Initial Study

Discovery Village Residential and Innovation Project

CEQA Lead Agency:

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

Project Applicant:

Discovery Village LLC
2646 Dupont Drive, Ste. 60 #520
Irvine, CA 92612

CEQA Consultant:

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

March 2023

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The documents identified below are included within the Technical Appendices to this document and are hereby incorporated by reference this documentpursuant to California Environmental Quality Act (CEQA) Guidelines Section 15150.

A. General Plan EIRs Mitigation Monitoring and Reporting Program

B. Land Evaluation and Site Assessment Model

C1. Air Quality Impact Analysis

C2. Supplemental Air Quality, Greenhouse Gas and Energy Assessment

C3. Construction Health Risk Assessment

C4. Mobile Source Health Risk Assessment

D1. Biological Technical Report

D2. Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis and JPR Review Findings

D3. Jurisdictional Delineation

E. Cultural Resources Assessment

F. Energy Analysis

G. Geotechnical Investigation

H. Paleontological Resources Assessment

I. Greenhouse Gas Emissions Analysis

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J. Phase I Environmental Site Assessment

K. Hydrology Study

L. Preliminary Water Quality Management Plan

M1. Noise Impact Analysis

M2. Supplemental Noise Impact Analysis

N1. Traffic Impact Analysis

N2. Vehicle Miles Traveled Assessment

N3. Supplemental VMT and Trip Generation Assessment

1.0 Project Information

1. Project Title and Case Number

Discovery Village Residential and Innovation Project – Case No. TTM 2022-2515

2. Lead Agency Name and Address

City of Murrieta
Community Development Department
1 Town Square, Murrieta, CA 92562

3. Contact Person and Phone Number

Jarrett Ramaiya, City Planner
(951) 461-6069
Email: jramaiya@murrietaca.gov

4. Project Location

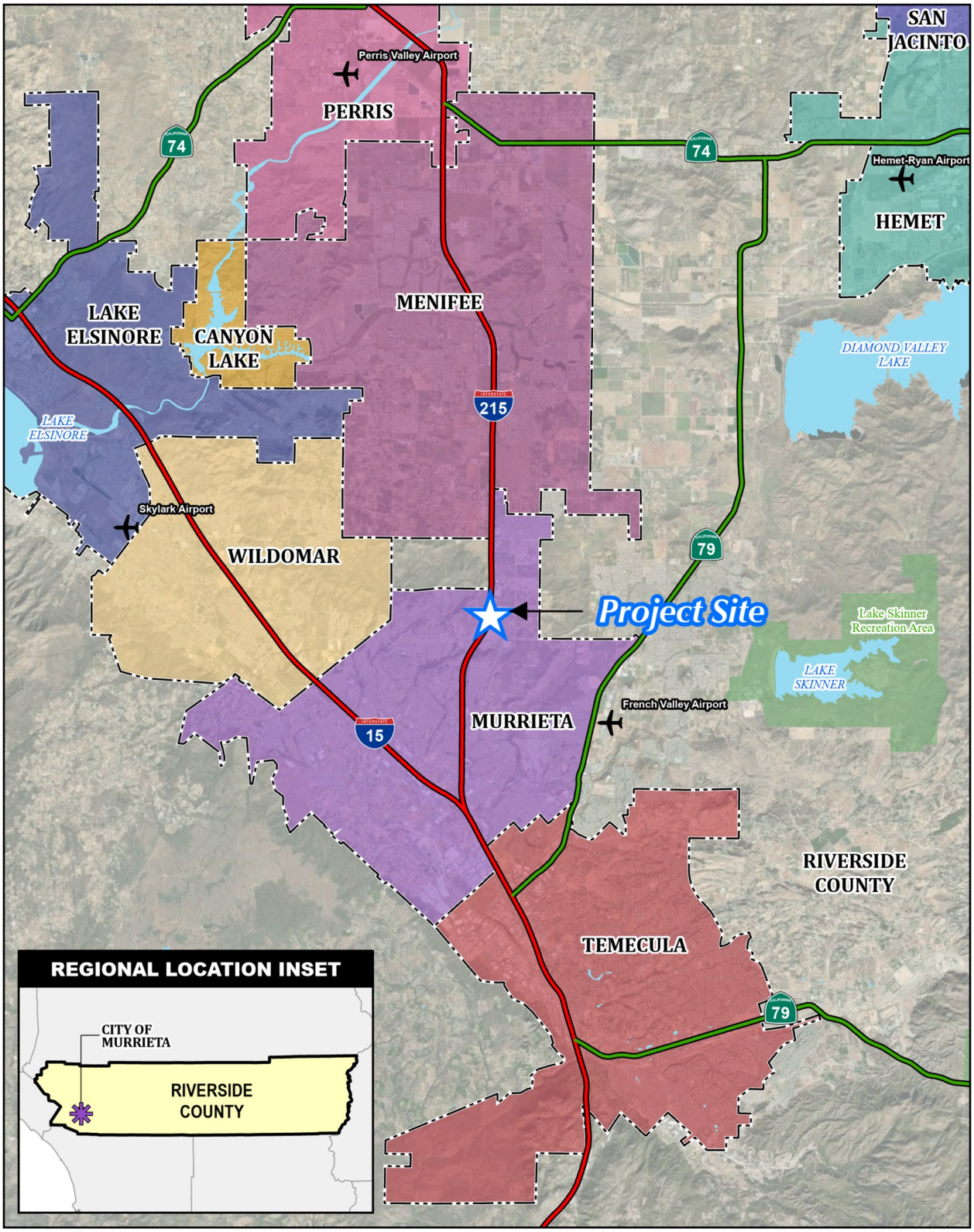
The approximately 55.8-gross-acre (44.9-net-acre) Project site is located at the southwest corner of the Baxter Road/Whitewood Road intersection, within the northeast portion of the City of Murrieta (City), Riverside County, California (Project site). The Project site encompasses Assessor Parcel Number (APN) 392-290-049. Refer to Figure 1-1, Regional Map, and Figure 1-2, Vicinity Map, which show the Project location at a regional and local level.

5. Project Applicant

Mr. Derek Hicks, VP, Land Development Operations
Discovery Village LLC
2646 Dupont Drive, Ste. 60 #520
Irvine, CA 92612

6. General Plan Designation: Innovation (0.6 - 2.5 FAR) and Multiple-Family Residential (10.1-30 du/acre)

The Project site has two land use designations under the City's current General Plan, which is further discussed in Section 13.0, Environmental Documentation, below. In summary, the current General Plan consists of the General Plan 2035 approved in 2011, and amended by the General Plan Update in 2020. The current General Plan is referred to herein as the "General Plan Update." As depicted on Figure 1-3, General Plan Update Land Use Map, which depicts the General Plan Update land use designation for the Project site and surrounding areas, the western portion of the Project site has an "Innovation" land use designation.

