murrieta, California (APN 949-200-006, -025). The site contains an existing single-family manufactured home and one outbuilding. The project location is shown in Figure 1 – Vicinity Map.

5. Project sponsor's name and address:

Monamos Terrace LP
c/o Tung Tran
3416 Via Oporto, #301
Newport Beach, CA 92663

6. General Plan designation:

Office and Research Park

7. Zoning:

Office/Transit Oriented Development (TOD) Overlay

FIGURE 1—Vicinity Map

- Project Site

8. Project Description

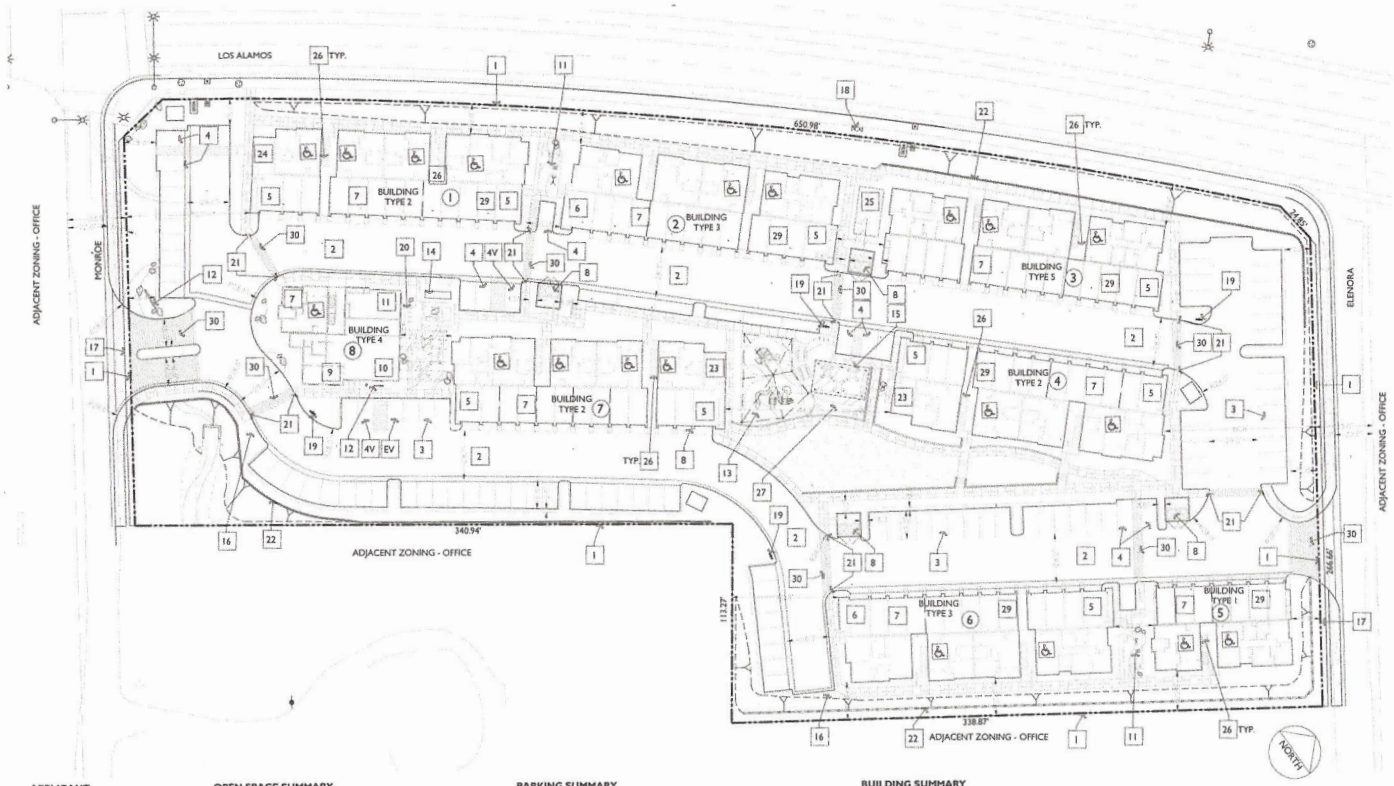
The project applicant, Monamos Terrace LP, is proposing to construct and operate the Monamos Terrace Apartments, a new 139-unit affordable housing community with related infrastructure improvements on a disturbed 4.29 gross acre (186,872 square feet) (4.12 net acre) site located at 40920 Los Alamos Road in Murrieta, California (APN 949-200-006, -025). The site is located along the south side of Los Alamos Road, west of Interstate 15 and Monroe Avenue and west of Elenora Way. The site contains one manufactured home and related outbuildings and landscaping improvements. The project is zoned Office (O) and is located within a Transit Oriented Development (TOD) Overlay District. The General Plan land use designation is Office and Research Park (ORP) with a 0.6 – 2.5 Floor Area Ratio (FAR). The proposed residential project is a permitted use in the TOD Overlay District and subject to standards stipulated in Section 16.16.040 of the Murrieta Municipal Code. The development density would be 33.57 units per acre. The proposed site plan is shown as Figure 2.

The project would provide a total of 139 apartment units and amenities in eight 3-story buildings. One building located at the southwest corner of the site would include up to 2,600 square foot leasing services and a club house with recreational amenities and nine residences on the second floor. The remaining seven buildings would be three-story walkups. Of the total, one building would have ten units. The remaining six buildings would contain 20 units for a total of 120 units.

The project would provide one, two and three-bedroom apartments ranging from 528 to 1,110 square feet in size. Up to 20% of the units would be reserved for low and very low-income tenants. The remaining 80% would be reserved for moderate income tenants.

A total of 190 parking spaces would be provided. Of the total, 86 spaces would be in garages and 104 would be in open stalls. The parking ratio would be 1.37 spaces per unit.

Primary access would be via a new driveway on the west side of the project from the east side of Monroe Avenue. Secondary access would be provided via Elenora Way at the southeast corner of the site. Stormwater would be provided in a new basin generally constructed in a north/south orientation at the southwest corner of the site south of Building 6 and west of Building 8. Approximately 25% of the existing stormwater generated onsite surface flows to the southwest corner into an existing City of Murrieta existing storm drain outlet. The stormwater generated by the balance of the site surface flows to the southeast. All of the stormwater generated in this watershed surface flows to the southwest, eventually flowing under Interstate 15. In the developed condition the project proposes to route all the onsite stormwater flows, via an subsurface system of collection and conveyance pipes to the existing City storm drain outlet. Prior to discharging stormwater from the site, the project proposes to water quality devices to intercept pollutants of concern. Water/sewer and other utilities (i.e., electrical, communication) would be provided via existing infrastructure located on-site or along Los Alamos Road. New landscaping would be installed per Title 16.28 (Landscaping



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NEWPORT BEACH, CA 92663
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OPEN SPACE SUMMARY

PRIVATE OPEN SPACE (50 SF MIN)	7,580 S.F. PROVIDED
	6,950 S.F. REQUIRED
COMMON OPEN SPACE (10' MIN DIM)	22,460 S.F. PROVIDED
	20,850 S.F. REQUIRED
TOTAL OPEN SPACE PROVIDED	30,040 S.F. (216 S.F./UNIT)

REFER TO LANDSCAPE PLANTING PLAN SHEET L-5 FOR PARKING AREA SHADE CALCULATION

COMMON RECREATIONAL AMENITIES

REQUIRED: 139 / 30 = 4.63 = 5 TOTAL REQUIRED
PROVIDED: 6 TOTAL PROVIDED
- CLUBHOUSE = 2
- CHILDREN'S PLAYGROUND EQUIPMENT = 1
- BBQ/GAME AREA = 1
- FITNESS FACILITIES = 1
- DOG RUN = 1

WASTE AND RECYCLING CALCULATIONS

DU'S	REQ. SOLID WASTE	REQ. RECYCLING
139	3 CU. FT./DU	3 CU. FT./DU
TOTAL	417 CU. FT. (15 CU. YD.)	417 CU. FT. (15 CU. YD.)

TOTAL SOLID WASTE BINS PROVIDED:
4 CU. YD. BINS: 4 BINS X 4 CU. YD. = 16 CU. YD.

TOTAL RECYCLING BINS PROVIDED:
4 CU. YD. BINS: 4 BINS X 4 CU. YD. = 16 CU. YD.

PARKING SUMMARY

REQUIRED PARKING - PER TITLE 7, DIV 1, CH 4.3 65915 (p)(1)

UNIT	RATIO	DU'S	REQ'D
1 BED	1.0	57	57
2 BED	1.5	36	54
3 BED	1.5	37	55.5
4 BED	2.5	9	22.5
TOTAL REQUIRED PARKING			189 STALLS

REQUIRED GARAGES PER CITY CODE 139 STALLS
SEE CONCESSION/WAIVER REQUEST #1

11 ADA GARAGE STALLS
10 ADA OPEN STALLS
21 TOTAL ADA STALLS PROVIDED
(4 VAN ADA STALLS PROVIDED)

PROVIDED PARKING SUMMARY:
103 OPEN STALLS
86 GARAGE STALLS
189 TOTAL STALLS PROVIDED
1 USPS RESTRICTED STALL
190 TOTAL PROJECT STALLS

BUILDING SUMMARY

BL. #	TYPE	UNITS	BLD'G AREA	LIVABLE	1ST FLR	2ND FLR	3RD FLR	GARAGE	CORRIDOR	LEASE	CLUB/FIT
1	TYPE 2	20	22,385 SF	15,301 SF	7,317 SF	7,681 SF	7,387 SF	3,149 SF	1,264 SF		
2	TYPE 3	20	22,128 SF	15,121 SF	7,214 SF	7,608 SF	7,306 SF	3,192 SF	1,166 SF		
3	TYPE 5	20	22,859 SF	15,938 SF	7,365 SF	7,888 SF	7,606 SF	3,187 SF	1,248 SF		
4	TYPE 2	20	22,385 SF	15,301 SF	7,317 SF	7,681 SF	7,387 SF	3,149 SF	1,264 SF		
5	TYPE 3	20	22,128 SF	15,121 SF	7,214 SF	7,608 SF	7,306 SF	3,192 SF	1,166 SF		
6	TYPE 1	10	11,440 SF	8,035 SF	3,652 SF	3,964 SF	3,824 SF	1,617 SF	560 SF		
7	TYPE 2	20	22,385 SF	15,301 SF	7,317 SF	7,681 SF	7,387 SF	3,149 SF	1,264 SF		
8	TYPE 4	9	9,111 SF	5,155 SF	3,364 SF	2,922 SF	2,825 sf	0 SF	575 SF	337 SF	2,024 SF
TOTAL		139	154,821 SF	105,273 SF							

ELECTRIC VEHICLE CHARGING SUMMARY (CGBSC 4.106.4.2)
10% OF ALL PARKING TYPES SHALL BE ELECTRIC VEHICLE CHARGING SPACES (EV SPACES) CAPABLE OF SUPPORTING FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT

GARAGES = 86 X 10% = 9 STALLS
OPEN = 104 X 10% = 11 STALLS
TOTAL REQUIRED/PROVIDED = 20 STALLS

BICYCLE PARKING SUMMARY

TOTAL VEHICULAR STALLS =
189 X .05 = 10 BIKE STALLS REQ'D
TOTAL PROVIDED =
8 OUTDOOR 2-BIKE RACKS
26 INTERIOR 2-BIKE RACKS
34 TOTAL BIKES STALLS PROVIDED

LEGEND
- FIRE HYDRANT
- ADA PATH OF TRAVEL
- TRANSFORMER LOCATION
- ADA MOBILITY UNIT LOCATION (ADAPTABLE AT REMAINING GROUND FLOOR UNITS)
- EV FUTURE ELECTRIC VEHICLE CHARGING STATION

VICINITY MAP

PROJECT SUMMARY

PROJECT DESCRIPTION DEVELOPMENT OF A SUSTAINABLE AND HIGH-QUALITY NEW CONSTRUCTION OF 139 MULTI-FAMILY APARTMENT UNITS TARGETING AFFORDABLE LOW AND MODERATE HOUSEHOLDS. AMENITIES INCLUDE COMMUNITY CLUBHOUSE,COMPUTER ROOM, FITNESS FACILITIES, BBQ AREA, GAME AREA, PLAYGROUNDS, AND DOG RUN.

APN	949-200-006, -025
LEGAL DESCRIPTION	PARCEL 1 & 2, PARCEL MAP 12211, CITY OF MURRIETA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, BOOK 61, PAGE 67
SITE AREA	4.29 AC (GROSS)
	4.12 AC (NET)
TOTAL UNITS	139 UNITS
DENSITY	34.66
LOT COVERAGE	25.6%
ZONING	O - TOD OVERLAY
GENERAL PLAN	OFFICE & RESEARCH PARK
OCCUPANCY	R-2 RESIDENTIAL/S2 GARAGES
CONSTRUCTION TYPE	TYPE VA - 13R SPRINKLERS
BUILDING HEIGHT	36'-6" OVERALL
	32'-6" TOP OF ROOF SHEATHING

ZONING SUMMARY MATRIX - TOD OVERLAY

	ALLOWED	PROVIDED
LAND USE	MFR	MFR
DENSITY	30 DU/AC MIN.	33.57 DU/AC
FRONT SETBACK	10'-20'	17-23'
STREET SETBACK	10'-20'	17-89'
BUILDING SEPARATION	20' (3 ST)	20'
PRIVATE OPEN SPACE	50 SF/UNIT	52-62 SF/UNIT
COMMON OPEN SPACE	150 SF/UNIT	152 SF/UNIT
PUBLIC OPEN SPACE	10% (NON-RES)	N/A (RESIDENTIAL)
RECREATION AMENITIES	1 PER 30 UNITS	1 PER 28 UNITS
BUILDING HEIGHT	150' MAX.	36'-6"

AFFORDABLE CONCESSIONS/WAIVERS REQUEST (3 ALLOWED)
1. COVERED PARKING/GARAGE REDUCTION (SEC. 16.34.040, TABLE 3.7)
2. PARCEL MERGER (SEC 16.104.020)

UNIT PLAN SUMMARY

	QTY	S.F.	BD/BA	BALC/PATIO
PL 1	2	528 SF	1bd/1ba	50 S.F.
PL 2	42	573 SF	1bd/1ba	58 SF
PL 2-ALT	13	595 SF	1bd/1ba	58 SF
PL 3	30	750 SF	2bd/1ba	53 SF
PL 4	6	811 SF	2bd/1ba	59 SF
PL 5	37	950 SF	3bd/2ba	51 SF
PL 6	9	1,100 SF	4bd/2ba	51 SF
	139 UNITS			

TOTAL MOBILITY UNITS = 21 UNITS (15%)
(CTCAC AFFORDABLE REQUIREMENT)
COMMUNICATION UNITS = 14 UNITS (10%)
(CTCAC AFFORDABLE REQUIREMENT)
TOTAL ADAPTABLE UNITS = 6 UNITS
(REMAINING GROUND FLOOR UNITS)

AFFORDABLE UNIT SUMMARY

PROPOSED BELOW MARKET RATE UNITS: 14 (10%) VERY LOW
PROPOSED BELOW MARKET RATE UNITS: 14 (10%) LOW
PROPOSED BELOW MARKET RATE UNITS: 110 (20%) MODERATE
MANAGERS UNIT: 1 (MARKET RATE)

SITE PLAN KEYNOTES

1. PROPERTY LINE/PROPOSED R.O.W.
2. 28' WIDE FIRE LANE
3. 9' X 18' OPEN PARKING STALL OR 16' DEEP W/ 2' OVERHANG @ PLANTER)
4. ADA PARKING STALL (9' X 18') W/ 5' WIDE LOADING ZONE
4V. ADA VAN PARKING STALL (9' X 18') W/ 8' WIDE LOADING ZONE
5. ACCESSIBLE GARAGE (14' X 20')
6. VAN ACCESSIBLE GARAGE (17' X 20')
7. 3-STORY STACKED FLAT BUILDING
8. TRASH ENCLOSURE
9. LEASING OFFICE
10. CLUBHOUSE
11. FITNESS FACILITIES
12. PROJECT ENTRY SIGN/LIGHTED DIRECTORY
13. PLAYGROUND
14. COMMUNITY MAILBOXES
15. BBQ AREA/SEATING TERRACE
16. MODULAR WETLAND AREA
17. EXISTING PROPERTY LINE
18. EXISTING OFF-SITE FIRE HYDRANT
19. PROPOSED ON-SITE FIRE HYDRANT
20. BICYCLE PARKING RACKS
21. CURB RAMPS WITH TRUNCATED DOMES
22. RETAINING WALL
23. COMMON LAUNDRY ROOM
24. MAINTENANCE ROOM
25. DOG RUN
26. INDOOR BICYCLE PARKING - SEE SHTS A-2, A-3
27. OUTDOOR GAME AREA
28. 12" WIDE STEP-OUT CURB, TYP.
29. ENCLOSED PRIVATE GARAGES (10' X 20') TYP.
30. DECORATIVE CONCRETE PAVERS

SHEET INDEX

MURRIETA, CA

MONAMOS TERRACE APARTMENTS

DEVELOPMENT PLAN

TITLE SHEET/SITE PLAN

MONAMOS TERRACE LP
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TTRAN@ETAPESCORP.COM

DEC 9, 2021

Scale 0 30 60 90

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BONSALL, CA. 92003
760.724.1198

SP

Figure 2— Site Plan

Standards) and Title 16.34.070.H (Development Standards for Off-Street Parking, Landscaping) of the Murrieta Municipal Code and the City's current policies.

Construction is expected to begin in fourth quarter of 2022 and be completed by early 2024 (approximately 18 months). Grading would require 1,800 cubic yards of fill import. Construction activities are expected to occur five days per week, 8 hours per day, between 8:00 am and 5:00 pm.

The Initial Study will be the primary document used to support approval of a Mitigated Negative Declaration (MND). The MND will demonstrate compliance with the California Environmental Quality Act (CEQA) required by the City of Murrieta as part of the discretionary review process for the proposed project.

9. Surrounding Land Uses and Setting

The project site is approximately 4.29 gross acres/4.12 net acres in size located the south side of Los Alamos Road west of Monroe Avenue and east of Elenora Way in the City of Murrieta. Surrounding land use includes Murrieta Mesa High School to the north, single-family residential to the west, east and south.

10. Other public agencies whose approval is required:

Eastern Municipal Water District – Water and sewer connections

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun is there a plan for consultation?

A Phase I Cultural Resources Report was prepared for the proposed project. The findings were negative for the presence of known cultural resource on-site. As part of the process, a Sacred Lands File (SLF) search was conducted by the Native American Heritage Commission. Tribal representatives identified as part of the SLF search were noticed during preparation of the Phase I Cultural Resources Report. Responses are provided as part of the Phase I Cultural Resources Report (Appendix E). The City of Murrieta conducted Tribal consultation required per AB 52 and has approved conditions of approval which are provided herein which are intended to avoid potential impacts to subsurface resources encountered during grading and excavation.

12. Class 32 Urban Infill Exemption Consistency Evaluation

Section 21084 of the PRC requires the CEQA Guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment; and thus, are exempt from the provisions of CEQA. In response to that mandate, the Secretary of the Natural Resources Agency has found that several classes of projects listed in Article 19 of the CEQA

Guidelines do not have a significant effect on the environment and, thus, are declared to be categorically exempt from the requirement for the preparation of environmental documents.

Among the exemption classifications is the Class 32 Infill Exemption. A project may qualify for a Class 32 exemption for infill development under Section 15332 of the CEQA Guidelines if the project meets the following conditions:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

c) The project site has no value as habitat for endangered, rare or threatened species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e) The site can be adequately served by all required utilities and public services. For a project to qualify for a Class 32 exemption, the proposed project must not meet any of the Exceptions for exemptions identified in CEQA Guidelines Section 15300.2, which are as follows:

a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

c) **Significant Effect**. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The City of Murrieta elected to prepare a full Environmental Review Checklist to provide substantial evidence supporting its determination that the proposed project is exempt from CEQA because it meets the Class 32 Infill Exemption criterion. An overview of the proposed project's consistency with the focused list of criteria pursuant to Sections 15332 and 15300.2 is addressed in the accompanying Environmental Review Checklist.