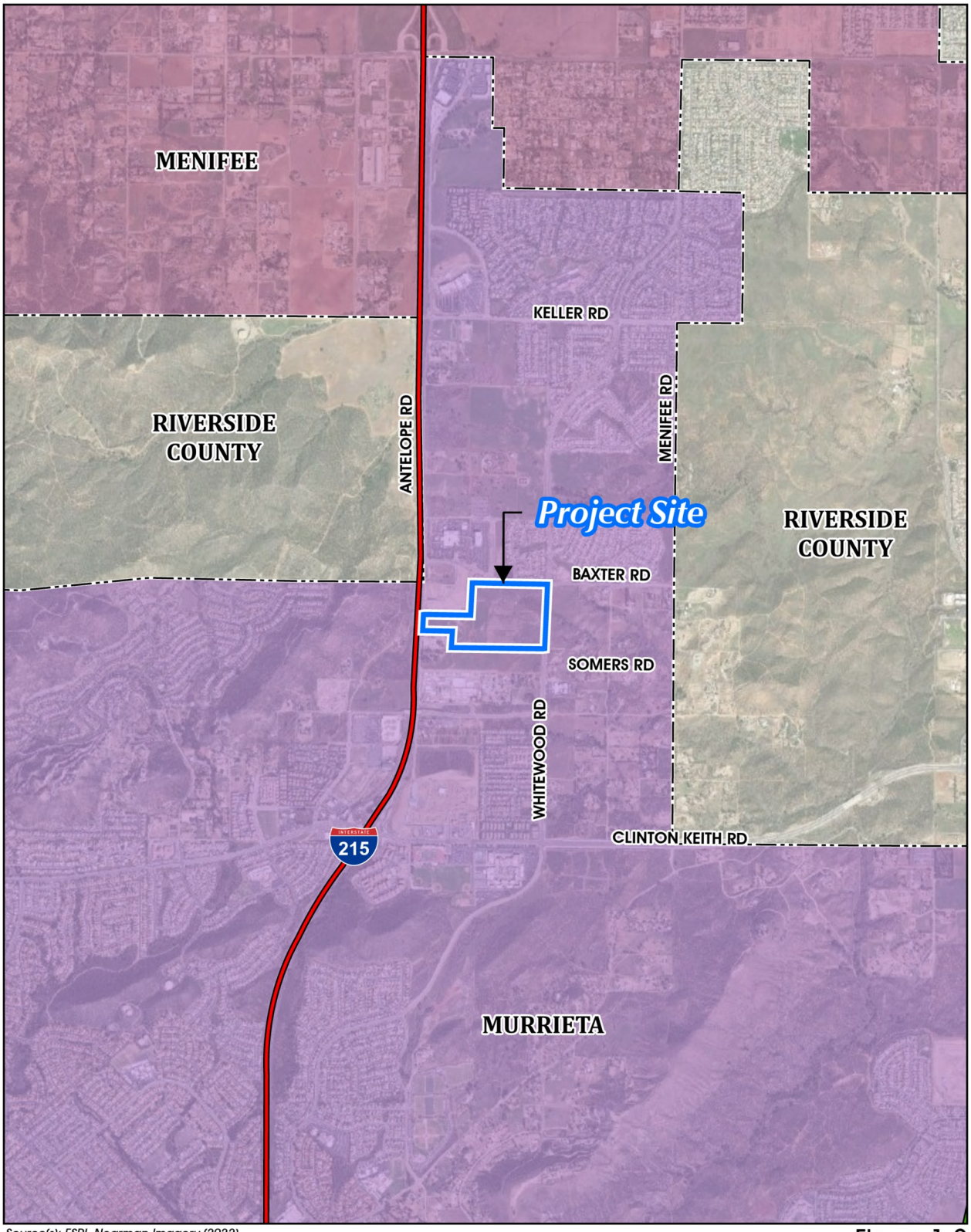


Source(s): ESRI, Nearmap Imagery (2022)

Figure 1-1

0 0.75 1.5 3 Miles

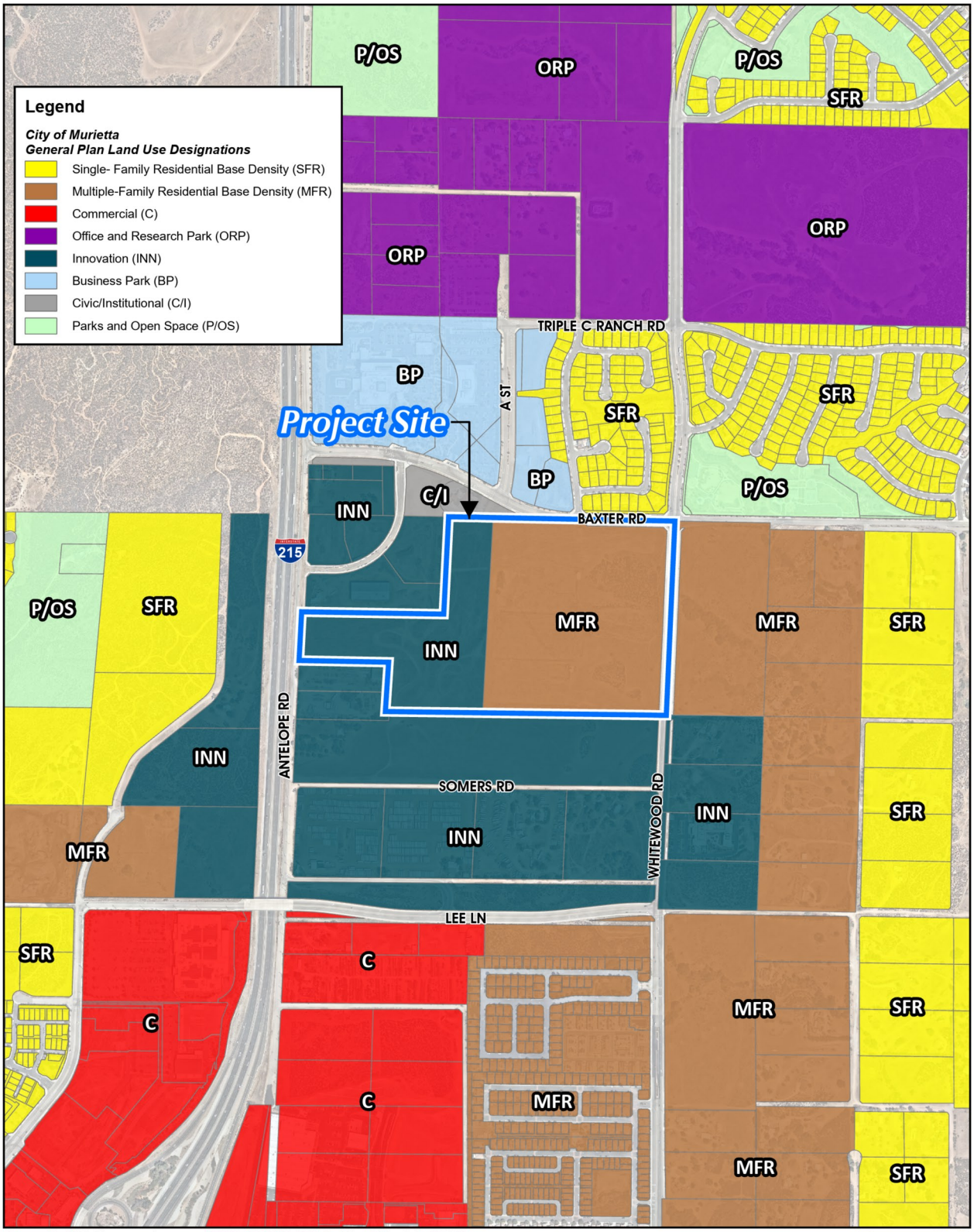
Regional Map



Source(s): ESRI, Nearmap Imagery (2022)

Figure 1-2

Vicinity Map



Source(s): ESRI, Nearmap Imagery (2022), RCTLMA (2021), City of Murrieta (2020)

Figure 1-3

0 250 500 1,000 Feet

General Plan Land Use Map

As stated in the General Plan Update:

> *The Innovation designation provides for a wider variety and intensity of non-residential uses than allowed elsewhere in the City with the goal of providing a cutting edge and campus-like mixed-use business setting. The Innovation designation provides for employment intensive uses such as business and medical offices, corporate headquarters, medical services, research and development, education, technological advancement, makers labs (such as people using digital tools to design new products), craftsman products (such as furniture and window design/construction), and hotels. The designation also provides for a limited amount of commercial uses for the sale of products made in facilities onsite and restaurants that support the employment and primary uses.*

The eastern portion of the Project site has a "Multiple-Family Residential (10.1 – 30 du/ac)" land use designation. As stated in the General Plan Update:

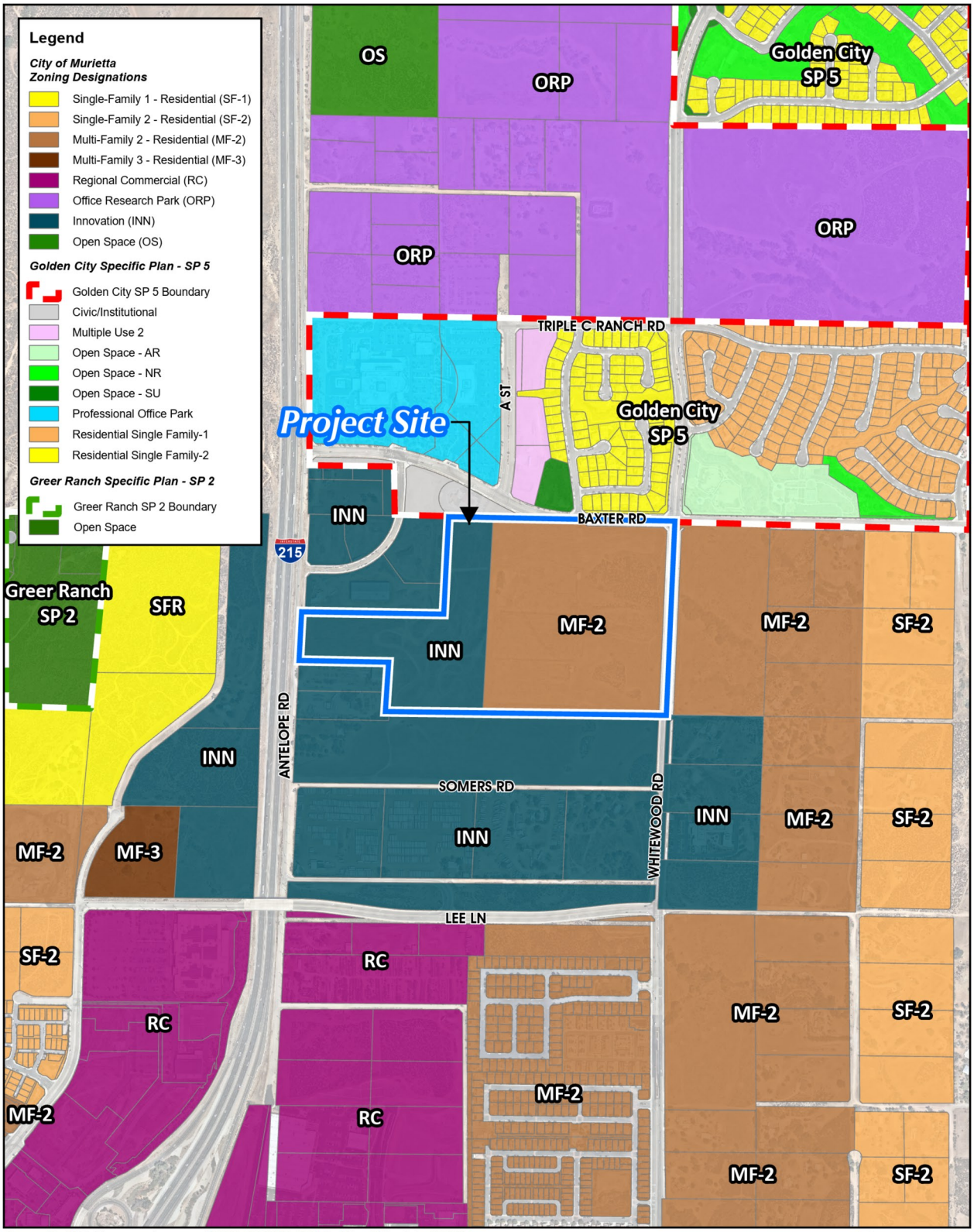
> *Multiple-Family Residential provides for attached and detached apartments and condominiums. Typical development consists of townhomes, condominiums, apartments, senior housing, and stacked flats. This designation encourages the development of integrated projects that provide complementary open spaces and amenities onsite.*

7. Zoning: Innovation (INN) and Multi-Family 2, Residential (MF-2)

Refer to Figure 1-4, Zoning Map, which depicts the existing zoning for the Project site and surrounding areas. As identified in Section 16.13.010 of the Murrieta Development Code, the Innovation (INN) zoning district is applied to areas primarily for business and medical offices, corporate headquarters, medical services, business campuses with associated research and development facilities, education, technological advancement, makers labs such as people using digital tools to design new products, and craftsman products such as furniture and window design/construction. A limited number of commercial uses are allowed within the INN zoning district. Examples of allowable commercial uses include businesses that sell products made in facilities onsite, restaurants that support the employment and primary uses, and hotels. Commercial businesses are intended as support services for the employees and customers of the office, business, and medical uses with their associated research and development operations. The INN zoning district provides for a limited amount of housing as a supporting use to a facility such as a hospital, college or university, research and development campus that would directly benefit from having employees and students living onsite.

Table 16.13-1 of the Murrieta Development Code identifies specific allowable uses and permit requirements for the INN zoning district. Allowable uses are outlined under the following categories: communication facilities; education, public assembly and recreation; manufacturing and processing; medical, office and research and development uses; support services; and transportation uses.

The MF-2 (Multiple Family 2 Residential) zoning district (Murrieta Development Code, Section 16.06.010) is applied to parcels appropriate for high density multi-family development, in which attached or detached dwelling units may be air-space condominiums, or rented as apartments under single ownership. Senior housing, congregate care or group facilities are allowed, with commonly maintained recreational facilities



Source(s): ESRI, Nearmap Imagery (2022), RCTLMA (2021), City of Murrieta (2020)

Figure 1-4

Zoning Map

and open space required. Table 16.06.-1 of the Development Code establishes the allowable density range for MF-2 as 15.1 – 18 du/ac. The MF-2 zoning district is consistent with the Multiple-Family Residential land use designation of the General Plan Update.

8. Environmental Setting of the Project Site

As shown in Figure 1-1, Regional Map, the City is in the southwest portion of Riverside County and is bordered to the north by the City of Menifee, the City of Wildomar, and unincorporated Riverside County; to the east by unincorporated Riverside County; to the south by the City of Temecula and unincorporated Riverside County; and to the west by unincorporated Riverside County. As shown in Figure 1-2, Vicinity Map, the Project site is bordered to the north by Baxter Road, to the east by Whitewood Road, to the south by the future alignment for Running Rabbit Road and developed and undeveloped land, and to the west by Antelope Road and Interstate (I)-215. Regional access to the Project site is provided by Interstate (I)-215 via Clinton Keith Road and Scott Road. The Project is approximately 3.8 miles northeast of I-15, and approximately 3.20 miles west of SR-79. Local access to the Project site is currently provided via Somers Road and Antelope Road via unimproved driveways.

Figure 1-5, Aerial Photograph, depicts the existing conditions at the Project site and surrounding areas. As shown, the Project site is undeveloped. The Project site is relatively flat with a high point of 1,580 feet (ft) above mean sea level (amsl) at the western boundary and a low point of 1,509 ft amsl at southeast corner. Figure 1-6, USGS Topographic Map generally depicts the topography of the Project site and surrounding areas. The existing aesthetic conditions of the Project are illustrated on site photographs presented on Figure 1-7 through Figure 1-10.

As discussed in the Cultural Resources and Tribal Cultural Resources sections of this document, there are existing cultural and tribal resources within the Project site. Additionally, as discussed in the Biological Resources section of this document, the Project site is within the Southwest Area Plan of the Western Riverside County Multiple-Species Habitat Conservation Plan (MSHCP). Most of the Project site is not within a Criteria Cell; however, portions of the Project are located within Criteria Cells 5361 and 5366 and Cell Group Y along the northern and northeastern Project boundaries. The Project site is not located within the MSHCP Mammal or Amphibian Survey Areas or within MSHCP suitable habitat areas for the Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*). However, the majority of the Project site, except for a small portion in the southeastern corner, is located within the MSHCP Burrowing Owl Survey Area. The Project site is also located entirely within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), and a portion of the property along the northern boundary is located within the MSHCP Criteria Area Plant Species Survey Area (CAPSSA).

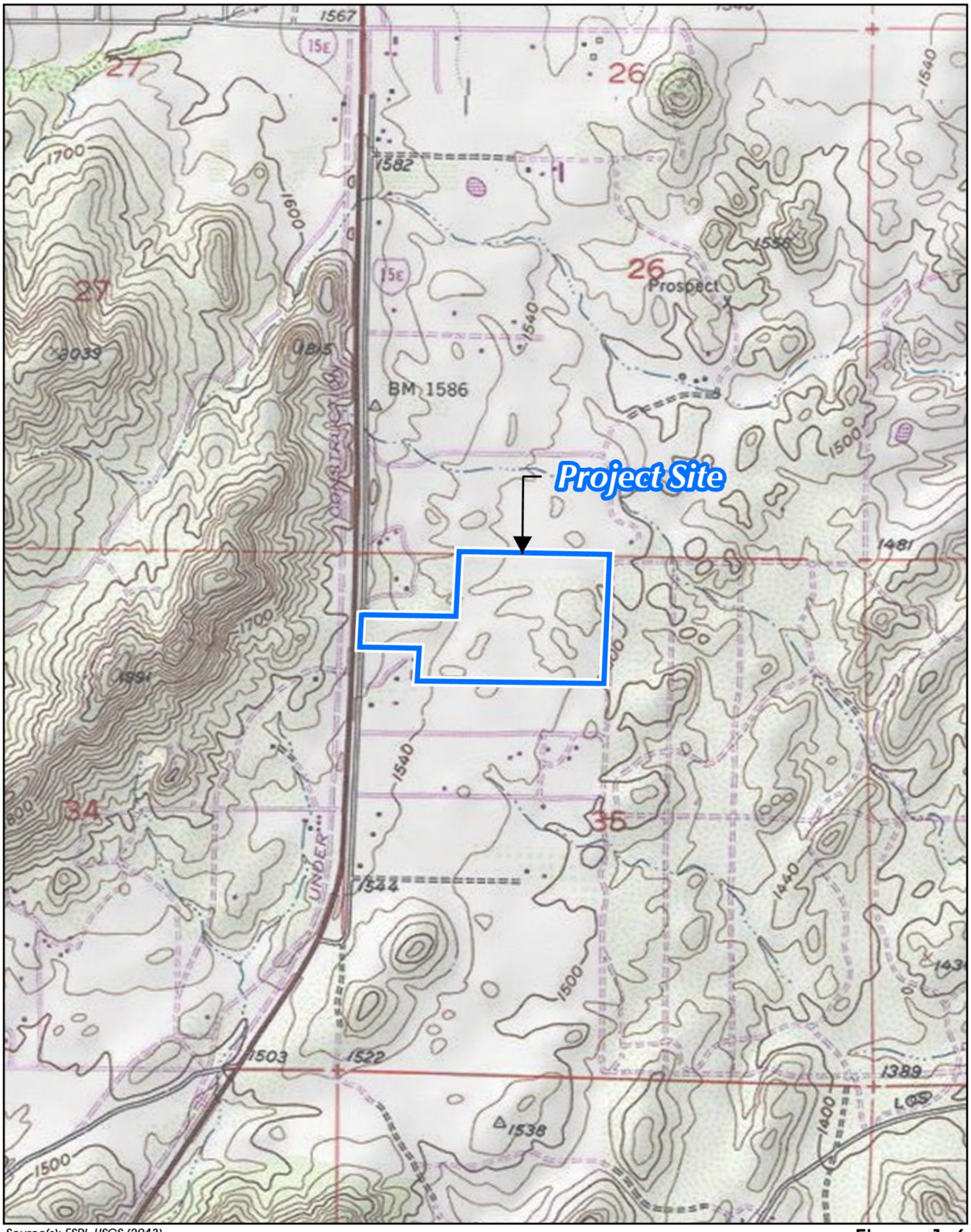
The Project site contains two drainage features in the northern portion of the Project site, which do not support wetlands but do support 0.03 acre of riparian habitat. These drainage features are subject to U.S. Army Corps of Engineers (Corps), San Diego Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW) jurisdiction.