In-Fill Development Project Exemption
Article 19 of the CEQA Guidelines, Sections 15300 through 15333, includes a list of classes of projects that have been determined to not have a significant effect on the environment; and therefore, are exempt from CEQA. Section 15332 of the CEQA Guidelines provides a categorical exemption for infill development projects that meet the following criteria:

(a) The project is consistent with the applicable general plan designation and all applicable general plan polices as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within the city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

The applicability of the above criteria to the proposed project is summarized in the following sections.

Criterion 15332(a): General Plan and Zoning Consistency
The City of Murrieta General Plan designates the site as Office Research Park and the site is zoned Office/Transit Oriented Development (TOD) Overlay. Multifamily housing is allowed outright in the Office/TOD Overlay zone. The project is consistent with the land use designation for the site which allows multifamily housing outright. The following General Plan land use policy applies to the proposed project:

General Plan Goal LU-1: *A complementary 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.*

Consistent. The project is consistent with this policy as it will provide 139 market-rate rental units, which is within the density range allowed by the General Plan land use designation. The rental units will provide housing opportunities for income qualifying families and individuals. Additionally, the project allows for residents to live in a new development located near employment centers, shopping, and regional transportation corridors (Interstates 15).

General Plan Goal LU-4: *A housing stock that meets the diverse needs of Murrieta's existing and future residents.*

Policy LU-4.1: *Provide for housing opportunities that address the needs of those who currently live or desire to live in Murrieta.*

Consistent. The project will provide 139 multi-family affordable housing opportunities to meet the housing needs of persons who currently live in the City and for those who may be moving to the City and are in need of rental housing. The project will provide one, two and three-bedroom apartments ranging from 528 to 1,110 square feet in size. Up to 20% of the units would be reserved for low and very low-income tenants. The remaining 80% would be reserved for moderate income tenants.

Policy LU-4.3: *Locate multi-family housing adjacent to jobs, retail, schools, open space, public transportation, and transportation corridors.*

Consistent. The project would locate affordable housing within a TOD overlay. Murrieta High School is located across Los Alamos Avenue north of the site. RTA provides service to the general area using Route 23. The nearest transit stop is located approximately 0.36 miles south of the site at the intersection of Los Alamos Road and Madison Avenue. The nearest commercial area is located approximately ¼ mile to the west, west of Interstate 15. On-site amenities would include a clubhouse, pool area and a playground. The nearest park is California Oaks Sports Park located approximately one-mile north of the site.

General Plan Goal ED-5: *An improved jobs/housing balance.*

Policy ED-5.3: *Encourage a mix of housing types by price and rental ranges that are commensurate with the range of wage and household types attracted by a diversified economic base.*

Consistent. The project provides 139 affordable housing units for residents meeting income qualifications proximal to employment centers, shopping and transit.

Policy ED-5.4: *Encourage housing that is within economic reach of all income levels and living styles inclusive of age-restricted housing, estate and ranch properties, single-family detached, single-family attached townhomes, condominium flats, and apartments.*

Consistent. The project provides 139 affordable residential units to residents meeting income qualifications. Additionally, on-site amenities would include a clubhouse, pool area and a playground. Residents would live in a new development located near employment centers, shopping and Interstate 15.

The evidence presented above demonstrates that the proposed project is "consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations." (CEQA Guidelines, § 15332.)

Criterion 15332(b): Project Location, Size, and Context
The project site consists of 4.33 acres located within the City of Murrieta. The site is vacant and surrounded by existing commercial, residential and institutional development. Thus, the proposed project meets Criterion 15332(b).

Criterion 15332(c): Endangered, Rare, or Threatened Species
Due to existing land uses, no native plant communities or natural communities of special concern are located on or adjacent to the project site. The site primarily consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. The project site has been subjected to on-going weed abatement activities and additional disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that were once present on and surrounding the project site. No endangered, rare or threatened species are known to occur because there is lack of suitable habitat. Thus, the proposed project would not create a significant disturbance to any special-status species. As such, the proposed project meets Criterion 15332(c).

Criterion 15332(d): Traffic, Noise, Air Quality, and Water Quality
The following sections present a summary of the Environmental Review Checklist analysis regarding potential effects related to traffic, noise, air quality, and water quality resulting from implementation of the proposed project. As demonstrated below, the proposed project meets Criterion 15332(d).

Traffic. As discussed in Section XVII, *Transportation*, of the Environmental Review Checklist, the Governor's Office of Planning and Research (OPR) released *The Technical Advisory on Evaluating Transportation Impacts in CEQA*, which includes screening thresholds to identify when a lead agency may screen out VMT impacts. According to OPR, adding affordable housing to an area generally improves the jobs-housing balance, in turn shortening commutes and reducing VMT because low wage workers in particular, are more likely to choose a residence proximal to their workplace if one is available. Additionally, even in areas where the existing jobs-housing balance is closer to optimal, affordable housing is still shown to generate less VMT than market-rate housing.

A limited VMT analysis was performed consistent with the *Traffic Impact Analysis Preparation Guidelines* (March 2021) to compare the VMT expected from the land use approved in the City's General Plan with the proposed project. The California Emissions Estimator Model

(CalEEMod) version 2020.4.0 was utilized to estimate the average trip length for the proposed multifamily project and a general office building. The average trip length for a multi-family land use is 9.76 miles. The average trip length for an office land use is 10.6 miles. The project and alternative office development VMT were estimated by multiplying the total project trips by the average trip length. Assuming 1,025 daily project trips multiplied by 9.76 miles, the daily VMT would be approximately 10,004. Assuming 3,197 office trips multiplied by 10.76 miles, the daily VMT would be approximately 33,888. The difference in daily VMT would be approximately 23,884 miles between the proposed project and a general office building located on the same site developed at a 0.6 FAR. Thus, the VMT for the proposed project would be less than what could be constructed under the Office land use designation.

Noise. As discussed in Section XIII, *Noise*, of the Environmental Review Checklist, operations associated with the proposed project would primarily generate noise associated with vehicle traffic on local roadways. The project would be accessed via Los Alamos Road and Monroe Avenue.

Traffic is the primary noise source that would be generated by the proposed project. Existing measured noise levels are with the compatible or conditionally compatible range referenced above. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 55-70 dBA conditionally compatible exterior standard for residential properties referenced in the Murrieta General Plan Noise Element. Traffic associated with the project would add a maximum of 1.2 dBA to adjacent receivers. Noise levels at all receivers would remain within the compatible or conditionally compatible noise levels. The proposed project would have no perceptible impact on traffic-related sound levels at receivers in proximity to the site.

Air Quality. A detailed discussion of applicable thresholds of significance and estimated construction and operational emissions is presented in Section III, *Air Quality*, of this Environmental Review Checklist. As discussed in Section III, because the proposed project would result in emissions below the applicable thresholds of significance, the proposed project would not be expected to result in a cumulatively considerable contribution to the region's existing air quality conditions. Therefore, the proposed project is not anticipated to result in short-term construction-related or long-term operational emissions of air quality pollutants that have the potential to result in significant effects on the environment.

Water Quality. Issues related to water quality are discussed in Section X, *Hydrology and Water Quality*, of this Environmental Review Checklist. The project site is undeveloped. While the project would modify on-site drainage, all flows would be captured, retained on-site and discharged to the existing stormwater outfall located at the southwest corner of the site. There are no rivers or streams on the project site. The project would modify on-site drainage; however, it would not alter the course of an existing stream or river that would result in on- or off-site erosion or siltation or otherwise impact riparian or other natural resources. On-site stormwater collection would be designed to retain design capture volume for the project so

runoff volumes are controlled to match existing conditions. Thus, no flooding on- or off-site would occur. The stormwater system would treat flows to achieve water quality requirements prior to discharge off-site if required. The project would not substantially degrade water quality or otherwise violate discharge standards. Therefore, the proposed project would not result in any significant effects related to water quality.

Criterion 15332(e): Utilities and Public Services

As discussed in Section XV, *Public Services*, and Section XIX, *Utilities and Service Systems*, of this Environmental Review Checklist, the project would not exceed the capacity of, or otherwise involve a substantial demand on, public services or utility infrastructure. Electricity, natural gas, telecommunications, water, and sanitary sewer services would be provided by way of connections to the existing infrastructure located within Los Alamos Road. Because the project would develop multifamily residences consistent with current zoning and connect to existing water/sewer infrastructure, the proposed project would not require substantial off-site utility improvements. Thus, the site would be adequately served by all required utilities and public services.

Exceptions to Categorical Exemptions Analysis

Even if a project is ordinarily exempt under any of the potential categorical exemptions, CEQA Guidelines Section 15300.2 provides specific instances where exceptions to otherwise applicable exemptions apply. Exceptions to a categorical exemption apply in the following circumstances:

(a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may, in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

(b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

(c) **Significant Effect**. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

(d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

(e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The following summary analysis addresses whether any of the exceptions to the CEQA exemption apply to the proposed project.

Criterion 15300.2(a): Location
This criterion applies to CEQA exemption Classes 3, 4, 5, 6, or 11, which are qualified by consideration of where the project is to be located. Given that this Environmental Review Checklist demonstrates that the project qualifies for a Class 32 Infill Exemption, this criterion does not apply.

Criterion 15300.2(b): Cumulative Impact
Pursuant to CEQA Section 15300.2(b), in applying this exception, the cumulative impact must result from "successive projects of the same type in the same place." Both the "same type" and "same place" limitations restrict the scope of this exception.

The project site is located adjacent or proximal to existing residential, commercial and institutional uses. Further, the project would be consistent with existing zoning regulations. Thus, no cumulative land use impacts would occur. In addition, typical cumulative impact concerns are related to increased traffic, noise, air quality, and Greenhouse Gas (GHG) emissions.

As stated, significant transportation impacts under CEQA, as of July 1, 2020, are now determined based on VMT. The VMT for the proposed project would be less than what could be constructed under the current Office land use designation; and thus, impacts would be l**ess than significant** under this threshold.

As discussed in Section IV, *Air Quality*, the maximum daily construction and operational criteria air pollutant emissions would be below the South Coast Air Quality Management District daily thresholds. Similarly, GHG emissions generated by construction and operation of the proposed project would be below the 3,000 metric ton annual CO2e emission thresholds. Further, the project would be consistent with the City of Murrieta Climate Action Plan. Because the proposed project would result in emissions below the applicable thresholds of significance, the proposed project would not be expected to result in a cumulatively considerable contribution to the region's existing air quality or GHG emissions conditions. Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(b) does not apply to the proposed project.

Criterion 15300.2(c): Significant Effect
In listing a class of projects as exempt, the Secretary has determined that the environmental

changes typically associated with projects meeting the criteria of a specific class, are not significant effects as defined under CEQA, even though an argument might be made that they are potentially significant.

The plain language of CEQA Guidelines, Section 15300.2, subdivision (c), requires that a potentially significant effect must be "due to unusual circumstances" for the exception to apply. The determination as to whether "unusual circumstances" occur (CEQA Guidelines, Section 15300.2(c)) is reviewed under PRC *Section 21168.5* with respect to the substantial evidence criterion.

Unusual circumstances are not defined by the CEQA Guidelines, but potential site characteristics that could qualify as unusual circumstances, include hazardous materials contamination, the present of sensitive habitats and/ or the potential for flooding. The project site is not included on any lists of hazardous waste sites in the Geotracker database maintained by the State Water Resources Control Board. Additionally, a Phase I Environmental Site Assessment (ESA) was prepared for the project site (Barr &Clark, Inc., March 2021). No Recognized Environmental Conditions (RECs) were identified on the project site.

The project site is undeveloped but has been extensively disturbed. No sensitive aquatic features or other habitat with the characteristics required to support sensitive plant/animal species do not occur on the project site or immediate vicinity. The project site is not located within a 100-year mapped flood zone (Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06065C2715G, August 2008).

Based on the above, the project site is not subject to unusual circumstances such as hazardous materials contamination, the presence of sensitive habitats, or flooding. Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(c) does not apply to the proposed project.

Criterion 15300.2(d): Scenic Highway

There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) that extends from the western boundary of the San Bernardino National Forest (25 miles east of the site) to Highway 111 in the City of Palm Desert. Los Alamos Road is not a scenic view corridor. No scenic highways would be affected by the project.

Criterion 15300.2(e): Hazardous Waste Sites

The California Environmental Protection Agency provides a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The project site is not located on any list compiled pursuant to Section 65962.5 of the Government Code (Barr & Clark, Inc., March 2021). Thus, an exception to the exemption under CEQA Guidelines Section 15300.2(e) does not apply to the proposed project.

Criterion 15300.2(f): Historical Resources

As discussed in Section V, *Cultural Resources*, of this Environmental Review Checklist, one manufactured home and related outbuildings are located on the project site at 40920 Los Alamos Road. Neither structure is visible on a 1978 historic aerial photograph of the project area. The residence and barn were constructed or relocated to the site less than 43 years ago; and therefore, do not merit further analysis for California Register of Historical Resources (CRHR), the National Register of Historical Places (NRHP) or the City of Murrieta Individual Resource Designation criteria.

The Eastern Information Center records search identified 27 cultural resources studies and nine regional overviews that were conducted within a 0.5-mile radius of the project site. None of the previous studies occurred on the project site; however, two were conducted adjacent to and northwest of the site. Three cultural resources were identified within an irregular radius of the project site. None of these resources are within or adjacent to the project site; and thus, would not be affected by project improvements. Two of the resources are historic, including a refuse deposit and fence line. The third resource is prehistoric and Native American in cultural affiliation. The cultural resource records search, Native American scoping, and pedestrian survey identified no cultural resources within the project site. Native American scoping revealed that Pechanga and Cahuilla consider the area sensitive for buried archaeological resources and recommend Native American monitoring. However, based on the paucity of recorded prehistoric resources near the project site and results of the survey, the archaeological sensitivity of the project site is considered low.

The Cultural Resource Report recommended implementation of Condition of Approval CUL-1 which is intended to address the potential for encountering buried resources during excavation. Further, Conditions of Approval TCR-1 through TCR-8 would be implemented to address potential impacts to Tribal Cultural Resources. Therefore, the proposed project would not result in a substantial adverse change in the significance of a historical resource, and an exception to the exemption under CEQA Guidelines Section 15300.2(f) does not apply to the proposed project.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a CATEGORICAL EXEMPTION will be prepared.

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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 have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

3-18-22

Date

Aaron Rintamaki

Printed Name

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <u>AESTHETICS</u> – would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public view of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

a) Implementation of the project would occur on a site developed with an existing manufactured home with outbuildings. The site is located within an area currently developed with single-family residential uses to the west, south and east. Murrieta Mesa High School is located to the north across Los Alamos Road. Views into the site from Los Alamos Road include a manufactured single-family residence, fence and an outbuilding. The majority of the site is vacant open space. Views within the area are not designated scenic nor does the site contain any unique visual features (Murrieta General Plan, 2012).

As proposed, the project would entail construction of 140 units in 12 apartment buildings with a leasing office/club house. Each building would be three stories or approximately 35 feet in height. The project would provide 210 parking spaces. Of the total, 98 would be garages and the

remaining 112 would be in a surface lot. The parking ratio would be 1.5 spaces per unit. A leasing office with a clubhouse and various amenities would be provided at the southwest corner of the site east of Monroe Avenue.

The project site and surrounding area are zoned Office/TOD Overlay. While the site and surrounding area was envisioned for office development, multifamily is allowed within the TOD overlay. Thus, the proposed project and projects similar in scope were envisioned for the project site. The project would be designed per City of Murrieta design standards. Thus, while views of the site would change, no designated scenic views or resources would be affected. Thus, impacts to scenic vistas would be **less than significant.**

Source: City of Murrieta General Plan, 2012.

b) There are three designated state scenic highways in Riverside County as defined by the California Department of Transportation. The nearest state-designated scenic highway to the study area is the segment of State Route 74 (SR-74) that extends from the western boundary of the San Bernardino National Forest (25 miles east of the site) to Highway 111 in the City of Palm Desert. Los Alamos Road is not a scenic view corridor. As noted, the site is developed with a manufactured single-family residence and an outbuilding. The majority of the site is vacant. There are no protected/historic tree species, historic structures or other visually prominent features on the site. **No impact** to these resources would occur as a result of project implementation.

Source: California Department of Transportation. *Officially Designated State Scenic Highways*, website visited July 2021.

c) Implementation of the project would occur on a partially developed site. Views from the north are of a manufactured single-family residence with neighboring residential development visible to the south, west and east. Views from the north are of an embankment and chain link fence below recreational/athletic fields located along the south side of the Murrieta Mesa High School campus. Single-family residential development is located to the northeast. Commercial development is located to the northwest. As referenced, Los Alamos Road is not designated scenic nor does the site contain any unique visual features. Ornamental trees and shrubs are located around the existing residence. The trees are not visually significant or otherwise protected by the City of Murrieta. While views of the site would change, impacts would be **less than significant**.

Source: Site observation

d) The project would add new building and security lighting which would be visible from adjacent streets and residences. Temporary outdoor lighting may be visible during operation of construction equipment; however, construction is expected to occur primarily during daylight hours. The development would occur consistent with standards provided in Section 16.18.100 of the Murrieta Municipal Code. Impacts related to light and glare would be **less than significant.**

Source: Site observation and Murrieta Municipal Code

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) 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 Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

a) The project site is zoned Office/TOD which is intended to support various office and commercial uses. As referenced, multifamily development is allowed in the TOD overlay. The site is developed with an existing manufactured single-family residence and outbuilding. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance occurs on the project site and these resources would not be affected by project implementation. **No impact** would occur under this threshold.

Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2021

b) The project site is not enrolled in a Williamson Act contract. The proposed project would not conflict with any zoning designations designed to promote agriculture. **No impact** would occur under this threshold**.**

Source: California Department of Conservation, Farmland Mapping and Monitoring Program, 2021

c-e) Neither the site nor surrounding areas are used for timber production or commercial agriculture. The project would not conflict with any zoning designations designed to preserve timber or agricultural resources. **No impact** would occur under this threshold.

Source: City of Murrieta Zoning Map, June 2014.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The material presented herein is based on the *Air Quality and Greenhouse Gas Study for the Monamos Affordable Apartment Project* prepared by Birdseye Planning Group, July 2021

(Appendix A) and the Health Risk Screening Letter prepared by Ldn Consulting, Inc. (August 2021)(Appendix B).

The project site is located within the South Coast Air Basin (Basin), which includes portions of Riverside, Los Angeles and Orange Counties. Air quality conditions in the South Coast Air Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." The Basin, in which the project area is located, is a non-attainment area for both the federal and state standards for ozone and Particulate Matter $(PM)_{2.5}$. The Basin is in attainment for the state and federal standards for PM_{10}, nitrogen dioxide (NO_2), and carbon monoxide (CO).

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by generating emissions that equal or exceed the established long term quantitative thresholds for pollutants or exceed a state or federal ambient air quality standard for any criteria pollutant. Table 1 shows the significance thresholds that have been recommended by the SCAQMD.

Table 1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
Nitrogen Oxides (NO_x)	100 lbs/day	55 lbs/day
Reactive Organic Gases (ROG)	75 lbs/day	55 lbs/day
Particulate Matter 10 (PM_{10})	150 lbs/day	150 lbs/day
Particulate Matter 2.5 ($PM_{2.5}$)	55 lbs/day	55 lbs/day
SO_x	No standard	150 lbs/day
CO	550 lbs/day	550 lbs/day

[a] *Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, unless otherwise stated.*
[b] *Ambient air quality threshold based on SCAQMD Rule 403.*

lbs/day = pounds per day

Construction emissions associated with implementing the proposed project were calculated using the CalEEMOD version 2020.4.0 (2021) software. Construction emissions modeling for site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing. Project construction is scheduled to begin fourth quarter 2022 and be completed in early 2024. All staging and construction parking would occur on the eastern portion of the site to avoid

conflicts with existing residences located west and south of the site. In addition to SCAQMD Rule 403 requirements for fugitive dust control, emissions modeling also accounts for the use of low-VOC paint (50 g/L for non-flat coatings) as required by SCAQMD Rule 1113. Operation of the project would generate vehicle trips which would be the primary source of emissions.

a) The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Therefore, development consistent with the growth projections in the Murrieta General Plan is considered to be consistent with the AQMP.