Source(s): ESRI, Nearmap Imagery (2022)

Figure 1-5

0 150 300 600 Feet

Aerial Photograph



Source(s): ESRI, USGS (2013)

Figure 1-6

0 375 750 1,500 Feet

USGS Topographic Map

View 1: Northeast of the Project Site along Baxter Rd. looking southeast.

View 2: North of the Project Site along Baxter Rd. looking southwest.

Key Map

View 3: North of the Project Site along Baxter Rd. looking southeast.

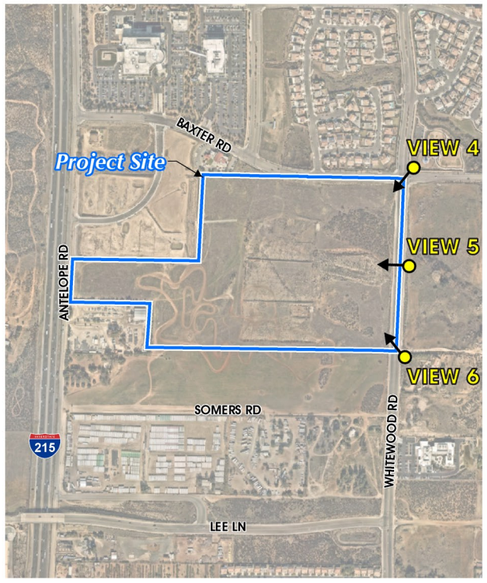
Figure 1-7

Not to School

Site Photographs - Views 1-3

View 4: Northeast of the Project Site along Whitewood Rd. looking southwest.

View 5: East of the Project Site along Whitewood Rd. looking west.



Key Map

View 6: Southeast of the Project Site along Whitewood Rd. looking northwest.

Figure 1-8

Site Photographs - Views 4-6

View 7: South of the Project Site along Somers Rd. looking north.

View 8: South of the Project Site looking northeast.

Key Map

Figure 1-9

Not to School

Site Photographs - Views 7 & 8

View 9: Southwest of the Project Site along Antelope Rd. looking northeast.

View 10: Northwest of the Project Site looking southeast.

Key Map

Figure 1-10

Site Photographs - Views 9 & 10

The Project site is comprised of ruderal areas that are subject to on-going disturbance for the past 20 years. Three borrow pits were created in the central portion of the property between 2007 and 2009 for adjacent development purposes. These areas have been re-vegetated with sage scrub species. In addition, several islands of intact chaparral plant communities remain in the eastern portion of the Project site. The Project site supports the following vegetation/land use types: Ruderal, Disturbed Buckwheat Scrub, Chamise Chaparral, Saltbush Scrub, Mule Fat Scrub, Willow/Tamarisk Scrub, Ornamental, and Developed. Mule fat scrub is riparian habitat, which is considered a special-status plant community. During the field survey conducted for the Project, paniculate tarplant (*Deinandra paniculate*), California gnatcatcher (*Polioptila californica californica*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) were observed onsite, which are considered special status species under CEQA.

9. Surrounding Land Uses and Setting

As shown on Figure 1-5, Aerial Photograph, and summarized in Table 1-1, Surrounding Land Use Information, the area north of the Project site and north of Baxter Road includes the Loma Linda University Medical Center and other medical uses west of Walt Road, and open space and residential uses east of Walt Road. The area northwest of the Project site south of Baxter Road includes Murrieta Fire Station No. 4 and an area under construction with a medical office building. The parcel located southwest of the Project site, adjacent to Antelope Road, is occupied by an existing commercial use. The area east of the Project site (east of Whitewood Road) is undeveloped, and there are rural residential uses further to the east. The immediately south of the Project site (north of Somers Road) is undeveloped and disturbed. Antelope Road and I-215 are located west of the Project site and the hillsides shown on Figure 1-8 (View 5) are west of I-215 and not within the Project site.

Table 1-1 Surrounding Land Use Information

	Land Use	General Plan Update	Zoning
Project Site	**Vacant Land**	**Innovation (0.6 - 2.5 FAR) and Multiple-Family Residential (10.1-30 du/acre)**	**INN (Innovation) and MF-2 (Multi-Family Residential 2)**
North	Murrieta Fire Station No. 4 Single-Family Residences Undeveloped/Disturbed Land Medical Center	Civic/Institutional (C/I) Business Park (BP) Single-Family Residential (SFR)	Golden City Specific Plan (SP-5)
East	Undeveloped	Multiple-Family Residential	MF-2
South	Undeveloped/Disturbed Land	Innovation	INN
West	Concrete Pipe Storage Undeveloped/Disturbed Land Medical office under construction	Innovation	INN

10. Project Description

A list of primary actions related to the Project under City jurisdiction is provided in Table 1-2, City of Murrieta Approvals/Permits. The current entitlement application for the Project is herein incorporated by reference pursuant to Title 14 of the California Code of Regulations (CEQA Guidelines) Section 15150 and is available for review at the Murrieta Development Services Department located at 1 Town Square, Murrieta, CA 92562.

Table 1-2 City of Murrieta Approvals/Permits

City of Murrieta	Approvals and Decisions
Proposed City of Murrieta Discretionary Approvals	
City of Murrieta Planning Commission	• Approve the Notice of Exemption or finding of no additional environmental review under CEQA • TTM No. 38228 (Case No. TTM 2022-2515)
Subsequent City of Murrieta Discretionary Approvals	
City of Murrieta	• Development Plan Review • Conditional Use Permits, if needed • A-level Tract Map • B-level Tract Maps

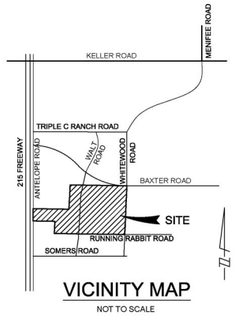
The proposed Project is described below. Although no development plans for future projects to be implemented at the Project site are under consideration, development anticipated pursuant to the existing General Plan Update and zoning designations is described below to allow for the evaluation of environmental impacts that may result from operation of these uses and is considered part of the Project evaluated by this document.

Tentative Tract Map No. 38228

The Project includes of a proposed large lot Tentative Tract Map (TTM) No. 38228 (refer to Figure 1-11, Proposed Tentative Tract Map No. 38228), to establish eight numbered lots (Lots 1 through 8) for the development of residential and non-residential Innovation uses allowed pursuant to the existing General Plan Update and zoning designations as described previously; seven letter lots (Lots A through E, G, and H) primarily for roadway right-of-way (ROW); Lot F for land preserved as open space; and Lot J for an equestrian trail along Warm Springs Parkway. In summary, Lots 1 through 3, within the western portion of the Project site, would be prepared for development of uses permitted under the INN land use and zoning designations. These lots collectively total 18.8 gross acres/16.53 net acres. Lots 4 through 8, within the eastern portion of the Project site, would be prepared for development of uses allowed under the Multi-Family Residential land use and zoning designations. These lots collectively total 34.2 gross acres/28.55 net acres. Lot F, which encompasses the two ephemeral drainage features would be preserved as open space, and encompasses 2.8 acres. As described below, in addition to the proposed TTM No. 28228, the Project analyzed in this document includes development of the Project site with residential and innovation uses (up to 436 residential units and 272,000 sf of Innovation uses).

TENTATIVE TRACT MAP No. 38228

CITY OF MURRIETA, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA
BEING A SUBDIVISION OF A PORTION OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 6 SOUTH. RANGE 3 WEST, S.B.B.M., IN THE CITY OF MURRIETA, STATE OF CALIFORNIA.
FEBRUARY, 2023



VICINITY MAP
NOT TO SCALE

EASEMENT NOTES

1. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE CITY OF MURRIETA
PURPOSE: PUBLIC STREET AND UTILITY (WHITEWOOD ROAD)
RECORDING DATE: OCTOBER 26, 2010
RECORDING NO: 2010-0511612 OF OFFICIAL RECORDS

2. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE CITY OF MURRIETA
PURPOSE: DRAINAGE, MAINTENANCE AND ACCESS
RECORDING DATE: OCTOBER 26, 2010
RECORDING NO: 2010-0511613 OF OFFICIAL RECORDS

ACREAGE SUMMARY:

TOTAL ACREAGE (GROSS) = 55.8 AC

ROW ACREAGE BAXTER & WHITEWOOD = 2.3 AC

ROW ACREAGE WARM SPRINGS, RUNNING RABBIT & ANTELOPE = 4.3 AC

ROW ACREAGE ON-SITE BACKBONE ROAD = 1.3 AC

TOTAL ACREAGE EXCLUDING ALL ROW = 48.0 AC

TOTAL OPEN SPACE = 2.8 AC

TOTAL ACREAGE (NET) = 44.9 AC

ADDITIONAL ROW REQUIRED (WARM SPRINGS AT BAXTER) = 0.20 AC

EARTHWORK QUANTITIES

CUT 136,900 CY

FILL 299,100 CY

NET: 162,200 CY (FILL)

OWNER

DISCOVERY VILLAGE LLC
2646 DUPONT DR.
SUITE 60 #520
IRVINE, CA 92612
OFFICE - (949) 777-4030

ENGINEER/APPLICANT

DAVID EVANS AND ASSOCIATES, INC.
41951 REMINGTON AVENUE SUITE 220
TEMECULA, CA. 92590
(951) 294-9338
JUSTIN BROWN R.C.E. 85617

THOMAS BROTHERS

PAGE 898, GRID E-6, F-5, F-6

LEGAL DESCRIPTION

PARCEL 1
SOUTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 6 SOUTH, RANGE 3 WEST, IN THE CITY OF MURRIETA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 35.