The project is zoned Office (O) and is located within a Transit Oriented Development (TOD) Overlay District. The General Plan land use designation is Office and Research Park (ORP) with a 0.6 – 2.5 Floor Area Ratio (FAR). The proposed residential project is a permitted use in the TOD Overlay District and subject to standards stipulated in Section 16.16.040 of the Murrieta Municipal Code. Further, the project is within a TOD and meets the screening criteria for vehicle miles traveled (VMT). Thus, it would have a less than significant impact related to VMT.

The project would not create housing or jobs that would exceed that anticipated as part of the local land use planning process. Project-related emissions would not exceed thresholds recommended by the SCAQMD. Thus, the project would be consistent with the AQMP and not cause an adverse impact under threshold (a).

Source: South Coast AQMD. *Air Quality Management Plan*. 2016, Birdseye Planning Group, LLC, 2021.

b-c) Project construction would generate temporary air pollutant emissions. Both construction emissions and vehicle emissions associated with operation of the facility are quantified herein. The CalEEMod output file for summer emissions are provided as Appendix A.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, work crew vehicle trips in addition to ROG that would be released during the drying phase upon application of paint and other architectural coatings. For the proposed project, construction would generally consist of demolition and/or removal of the existing manufactured residence and outbuildings, site preparation, grading the building pads and parking areas, construction of the buildings, paint application and paving the parking lot and circulation area/drive aisles. It is anticipated that approximately 8 haul trips would be required to remove the existing manufactured home and outbuildings.
The project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within

the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for site preparation and grading phases of construction.

1. **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least two times daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
4. **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin mid-2022 and be completed mid-2023. For modeling purposes, the site would be watered twice daily for dust control. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (100 g/L for traffic coatings [parking lot and lane striping] and 50 g/L for residential buildings) as required by SCAQMD Rule 1113. Table 2 summarizes the estimated maximum daily emissions of pollutants occurring during 2022 and 2023.

Table 2
Estimated Maximum Daily Construction Emissions

Construction Phase		Maximum Emissions (lbs/day)				
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Emissions – 2022	3.2	33.1	21.3	0.04	10.6	6.0
Emissions - 2023	15.5	16.7	23.5	0.04	2.5	1.2
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded 2022	**No**	**No**	**No**	**No**	**No**	**No**
Threshold Exceeded 2023	**No**	**No**	**No**	**No**	**No**	**No**

As shown in Table 2, construction of the proposed project would not exceed the SCAQMD regional thresholds. No conditions of approval in addition to compliance with SCAQMD Rule 403 and Rule 1113 would be required to reduce construction emissions to less than significant.

Localized Significance Thresholds. The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_X, CO, PM_{10} and $PM_{2.5}$. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). The project would not include stationary emission sources; thus, LSTs for operational emissions do not apply to the proposed development.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The site is 4.33 gross acres in size; however, based on the equipment mix used, a maximum of 3.5 acres would be disturbed daily during site preparation and grading. Thus, look up table values for two acres were used to evaluate potential impacts. The project site is located in Source Receptor Area 26 (SRA-26, Temecula

Valley). LSTs for construction related emissions in the SRA 26 at varying distances between the source and receiving property are shown in Table 3.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a five-acre site (lbs/day)				
	25	**50**	**100**	**200**	**500**
Gradual conversion of NO_x to NO_2	234	275	363	521	941
CO	1,100	1,572	2,781	6,399	25,412
PM_{10}	7	20	38	75	186
$PM_{2.5}$	4	6	10	23	91

Source: http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf, October 2009.

The nearest sensitive receptors to the project site are located approximately 50 feet to the south of the southwest corner of the site. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 25 meters were used. As shown in Table 4, daily emissions of PM_{10} and $PM_{2.5}$ would exceed the LSTs for 25 meters shown in Table 3 for both PM_{10} and $PM_{2.5}$ during site preparation and grading. Thus, without measures to reduce particulate emissions, project-related construction impacts would be significant per thresholds (b) and (d) referenced above. With implementation of the following Condition of Approval, PM_{10} and $PM_{2.5}$ emissions would be reduced to **less than significant**:

> **Condition of Approval AQ-1:** When performing site preparation or grading activities within 25 meters of a neighboring residences, water disturbed areas three times daily or as needed using a moveable sprinkler system or water truck to achieve 12% moisture content in soils being disturbed during site preparation. Moisture content can be verified by lab sample or moisture probe.

Table 4
Estimated Daily Unmitigated On-Site Construction Emissions and LSTs

On-Site Construction Emissions	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
-Demolition	25.7	20.5	1.3	1.2
- Site Preparation	33.0	19.6	**21.2**	**11.5**
- Grading	20.8	15.2	**8.0**	**4.2**
-Building Construction[1]				
- 2022	15.6	16.3	0.8	0.7
- 2023	14.3	16.2	0.6	0.6
- Paving	8.7	12.1	0.4	0.4
- Architectural Coating	1.3	1.8	0.07	0.07
Local Significance Threshold – 25 meters (on-site only)[3]				
Threshold Exceeded	No	No	Yes	Yes

Notes: All calculations were made using CalEEMod. See Appendix A. Grading, Paving, Building Construction, and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.
Site Preparation and Grading phases incorporate anticipated emissions reductions required by SCAQMD Rule 403 to reduce fugitive dust.
The dust reduction percentage (69%) was provided in Table XI-A, Mitigation Measures Examples: Fugitive Dust from Construction and Demolition, SCAQMD 2007.
[1] *Building construction phase would include 2022 and 2023.*
[2] LSTs are for a 2-acre disturbance area in SRA-26 within 25 meters of sensitive properties boundary.

Project-related construction impacts would be less than significant per thresholds (b) and (d) referenced above.

Operation Emissions

Table 5 summarizes emissions associated with operation of the proposed project. Operational emissions would consist of area and mobile sources associated with maintenance and landscaping. As shown in Table 6, operational emissions would not exceed the SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10} or $PM_{2.5}$. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant per threshold b. Further, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment. As discussed, the South Coast Air Basin is a nonattainment area for ozone, PM_{10} and $PM_{2.5}$. Emissions of ozone precursor emissions (i.e., ROG and NOx), PM_{10} and $PM_{2.5}$ would not exceed the SCAQMD thresholds. Impacts relative to threshold c would be less than significant.

Table 5
Estimated Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area Emissions	3.3	0.13	11.3	0.01	0.06	0.06
Energy Emissions	0.05	0.5	0.2	0.01	0.04	0.04
Mobile Emissions	2.1	2.6	19.1	0.04	4.1	1.1
Total	**5.6**	**3.2**	**30.7**	**0.04**	**4.2**	**1.2**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix for CalEEMod version. 2020.4.0 computer model output for site preparation and paving emissions. Summer emissions shown.

Source: California Emission Estimator Model, 2020.4.0.
Source: SCAQMD. *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*. 2011
Source: SCAQMD. *Final Localized Significant (LST) Thresholds Methodology, revised July 2008*.

Carbon Monoxide Hotspots. As previously discussed, carbon monoxide is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. The SCAB is in attainment of state and federal CO standards; thus, CO data is no longer collected and not all monitoring stations have CO data available. Although CO is not a regional air quality concern in SCAB, elevated CO levels can occur at or near intersections that experience severe traffic congestion. A localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the California 1-hour standard of 20.0 ppm or the 8-hour standard of 9 ppm is exceeded. This can occur at severely congested intersections during cold winter temperatures.

Because of more stringent requirements for cleaner vehicles, equipment, and fuels, CO levels across California have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, recent screening procedures based on current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011, which states that any project involving an intersection with 31,600 vehicles per hour or more will require detailed analysis. In 2010, the Bay Area Air Quality Management District developed a screening threshold that states that any project affecting an intersection with 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the lower SMAQMD screening threshold of 31,600 vehicles per hour. This screening volume has also been utilized by the South Coast Air Quality Management District, which also has the same CO designation.

No Traffic Impact Assessment was required for the project; thus, potential carbon monoxide impacts at roadway intersections were determined based on traffic count data obtained from the City of Murrieta (2019). The traffic count data show that 24-hour volumes along Los Alamos Road west of Interstate 15 at the Jefferson Avenue intersection were 13,800 vehicles in 2018. East of the site at Lincoln Avenue, volumes were 21,500 vehicles (based on data from 2012 through 2016). The project would generate approximately 750 daily trips based on a generation rate of 5.44 trips per unit. The 24-hour traffic counts do not approach or exceed the peak hour volumes referenced above. Thus, the project would not cause or contribute traffic conditions that would create a CO hotspot.

Further, as shown above, neither the total construction nor operation emissions would exceed the SCAQMD thresholds with implementation of Mitigation Measures AQ-1 to control fugitive dust during site preparation and grading. Thus, sensitive properties would not be exposed to substantial pollutant concentrations. Impacts would be **less than significant** (**threshold d**).

Construction-Related Toxic Air Contaminant Impacts. The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a

30-year exposure period. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 year) exposure to a substantial source of toxic air contaminant emissions; and thus, would not be exposed to the related individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Health Risk Assessment. The purpose of this Air Quality Heath Risk screening letter is to identify potential health risks at the proposed project site from Diesel Particulate Matter (DPM) originating from Interstate 15 (I-15). The City of Murrieta General Plan Goal AQ-2 and Policy AQ 2.2 states that locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways should be avoided. Because the project site is within 500 feet of the Interstate 15 corridor, a Health Risk Assessment (HRA) was prepared to estimate overall health risk and identify measures that can be implemented to reduce potential health risks to less than significant.

The HRA uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (Office of Environmental Health Hazard Assessment, 2015) as outlined by the California Air Pollution Control Officers Association (CAPCOA, July 2009). Health risk impacts are generally defined as one of two types. Type A projects have the potential to emit toxic emissions and impact nearby receivers. Type B projects place new receptors in the vicinity of existing toxic emission sources like freeways, high traffic roads or rail yards. The proposed project is a Type B project because it would locate sensitive properties within 500 feet of Interstate 15. There are no clear significance thresholds for evaluation of Type B projects under CEQA. Further, the City of Murrieta has not established significance thresholds.

According to California Air Pollution Control Officers Association (CAPCOA), air districts have historically recommended CEQA thresholds for air pollutants in the context of the air district's clean air attainment plan, or (in the case of toxic air pollutants) within the framework of a rule or policy that manages risks and exposures due to toxic pollutants such as SCAQMD Rules 1401 and 1402 for Type A projects. For purposes of this analysis significance thresholds for Type A projects are used. Specifically, within this context, health risk is defined as cancer risk and the likelihood of acquiring cancer as a result of living in proximity to an emission source. Calculations are based on a 70-year lifetime exposure. In some limited cases, it may be appropriate to 9 to 40 years of exposure. The 9-year exposure scenario is based on exposure to children during the first 9 years of life. Some districts use the 9- year exposure scenario to model short term projects. For purposes of this analysis, the 30 year duration is used. A cancer risk greater than 10 in one million is considered significant for the purpose of this evaluation.

AERMOD was used to model air dispersion and is the preferred/recommended U.S. Environmental Protection Agency (EPA) model for roadway source modeling. The software has the ability to incorporate meteorological inputs as well as multiple source and receptor locations. The model input/output is shown in Attachment A of Appendix B. A total of three

receptor sites along the western portion of the project site closest to Interstate 15. The receiver sites are shown in Figure 3. Table 6 shows the DPM concentration at each of the receptor locations in micrograms per cubic meter (µg/m^3).

Table 6
Diesel Particulate Matter Concentrations

Receiver Number	AERMOD Receiver Name	DPM Concentration (µg/m^3)
1	R1	0.467
2	R2	0.417
3	R3	0.357

Source: Health Risk Screening Letter, Ldn Consulting, Inc. (July 2021) (Appendix B)

The dispersed concentrations of diesel particulates are used to estimate exposure to people. Cancer Risk Exposure is evaluated by calculating the dose in milligrams per kilogram body weight per day (mg/kg/d). The average daily inhalation dose (mg/kg-day) multiplied by the cancer potency factor to calculate the inhalation cancer risk, which is an expression of the chemical's cancer risk during a 70-year lifespan of exposure. Exposure considers the daily inhalation or oral dose, by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home and the exposure duration divided by averaging time, to yield the excess cancer risk. The cancer risk is shown in Table 7. The cancer risk calculations do not reflect heating and ventilation air filtration systems; and thus, can be considered risk associated with outdoor exposure. As shown in Table 7, cancer risks would exceed 10 per one million exposed; and thus, would be considered a significant impact without incorporation of filtration systems to reduce DPM concentrations.

Table 7
Worst Case Cancer Risk at Outdoor Receiver

Receiver	DPM Concentration	Unmitigated Cancer Risk (30 Years)	Unmitigated Cancer Risk (70 Years)	Significant Impact?
R1	0.467	193.59	248.85	Yes
R2	0.417	172.86	224.82	Yes
R3	0.357	147.99	192.48	Yes

Source: Health Risk Screening Letter, Ldn Consulting, Inc. (July 2021) (Appendix B)

Options to reduce DPM concentrations are focused on the installation of HVAC systems interior to each unit that will filter out $PM_{2.5}$ and ultrafine DPM particles. The filtration systems are rated using Minimum Efficiency Reporting Values (MERVs). MERV 16 filtration on a supply ventilation system reduced $PM_{2.5}$ by 96-97% and ultrafine particles (UFP) by 97-99% relative to outdoor concentrations. Installation of MERV 16 filters would reduce interior exposure and relative cancer risk to less than significant. Table 8 shows the cancer risks with use of a MERV system. As shown, cancer risk would be reduced by less than 10 in one million with use of MERV 16 filtration systems. Note that the project's outdoor recreation area would be located more than 500 feet from the nearest freeway corridor (see Figure 3) which is consistent with General Plan Goal AQ-2 and Policy AQ 2.2.

MURRIETA, CA

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DEC 9, 2021

MONAMOS TERRACE APARTMENTS
DEVELOPMENT PLAN

Scale 0 50 100 150

SUMMA
5256 S. MISSION ROAD STE. 404
BONSALL, CA. 92003
760.724.1198

I-15 R.O.W. EXHIBIT

SP-2

Figure 3— AERMOD Receiver Locations ------ - 500 foot line from Interstate 15

Table 8
Mitigated Interior Cancer Risk

Receiver	DPM Concentration	Unmitigated Cancer Risk (30 Years)	Unmitigated Cancer Risk (70 Years)	Significant Impact?
R1	0.01868	7.74	9.95	No
R2	0.01668	6.91	8.99	No
R3	0.01428	5.92	7.70	No

Source: Health Risk Screening Letter, Ldn Consulting, Inc. (July 2021) (Appendix B)

With implementation of the following condition of approval, potential impacts related to health risk would be reduced to less than significant.

> **Condition of Approval AQ-2:** Install MERV 16 or better filtration systems in each unit located within 500 feet of the nearest Interstate 15 travel lane. The property manager shall be responsible for inspecting and replacing the MERV 16 filters per manufactures specifications within each unit containing a MERV 16 or better filtration system.

Source: City of Murrieta, 2018 Weekday 24-Hour Traffic Volumes, 2019.https://www.murrietaca.gov/DocumentCenter/View/439/2019-Traffic---Existing-Traffic-Volumes-PDF

Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas Report for the Monamos Terrace Apartment Project,* July 2021.

Source: *Monamos Apartments Health Risk Screening Letter*, Ldn Consulting, July 2021.

d) The proposed project would generate odors from construction (i.e., diesel exhaust, asphalt). Construction odors would be temporary. Construction emissions would not exceed SCAQMD impact thresholds; thus, short-term odors are not expected to be significant. During operation, the project would not generate odors. Odors impacts would be **less than significant.**

Source: Site observations 2021

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IV. <u>BIOLOGICAL RESOURCES</u> -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> -- Would the project:				
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 Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

IV. BIOLOGICAL RESOURCES --
Would the project:

Plan, or other approved local, regional, or state habitat conservation plan?

The material presented herein is based on the *Habitat Assessment and MSHCP Consistency Analysis for the Monamos Affordable Housing Project* prepared by ELMT Consulting, Inc., July 2021 (Appendix C) and the Arborist Report and the Tree Preservation Report, September 2021 (Appendix D).

a) The project site is ranges in elevation from 1,140 to 1,160 feet above mean sea level. On-site topography is flat and the site slopes from north of the south, with the northern boundary of the project site being at a higher elevation than the southern portion of the site. Based on the NRCS USDA Web Soil Survey, the project site is underlain by Arlington and Greenfield fine sandy loams (8 to 15 percent slopes), and Ramona and Buren sandy loams (15 to 25 percent slopes). Refer to Exhibit 4, *Soils*, in Attachment A. Soils on-site have been mechanically disturbed and heavily compacted from historic land uses (i.e., agricultural activities, grading activities and on-site surrounding development.

The project site is located in an area that consists of a mosaic of residential, commercial, institutional, and transportation related developments. At present, the site is bordered by Los Alamos Road along its north boundary with Murrieta Mesa High School located to the north, and residential developments and vacant/heavily disturbed land to the south, west, and east. There is an existing residential building onsite, and vacant/undeveloped land that has been routinely disked/mowed. There is a concrete storm drain outlet on the southwest corner of the project site, with a concrete headwall that was constructed to convey storm flows from the high school and surrounding area to the north.

The project site is located in the City of Murrieta within the Southwest Area Plan of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP). Since the City is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas.

Vegetation. Due to existing land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the project site. The site primarily consists of vacant, undeveloped land that has been subject to a variety of anthropogenic disturbances. The project site has been subjected to on-going weed abatement activities and additional disturbance associated with surrounding development. These disturbances have eliminated the natural plant communities that were once present on and surrounding the project site. Refer to Attachment C, *Site Photographs*, for representative site photographs. No native plant communities will be impacted from implementation of the proposed project.

The project site supports two (2) land cover types that would be classified as disturbed and developed. The majority of the site supports disturbed areas dominated by non-native grasses and ruderal/weedy plant species.

The disturbed areas onsite are dominated by non-native grasses such as bromes (*Bromus* spp.), oats (*Avena* spp.), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), Mediterannean mustard (*Hirschfeldia incana*), sandmat (*Euphorbia* sp.), stinknet (*Onocosiphon piluliferum*), telegraph weed (*Heterotheca grandiflora*), (*Stephanomeria exigua*). Spanish lotus (*Acmispon americanus*), tacolote (*Centaurea melitensis*), common sunflower (*Helianthus annuus*), morning glory (*Calystegia sp*), and purselane (*Heliotropium curassavicum*). Plant species associated with the onsite residential development include Peruvian pepper (), silk oak (), and eucalyptus (*Eucalyptus sp*). A single arroyo willow (*Salix lasiolepis*) is also present on the northeast corner of the project site, at the outlet of a storm drain culvert that conveys flows from the Los Alamos Road.

Wildlife. Plant communities provide foraging habitat, nesting/denning sites, and shelter from adverse weather or predation. This section provides a discussion of those wildlife species that were observed or are expected to occur within the project site. The discussion is to be used a general reference and is limited by the season, time of day, and weather conditions in which the field survey was conducted. Wildlife detections were based on calls, songs, scat, tracks, burrows, and direct observation.

Fish

The MSHCP does not identify any covered or special-status fish species as potentially occurring within the project site. Further, no fish or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for fish were observed on or within the vicinity of the site. Therefore, no fish are expected to occur and are presumed absent.

Amphibians

The MSHCP does not identify any covered or special-status amphibian species as potentially occurring within the project site. Further, no amphibians or hydrogeomorphic features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or within the vicinity of the site. Therefore, no amphibians are expected to occur.