ALSO EXCEPTING THE WEST 30 FEET THEREOF, CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JUNE 12, 1947, AS INSTRUMENT NO. 001772, OFFICIAL RECORDS.

PARCEL 2
NORTH HALF OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 6 SOUTH, RANGE 3 WEST, IN THE CITY OF MURRIETA, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA.

EXCEPTING THEREFROM ABOUT 15 ACRES IN THE NORTHWEST CORNER OF SECTION 35, PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE SOUTH ON THE WEST LINE OF SAID SECTION 35, 660 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH LINE OF SAID SECTION 35, 990 FEET; THENCE NORTH ON A LINE PARALLEL WITH THE WEST LINE OF SAID SECTION 35, 660 FEET TO THE NORTH LINE OF SAID SECTION 35; THENCE WEST ON THE NORTH LINE OF SAID SECTION 35, 990 FEET TO THE POINT OF BEGINNING.

SCHOOL DISTRICT

MENIFEE UNION AND PERRIS UNION SCHOOL DISTRICTS

NOTES

1. ALL IMPROVEMENTS SHALL BE PER CITY OF MURRIETA SUBDIVISION ORDINANCE

2. THIS MAP DOES INCLUDE THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER

3. ALL SLOPES ARE 2:1 RATIO, UNLESS OTHERWISE NOTED

4. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO CITY OF MURRIETA REQUIREMENTS

5. LAND IS NOT SUBJECT TO LIQUIFACTION, AND NO OTHER GEOLOGICAL HAZARD, AND IS NOT WITHIN A SPECIAL STUDIES ZONE

6. PER FEMA MAP NUMBER 06065C2710G EFFECTIVE DATE AUGUST 8, 2008, SUBJECT PROPERTY IS DETERMINED TO BE ZONE X - AREA OF MINIMAL FLOOD HAZARD.

7. NO EXISTING STRUCTURES OR DWELLINGS ON SITE

8. PROJECT IS NOT IN FAULT AREA

9. PROJECT AREA IS NOT IN HIGH FIRE AREA

10. NO EXISTING WELLS ARE LOCATED ON THE PROPERTY

11. THE TRACT DEVELOPMENT IS SUBJECT TO THE CITY OF MURRIETA'S UNIVERSAL DESIGN RESIDENTIAL ORDINANCE #15.12, RELATED TO ACCESSIBILITY FEATURES.

UTILITIES

SEWER:	EASTERN MUNICIPAL WATER DISTRICT
WATER:	EASTERN MUNICIPAL WATER DISTRICT
GAS:	SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC:	SOUTHERN CALIFORNIA EDISON COMPANY
TELEPHONE:	FRONTIER
CABLE TV:	COMCAST

LEGEND

EX. POWER POLE
EX. FIRE HYDRANT
EXISTING DRAINAGE COURSE

EXISTING LAND USE

VACANT

PROPOSED LAND USE

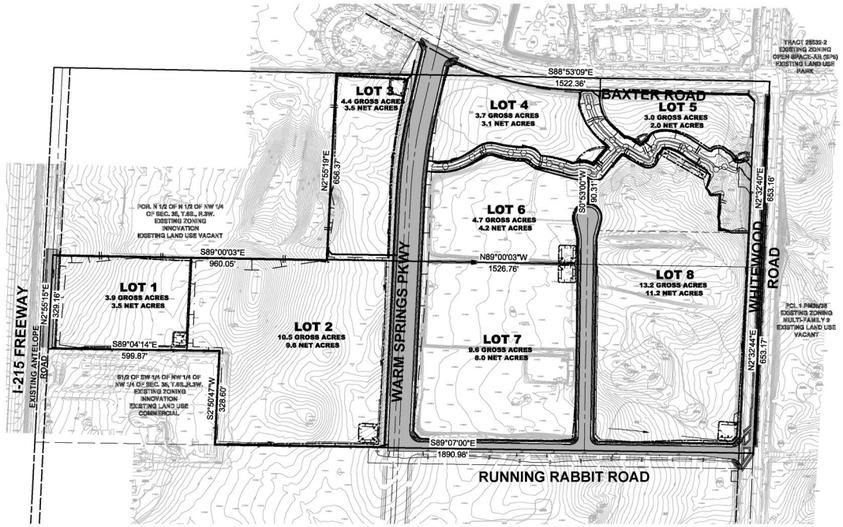
RESIDENTIAL AND COMMERCIAL

EXISTING AND PROPOSED ZONING

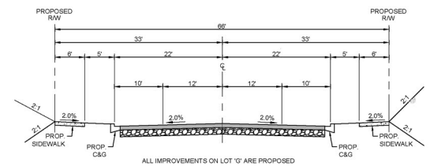
EXISTING ZONING: INNOVATION / MULTI-FAMILY
PROPOSED ZONING

TOPOGRAPHY SOURCE

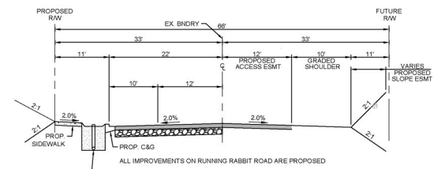
ARROWHEAD MAPPING
1987 BUSINESS CENTER DR, STE 5A
SAN BERNARDINO, CA 92408
TEL. (909) 889-2420
SEPTEMBER 6, 2017



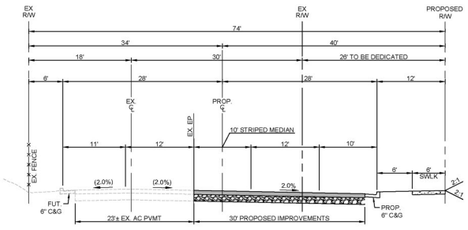
INDEX MAP
NOT TO SCALE



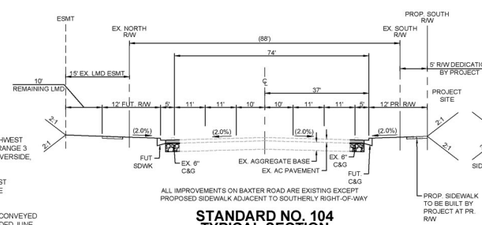
MODIFIED STANDARD NO. 105A
TYPICAL SECTION
NTS
PROPOSED LOT 'G'
(COLLECTOR STREET)



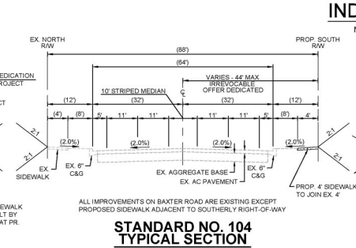
MODIFIED STANDARD NO. 105A
TYPICAL SECTION
NTS
PROPOSED RUNNING RABBIT ROAD
INTERIM CONDITION: HALF-WIDTH IMPROVEMENTS



MODIFIED STANDARD NO. 111
TYPICAL SECTION
NTS
EXISTING ANTELOPE ROAD
(INDUSTRIAL COLLECTOR STREET)

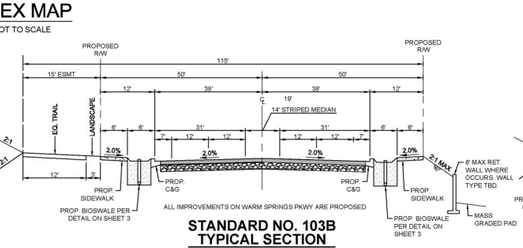


STANDARD NO. 104
TYPICAL SECTION
NTS
PROPOSED BAXTER ROAD (SECONDARY HIGHWAY)
PER TR. NO. 28532-1 & -2 BACKBONE STREET
IMPROVEMENT PLANS PROJECT NO. PC1000-024

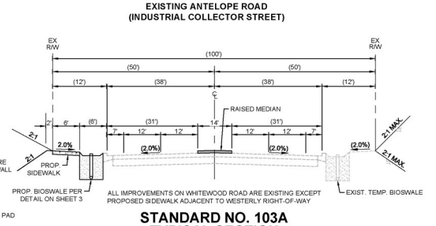


STANDARD NO. 104
TYPICAL SECTION
NTS
EXISTING BAXTER ROAD (SECONDARY HIGHWAY)
PER TR. NO. 28532-1 & -2 BACKBONE STREET
IMPROVEMENT PLANS PROJECT NO. PC1000-024

STREET SECTION NOTES:
MINIMUM STREET SECTIONS SHALL BE PER MEASURED R-VALUES AND CITY OF MURRIETA MINIMUM STREET SECTIONS. FINAL STREET SECTIONS SHALL BE PROVIDED IN FINAL ENGINEERING AFTER R-VALUE TESTS.