Reptiles

The MSHCP does not identify any covered or special-status reptilian species as potentially occurring within the project site. The site provides a limited amount of habitat for reptile species adapted to a high degree of human disturbance associated with the on-site weed abatement activities and development. No reptilian species were observed during the field investigation. Common reptilian species that could be expected to occur on-site include Great Basin fence lizard (*Sceloporus occidentalis longipes*) and common side-blotched lizard (*Uta stansburiana elegans*). Due to the high level of anthropogenic disturbances and surrounding development, no special-status reptilian species are expected to occur within project site.

Birds

The project site provides marginal foraging and nesting habitat for bird species adapted to a high degree of routine human disturbance. Bird species detected during the field survey include house finch (*Haemorhouse mexicanus*), mourning dove (*Zenaida macroura*), hooded oriole (*Icterus cucullatus*), American crow (*Corvus brachyrhynchoCalypte anna*), and Cassin's kingbird (*Tyrannus vociferans*).

Mammals

The MSHCP does not identify any covered or special-status mammalian species as potentially occurring within the project site. The only mammalian species detected during the field investigation was pocket gopher (*Thomomys bottae*). Common mammalian species that could be expected to occur include coyote (*Canis latrans*), possum (*Didelphis virginiana*), and raccoon (*Procyon lotor*). Due to the nature and frequency of routine anthropogenic disturbances associated with adjacent roadways and development, no bats are expected to roost in on-site trees. It should be noted that domestic dogs roam the property.

Stephen's Kangaroo Rat Habitat Conservation Plan. Riverside County established a boundary in 1996 for protecting the Stephens' kangaroo rat (*Dipodomys stephensi*), a federally endangered and state threatened species. The Stephens' kangaroo rat is protected under the Stephens' Kangaroo Rat Habitat Conservation Plan (County Ordinance No. 663.10; SKR HCP). As described in the MSHCP Implementation Agreement, a Section 10(a) Permit, and California Fish and Game Code Section 2081 Management Authorization were issued to the Riverside County Habitat Conservation Agency (RCHCA) for the Long-Term SKR HCP and was approved by the USFWS and CDFW in August 1990 (RCHCA1996). Relevant terms of the SKR HCP have been incorporated into the MSHCP and its Implementation Agreement. The SKR HCP will continue to be implemented as a separate HCP; however, to provide the greatest conservation for the largest number of Covered Species, the Core Reserves established by the SKR HCP are managed as part of the MSHCP Conservation Area consistent with the SKR HCP. Actions shall not be taken as part of the implementation of the SKR HCP that will significantly affect other Covered Species. Take of Stephens' kangaroo rat outside of the boundaries but within the MSHCP area is authorized under the MSHCP and the associated permits. The project site is located within a Mitigation Fee Area of the SKR HCP. Therefore, the applicant will be required

to pay the SKR HCP Mitigation Fee as a standard condition of approval prior to development of the project site.

No wildlife species included in the MSHCP will be impacted by implementation of the proposed project.

Nesting Birds and Raptors. No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted during breeding season. Although subjected to routine disturbance, the ornamental vegetation found on-site has the potential to provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area that area adapted to urban environments. (*Charadrius vociferans*). No raptors are expected to nest on-site due to lack of suitable nesting opportunities.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. With implementation of Condition of Approval BIO-1, impacts to migratory birds would be reduced to **less than significant**.

> **Condition of Approval BIO-1.** Pursuant to the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat should be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31 but can vary slightly from year to year based upon seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a 100-foot buffer around the active nest. For raptors and special-status species, this buffer will be expanded to 300 feet. It is recommended that a biological monitor be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.

Critical Habitat

Under the federal Endangered Species Act, "Critical Habitat" is designated at the time of listing of a species or within one year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological

features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. All federal agencies are required to consult with the United States Fish and Wildlife Service (USFWS) regarding activities they authorize, fund, or permit which may affect a federally listed species or its designated Critical Habitat. The purpose of the consultation is to ensure that projects will not jeopardize the continued existence of the listed species or adversely modify or destroy its designated Critical Habitat. The designation of Critical Habitat does not affect private landowners, unless a project they are proposing is on federal lands, uses federal funds, or requires federal authorization or permits (e.g., funding from the Federal Highways Administration or a CWA Permit from the Corps). If a there is a federal nexus, then the federal agency that is responsible for providing the funding or permit would consult with the USFWS.

The project site is not located with federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 3 miles north of the site for California gnatcatcher (), and 3.2 miles west of the project for spreading navarretia (*Navarretia fossalis*). Therefore, the loss or adverse modification of Critical Habitat will not occur as a result of the proposed project and consultation with the USFWS will not be required for implementation of the proposed project.

Source: *Habitat Assessment and MSHCP Consistency Analysis for the Monamos Affordable Housing Project* prepared by ELMT Consulting, Inc., July 2021.

b and c) There are three key agencies that regulate activities within inland streams, wetlands, and riparian areas in California. The Corps Regulatory Branch regulates discharge of dredge or fill materials into "waters of the United States" pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. Of the State agencies, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the Regional Board regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

No jurisdictional drainage and/or wetland features were observed on the project site or within the during the field investigation. Further, no blueline streams have been recorded on the project site. Therefore, development of the project will not result in impacts to Corps, Regional Board, or CDFW jurisdiction and regulatory approvals will not be required.

An approximately 24-in storm drain culvert, that conveys storm flows from the Los Alamos Road was observed on the northeast corner of the project site. Storm flows that flow off of Los Alamos Road enter the northeast coner of the site via this culvert, but dissipate immediately, as no Ordinary High Water Mark or streambed was observed onsite. This culvert, that only conveys road side storm flows will not be considered a jurisdictional feature.

It should be noted that there is a concrete storm drain outlet on the southwest corner of the project site, with a concrete headwall that was constructed to convey storm flows from the high

school and surrounding area. Based on the current site plan, the proposed project will not impact the existing storm drain. No impact would occur under thresholds b and c.

Source: *Habitat Assessment and MSHCP Consistency Analysis for the Monomos Affordable Housing Project* prepared by ELMT Consulting, Inc., July 2021.

d) Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site does not occur in a wildlife corridor or linkage. The proposed project will be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed project is not expected to impact wildlife movement opportunities.

Source: *Habitat Assessment and MSHCP Consistency Analysis for the Monamos Affordable Housing Project* prepared by ELMT Consulting, Inc., July 2021.

e-f) The project site is located within the Southwest Area Plan of the MSHCP but are not located within any Criteria Cells or MSHCP Conservation Areas. Additionally, only the western portion of the project site is located within the designated survey area for burrowing owl as depicted in Figures 6-4 within Section 6.3.2 of the MSHCP. The eastern portion of the site is not located within any designated species survey areas.

- Amphibian — Not in an amphibian survey area
- Burrowing Owls — Burrowing Owl Survey Area (only western parcel)
- Criteria Area Species — Not in a criteria area species survey area
- Mammals — Not in a mammal survey area
- Narrow Endemic Plants — Not in a narrow endemic plant survey area

As stated, since the City is a permittee under the MSHCP and, while the project is not specifically identified as a Covered Activity under Section 7.1 of the MSHCP, public and private development that are outside of Criteria Areas and Public/Quasi-Public (PQP) Lands are permitted under the MSHCP, subject to consistency with MSHCP policies that apply to area outside of Criteria Areas. As such, to achieve coverage, the project must be consistent with the following policies of the MSHCP:

- The policies for the protection of species associated with Riparian/Riverine areas and vernal pools as set forth in Section 6.1.2 of the MSHCP;
- The policies for the protection of Narrow Endemic Plant Species as set forth in Section 6.1.3 of the MSHCP;
- The requirements for conducting additional surveys as set forth in Section 6.3.2 of the MSHCP;
- Guidelines pertaining to the Urban/Wildlands Interface intended to address indirect effects associated with locating Development in proximity to the MSHCP Conservation Area as detailed in Section 6.1.4 of the MSHCP.

Riparian/Riverine Areas and Vernal Pools. The MSHCP requires that an assessment be completed if impacts to riparian/riverine areas and vernal pools could occur from construction of the proposed project. According to the MSHCP, the documentation for the assessment shall include mapping and a description of the functions and values of the mapped areas with respect to the species listed in Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools*.

Riparian/Riverine Areas

As identified in Section 6.1.2 of the MSHCP, *Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools,* riparian/riverine areas are defined as areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed or special-status water-dependent fish, amphibian, avian, and plant species. If impacts to riparian/riverine habitat cannot be avoided, a Determination of Biologically Equivalent or Superior Preservation (DBESP) must be developed to address the replacement of lost functions of habitats in regard to the listed species. This assessment is independent from considerations given to "waters of the U.S." and "waters of the State" under the CWA and the California Fish and Game Code.

Development of the proposed project will not result in impacts to riparian/riverine habitats and a DBESP will not be required for the loss of riparian/riverine habitat from development of the proposed project. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.

Vernal Pools and Fairy Shrimp Habitat

One of the factors for determining the suitability of the habitat for fairy shrimp is demonstrable evidence of seasonal ponding in an area of topographic depression that is not subject to flowing waters. These astatic pools are typically characterized as vernal pools. More specifically, vernal pools are seasonal wetlands that occur in depression areas without a continual source of water. They have wetland indicators of all 3 parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and

facultative wetlands plant species are normally dominant during the wetter portion of the growing season. The determination that an area exhibits vernal pool characteristics and the definition of the watershed supporting vernal pool hydrology is made on a case-by-case basis. Such determinations should be considered the length of time the areas exhibit upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. The seasonal hydrology of vernal pools provides for a unique environment, which supports plants and invertebrates specifically adapted to a regime of winter inundation, followed by an extended period when the pool soils are dry.

A review of recent and historic aerial photographs (1985-2020) of the project site did not provide visual evidence of an astatic or vernal pool conditions within the project site. No ponding was observed, further supporting the fact that the drainage patterns currently occurring on the project site do not follow hydrologic regimes needed for vernal pools. From this review of historic aerial photographs and observations during the field investigations, it can be concluded that there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the proposed project site. Therefore, the project is consistent with Section 6.1.2 of the MSHCP.

Narrow Endemic Plant Species

Section 6.1.3 of the MSHCP, *Protection of Narrow Endemic Plant Species*, states that the MSHCP database does not provide sufficient detail to determine the extent of the presence/distribution of Narrow Endemic Plant Species within the MSHCP Plan Area. Additional surveys may be needed to gather information to determine the presence/absence of these species to ensure that appropriate conservation of these species occurs. Based on the RCA MSHCP Information Map query and review of the MSHCP, it was determined that the project site is not located within the designated survey area for Narrow Endemic Plant Species. Through the field investigation, it was determined that the project site does not provide suitable habitat for any of the Narrow Endemic Plant Species listed under Section 6.1.3 of the MSHCP, and, therefore, the project is consistent with Section 6.1.3 of the MSHCP. No additional surveys or analysis is required.

Additional Survey Needs and Procedures

In accordance with Section 6.3.2 of the MSHCP, *Additional Survey Needs and Procedures*, additional surveys may be needed for certain species in order to achieve coverage for these species. The query of the RCA MSHCP Information Map and review of the MSHCP determined that the western portion of the project site is located within the designated survey area for burrowing owl as depicted in Figure 6-4 within Section 6.3.2 of the MSHCP. No other special-status wildlife species surveys were identified.

Urban/Wildlands Interface Guidelines

Section 6.1.4 of the MSHCP, *Guidelines Pertaining to Urban/Wildlands Interface,* is intended to address indirect effects associated with development in proximity to MSHCP Conservation Areas. The Urban/Wildlife Interface Guidelines are intended to ensure that indirect project-

related impacts to the MSHCP Conservation Area, including drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development, are avoided or minimized. The project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages. The urban/Wildlands Interface Guidelines do not apply to this project, and, therefore, the project is consistent with Section 6.1.4 of the MSHCP.

Burrowing Owl. Burrowing owl is currently designated as a California Species of Special Concern. Under the MSHCP burrowing owl is considered an adequately conserved covered species that may still require focused surveys in certain areas as designated in Figure 6-4 of the MSHCP. The project site occurs within the MSHCP burrowing owl survey area and a habitat assessment was conducted for the species to ensure compliance with MSHCP guidelines for the species. Despite a systematic search of the project site, no burrowing owls or sign (i.e., pellets, feathers, castings, or whitewash) were observed during the field investigation. Portions of the project site are vegetated with a variety of low-growing plant species that allow for minimal line-of-sight observation favored by burrowing owls. However, no small mammal burrows that have the potential to provide suitable burrowing owl nesting habitat (>4 inches in diameter) were observed within the boundaries of the site. Additionally, the site supports and is bordered by tall trees and power poles that provide perching opportunities for large raptors (i.e., red-tailed hawk) that can prey on burrowing owls. Because no appropriate burrows or burrowing owl habitat was found, focused burrowing owl surveys are not required to demonstrate MSHCP consistency. However, implementation of Condition of Approval BIO-2 is recommended to avoid potential impacts to during project construction.

> **Condition of Approval BIO-2.** Conduct a 30-day pre-construction survey for burrowing owls prior to initial ground-disturbing activities (e.g. vegetation clearing, clearing and grubbing, tree removal, site watering) to ensure that no owls have colonized the site. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Wildlife Agencies and the Regional Conservation Authority (RCA) 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 burrow owl is found, the same coordination described above will be necessary.

With implementation of Condition of Approval BIO-2, potential impacts to burrowing owl would be **less than significant.**

The proposed project would be consistent with the MSHCP. No street trees or trees protected under Section 16.42 of the City of Murrieta Municipal Code occur on the property or would be impacted by project-related activities. With implementation of Conditions of Approval BIO-1 and BIO-2 if needed, and payment of the required SKR HCP mitigation fee and MSHCP mitigation fee as standard condition of approval, development of the project site is fully

consistent with the Western Riverside County MSHCP. Impacts under thresholds e and f would be **less than significant.**

Source: *Habitat Assessment and MSHCP Consistency Analysis for the Monamos Affordable Housing Project* prepared by ELMT Consulting, Inc., July 2021.

Source: T*ree Preservation Report*, prepared by Mike Parker, Certified Arborist, September 2021.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES -- would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The following information is based in part on the results of the *Phase 1 Cultural Resources Assessment, Monamos Affordable Apartment Project, City of Murrieta, Riverside County, California,* prepared by Anza Resource Consultants, Inc., August 2021 and included herein as Appendix E.

a-b) This discussion addresses the criterion above for both historic and cultural resources.

Historic Resources. One manufactured home and related outbuildings are located on the project site at 40920 Los Alamos Road. Neither structure is visible on a 1978 historic aerial photograph of the project area. The residence and barn were constructed or relocated to the site less than 43 years ago; and therefore, do not merit further analysis for California Register of Historical Resources (CRHR), the National Register of Historical Places (NRHP) or the City of Murrieta Individual Resource Designation criteria. **No impact** would occur under this threshold.

Cultural Resources. On July 15, 2021, Anza requested a records search of the California Historical Resources Information System (CHRIS) at the Eastern Information Center (EIC) located at University of California, Riverside. The search was requested to identify previous cultural resources studies and previously recorded cultural resources within a one-mile radius of the project site. As of August 9, 2021, Anza had not yet received the results. However, on December 10, 2019, Anza conducted a records search at EIC for a nearby project that included the current APE and an irregular radius around it (Hunt and Collins 2020). The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps.

The EIC records search identified 27 cultural resources studies and nine regional overviews that were conducted within a 0.5-mile radius of the project site. None of the previous studies occurred on the project site; however, two were conducted adjacent to and northwest of the site. Three cultural resources were identified within an irregular radius of the project site. None of these resources are within or adjacent to the project site; and thus, would not be affected by project improvements. Two of the resources are historic, including a refuse deposit and fence line. The third resource is prehistoric and Native American in cultural affiliation.

On July 6, 2021, Anza Principal and Senior Cultural Resources Specialist Kevin Hunt conducted a pedestrian survey of the approximately 4.33 gross-acre project site. The pedestrian survey consisted of walking east-west trending transects spaced no more than 10 meters apart, with transect variance around buildings and fences. Mr. Hunt examined all areas of exposed ground surface for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historic debris (e.g., metal, glass, ceramics), or soil discoloration that might indicate the presence of a cultural midden.

The project site includes vacant fields on the western and eastern portions with a manufactured residence and barn in the north central portion of the site facing Los Alamos Road. There is a concrete sidewalk along Los Alamos Road on the north edge of the site and a concrete drainage culvert under Los Alamos Road that opens in the southwest corner of the project site. Ground visibility during the survey was fair (approximately 40 to 60 percent) because the site is primarily covered by dry grass and weeds, with some gravel in the northwest corner. There is a low hill in the southwest portion of the project APE that appears to be a settled spoil pile. The survey was negative; no archaeological, historic built environment, or tribal cultural resources were observed within or adjacent to the project site.

To the north of the project APE across Los Alamos Road are the sports fields of Murrieta Mesa High School. To the west is vacant land and a single-family residence. To the south is a rural residence and a vacant field. To the east are a residence and new construction in progress. No historic properties were observed adjacent to the project site.

Native American Coordination. Anza requested a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC) on June 24, 2021. In anticipation of the NAHC response, Anza mailed letters on July 13, 2021, to 22 Native American contacts describing the project and asking if they had knowledge regarding cultural resources of Native American origin within or near the project sites (Appendix B of Appendix E).

The NAHC sent a response on July 18, 2021, stating that a search of the SLF was completed with positive results (i.e., sacred lands or resources important to Native Americans are recorded within the vicinity of the project site). The NAHC provided a list of Native American contacts that may have knowledge regarding Native American cultural resources within or near the project site. In addition, the NAHC copied the Pechanga Band of Luiseño Indians (Pechanga) on the response e-mail and encouraged Anza to contact Pechanga regarding the positive SLF search results.

On July 19, 2021, Anza emailed Pechanga cultural resources staff Tina Thompson Mendoza, Ebru Ozdil, and Juan Ochoa a copy of the letter mailed on July 13, 2021 and asked if Pechanga had information or concerns regarding the project site.

The Rincon Band of Luiseño Indians responded in a letter delivered via email on July 19, 2021, stating that the project site is within the traditional Luiseño use area and of interest to the Rincon Band, but they have no knowledge of resources in the project vicinity. The Rincon Band asked that an archaeological records search be conducted, and a copy of the report provided to the Rincon Band. The Rincon Band further recommended that Anza reach out to the Pechanga Band of Luiseño Indians.

Pechanga Cultural Coordinator Paul Macarro responded in a letter attached to an email on August 3, 2021, stating that the project site is within proximity of a Traditional Cultural Property, known sites, and an Ancestral Village Complex. Pechanga believes the project site is sensitive for buried Native American resources and that project ground disturbance could uncover them. Pechanga requests notification if the entitlement process begins, copies of archaeological studies, government-to-government consultation with the lead agency, and archaeological and Native American monitoring of project related ground disturbance. The full response is provided in Appendix B of Appendix E.

Bobby Ray Esparza, Cultural Coordinator for the Cahuilla Band of Indians (Cahuilla), responded via email on August 6, 2021, stating that the project site is within Cahuilla's traditional use area. Mr. Esparza further stated that Cahuilla believes that "cultural resources may be unearthed during construction" and recommended that a tribal monitor from Cahuilla be present for all ground disturbing activities. Cahuilla also wishes to be notified of all updates regarding the project moving forward.

No additional responses were received as of August 9, 2021. All Native American correspondence is presented in Appendix B of Appendix E.

The cultural resource records search, Native American scoping, and pedestrian survey identified no cultural resources within the project site. Native American scoping revealed that Pechanga and Cahuilla consider the area sensitive for buried archaeological resources and recommend Native American monitoring. However, based on the paucity of recorded prehistoric resources near the project site and results of the survey, the archaeological sensitivity of the project site is considered low. Thus, Cultural Resources Report recommended a finding of no impacts to historical or archaeological resources. No further cultural resources study is recommended; however, standard Condition of Approval CUL-1 is recommended to avoid potential impacts from the unanticipated discovery of cultural resources during project related ground disturbing activities.