STANDARD NO. 103B
TYPICAL SECTION
NTS
PROPOSED WARM SPRINGS PKWY (MAJOR HIGHWAY)
PER TR. NO. 28532-1 & -2 BACKBONE STREET



STANDARD NO. 103A
TYPICAL SECTION
NTS
EXISTING WHITEWOOD ROAD (MAJOR HIGHWAY)
PER PROJECT NO. 09-318

Source(s): David Evans and Associates, Inc. (January 2023)

Figure 1-11

Proposed Tentative Tract Map No. 38228

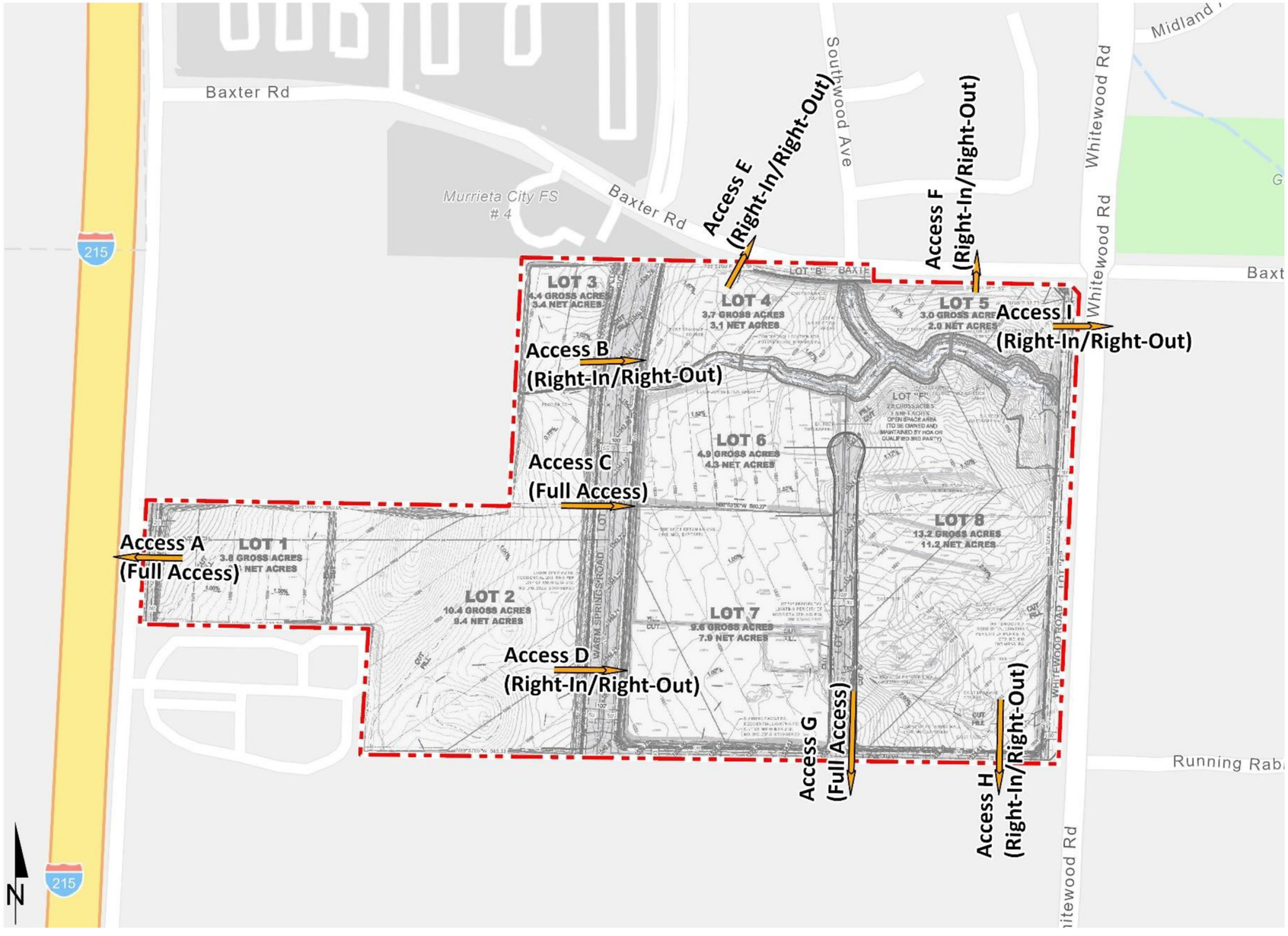
Circulation

The Project would involve construction of following roadway improvements:

- **Whitewood Road.** This roadway is currently constructed at its ultimate full-width as a Major Highway (100-foot right-of-way [ROW]) from Baxter Road to Running Rabbit Road consistent with the City's standards. The Project would include construction of a raised median from Baxter Road to Running Rabbit Road with intermittent left turn access. Additionally, the Project would construct sidewalk improvements along the Project boundary.
- **Warm Springs Parkway.** The Project would involve construction of this roadway at its ultimate full section-width as a Major Highway from Baxter Road to Running Rabbit Road consistent with the City's standards.
- **Antelope Road**. The Project would involve construction of this roadway at its ultimate half-width as an Industrial Collector (78-foot ROW) from the Project's northern boundary to the Project's southern boundary consistent with the City's standards.
- **Baxter Road**. This roadway is currently constructed at its ultimate full-width as a Secondary (88-foot ROW) from the Project's western boundary to Whitewood Road consistent with the City's standards. The Project would include construction of the sidewalk improvements along the Project boundary.
- **Running Rabbit Road.** The Project would involve construction of this roadway at its ultimate half-width as a Collector (66-foot ROW) from the Project's western boundary to Whitewood Road consistent with the City's standards. The Project would include construction of the sidewalk improvements along the Project boundary.
- **Access G.** The Project would involve construction of a north-south cul-de-sac roadway to its ultimate width as a Collector Street (66-foot ROW) extending north from Running Rabbit Road consistent with the City's standards.

For purposes of analysis in this document, it is assumed the following roadways would provide access to the Project site, as shown on Figure 1-12, Conceptual Site Access Plan.

- Access A at Antelope Road – full access
- Access B at Warm Springs Parkway – right-in/right-out only access
- Access C at Warm Springs Parkway – full access
- Access D at Warm Springs Parkway – right-in/right-out only access
- Access E at Baxter Road – right-in/right-out only access
- Access F at Baxter Road – right-in/right-out only access
- Access G at Running Rabbit Road – full access
- Access H at Running Rabbit Road – right-in/right-out only access
- Access I at Whitewood Road – right-in/right-out only access



Source(s): Urban Crossroads (11-14-2022)