> **Condition of Approval CUL-1**: If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Historic Preservation Professional Qualification Standards for archaeology (National Park Service 1997) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA or Section 106, additional work such as data recovery excavation may be warranted.

d) The potential for encountering human remains at the project site is low. No known burial sites have been identified on the site or in the vicinity. In addition, California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner will determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD) responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. Section 7052 of the Health & Safety Code also states that disturbance of Native American cemeteries is a felony. With adherence to these existing regulations, impacts would be **less than significant**.

Source: *Phase 1 Cultural Resources Assessment, Monamos Affordable Apartment Project, City of Murrieta, Riverside County, California,* prepared by Anza Resource Consultants, Inc., August 2021

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY – would the project:				
a) Result in potentially significant adverse impact due to wasteful, inefficient, consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

a) Project construction would utilize common methods for site preparation, grading and installation of all infrastructure. Techniques are not expected to be wasteful or otherwise result in inefficient use of fuels or other sources of energy. The proposed project would be required to comply with California Energy Code Title 24 requirements in effect at the time buildings are being designed. A **less than significant** impact would under this threshold.

b) The project would construct 139 apartment units and related improvements. The project would utilize heavy equipment that meets CARB requirements for energy efficiency and emission reduction. Future development would be designed consistent with the City of Murrieta Climate Action Plan (2011) and 2020 Climate Action Plan Update which addresses climate change, potential impacts and conditions of approval as discussed in Section VIII, *Greenhouse Gas*. The project would not conflict with a state or local plan regarding renewable energy or energy efficiency. When in operation, the project would generate demand for 198,470 kBTU of natural gas annually and 562,161 kWh of electricity annually (CalEEMod 2020.4.0). While this would increase demand for public utilities in the region, this would not represent a significant impact with respect to energy consumption. **No impact** would under this threshold.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> – would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. <u>GEOLOGY AND SOILS</u> – would the project:				
the risk of loss, injury, or death involving:				
i) 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?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – would the project:				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The following information is based in part on the results of the Geotechnical Engineering Report, Monamos Apartments, prepared by Terracon, August 2021, and included herein as Appendix F and the *Paleontological Assessment and Mitigation Progra*m for the Monamos Apartments Project in the City of Murrieta, County of Riverside, California, prepared by Cogstone, August 2021 (Appendix G).

a (i-ii) The City and Sphere of Influence are located within the northern portion of the Peninsular Range geomorphic province, which is characterized by steep, elongated valleys and ranges that generally trend northwestward from the tip of Baja California to the Los Angeles Basin. Features around Murrieta include the Santa Ana Mountains and the Santa Rosa Plateau directly to the west, the Santa Margarita and Agua Tibia ranges approximately 12 to 14 miles to the south, and the San Jacinto ranges approximately 35 miles to the east. Murrieta is located within two structural blocks or subdivisions of the Peninsular Range province that are separated by the active Elsinore fault zone, which forms a complex pull-apart basin known as the Temecula Valley. The most significant known active fault zones that are capable of seismic ground shaking and can impact Murrieta are the Elsinore Fault Zone, San Jacinto Fault Zone, Newport-Inglewood Fault Zone, and the San Andreas Fault Zone.

Elsinore Fault Zone. The Elsinore Fault Zone, which includes the local Elsinore-Temecula fault, passes through Murrieta to the west of Interstate I-15 and is capable of generating a Maximum Earthquake Magnitude (Mw) of 6.8 per the Richter scale.

San Jacinto Fault Zone. The San Jacinto Fault Zone is located at its nearest point to the city approximately 21 miles northeast of the City and is capable of generating earthquakes in excess of 7.2 Mw.

Newport-Inglewood Fault Zone (Offshore). The Newport-Inglewood Fault Zone is located at its nearest point to the city approximately 28 miles southwest of the City and is capable of generating earthquakes in excess of 6.9 Mw.

San Andreas Fault Zone (Southern Section). The San Andreas Fault Zone is located approximately 38 miles northeast of the City and is considered the dominant active fault in California. This fault zone is capable of generating earthquakes in excess of 7.4 Mw.

As stated in the Geotechnical Report (Terracon, August 2021), the site is located northeast of the Elsinore fault zone. The Elsinore fault zone is composed of multiple en echelon and diverging fault traces, and splays into the Whittier and Chino faults to the north. Although it is a zone of overall right-lateral deformation consistent with the regional plate tectonics, traces of the Elsinore fault zone form the graben of the Elsinore and Temecula Valleys.

Holocene surface rupture events have been documented for several principal strands of the Elsinore fault zone, including the Wildomar fault. The Wildomar fault is located approximately 2,500 feet to the southwest of the site. However, the Elsinore fault is the dominant ground shaking hazard to the site. The site is not located within any Alquist-Priolo Earthquake fault (APEFZ) zones designated by the State of California.

During the life of the proposed improvements, the property will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. The Geotechnical Report provides recommendations for site preparation, subgrade preparation and excavation as well as installation of subsurface utilities, foundation footings, concrete slabs, retaining walls and related project features. With implementation of the measures provided in the Geotechnical Report and those developed after review of detailed foundation designs, seismic concerns and related structural impacts associated with ground shaking would be reduced to **less than significant.**

a (iii) Liquefaction typically occurs within the upper 30 feet of the surface, when saturated, loose, fine- to medium-grained soils (sand and silt) are present. Earthquake shaking suddenly increases pressure in the water that fills the pores between soil grains, causing the soil to lose strength and behave as a liquid. When liquefaction occurs, the strength of the soil decreases, reducing the ability of the underlying soil to support foundations for buildings and other structures.

The subsurface materials generally consist of interbeded layers of silty clayey sand, silty sand, poorly graded sand, lean clay, sandy lean clay and sandy silt extending to the maximum depth of the borings which was approximately 51½ feet below ground surface (bgs). Groundwater was not observed within the maximum depths of exploration during or at the completion of drilling and has historically been encountered at 30 feet bgs.

According to the County of Riverside GIS map, the site is mapped by Riverside County as occurring within an area having low liquefaction potential. Based on the County mapping and the presence of Pleistocene-age sandstone, the geotechnical analysis concluded that the liquefaction potential for the site is low. Therefore, liquefaction does not present itself as a

possible constraint for the proposed development. Impacts related to liquefaction would be **less than significant** under this threshold.

a (iv) The site is not located within a State of California earthquake seismic hazard zone where areas of previous landslide have occurred. The site is generally flat and no evidence of landslides were observed on or in proximity to the site. Thus, the possibility of the site being affected by land sliding is not anticipated. **No impact** would occur under this threshold.

Source: City of Murrieta General Plan Amendment-2018-1751) (approved July 7, 2020); and On-site Observations

b) As noted, the site is generally flat with a shallow slope to the south/southwest. Earthwork would be required across the entire site to create the building pads and parking areas. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. For additional information, see Section X, *Hydrology and Water Quality*. With implementation of Best Management Practices (BMPs) specified in the Stormwater Pollution Prevention Plan (SWPPP) prepared for the project, soil erosion hazard impacts would be **less than significant.**

Source: Geotechnical Engineering Report, Monamos Apartments, prepared by Terracon, August 2021

Source: Hydrology Report, Monamos Apartments, Alliance Land Planning and Engineering, Inc., August 2021.

c, d) Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or solution of solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface.

Based on the soil composition on-site, ground subsidence is not anticipated assuming the recommendations provided in the Geotechnical Report specifically related to site preparation, excavation, fill compaction and foundation footing/slab design are followed. Site specific impacts related to subsidence would be **less than significant**.

Source: Geotechnical Engineering Report, Monamos Apartments, prepared by Terracon, August 2021

e) The proposed project would connect to the existing sewer line located along Los Alamos Road. No septic systems would be installed. **No impact** would occur under this threshold.

f) A Paleontological Resources Assessment (Cogstone, August 2021 (Appendix G)) was prepared for the proposed project to determine the potential effect on paleontological resources associated with implementation of the proposed project. The Paleontological Resources Assessment was combined with a Paleontological Resources Impact Mitigation Program (PRIMP) because of the sensitivity of fossil-bearing sediments on the property.

The majority of the project site is mapped as a unit of "unnamed sandstone" which contains fossil species of the late Blancan to early Irvingtonian North American Land Mammal Ages (NALMA). The formation is estimated to be between <3.5 million and >750,000 years old (late Pliocene to middle Pleistocene Epochs). This is overlain by the sandstone member of the Pauba Formation, which contains fossil species from the late Irvingtonian NALMA. This formation is estimated to be between <600,000 and >190,000 years old (middle Pleistocene).

The paleontological record search revealed thousands of fossils from the unnamed sandstone and hundreds of fossils from the Pauba Formation near the project location. Extinct species from the unnamed sandstone include two types of giant ground sloth, dire wolf, short-faced bear, camel and llama, peccary, an antelope-like ruminant, two types of horse, two types of tapir, mastodon, mammoth, rabbit, several rodents, and a giant teratorn. Extinct species from the Pauba Formation include giant ground sloths, sabre-toothed cat, camel, horses, tapir, mastodon, and at least two types of mammoth. Both of these formations have a high potential to produce additional fossil material.

Based on the sensitive of the site of paleontological resources, the planned depth of cuts and the depths of other finds within the area, impacts to paleontological resources may be significant without conditions of approval intended to avoid adverse effects. The conditions of approval recommended for the project are contained within the PRIMP and summarized below:

> **Condition of Approval PAL-1:** Prior to the start of project construction, a Riverside County qualified Principal Paleontologist shall be hired as part of the project team. At the start of grading, all field personnel shall be briefed regarding the types of fossils that could be found in the project area and the procedures to follow should paleontological resources be encountered. This training shall be accomplished during a morning tailboard meeting and shall be conducted by the Principal Paleontologist or his/her representative.
>
> **Condition of Approval PAL-2:** Based upon the planned depth of cuts and the depths of other finds within the area, full monitoring is recommended for all grading and excavation activities. This does not include auguring, pot-holing, pile driving, or similar activities where the location of the fossil(s) cannot be accurately determined. Monitoring efforts can be reduced or eliminated at the discretion of the Principal Paleontologist if no fossil resources are encountered after 50 percent of the excavations are completed.
>
> **Condition of Approval PAL-3:** Data for recovered shall include one or more coordinate readings using a resource grade high resolution Global Positioning System (GPS) device,

lithology, paleoenvironmental information, and a true north reading are also required. Additional data collection may include one or more stratigraphic columns, sedimentary structure analysis, taphonomic analysis, photographs of the fossil *in situ*, specimens for dating analyses and materials for microfossil, botanical, or pollen analyses. All significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation shall include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossil specimens shall be identified to the lowest taxonomic level, cataloged, analyzed, and delivered the Western Science Center for permanent curation and storage. The cost of curation is assessed by the repository and shall be responsibility of the property owner. At the conclusion of all work and museum curation (if necessary), a final Paleontological Monitoring Report (PMR) shall be prepared describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project area geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the Western Science Center.

Source: Cogstone Resource Management, Inc., *Paleontological Resources Assessment for the Proposed Monamos Terrace Apartments Project, Murrieta, Riverside County, California,* July 2021 (Appendix G).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. <u>GREENHOUSE GAS EMISSIONS-</u> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2),

methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and sulfur hexafluoride (SF_6) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2E), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a GWP of one. By contrast, methane (CH_4) has a GWP of 21, meaning its global warming effect is 21 times greater than carbon dioxide on a molecule per molecule basis (IPCC, 1997).

Total U.S. GHG emissions were 6,676.6 MMT CO_2E in 2018 (U.S. EPA, April 2020). Total U.S. emissions increased by 3.7 percent from 1990 to 2018. Overall, net emissions increase 3.1 percent from 2017 to 2018 and decreased from 10.2 percent from 2005 levels. The decline reflects many long-term trends, including population, economic growth, energy market trends, technological changes including energy efficiency, and energy fuel choices. Between 2017 and 2018, the increase in total greenhouse gas emissions was largely driven by an increase in CO2 emissions from fossil fuel combustion. This resulted from many factors including increased energy use from greater heating and cooling needs caused by a colder winter and hotter summer in 2018 compared to 2017.

The primary greenhouse gas emitted by human activities in the United States was CO2, representing approximately 81.3 percent of total greenhouse gas emissions. The largest source of CO2, and of overall greenhouse gas emissions, was fossil fuel combustion. Methane emissions (CH4) account for nearly 10 percent of emissions and have decreased by 7 percent since 2005 and 18.1 percent since 1990. The major sources of methane include enteric fermentation associated with domestic livestock, natural gas systems, and decomposition of wastes in landfills. Agricultural soil management, stationary fuel combustion, manure management, and mobile sources of fuel combustion were the major sources of N2O emissions. Based upon the California Air Resources Board (ARB) California Greenhouse Gas Inventory, 2019 edition, California produced 424.1 MMT CO_2E in 2017. The major source of GHG in California is transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions (ARB, June 2019). California produced 441.5 MMT CO_2E in 2014. The major source of GHG was transportation, contributing 37 percent of the state's total GHG emissions. The industrial sector was the second largest source, contributing 24 percent of the state's GHG emissions (ARB, June 2016).

California emissions result in part to its geographic size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The ARB has projected statewide unregulated GHG emissions for the year 2020 is projected to be 509 MMT CO_2E (ARB, May 2014). These projections are based on Business As Usual (BAU) conditions and represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

To address local GHG emissions, the City of Murrieta adopted a Climate Action (CAP) in July 2011. The CAP was updated in January 2020 as part of the General Plan Update. The CAP is intended to address the main sources of the emissions that cause climate change, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce Murrieta's GHG emissions by 15 percent below existing levels. With implementation of the CAP Update, citywide GHG emissions would be reduced by 40 percent below 2016 levels by 2030, 50 percent below 2016 levels by 2035, and by 80 percent below 2016 levels by 2050. As referenced in the 2011 CAP, individual projects that comply with applicable elements of the GHG reduction strategy are determined to be consistent with the CAP and will have a less than significant impact to climate change.
The discussion below addresses project specific GHG emissions relative to the 3,000 MT CO2E annual emission threshold referenced above as well as project consistency with applicable CAP GHG reduction strategies.

a) Construction activities would generate greenhouse gas (GHG) emissions associated with equipment operation. The project-related construction emissions would be generated over an 12-month construction phase extending from mid-2022 through mid-2023. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used on-site at one time. Air districts such as the SCAQMD have recommended amortizing construction-related emissions over a 30-year period to calculate annual emissions. Construction activity for the project would conservatively generate an estimated 516 metric tons of carbon dioxide equivalent (CO_2E). As shown in Table 9, total construction emissions amortized over a 30-year period (the assumed life of the project), would generate 17 metric tons of CO_2E per year.

Table 9 also shows the new construction, operational, and mobile GHG emissions associated with the proposed project. Long-term operational emissions relate to energy use, solid waste, water use, and transportation. Each source is shown below. Unmitigated, the combined annual emissions would total approximately 1,140 metric tons per year in CO2E. The majority (73%) of the project's GHG emissions are associated with mobile sources.

Table 9
Combined Annual Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO_2E)
Construction	17 metric tons
Operational	
Energy	206 metric tons
Solid Waste	36 metric tons
Water	44 metric tons
Mobile	841 metric tons
Total	**1,140 metric tons**

See Appendix A for CalEEMod software program output

As discussed, individual projects exceeding the 3,000 annual MT screening threshold could have a significant environmental impact under CEQA in the absence of an approved CAP. The calculations presented show the project would not exceed 3,000 MT annually in GHG emissions. Consistency with the Murrieta CAP is discussed below under threshold b.

Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas Report for the Monamos Terrace Apartment Project,* July 2021.

b) The City of Murrieta adopted a Climate Action (CAP) in July 2011. The 2011 CAP was updated in January 2020 as part of the General Plan Update. The CAP is intended to address the primary sources of emissions that cause climate change. These include emissions from energy consumed in buildings (i.e. electricity and natural gas), fossil fuel burning engines as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce Murrieta's GHG emissions by 15 percent below existing levels. As stated, with implementation of the CAP Update, citywide GHG emissions would be reduced by 40 percent below 2016 levels by 2030, 50 percent below 2016 levels by 2035, and by 80 percent below 2016 levels by 2050. As referenced in the 2011 CAP, individual projects that comply with applicable elements of the GHG reduction strategy are determined to be consistent with the CAP and will have a less than significant impact to climate change. The CAP Update states that project consistency with the CAP will be determined through the CAP Consistency Review Checklist (Checklist). The Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emission targets identified in the CAP are achieved. New development projects will need to incorporate all potential applicable CAP measures to demonstrate consistency with the CAP. The project will be conditioned to provide a CAP checklist as part of the condition satisfaction process.

The discussion below addresses project specific GHG emissions relative to project consistency with applicable CAP GHG reduction strategies. The proposed project would entail construction and operation of a new 139-unit apartment complex and related on- and off-site improvements.

The proposed project would be designed consistent with Title 24 of the California Energy Code which includes the installation of energy efficient appliances and low flow plumbing fixtures. The project would increase demand for electricity and natural gas on-site as well as off-site for the treatment of water for potable use as well as the treatment of wastewater. The project would integrate solar panels to provide up to 20% of the daily electrical demand per Municipal Code Section 16.08.040(C)(3)(d), use of water- efficient systems both indoor and outdoor to reduce potable and irrigation water demand by 20%. This would be achieved in part by installing low flow water fixtures and designing project landscaping consistent with the City of Murrieta Water Efficient Landscape Ordinance (Section 16.27 of the Municipal Code). These measures are stipulated in the

Applicable 2011 CAP goals include the following:

Goal LU-4: A housing stock that meets the diverse needs of Murrieta's existing and future residents.

LU 4.3: Locate multiple-family housing adjacent to jobs, retail, schools, open space, public transportation, and transportation corridors.

Action: Ensure new development is located as close to existing development as possible and maximize the density and mix of uses.
Goal LU-8: A community that provides opportunities for mixed use and/or transit-oriented development.

LU-8.1: Encourage integrated development that incorporates a mix of uses (residential, commercial, office) in mixed use or transit-oriented development areas.

LU-8.4: Design mixed uses or transit-oriented development projects to:

- Create a pleasant walking environment to encourage pedestrian activity;
- Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.

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.

Action: By 2013, update the Development Code to include the above policies as design standards.

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.

CIR-1.1: Ensure the transportation system can adequately serve the concentrations of population and employment activities identified by the Land Use Element.

CIR-1.11: Support the implementation of complete streets through a multi-modal transportation network that balances the needs of pedestrians, bicyclists, transit riders, mobility-challenged persons, older people, children, and vehicles while providing sufficient mobility and abundant access options for existing and future users of the street system.

Action: Construct pedestrian, bicycle, and transit improvements on major thoroughfares.

Goal CIR-7: Residential areas and activity centers are accessible to all pedestrians, including persons with disabilities or having special accessibility needs.

CIR-7.1: Encourage future developments to provide an internal system of sidewalks/pathways linking schools, shopping centers, and other public facilities with residences.

CIR-7.2: Require pedestrian access from the interior of new residential areas to public transit stops.

CIR-7.3: Encourage safe pedestrian walkways and ensure compliance with the Americans with Disabilities Act (ADA) requirements within all developments.
Action: Incorporate pedestrian friendly street standards into the Development Code.
The CAP references a jobs/housing balance in Murrieta that requires residents to commute out of Murrieta to work. While a goal of the CAP is to increase jobs in Murrieta, Policy LU 4.3 acknowledges the benefit of locating multifamily housing close to existing development and transportation corridors. Additional goals and related policies focus on addressing transit accessibility as well as pedestrian connectivity to off-site transportation resources. These goals address the need to reduce GHG emissions associated with use of vehicles as the primary mode of transportation within the City of Murrieta.

Implementation of the 2020 CAP Update will require that new development projects attain higher levels of energy efficiency and incorporate more sustainable design standards than addressed in the 2011 CAP. New developments that are consistent with applicable GHG reduction measures in a CAP Update are eligible for CEQA streamlining, per the provisions of State CEQA Guidelines Section 15183.5. Under these provisions, if a project can show consistency with applicable GHG reduction measures in a CAP, the level of analysis for the project required under CEQA with respect to GHG emissions can be reduced considerably. Furthermore, a project's incremental contribution to cumulative GHG emissions may be determined not to be cumulatively considerable. The 2020 CAP Update meets the criteria identified in Section 15183.5; and thus, is considered a "qualified" CAP and may be used for the specific purpose of streamlining the analysis of GHG emissions for individual projects. The CAP Update provides environmental review streamlining benefits for development projects proposed in the city provided they demonstrate consistency with this CAP Update.

The project site is located within a TOD overlay zone. Riverside Transit Agency (RTA) Route 23 serves the general area with hourly service to/from the Rancho Springs Medical Center which is located at the Murrieta Hot Springs Road/Hancock Avenue intersection. No transit service is currently provided along Los Alamos Road fronting the site. The nearest transit stop is approximately 0.36 miles to the west at the intersection of Los Alamos Road and Madison Avenue. Pedestrian connectivity to off-site services including transit access may avoid some commute trips and decrease overall GHG emissions associated with automobile use. This would generally support CAP land use and circulation policies noted above and transportation related implementation strategies, specifically, T-3 which addresses affordable housing in TOD overlay zones.

As discussed, the project would not exceed 3,000 MT of annual CO2e emissions and would be consistent with applicable 2011 CAP goals intended to reduce overall GHG emissions city-wide through implementation of General Plan (2035). Further, the project would be designed to ensure compliance with measures in the 2020 CAP Update intended to reduce City-wide GHG emissions. The project will not impede or delay local or statewide initiatives to reduce GHG emissions. Impacts would be **less than significant**.

Source: Birdseye Planning Group, *Air Quality/Greenhouse Gas Report for the Monamos Terrace Apartment Project,* July 2021.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
d) Be located on a site which is included on a list of hazardous material 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?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two 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?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

The following information is based in part on the results of the *Phase I Environmental Site Assessment, Single-Family Residence and Vacant Parcel at 40920 Los Alamos Road,* Murrieta, California, Riverside County, California, prepared by Barr & Clark, Inc., (March 2021) (Appendix H).

a-c) The proposed project would be a new 139-unit apartment complex. No hazardous materials other than small quantities of cleansers and automobile fluids typical of residential development would be stored on-site. No hazardous materials would be used, created or stored on-site. Thus, the project would not 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 or create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The nearest school to the project site is Murrieta Mesa High School located across Los Alamos Road north of the site. This school is located within one-quarter mile of the project site; however, the project would provide 139 apartments. It would not emit or handle hazardous material that could adversely affect students, staff or faculty at the adjacent school. A **less than significant** impact would occur under thresholds **a**, **b** and **c**.

Source: Site observations and project plans, 2021.

d) No uses or activities that could have caused or contributed to a release of hazardous chemicals or materials on the property occur or have occurred on the site. This was confirmed with preparation of a Phase I Environmental Site Assessment by Barr & Clark Inc., (March 2021) and review of available databases listing known hazard sites (i.e, Geotracker, Envirostar accessed July 6, 2021). A Phase I was prepared for the two parcels that comprise the project site; 40920 Los Alamos Road/APN 949-200-025 (eastern parcel) and the western parcel (APN 949-200-006). There is on single-family residence on APN 949-200-025. The western parcel is vacant but has been disturbed by past activity. The Phase I ESA did not identify and evidence of Recognized Environmental Conditions (RECs), historical RECs or controlled recognized environmental conditions in connection with the parcels. However, the author recommended the following to address existing development on the eastern parcel;

- The on-site septic system should be properly closed and removed following current regulatory procedures and guidelines prior to redevelopment of the site and connection to the City of Murrieta sewer system;

- Given the potential presence of Asbestos Containing Materials (ACMs) at the property, an Asbestos Operations and Maintenance (O&M) Program should be instituted until such time as renovation or demolition activities necessitate their removal. The objective of an O&M Program is to implement a practical management approach to controlling identified ACM within the subject property. The O&M Program is designed to cleanup existing contamination, minimize future fiber release by controlling disturbance of ACM, and monitor the condition of the ACM until it is removed. In addition, it is recommended that federal, state and local asbestos regulations be reviewed for compliance prior to any renovation or demolition activities.

The potential presence of ACMs s not a REC. Testing for ACMs and removal of the existing septic system would be a condition imposed by the City of Murrieta prior to issuance of a demolition permit and grading permit. **No impact** would occur under threshold **d**.

Source: California Phase I Environmental Site Assessment, Environmental Protection Agency (CalEPA) and Department of Toxic Substances Control. *Envirostar database,* December 2019.

Source: *Phase I Environmental Site Assessment, Single-Family Residence and Vacant Parcel at 40920 Los Alamos Road,* Murrieta, California, Riverside County, California, prepared by Barr & Clark, Inc., (March 2021).

e, f) French Valley Airport is located approximately 3.5 miles east of the site. The proposed project is not located within the French Valley Airport land use boundary, within 2 miles of a public use airport in proximity to a private airstrip. **No impact** would occur under thresholds **e** and **f**.

Source: Riverside County Airport Land Use Compatibility Plan Policy Document, Map FV-1, January 2012.

g) The proposed project would not obstruct access to the project vicinity through road closures or other project actions that could impact evacuation routes or otherwise impair evacuation during emergencies. As referenced, Monroe Avenue and Elanora Avenue would be improved to City standards. Improvements would be managed per a Traffic Control Plan to ensure that access is maintained for ingress/egress. Post-construction, access on affected roadways would be improved relative to existing conditions. Access to areas surrounding the site via Los Alamos Road would not be affected by the project. **No impact** would occur.

Source: Site observations and project plans, 2021.

h) The project site is located in a developed commercial/residential area. The project site is not located in a Fire Hazard Severity Zone as designated in maps prepared by the California Department of Forestry and Fire Protection (https://egis.fire.ca.gov/FHSZ/ (website access July 6, 2021). The City of Murrieta Fire Department would serve the site and the site would be designed to meet fire code requirements. **No impact** would occur under this threshold.

Source: California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Map website,* July 2021. https://egis.fire.ca.gov/FHSZ/

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that project may impede sustainable groundwater management of the	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u> – Would the project:				
basin?				
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 surveys, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface water runoff which would result in flooding on- or off-site?	☐	☐	☒	☐
(iii) 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?	☐	☐	☒	☐
(iv) Otherwise impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami or seiche risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

The material provided herein is in part, summarized from the *Hydrology Report - Monamos Apartment Project*, Alliance Land Planning and Engineering, Inc., August 2021 and provided as Appendix I.

a, c) The majority of the project site is vacant. One single-family manufactured home and two outbuildings are located on the site. According to the Hydrology Study and on-site observations, the current site is in natural condition and covered in sparce desert vegetation and scrub. Hydrologic soil conditions for the existing site are considered poor relative to infiltration and erosion. The site appears to sheet flow to the south with flows entering a stream channel south of the site or an existing stormwater pipe outfall located at the southwest corner of the site.

On-site drainage would be modified as a result of project construction. The project will create new impervious surfaces (i.e., asphalt, concrete and rooftops) as well as open space and landscape turf areas. The site will consist of one drainage basin comprised of two subbasins (i.e., subbasin A1 and A2) designed to capture and convey flows from rooftop and patios areas as well as streets, parking and other impervious areas. The proposed building pads will capture storm flows from rooftops and patio areas and disperse the water into adjacent landscaping where area drains will capture excess water. A system of storm drain grated inlets will collect the runoff from the developed site, drain through an underground pipe system, then connect to the existing storm drain outlet located at the southwest corner of the site.

Based on the results of hydrologic modeling, Subbasin A1 comprises the majority of the eastern portion of the site covering 2.6 acres. Subbasin A2 is located on the western portion of the site and covers 1.8 acres. The existing flow rate is 1.5-acre feet during 100-year peak flow events. The flow rate for Subbasin A1 is 8.01 cubic feet/second (cfs) and 7.03 cfs for Subbasin A2.

Post construction, Subbasin A1 area will increase to 3.4 acres and Subbasin B will be reduced to 0.9 acres. The total flow rate will remain at 1.5-acre feet. The flow rate for Subbasin A1 will decrease to 2.45 cfs and increase to 9.45 cfs for Subbasin A2.

While the project would modify on-site drainage, all flows would be captured, retained on-site and discharged to the existing stormwater outfall located at the southwest corner of the site. The project would not alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. The on-site stormwater collection and conveyance system will retain the design capture volume for the project. This would avoid flooding on- or off-site. The project would not degrade water quality or otherwise violate discharge standards. Impacts would be **less than significant**.

Source: Alliance Land Planning and Engineering, Inc., Hydrology Study, August 2021.

b, e) The project site is located in the Eastern Municipal Water District service area. A water main is located along Los Alamos Road and would be the source of potable water for the project. EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin. The areas are the West San Jacinto Groundwater Basin Management Plan area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These

plants provide a source of potable water, protect potable sources of groundwater and support EMWD's groundwater salinity management program. No direct groundwater basin recharge occurs on or proximity to the project site and no groundwater would be directly used by the project. **No impact** to groundwater recharge would occur with the proposed project.

The project is consistent with the City of Murrieta General Plan; and potable water would be obtained from EMWD as confirmed in the will serve letter dated June 23, 2021. The project would not change how the regional groundwater is managed; thus, the project would not directly interfere with groundwater recharge. The project would be consistent with EMWD's Urban Water Management Plan. **No impact** would occur under this threshold.

Source: Eastern Municipal Water District, *2015 Urban Water Management Plan Update,* June 2020.

Source: Eastern Municipal Water District, Will Serve Letter, June 2021.

d) The project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06065C2715G, August 2008). The project would redirect on-site drainage patterns; however, it would not impede or redirect flood flows from surrounding properties. As referenced, all drainage would be managed to ensure pre-construction flows off-site are maintained. The project would not expose people or structures to flood hazard from severe storm events. **No impact** would occur under this threshold.

The project site is not located in proximity to a reservoir; however, per the City of Murrieta General Plan, Figure 12-7, Dam Inundation, the project site is located within or in proximity to the inundation zone for the Diamond West Dam and Diamond Saddle Dam. Per the General Plan Safety Element, dam failure is considered an extremely remote possibility as dams are designed to withstand the largest magnitude possible earthquake without affecting the dam structure (City of Murrieta General Plan, July 2011). While project implementation could expose people or structures to flood hazard from a dam failure should it occur, a **less than significant impact** would occur under this threshold.

Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The project is located well inland from the Pacific Ocean and there are no open water bodies in proximity to the site that would impact the property should a seiche event occur. The project site slopes from north to south but does not contain steep slopes nor is it located near slopes that would be subject to a mudflow hazard. **No impact** would occur under this threshold.

Source: Federal Emergency Management Agency. *Flood Insurance Rate Map No.* 06065C2715G and 06065C2720G, August 2008;

Source: City of Murrieta. *General Plan 2035*, July 2011;

Source: Site observations, December 2020

e) This section provides an evaluation of project consistency with the following plans: Water Quality Control Plan for the San Diego Basin and Murrieta Municipal Separate Storm Sewer System (MS4) Permit. Currently, there is no Groundwater Management Plan for the San Jacinto Groundwater Basin. EMWD, as the Groundwater Sustainability Agency, is required by the Department of Water Resource, to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP). The project will receive potable water from EWMD but does not dictate the source of the water or management of resources to ensure demand is met.

Water Quality Control Plan for the San Diego Basin

The proposed project site is located within the San Diego Basin; and thus, subject to requirements within the San Diego Regional Water Quality Control Board (Region 9) Water Quality Management Plan (1994) as amended May 2016. The *Water Quality Control Plan for the San Diego Basin* is intended to preserve and enhance water quality and protect the beneficial uses of water bodies in the San Diego Basin watershed. The Basin Plan provides water quality standards for water resources in the San Diego Basin and includes an implementation plan to maintain these standards. The standards serve as the basis for the basin's regulatory programs. Basin Plan implementation occurs primarily through issuance of individual Waste Discharge Requirements (WDRs); discharge prohibitions; water quality certifications; non-point sources, and storm water; and monitoring and regulatory enforcement actions, as necessary. As discussed herein, the project would not cause or contribute to the release of polluted stormwater runoff or generate other discharges that could adversely impact water quality within the San Diego Basin. All runoff would be collected and conveyed on-site to an existing discharge point located at the southwest corner of the site. The project would not conflict with water quality goals provided in the San Diego Basin Plan.

Municipal Separate Storm Sewer System (MS4) Permit

The Riverside County Watershed Protection Program (the Program) is a regulatory compliance partnership comprising the cities of Temecula, Wildomar and Murrieta, the County of Riverside and the Riverside County Flood Control and Water Conservation District (collectively the Co-Permittees) who operate an interconnected municipal separate storm sewer stem (MS4) which discharges stormwater and urban runoff pursuant to a National Pollutant Discharge Elimination System (NPDES) permit. The MS4 Permit is administered by the San Diego Regional Water Quality Control Board and requires the Co-Permittees to develop and implement surface water quality protection and management programs and report annually on progress and program effectiveness.

The City of Murrieta operates a storm drain system that protects homes, businesses and other developments from flooding. To regulate the water quality within the watershed, the City of Murrieta operates the storm drain system under the MS4 Permit issued by the San Diego Water Quality Control Board. The goal of the MS4 Permit is to protect the beneficial uses of the receiving waters. To implement the permit requirements associated with new development and redevelopment projects, the City of Murrieta require the development of a Water Quality

Management Plan that identifies post-construction Best Management Practices (BMPs) to reduce discharges of pollutants into storm water. As discussed, the project would not release polluted discharge into the stormwater system or into an off-site surface water resource. All flows would be retained on-site and released into an existing outfall. The project would not impact water quality goals specified in the WDRs referenced above. The project would be consistent with the City of Murrieta MS4 Permit. **No impact** would occur under this threshold.

Source: Eastern Municipal Water District, *2015 Urban Water Management Plan Update,* June 2016.

Source: State Water Resources Control Board, Water Quality Control Plan for the San Diego Basin (9), September 1994, amended May 2016.

Source: City of Murrieta Jurisdictional Runoff Management Program, Santa Margarita Region Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015- 0100, November 2017.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING -- Would the proposal:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) The proposed project site is designated Office and Research Park in the City of Murrieta General Plan Update land use map (General Plan Amendment-2018-1751) (approved July 7, 2020) and zoned Office/Transit Oriented Development (TOD) Overlay. The proposed project is permitted by right in the TOD provided it complies with all applicable multifamily development guidelines. Surrounding land use includes single-family residential to west, east and south. Murrieta Mesa High School is located to the north across Los Alamos Road. Land adjacent to the site along the south side of Los Alamos Road is also zoned Office/TOD Overlay. The project would require improvements to Monroe Avenue and Elanora Way to construct the site driveways. No new or unplanned public roads would be constructed to serve the project. With the exception of one manufactured home, the site is vacant. The project would not result in the construction of improvements that would physically divide an existing community.

Improvements would facilitate circulation on public roads surrounding the site consistent with that anticipated in the General Plan. N**o impact** would occur under threshold **a**.

Source: City of Murrieta. *Zoning Map*, 2014

b) The proposed project is consistent with the Office/TOD Overlay zoning and Office and Research Park General Plan designation. The General Plan is consistent with the zoning designation for the site and facilitates compliance with relevant development standards in the municipal code. The proposed project would be compliant with land use goals, objectives and policies contained in the General Plan that pertain to the proposed use on the subject property.

The following goals and policies are focused on air quality and are relevant to the project based on proximity to Interstate 15 which is located approximately 450 feet west of the western site boundary.

Goal AQ-2: *The relationship between land use and air quality is considered in policy decisions in order to protect public health and improve air quality.*

Policy AQ-2.2: *Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways.*

Consistent. As discussed in Section III, Air Quality, a HRA was prepared to address potential health risks to project residents living within 500 feet of a freeway. Compliance with Mitigation Measure AQ-2, would reduce potential health risk impacts to less than significant. The project would be consistent with Policy AQ-2.2.

Goal AQ-6: *Stationary source pollution (point source and area source) are minimized through existing and future regulations and new technology.*

Policy AQ-6.5: *New multi-family residential buildings and other sensitive land uses in areas with high levels of localized air pollution should be designed to achieve good indoor air quality through landscaping, ventilation systems, or other measures.*

Consistent. With implementation of Mitigation Measure AQ-2, the project would be consistent with Policy AQ-6.5.

The following goals and policies are focused on land use consistency.

General Plan Goal LU-1: *A complementary 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.*

Consistent. The project is consistent with this policy as it will provide 139 affordable rental units, which is within the density range allowed by the General Plan land use designation. The rental units will provide housing opportunities for income qualifying families and individuals. Additionally, the project allows for residents to live in a new development located near employment centers, shopping, and regional transportation corridors (Interstates 15).

General Plan Goal LU-4: *A housing stock that meets the diverse needs of Murrieta's existing and future residents.*

Policy LU-4.1: *Provide for housing opportunities that address the needs of those who currently live or desire to live in Murrieta.*

Consistent. The project will provide 139 multi-family affordable housing opportunities to meet the housing needs of persons who currently live in the City and for those who may be moving to the City and are in need of rental housing. The project will provide one, two and three-bedroom apartments ranging from 528 to 1,110 square feet in size. Up to 20% of the units would be reserved for low and very low-income tenants. The remaining 80% would be reserved for moderate income tenants.

Policy LU-4.3: *Locate multi-family housing adjacent to jobs, retail, schools, open space, public transportation, and transportation corridors.*

Consistent. The project would locate affordable housing within a TOD overlay. Murrieta High School is located across Los Alamos Avenue north of the site. RTA provides service to the general area using Route 23. The nearest transit stop is located approximately 0.36 miles south of the site at the intersection of Los Alamos Road and Madison Avenue. The nearest commercial area is located approximately ¼ mile to the west, west of Interstate 15. On-site amenities would include a clubhouse and a playground. The nearest park is California Oaks Sports Park located approximately one-mile north of the site.

General Plan Goal ED-5: *An improved jobs/housing balance.*

Policy ED-5.3: *Encourage a mix of housing types by price and rental ranges that are commensurate with the range of wage and household types attracted by a diversified economic base.*

Consistent. The project provides 139 affordable housing units for residents meeting income qualifications proximal to employment centers, shopping and transit.

Policy ED-5.4: *Encourage housing that is within economic reach of all income levels and living styles inclusive of age-restricted housing, estate and ranch properties, single-family detached, single-family attached townhomes, condominium flats, and apartments.*

Consistent. The project provides 139 affordable residential units to residents meeting income qualifications. Additionally, on-site amenities would include a clubhouse and a playground. Residents would live in a new development located near employment centers, shopping and Interstate 15.

City of Murrieta Housing Element. The draft Housing Element of the City of Murrieta General Plan describes the City of Murrieta's 2021-2029 Housing Element policy program. The Housing

Plan describes specific policies and program actions to assist City decision-makers in achieving the City's overall housing goals. This Plan identifies goals, policies, and program actions addressing future housing opportunities, removal of governmental constraints to affordable housing, improving the condition of existing housing and providing equal housing opportunities for all residents. The City's overall housing goal is to encourage a diverse, sustainable, and balanced community by implementing strategies and programs that support, preserve and enhance the special character of Murrieta.

The Southern California Association of Governments (SCAG) has conducted a Regional Housing Needs Assessment (RHNA) to determine the City's share of housing needs. The RHNA quantifies Murrieta's local share of housing needs by income category. The income categories are based on the most current Median Family Income (MFI) for Riverside County. The City's 2021-2029 RHNA is as follows:

- 1,008 units - Very low income (0-50% County MFI)
- 584 units - Low income (51-80% of County MFI)
- 545 units - Moderate income (81-120% of County MFI)
- 906 units above moderate income (120% or more of County MFI)

The total number of housing units for Murrieta as specified in the RHNA is 3,043.
The proposed project is 100% affordable; thus, all units would be reserved for income-qualifying tenants. The AMI breakdown has not been finalized; however, assuming all units were set aside for very low- and low-income tenants, the project would provide 8.6% of the housing allocation for those income categories.