Figure 1-12

Not to School

Conceptual Site Access Plan

Grading Plan and Utility Infrastructure

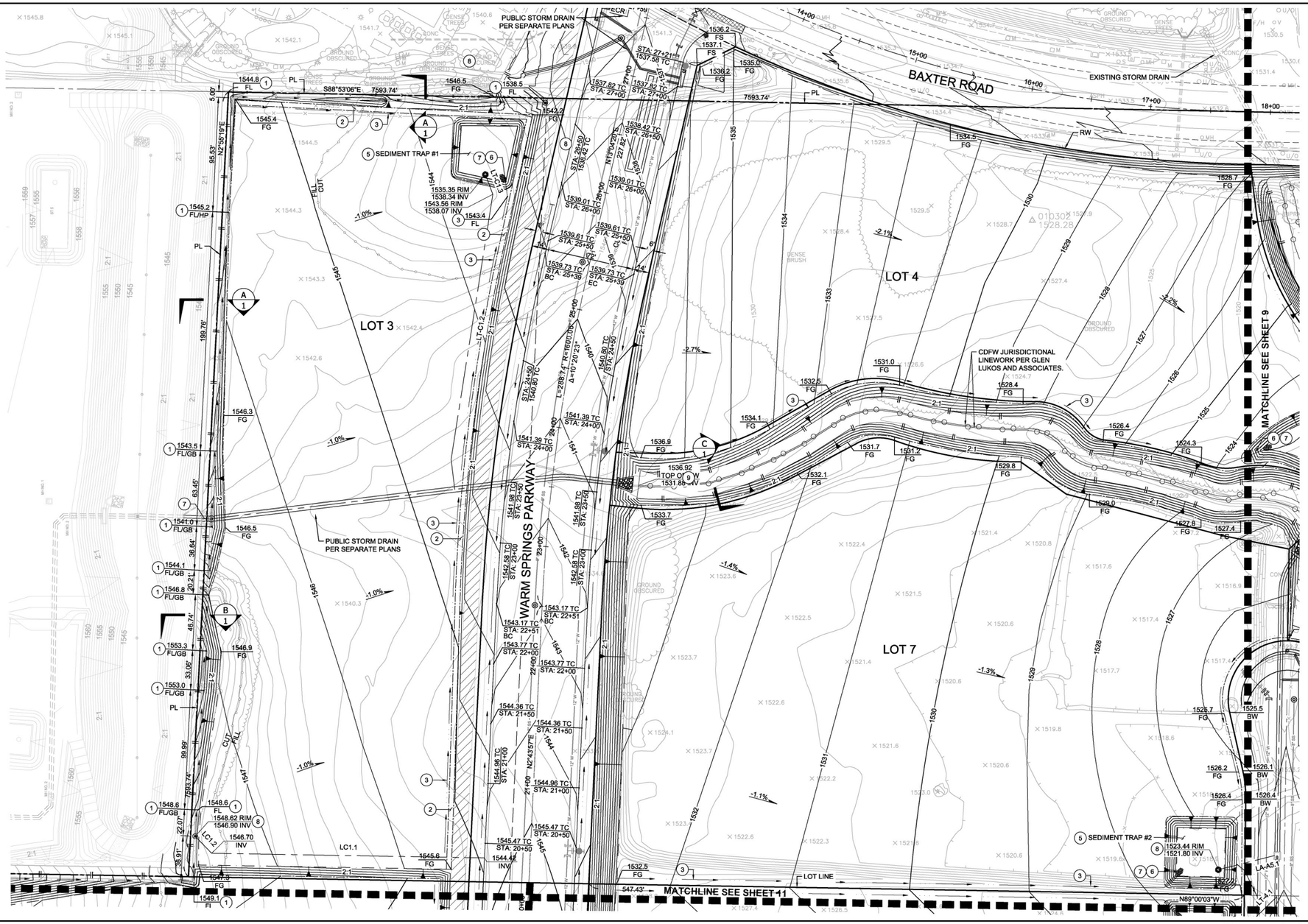
The Project would involve grading of the Project site and installation of backbone infrastructure consistent with proposed TTM No. 38228 and, ultimately, with buildout of the Project site. The proposed grading plan is shown on Figure 1-13a-d, Proposed Grading Plan. Based on the proposed grading plan, it is estimated that proposed earthwork and grading activities would result in approximately 136,900 cubic yards (cy) of cut material and 299,100 cy of fill materials, resulting in approximately 162,200 cy of fill material to be imported. As illustrated on Figure 1-14, Conceptual Utility , water, sewer, and storm drain systems are proposed onsite. The onsite utility infrastructure would connect to existing water and sewer infrastructure along the roadways adjacent to the Project site, and new utility infrastructure that would be installed in the proposed extension of Running Rabbit Road (water and sewer lines), and Whitewood Road (proposed water line) adjacent to the Project site. The Project would also connect to the existing dry utility infrastructure (electric, natural gas, and telecommunications) within the roadways adjacent to the Project site, and the over-head electric transmission lines and poles along Antelope Road that abut the Project site would be undergrounded.

With respect to the proposed storm drain system, two existing culverts are located on the easterly side of the Project site and convey flows underneath Whitewood Road. These culverts serve as the low points for the Project site. Backbone storm drains that would be installed onsite (refer to Figure 1-14, Conceptual Utility) have been designed to accommodate the 100-year storm event flows from the developed Project site, and would maintain existing drainage patterns, including the discharge of stormwater runoff to the onsite drainage channel. Underground and/or above ground detention basins would also be installed under the post-development conditions and would accommodate the excess runoff flow and volume for the Project site for the 10-year 24-hour event. It should also be noted that future improvements are under construction for the Makena Murrieta project located northwest of the Project site. Drainage flows from the Makena Murrieta Project and its offsite tributaries would discharge into the proposed onsite storm drain system, and ultimately into the proposed culverts on Whitewood Road.

Erosion control best management practices (BMPs), including, but not limited to temporary construction fencing; fiber roll barriers; gravel bag barriers; inlet protection; sediment traps; designated construction vehicle driveways; and designated areas for material storage, stockpiles, and concrete waste would be installed to control erosion and sedimentation during construction (refer to Figure 1-15, Erosion Control Plan). Additionally, three types of water quality BMPs would be installed to comply with water quality treatment regulations for the proposed roadways to be installed as part of the Project: (1) biofiltration basins designed to treat the design capture volume (DCV) for the 85th percentile storm on the streets; (2) hydromodification high density polyethylene (HDPE) storage basin to satisfy the hydromodification requirements for 10 percent of the 2-year storm, up to the 10-year storm, and (3) site design BMPs for Baxter Road and Whitewood Road consisting of the construction a 4-foot and 6-foot sidewalks that would drain to adjacent self-retaining areas (refer to Figure 1-16, Water Quality Management Plan Exhibit).

Pipe Table					
NAME	BEARING	SIZE	LENGTH	SLOPE	MATERIAL
LT-C1.3	S20°46'38"E	18"	17.71'	1.50%	HDPE
LT-C1.2	S8°57'13"W	18"	224.14'	1.50%	HDPE
LC1.2	S44°02'09"E	18"	19.71'	1.00%	HDPE
LC1.1	S89°02'09"E	18"	227.88'	1.00%	HDPE
LA-A5.1	N75°52'55"E	18"	50.79'	4.23%	HDPE

ROUGH GRADING NOTES	
1	CONSTRUCT CONCRETE TERRACE DITCH PER DETAIL ON SHEET 2
2	CONSTRUCT (WXH) 4'X1' BERM (PVT.)
3	CONSTRUCT 6' WIDE DRAINAGE SWALE PER DETAIL ON SHEET 2
4	CONSTRUCT RETAINING WALL PER DETAIL ON SHEET 2 (NOT USED)
5	SEDIMENT TRAP. NOTES ND DETAILS PER SHEET 3.
6	CONSTRUCT DOWN DRAIN PER CITY OF MURRIETA STD 415 B
7	INSTALL NO. 2 BACKING RIP RAP PER CITY OF MURRIETA STD 446A, 446B
8	DEBRIS CAGE. DETAIL PER SHEET 3
9	CONSTRUCT HEADWALL PER CLTRANS STD D86B.



Source(s): David Evans and Associates, Inc. (01-24-2023)