The Housing Element includes various goals and implementation actions focused on achieving the housing element objectives. Those most applicable to the project are summarized as follows:

Housing Goal #1: Adequate housing opportunities throughout the City of Murrieta

Policy Action 1-1: Affordable Housing Opportunities. *The City will support actions through the use of development agreements, expedited development review, and expedited processing of permits, to encourage expedient construction and occupancy for projects for lower- and moderate-income housing. The City will implement this program as affordable housing projects are submitted to the City. The City will also continue to provide information on development opportunities to interested developers online, at City Hall and in other public places. The City will continue with the disposition process (started in the previous cycle) of the City's Housing Authority properties which is to provide funding and assistance to develop an affordable housing project in the City.*

Consistent. The proposed project would provide 139 affordable housing units. The project is allowed by right in the TOD Overlay, provided the design guidelines are met as discussed above. The City and applicant are working through the discretionary process as required per City of Murrieta policy. The project would be consistent with Housing Goal #1 and Policy Action 1-1.

Housing Goal #2: Conserve and enhance the quality of existing housing and residential neighborhoods.

Policy Action 2-5: Residential Development in the TOD Overlay District. *The City of Murrieta has the Transit Oriented Development Overlay District (TOD) near the downtown Murrieta area. The TOD overlay encourages the development of residential units near essential retail and within well connected existing and planned transit areas. The City will continue to work with developers to encourage and improve feasibility of residential developments alongside office and commercial in the TOD. Specifically, when available and necessary the City will utilize waivers and regulatory incentives to encourage the development of units affordable to low and very low-income households in the TOD.*

Consistent. The project site is located within a TOD overlay district as stated. The project is 100% affordable and most, if not all, units will be set aside for low- and very low-income households in the TOD. The project would be consistent with Housing Goal #2 and Policy Action 2.5.

The project would be consistent with the City of Murrieta General Plan, draft Housing Element 2021-2029 and applicable General Plan policies. N**o impact** would occur under threshold b.

Source: City of Murrieta General Plan 2035, July 2011

Source: City of Murrieta. Draft Housing Element Update 2021-2029, May 2021

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>MINERAL RESOURCES</u> -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a, b) As referenced in the Murrieta General Plan Conservation Element, the City lies within the Temescal Valley Area within Riverside County, which is a mineral extraction area. Existing

mineral extraction activities and commodities produced in this area primarily consist of clay, specialty sands, and specialty stone. Construction aggregate (crushed rock, sand, and gravel) also represents a valuable mineral commodity. Sand, gravel, and clay are generally used for fill purposes, for the construction of roads and highways within urban and suburban development, and for other infrastructure purposes such as canals and aqueducts. The extent and significance of mineral deposits in the City is largely unknown. Per Exhibit 8-1 in the General Plan Conservation Element, the project site is not shown as containing mineral resources.

The proposed project would not require excavation of mineral resources nor would construction result in the loss of availability of any known regional or local mineral resources. Therefore, **no impact** to mineral resources would occur per thresholds **a** and **b**.

Source: City of Murrieta. *General Plan 2035*, July 2011

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XIII. <u>NOISE</u> – Would the project result in:				
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 or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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?	☐	☐	☐	☒

Material in this section is summarized from the *Monamos Terrace Apartment Project Noise Study*, Birdseye Planning Group, LLC, July 2021 (Appendix J).

Noise levels (or volume) are generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, L_{eq} is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level (L_{dn}) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly L_{eq} over a 24-hour period. The L_{dn} is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the L_{dn}, except it also adds a 5-dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related groundborne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, September 2018). Based on the FTA's *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's *Transportation and Contruction Vibration Guidance Manual* (April 2020), vibration levels decrease by 6 VdB with every doubling of distance.

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Residences, hospitals, schools, guest lodging, libraries, and parks are most sensitive to noise intrusion; and therefore, have more stringent noise exposure standards than commercial or industrial uses that are not subject to impacts such as sleep disturbance. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character. Therefore, the location, hours of operation, type of use, and extent of development warrant close analysis to ensure that noise sensitive receptors are not substantially affected by noise.

Source: Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment,* September 2018.

Source: California Department of Transportation. *Transportation and Construction Vibration Guidance Manual*, April 2020.

City of Murrieta Noise Standards

Construction Noise. Violations of the noise ordinance are considered to occur when one more both of the following occur (see Section 16.30.090 of the Murrieta Municipal Code):

1. Operating or causing the operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays;

2. Construction activities shall be conducted in a manner that the maximum noise levels at affected structures will not exceed 80-dBA at multifamily residences and 75-dBA at single-family residences between the hours of 7:00 a.m. and 8:00 p.m. daily except Sunday's and legal holidays.

Operation Noise. Section 16.30.090 of the Murrieta Municipal Code limits exterior noise levels at residential properties to 50-dBA from 7:00 a.m. to 10:00 p.m. and 45-dBA from 10:00 p.m. to 7:00 a.m.

Per Section 16.30.100 (B) limits interior noise levels in multifamily residential properties to 45-dBA from 7:00 a.m. to 10:00 p.m. and 40-dBA from 10:00 p.m. to 7:00 a.m.

Vibration. Section 16.30.030 of the Murrieta Municipal Code provides a definition of vibration and stating that the minimum ground or structure-borne vibrational motion necessary to cause a normal person to be aware of the vibration including, but not limited to, sensation by touch or visual observations of moving objects. The perception threshold shall be presumed to be a motion velocity of 0.01 in/sec over the range of one to one hundred (100) Hertz. This is provided in the Municipal Code as guidance for discussions regarding this issue.

Source: City of Murrieta Municipal Code Section 16.30.130 (A)
Source: City of Murrieta Municipal Code Section 16.30.090
Source: City of Murrieta Municipal Code Section 16.30.100 (B)
Source: City of Murrieta Municipal Code Section 16.30.030

City of Murrieta General Plan Noise Element
The State of California General Plan Guidelines, published by the state Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. Noise levels between 50 and 60 dBA are normally compatible with single-family residences and conditionally compatible between 55 and 70 dBA. For multifamily residences, noise levels between 55 and 65 dBA are normally compatible and noise levels between 60 and 70 dBA are conditionally compatible.

Ambient conditions at existing single-family residences are within the normally and conditionally compatible range and within the conditionally compatible range at the portion of the project site that fronts Los Alamos Road. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause noise to noticeably increase over ambient conditions (i.e., +3 dBA) and/or exceed the single- and multifamily residential compatibility criteria.

a) **Construction Noise**. Temporary, construction-related noise would occur during construction of the proposed project. The noise levels associated with the operation of common construction equipment are shown in Table 10. The noise levels are provided for reference purposes; not all equipment shown would be used for the proposed project. Noise levels are expected to occur within the ranges shown.

Table 10
Typical Construction Equipment Noise Levels

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76

Table 10
Typical Construction Equipment Noise Levels

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Man Lift	81	75	69
Dump Truck	82	76	70

Source: Hanson, Towers and Meister, May 2006
Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.
Noise levels based on actual maximum measured noise levels at 50 feet (Lmax).

Construction of the proposed improvements may utilize dozers, tractors, loaders, trucks and a variety of other types of equipment during each phase of the construction process. Noise levels associated with the equipment commonly used will range from 78 to 82-dBA at 50 feet from the source. A doubling of sound energy yields an increase of three decibels, so multiple pieces of equipment operating together may cause relatively small but noticeable increases in noise levels above that associated with one piece of equipment. Assuming two pieces of construction equipment, each producing a noise level of 82 dBA, are operating at one time in proximity to one another, the worst-case combined noise level during the site preparation phase of construction is an estimated 85 dBA at a distance of 50 feet from the active construction area.

Noise-sensitive uses near the project site are the existing residences located adjacent to the southwest corner of the site, west of the site on the west side of Monroe Avenue and east of the site. Table 4 shows typical maximum construction noise levels at various distances from construction activity based on a standard noise attenuation rate of 6 dBA per doubling of distance. The noise level used to estimate the maximum noise level that could occur is based on use of a bulldozer as it is likely to be the noisiest type of equipment used over a sustained period of time in proximity to neighboring residences during site preparation and grading activities. Actual noise levels will fluctuate throughout the day but may periodically reach or exceed 88 dBA at the property lines depending on the type and location of equipment used and whether multiple pieces of equipment are operating simultaneously in the same area.

As referenced, section 16.30.130 (A) of the Murrieta Municipal Code states that a violation of the noise ordinance could occur when construction activities occur between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays and/or if construction activities exceed 75-dBA at single-family residences between the hours of 7:00 a.m. and 8:00 p.m. daily except Sunday's and legal holidays.

Construction noise would be audible and could exceed the 75-dBA threshold. Grading activities at a distance of 100 feet or more would attenuate to below 75-dBA at the neighboring residences. To avoid a violation of the noise ordinance, implementation of the following conditions of approval are recommended during site preparation and grading activities requiring the use of a bulldozer or similar equipment in proximity to the adjacent residences:

Condition of Approval NOI-1. Electrical power shall be used to run air compressors and similar power tools. Internal combustion engines should be equipped with a muffler of a type recommended by the manufacturer and in good repair. All diesel equipment should be operated with closed engine doors and should be equipped with factory-recommended mufflers. Construction equipment that continues to generate substantial noise at the project boundaries should be shielded with temporary noise barriers, such as barriers that meet a sound transmission class (STC) rating of 25, sound absorptive panels, or sound blankets on individual pieces of construction equipment. Stationary noise-generating equipment, such as generators and compressors, should be located as far as practically possible from the nearest residential property lines.

Condition of Approval NOI-2. Limit the number of large pieces of equipment (i.e., bulldozers or concrete mixers) operating adjacent to receivers to one at any given time.

Condition of Approval NOI-3. Provide notification to residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could result in noise levels of 75-dBA at adjacent residences. This notification should include the anticipated hours and duration of construction and a description of noise reduction measures being implemented at the project site. The notification should include a telephone number to call to submit complaints associated with construction noise.

Condition of Approval NOI-4. Construction contractors shall develop and implement a noise control plan that includes a noise control monitoring program to ensure sustained construction noise levels do not exceed 75 decibels at the adjacent single-family residence. The plan may include the following requirements:

- Contractor shall turn off idling equipment.
- Contractor shall perform noisier operation during the times least sensitive to receptors.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory- recommended mufflers.
- Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or security staff facilities.
- For all noise-generating construction activities, additional noise attenuation techniques shall be employed as necessary to reduce noise levels. Such techniques shall include, but are not limited to, the use of sound blankets, noise shrouds and temporary sound barriers.

With implementation of conditions of approval NOI-1 through NOI-4, if needed, noise impacts during construction would be **less than significant**.

Operational Noise

Exterior. Traffic is the primary noise source that would be generated by the proposed project. Existing measured noise levels are with the compatible or conditionally compatible range referenced above. Thus, whether a traffic-related noise impact would occur is based on whether project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 55-70 dBA conditionally compatible exterior standard for residential properties referenced in the Murrieta General Plan Noise Element.

The adjacent roadway network (Los Alamos Road, Monroe Avenue and Elenora Way) was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5 software to provide substantial evidence documenting project related traffic noise impacts. The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. Traffic volumes and vehicle mix on Los Alamos Road obtained during the monitoring period were used to calibrate TNM. The 15-minute counts were multiplied by four to obtain hourly traffic counts. The model was calibrated to calculate noise levels that are +/- 2 dBA those measured on-site (Birdseye Planning Group, July 2021).

The project is screened out of preparing a Traffic Impact Assessment; thus, traffic volumes generated for preparation of the air quality assessment were used for the noise impact assessment. The project is estimated to generate approximately 750 daily trips assuming 5.44 trips per unit. Of the total, approximately 10% or 75 trips would occur during the peak traffic hour. The 75 trips were distributed within the modeled road network to determine the change in noise levels associated with the project at neighboring sensitive properties.

As stated, peak hour project trips were added to baseline conditions to determine whether the Leq at the following receivers would noticeably change or exceed the conditionally compatible criteria for the existing single-family residences located in proximity to the site or the at the project site. The following receiving properties were modeled:

1. Residence located adjacent to and west of the project site at 25025 Monroe Avenue;
2. Residence located adjacent to the south of the site at 25071 Monroe Avenue;
3. Project Site 100 feet east of Monroe Avenue;
4. Project Site 300 feet east of Monroe Avenue;
5. Manufactured home east of the site at southeast corner of Los Alamos Road and Elanora Avenue.

The Murrieta Mesa High School athletic fields are located north of the site at the top of a vegetated embankment. Any noise impacts associated with the project would be concentrated at the above referenced receptors. Existing noise levels are shown in Table 11. As shown, the dominant noise source is Los Alamos Road; however, existing noise levels do not exceed the compatibility criteria for any of the receptors.

To calculate project-related noise effects, 75 peak hour trips were added to baseline traffic conditions. The trips were distributed to Monroe Avenue, the segment of Los Alamos Road

between Monroe Avenue and Elanora Avenue and along Elanora Avenue between the southeastern site exit and Los Alamos Road. A project related noise impact would occur under

Table 11
Modeled Noise Levels

Receptor	Existing Leq	Exceed Standard?	With Project Leq	dBA Change	Significant Impact
Site 1 – Residence at 25025 Monroe Avenue.	59.0	No	59.3	+0.3	No
Site 2 – Residence at 25071 Monroe Avenue.	56.3	No	57.5	+1.2	No
Site 3 – Project site 100 feet east of Monroe Avenue	64.6	No	64.6	+0.0	No
Site 4 – Project site 300 feet east of Monroe Avenue	64.6	No	64.6	+0.0	No
Site 5 – Manufactured home at SE corner of Los Alamos Road and Elenora Avenue	63.8	No	63.8	+0.0	No

conditions where the project causes the Leq to exceed the noise compatibility criteria referenced above. As shown in Table 11, traffic associated with the project would add 1.2 dBA at Receiver 2, 0.3 dBA at Receiver 1 and would not change noise levels at Receivers 3, 4 and 5. Noise levels at all receivers would remain within the compatible or conditionally compatible noise levels. The proposed project would have no perceptible impact on traffic-related sound levels at receivers in proximity to the site.

Interior Traffic Noise. California Energy Code Title 24 standards specify construction methods and materials that result in energy efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming windows are closed). This includes operation of mechanical ventilation (e.g. heating and air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA.

As stated above, Section 16.30.100 (B) of the Municipal Code limits interior noise levels in multifamily residential properties to 45-dBA from 7:00 a.m. to 10:00 p.m. and 40-dBA from 10:00 p.m. to 7:00 a.m. Section 16.30.090 of the Murrieta Municipal Code limits exterior noise levels at residential (single-family) properties to 50-dBA from 7:00 a.m. to 10:00 p.m. and 45-dBA from 10:00 p.m. to 7:00 a.m.

It is unknown whether the existing residences were constructed consistent with current Title 24 standards and the interior decibel reduction may be less than the 30-dBA referenced above. However, the project will have no perceptible effect on exterior noise levels; thus, regardless of the insertion loss associated with the building structures, interior noise levels at neighboring residences would not be adversely affected by project related traffic. With respect to the proposed project, assuming a 30 dBA insertion loss, the units facing Los Alamos Road would all meet the interior standard based on an exterior noise level of 64.6 dBA (i.e., 64.6 dBA – 30 dBA = 34.6 dBA).

Source: Bolt, Beranek & Newman, *Noise Control for Buildings and Manufacturing Plants*, 1987.

Source: Federal Transit Administrations (FTA). *Transit Noise and Vibration Impact Assessment,* September 2018

Source: Birdseye Planning Group, LLC, *Monamos Terrace Apartment Project Noise Study*, July 2021.

b) Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as vibration rapidly diminishes in amplitude with distance from the source. In the U.S., the ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB (i.e., vibration velocity of 0.01 inches per second). A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. There were no activities observed in the area during monitoring that generate perceptible groundborne vibration.

Construction activity on the project site would be temporary and any vibration would not persist for long periods. Assuming vibration levels would be simlar to those associated with a large bulldozer, typical groundborne vibration levels could range from 87 VdB at 25 feet, 81 VdB at 50 feet, and 75 VdB at 100 feet, based on the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Impact Assessment* (September 2018) as shown in Table 12.

Construction activities that typically generate substantial groundborne vibration include deep excavation and pile driving. Based on the proposed scope of improvements, this type of construction activity would not occur on the project site. General construction associated with the project would be confined to the project site and surrounding road corridors and consist of grading, excavations for building footings and installation of subsurface infrastructure. It would be temporary in duration. The closest residences to the site are located approximately 90 feet south of the site. Based on the information presented in Table 12, vibration levels could be approximately 75 VdB at the nearest receiver during construction assuming a large bulldozer is the heaviest piece of equipment used during grading or site clearing.

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. There are no fragile buildings located in proximity to the construction site. Further, vibration levels would be under the threshold associated with structural damage. Thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project.

Table 12
Typical Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46

Source: Federal Railroad Administration, 1998, Caltrans, 2020

The residential structures to the west and south are located approximately 25 feet from the property line and active grading area. Based on the information presented in Table 9, vibration levels from operation of a large bulldozer would be approximately 87 VdB (0.089 inches/second) or less at 25 feet (Caltrans 2013). As discussed, a PPV of 0.2 inches/second (100 VdB) is the vibration energy required to damage fragile historic buildings. While vibration from grading may be perceived at neighboring residences west and south of the site, the vibration energy would be well below that required to cause structural damage. Impacts would be **less than significant**.

Source: Federal Transit Administrations (FTA). *Transit Noise and Vibration Impact Assessment* September 2018

Source: Harris, Miller, Miller and Hanson, Inc., *High-Speed Ground Transportation Noise and Vibration Impact Assessment, Final Draft*. Federal Rail Administration, 1998.

Source: *Monamos Terrace Apartment Project Noise Study*, prepared by Birdseye Planning Group, LLC, July 2021.

c) French Valley Airport is located approximately 3.5 miles northeast of the site. There are no private airstrips in proximity to the site. The proposed project is located outside the Airport Land Use Compatibility Zone. While some overflights may occur and be audible, residents would not be adversely affected by aircraft noise. **No impact** would occur under this threshold.

Source: Site observations and plans, July 2021.

Source: Riverside County Airport Land Use Compatibility Plan Policy Document, Map FV-1, January 2012.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. <u>POPULATION AND HOUSING</u> — Would the project:				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) The proposed project consists of 139 apartment units and related infrastructure improvements. The proposed project would require the removal of one manufactured single-family residences to accommodate improvements. The property is being purchased; thus, residents are not being forced to relocate nor would they otherwise be adversely impacted by the project. The project would be constructed consistent with the Office/TOD Overlay zoning designation and allowable density. The project would not induce population growth directly as a result of new development or indirectly through the extension of utility infrastructure to a currently unserved area. All improvements would occur on the project site and adjacent street. **No impact** related to population growth would result from project implementation per threshold **a**.

b) Project implementation would result in the removal of one existing manufactured single-family residence. As referenced, the tenants would be required to relocate prior to construction. The relocation of one tenant family would not be considered a substantial number of people as referenced in the threshold. The removal of one manufactured residence would not require the construction of replacement housing elsewhere. The project would provide 139 new housing units on the project site. **No impact** would occur under threshold **b.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

a (i-v) The Murrieta Fire & Rescue Department provides fire and emergency medical services to the City of Murrieta. Fire Station 1 is the nearest station to the project site. It is located at 41825 Juniper Street approximately one mile west of the site. Murrieta Fire & Rescue has a total response time goal within the City of 6:04 minutes for medical emergencies and an effective response force (all resources dispatched to arrive at scene) for fire incidents of 10:24 minutes.

Given the nature of the project, demand for fire and emergency service may increase over existing conditions. The project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Murrieta General Plan. Further, the project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. The payment of impact fees would fund any necessary improvements to the Murrieta Fire & Rescue infrastructure to maintain or improve the efficiency of department operations. The City is contemplating the construction of a new fire station north of Clinton Keith Road to improve response times in that area. The project would not require the construction of a new fire station to maintain service ratios within the service area served by Fire Station 1.

Law enforcement services are provided by the City of Murrieta Police Department. The Police Department operates from the headquarters building located at 2 Town Square approximately one mile northwest of the project site. The Department's goal is to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address public safety needs. Established response times range from 6 minutes for Priority 1 calls to 35 minutes for Priority 3 calls. The project may generate demand for police services beyond existing conditions; however, the project is consistent with the land use designation for the site and would not increase the population beyond what was anticipated in the Murrieta General Plan. The project would not require the construction of new or expanded Police Department facilities. The payment of impact fees would fund any necessary improvements to the Murrieta Police Department required to maintain or improve the efficiency of department operations.

The nearest school to the project site is Murrieta Mesa High School located at 24801 Monroe Avenue adjacent to and north of the site. Shivela Middle School is located at 24515 Lincoln Avenue approximately one mile northeast of the site. The proposed project would likely provide housing for school-aged children; thus, affecting demand for school services. Based on generation rates provided in the City of Murrieta General Plan 2035 Final Environmental Impact Report (2011), the number of students generated by the project would range from 65 to 248. The applicant would be required to pay a developer fee of $4.08 per square foot of assessable space to support ongoing development of school facilities.

The Murrieta Library is located at 8 Town Square approximately one mile northwest of the site. The project would increase the population of Murrieta; however, addition of new residents would not affect demand for library services city-wide. No new or expanded library services would be required.

California Oaks Sports Park is the most directly accessible park from the project site. It is located approximately one mile north, just south of the intersection of California Oaks Road and Lincoln Avenue. The project would provide recreational amenities on-site which would include a club house and outdoor play space. The increase in population living in the area is not expected to impact demand for park facilities. The project would not remove park or recreational facilities that would require replacement elsewhere.

The project would not require the provision of new or physically altered governmental facilities to maintain acceptable levels of service. As noted, an increase in demand for fire, police or other government services may occur. This would be **less than significant. No impact** would occur to school, recreation or other services.

Source: City of Murrieta. Fire Department website, accessed July 2021
Source: City of Murrieta. Police Department website, accessed July 2021
Source: Murrieta Valley Unified School District website, access July 2021.
Source: Source: Site observations and plans, July 2021

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a-b) The project would be a 139-unit apartment complex. On-site amenities would include a clubhouse, pool areas and a playground. The project would likely increase demand for recreational resources within the City of Murrieta. As referenced in the 2035 General Plan EIR (2011), the City has adopted a standard of 5 acres of parkland per 1,000 residents. As of June 2009, the City had a deficit of 34 acres according to this standard. Additional acreage is required to meet identified needs for recreation facilities such as sports fields and courts. The General Plan estimates a need for 240.3 acres at buildout, assuming a population of 120,000, to accommodate these facilities.

As referenced, on-site recreational amenities would be provided. The area of disturbance would occur as part of the overall project development No off-site recreational facilities would be constructed to serve the project. The nearest park is California Oaks Sports Park located approximately one-mile north of the site. No additional park land would be required to accommodate the project; however, residents may use park resources located throughout the City. The payment of impact fees by the project applicant would contribute to funding available for improvements to existing park resources. **No impact** would occur under this threshold.

Source: Site observations and plans, January 2020

Source: City of Murrieta General Plan Environmental Impact Report, July 2011

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. <u>TRANSPORTATION</u> -- Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒

The information provided in this section is summarized from the Vehicle Miles Traveled Screening Analysis prepared for *Monamos Terrace Apartment Project*, Mizuta Traffic Consulting, Inc., August 2021 (Appendix K).

a) The following summarizes project impacts to existing bicycle/trail, transit and pedestrian facilities in proximity to the project site.

Bicycle and Trail Facilities. Consistent with the City of Murrieta General Plan Circulation Element, striped Class II bicycle lanes are located along both directions of Los Alamos Road. A Class II bicycle lane is planned along the Monroe Avenue extension between Los Alamos Road and Murrieta Hot Springs Road to the south. No trails are located within or planned for construction within the project area. The project will not affect existing bicycle facilities, implementation of planned bicycle facilities or use of existing or planned trail facilities. No impact would occur under this threshold.

Transit Facilities. As stated, Riverside Transit Agency (RTA) provides service to the general area with Routes 23. The nearest transit stop is located approximately 0.36 miles west of the site at the intersection of Los Alamos Road and Madison Avenue. The project will not affect existing transit service along as currently provided.

Pedestrian Facilities. Sidewalks are located on both sides of Los Alamos Road. Sidewalk, curb and gutter improvements would be required for the improvements to Monroe Avenue and Elanora Way to tie into existing infrastructure. Pedestrians are able to cross Los Alamos Road using the existing signal at the Monroe Avenue intersection located adjacent to and west of the site. The project will have no adverse impacts to pedestrian facilities.

Impacts associated with threshold a would be **less than significant.**

b) Senate Bill 743 (SB 743) was approved in 2013 and revised the method for assessing transportation impacts under CEQA. The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based Level of Service (LOS). The VMT assessment is required to satisfy CEQA guidelines that utilize VMT as the required metric to determine transportation impacts. The VMT assessment (Mizuta Traffic Consultants, Inc.) was based on the criteria outlined in the *City of Murrieta Traffic Impact Analysis Guidelines*, *March 2021.*

According to the *City's TIA Guidelines*, a project type screening would effectively screen an individual project from a project-level assessment. Any project generating less than 110 daily vehicle trips may be presumed to have a less than significant impact as their uses are often local serving in nature. For a multi-family project, projects that are 16-units or less would be screened for additional analyses. However, since the project consists of 139 units, the project would not satisfy the screening criteria; thus, a limited VMT analysis was performed consistent with the *Traffic Impact Analysis Preparation Guidelines* (March 2021) to compare the VMT expected from the land use approved in the City's General Plan with the proposed project.

As discussed, the project is in a TOD Overlay District. The purpose of a TOD Overlay District is to allow a mixture of residential and non-residential development in proximity to transit to encourage mixed land uses for enhanced transit and pedestrian activity. Additionally, the City's goal for a mixed use and TOD (LU-8) is to have a community that provides opportunities for mixed use and/or transit-oriented development. Some of the specific policies that would help achieve the goal are the following:

LU-8.1: Encourage integrated development that incorporates a mix of uses (residential, commercial, office) in mixed use or transit-oriented development areas.
LU-8.2: Encourage workplace development in proximity to residences in mixed use or transit-oriented development areas.

LU-8.5: Encourage the creation of multi-modal transit opportunities with a healthy mix of businesses, childcare, senior services, and housing.

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.

LU-8.7: Amend the Development Code to implement mixed use zoning districts that provide development standards for mixed use development, which should address minimum density and intensity requirements; allowable uses; horizontal and/or vertical mix of uses, building heights; and parking standards.

Trip Generation
A comparison was made between the proposed Project and the potential traffic generated by the uses allowed for the zoning. The alternative development could consist of an office development. The maximum allowed development based on a 0.6 Floor Area Ratio (FAR) (consistent with the City's General Plan 2035 Land Use Map) is approximately 328,152 square feet of office space. The trip generation rates were based on the land uses contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. The Project is estimated to generate 1,025 daily trips (ADT) with 65 trips during the AM peak hour and 79 trips in the PM peak-hour. The alternative office development is estimated to generate 3,197 ADT with 381 trips during the AM peak-hour and 378 trips during the PM peak-hour. As a result, the Project would generate 2,172 fewer ADT, 316 fewer AM peak-hour trips, and 299 fewer PM peak-hour trips.

VMT Assessment
The project's VMT was estimated and compared to the VMT for the alternative office development for the site. The California Emissions Estimator Model (CalEEMod) version 2020.4.0 was utilized to estimate the average trip length for the proposed multifamily project and a general office building. The average trip length for a multi-family land use is 9.76 miles. The average trip length for an office land use is 10.6 miles. The project and alternative office development VMT were estimated by multiplying the total project trips by the average trip length. Assuming 1,025 daily project trips multiplied by 9.76 miles, the daily VMT would be approximately 10,004. Assuming 3,197 office trips multiplied by 10.76 miles, the daily VMT would be approximately 33,888. The difference in daily VMT would be approximately 23,884 miles between the proposed project and a general office building located on the same site developed at a 0.6 FAR.

Thus, the VMT for the proposed project would be less than what could be constructed under the Office land use designation; and thus, impacts would be l**ess than significant** under this threshold.
c) The project would be required to improve Monroe Avenue and Elanora Way to City standards. All access driveways and on-site drive aisles would be designed consistent with City of Murrieta standards as referenced. **No impacts** associated with hazardous design features would occur.

d) The proposed project would provide access to the site for use by emergency vehicles via both Monroe Avenue and Elanora Way. The project would not alter existing emergency access routes. The access driveways would provide access for residents, vendors and emergency service vehicles. The project would not impair emergency access to the area. **No impact** would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in the Public Resource Code section 21074 as either a site, feature, place 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:				
i. Listed or eligible for listing in the California Register of Historic Places, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or	☐	☐	☐	☒
ii. 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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) As stated in Section V, *Cultural Resources*, a manufactured home and related outbuildings are located on the project site at 40920 Los Alamos Road. Neither structure is visible on a 1978

historic aerial photograph of the project area. The residence and barn were constructed or relocated to the site less than 43 years ago; and therefore, do not merit further analysis for California Register of Historical Resources (CRHR), the National Register of Historical Places (NRHP) or the City of Murrieta Individual Resource Designation criteria. Further, the Native American Tribes contacted during the cultural resource report scoping process did not identify the presence of any known historic resources on the site. **No impact** would occur under this threshold.

b) On or about September 8, 2021, the City of Murrieta sent letters to the following Tribes that requested consultation per AB 52;

- Soboba Band of Luiseno Indians;
- Rincon Band of Luiseno Indians;
- Temecula Band of Luiseno Mission Indians;
- Morongo Band of Mission Indians; and
- Agua Caliente Band of Cahuilla Indians

Ebru Ozdil with the Temecula Band of Luiseno Mission Indians (Pechanga) responded requesting consultation. City staff issued a letter on October 4, 2021, to initiate consultation and provide draft mitigation measures for review and comment.

Cheryl Madrigal, Cultural Resources Manager and Tribal Historic Preservation Officer, Rincon Band of Luiseno Indians responded via e-mail on 09/11/21, with a letter recommending working with the Pechanga, performing archaeological and tribal monitoring, preparation of a monitoring report and identifying protocols for discovery of cultural material and human remains.

The following Conditions of Approval have been approved by the Pechanga and would be implemented by the applicant. Implementation of these conditions of approval would reduce potential Tribal Cultural Resources impacts to **less than significant**:

> **Condition of Approval TCR-1**: ***Archaeological Monitoring:*** At least 30-days prior to grading permit issuance and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Prior to grading, the project permittee/owner shall provide to the City verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.
>
> The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The

Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis.

Condition of Approval TCR-2: Cultural Resource Monitoring Plan (CRMP): The Project Archaeologist, in consultation with consulting tribes, the permittee/owner, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:

a. Project grading and development scheduling;

b. The development of a monitoring schedule in coordination with the permittee/owner during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,

c. The protocols and stipulations that the permittee/owner, City, Tribes, and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

Condition of Approval TCR-3: ***Native American Monitoring:*** Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, agreements between the permittee/owner and a Consulting Tribe(s) shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of Tribal Cultural Resources so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known Tribal Cultural Resources; the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling.

Condition of Approval TCR-4: ***Disposition of Cultural Resources:*** In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be submitted to the City of Murrieta Planning Department:

1) Preservation-in-place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource.

2) On-site reburial of the discovered items as detailed in the CRMP required pursuant to Condition of Approval TCR-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV report shall be filed with the City under a confidential cover and not subject to Public Records Requests.

3) Curation. The permittee/owner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required conditions of approval for potential impacts to cultural resources, and adhere to the following:

    a. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 Code of Federal Regulations 800 Part 79 and therefore would be curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.,

Condition of Approval TCR-5: ***Human Remains:*** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California 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 disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Condition of Approval TCR- 6: I*nadvertent Archeological Find*. If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.

ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate requirement (documentation, recovery, avoidance, etc.) for the cultural resources.

iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate condition. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

v. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.

vi. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the appropriate resolution for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

Condition of Approval TCR-7: ***Archeology Report – Phase IV*****:** At the completion of grading, excavation, and ground disturbing activities on-site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the Project Archaeologist and Native American Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each condition of approval was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Murrieta, Eastern Information Center and Consulting tribes.

Condition of Approval TCR-8: ***Non-Disclosure of Reburials Location***. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) 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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a, c) Wastewater within the project area is collected and conveyed to one of two treatment plants operated by the Eastern Municipal Water District (EMWD). EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day of wastewater at its four active regional water

reclamation facilities through 1,813 miles of sewer pipelines. The facilities closest to the project area is the Perris Valley Regional Water Reclamation Facilities (RWRF). The Perris Valley RWRF is the largest of the four treatment plants operated by EMWD and has a daily treatment capacity of 22 million gallons per day (MGD) with a build out capacity of 100 MGD. Currently, the facility treats approximately 13.8 MGD. Assuming wastewater is approximately 60% of potable water demand, the project would generate approximately 19,000 gallons per day. This is 0.0009% of the daily treatment capacity of the Perris Valley RWRF. EMWD has provided a will serve letter for wastewater. Impacts associated with wastewater treatment would be **less than significant.**

The project would not require relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, natural gas, or telecommunications facilities or expansion of existing facilities. No impacts associated with the construction or relocation of public utilities would occur. Impacts related to the provision of utility services would be **less than significant**.

Source: Eastern Municipal Water District, Perris Valley Regional Water Reclamation Facility Factsheet, October 2016.

Source: California Emission Estimator Model, 2020.4.0

Source: Eastern Municipal Water District Will Serve Letter, June 23, 2021.

b) EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a retail population of approximately 546,200 and a wholesale population of 215,100. The majority of EMWD's supplies are imported water purchased through MWD from the State Water Project (SWP) and the Colorado River Aqueduct (CRA). Imported water is delivered to EMWD either as potable water treated by MWD, or as raw water that EMWD can either treat at one of its two local filtration plants or deliver as raw water for non-potable uses. EMWD's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout EMWD's service area that are all connected through the recycled water system. Per the 2020 Urban Water Master Plan, EMWD has a combined retail and wholesale demand and supply forecast of 208,900-acre feet in 2025 and 214,900-acre feet in 2030. Water supply is expected to meet demand forecast through the 2040 UWMP planning horizon.

Agencies must demonstrate compliance with the 2015 interim water use target. In 2015, EMWD's gross water use was 78,937-acre feet. EMWD's retail population in 2015 was estimated

at 546,146. Therefore, EMWD's actual 2015 per capita use was 129 GPCD, which is well below the 2015 interim water use target of 187 GPCD.

CalEEMod 2020.4.0 estimated the project would use approximately 11.6 million gallons of water annually (31,781 gallons per day). EMWD provided a will serve letter (June 23, 2021) indicating that water supplies are available to support the project. Water demand associated with the project would not exceed projected demand for the service area or necessitate expanding existing entitlements. A **less than significant** impact would occur under this threshold.

Source: Eastern Municipal Water District, *2020 Urban Water Management Plan Update,* June 2021.

Source: California Emission Estimator Model, 2020.4.0.

d) The proposed project would generate construction/demolition waste (CDW) as well as ongoing domestic waste. Solid waste collection and disposal services in Murrieta are provided by Waste Management, Inc. Solid waste collected in the Murrieta area is disposed of in the El Sobrante Landfill located in Corona, California. The El Sobrante Landfill was opened in 1986 and has sufficient capacity to operate for approximately 45 years. The landfill covers approximately 1,322 acres with a permitted operating footprint of 468 acres. The facility processes 2 million tons annually and has a remaining capacity of approximately 209 million cubic yards (Waste Management, 2014).

It is presumed that construction waste would be comprised of concrete, metals, wood, landscape and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandated that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50%. AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that no less than 75% of solid waste be generated be source-reduced, recycled, or composted by the year 2020 and annually thereafter. CDW associated with the proposed project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill.

CalEEMod 2020.4.0 estimates that the proposed project would generate approximately 16 tons of solid waste material annually. Assuming 75% is recycled, a total of 90 pounds daily would go to the landfill. Assuming the El Sobrante Landfill receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent. A **less than significant impact** would occur under this threshold.

Source: Waste Management, Inc. El Sobrante Landfill Fact Sheet, 2014.

Source: California Emission Estimator Model, 2020.4.0.

e) The applicant and project contractor will comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste

disposal as required by the CIWMA of 1989 and AB 341. **No impact** would occur under this threshold.

XX. WILDFIRES -- Would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) The site is currently accessed from Los Alamos Road and Monroe Avenue. Los Alamos Road serves as a primary evacuation routes for residents living in the general area around the site and south to Murrieta Hot Springs Road and either Interstate 15 to the west of Interstate 215 to the east. The project would add approximately 75 peak hour trips to the local street network. Emergency vehicle access would be provided primarily via Monroe Avenue; however, emergency vehicles could access the project site from Elanora Way. With implementation of the required road improvements, the project would improve emergency access and evacuation to the site. Los Alamos Road would not be affected though the project would add vehicles to the local street network. The project would not generate enough daily or peak hour trips to adversely impact use of the local streets as evacuation routes should fire or other emergency occur that would necessitate an evacuation; thus, a **less than significant impact** would occur under this threshold.

b) The project is bordered by Los Alamos Road and Murrieta Mesa High School to the north and scattered single-family residential development to the west, east and south. Prevailing wind is from the west and the project is located in a generally flat area. There are no areas of native habitat that could burn in the event a wildfire occurs. The project site is not expected to be exposed to high risk resulting from surrounding slopes or prevailing winds. Impacts would be **less than significant.**

c) The majority of the site is vacant and covered with non-native ruderal species. The site is located in an urbanized area and surrounded by residential development. Murrieta Mesa High School is located to the north across Los Alamos Road. The access driveways and internal street network would be designed to comply with City of Murrieta design standards to accommodate emergency vehicles. The construction of the project would not require improvements designed to address fire risk. **No impact** would occur under this threshold.

d) The site and surrounding area is generally flat and urbanized. If the area were to burn, fires are anticipated to be isolated would not result in substantive risk from landslide or mudflows from fire damage. **No impact** would occur under this threshold.

	Potentially Significant Impact	**Potentially Significant Unless Mitigation Incorporated**	**Less than Significant Impact**	**No Impact**
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, 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?	☐	☒	☐	☐
b) Does the project have impacts that 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, the effects of other current projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) The project would be constructed on a largely undeveloped site. Removal of ruderal vegetation species would be required in some areas prior to construction particularly along the site perimeter. There are no threatened, endangered or sensitive plant or animal species occurring on the site. Implementation of Condition of Approval BIO-1 would avoid potential impacts to nesting bird species. Implementation of Condition of Approval BIO-2 would avoid impacts to burrowing owl.

The project site has a low sensitivity to cultural resources. Implementation of Conditions of Approval CUL-1 and TCR-1 through TCR-8 would avoid or minimize potentially significant impacts to previously undiscovered cultural resources. Implementation of Conditions of Approval PAL-1, PAL-2 and PAL-3 would avoid potential impacts to paleontological resources. Impacts to biological, cultural and paleontological resources would be **less than significant** with implementation of applicable conditions of approval.

b) As presented in the discussion of environmental checklist Sections I through XX, the project would have no impact, a less than significant impact, or a potentially significant impact unless conditions of approval are incorporated with respect to all environmental issues. With conditions of approval, potentially significant air quality (AQ-1 and AQ-2), biological resource (BIO-1 and BIO-2), cultural resources (CUL-1), paleontological resources (PAL-1, PAL-2 and PAL-3) and tribal cultural resource (TCR-1 through TCR-8); as well as noise impacts (NOI-1 through NOI-4) would be **less than significant**. Based on the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues with implementation of applicable conditions of approval.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials and noise. As addressed in the environmental checklist discussions, the project may have a temporary air quality and noise impacts during construction that can be reduced to less than significant with implementation of conditions of approval AQ-1, AQ-2 and NOI-1 through NOI-4. No significant or adverse impacts related to hazards or hazardous materials were identified. Therefore, the project would have a **less than significant** impact on human beings.

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