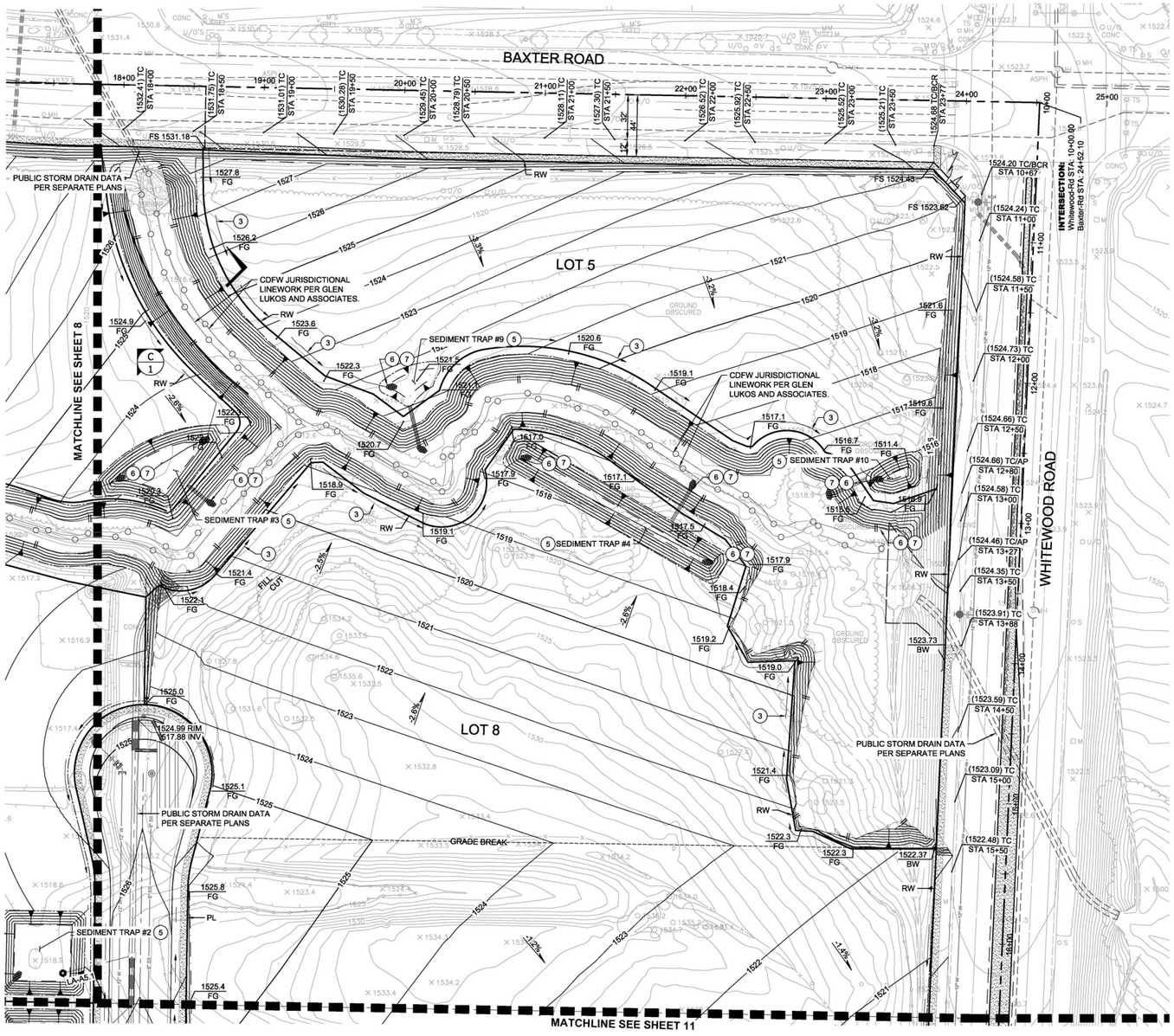
Figure 1-13a

Not to School

Proposed Grading Plan

Pipe Table					
NAME	BEARING	SIZE	LENGTH	SLOPE	MATERIAL
LA-A5.1	N75°52'55"E	18"	50.79'	4.23%	HDPE

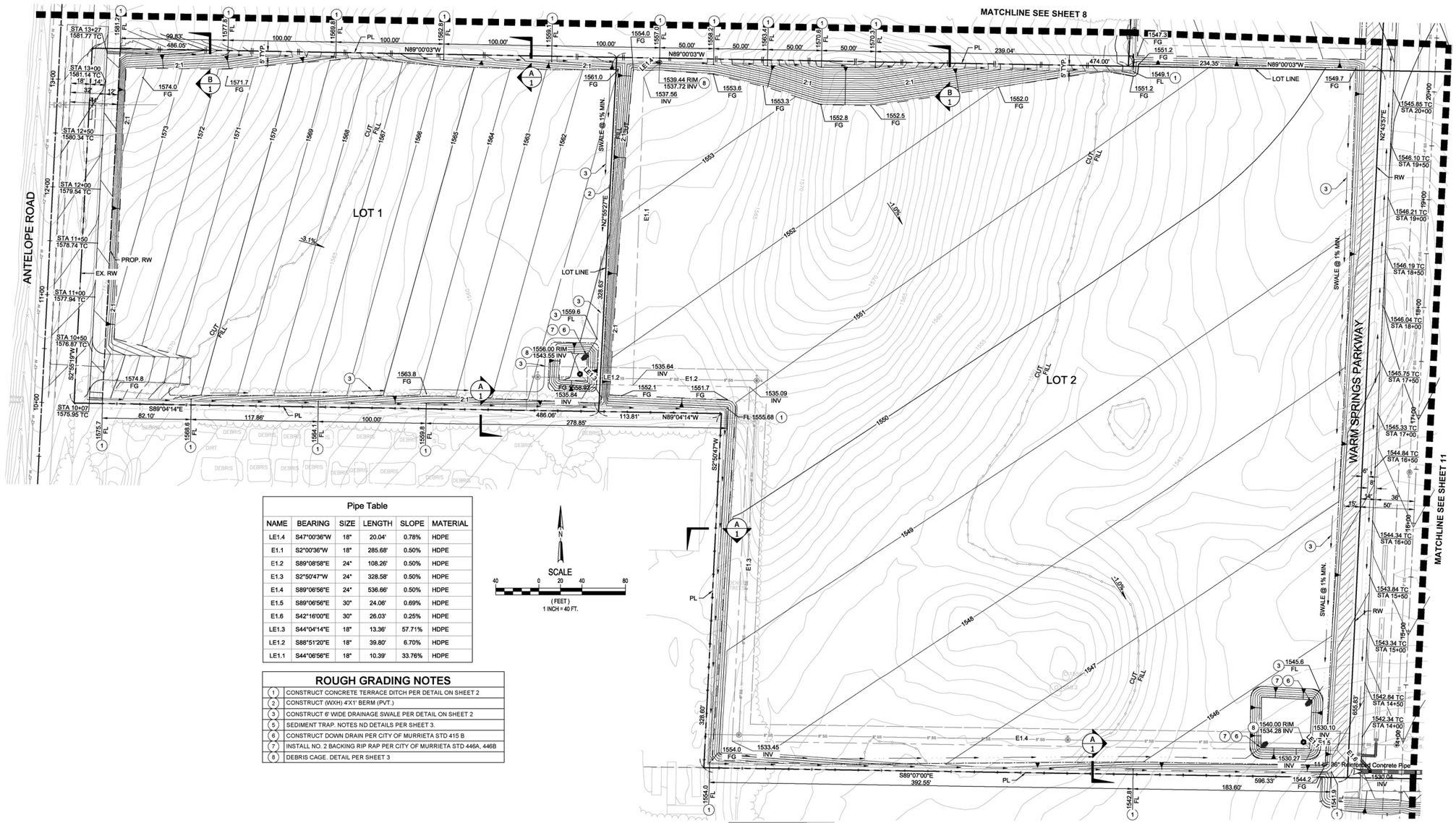
ROUGH GRADING NOTES	
3	CONSTRUCT 6' WIDE DRAINAGE SWALE PER DETAIL ON SHEET 2
5	SEDIMENT TRAP. NOTES ND DETAILS PER SHEET 3.
6	CONSTRUCT DOWN DRAIN PER CITY OF MURRIETA STD 415 B
7	INSTALL NO. 2 BACKING RIP RAP PER CITY OF MURRIETA STD 446A, 446B



Source(s): David Evans and Associates, Inc. (01-24-2023)

Figure 1-13b

Proposed Grading Plan



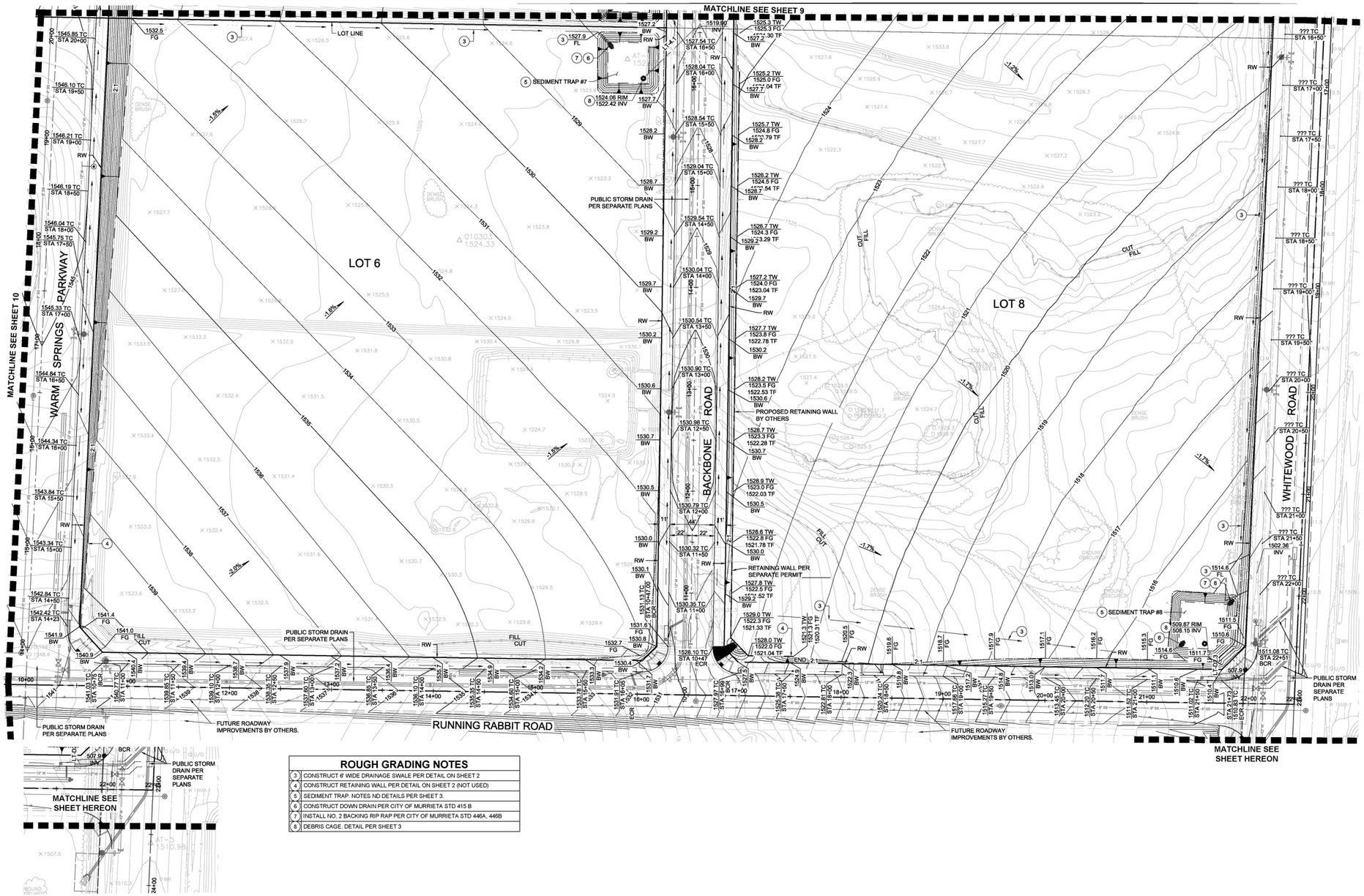
Pipe Table					
NAME	BEARING	SIZE	LENGTH	SLOPE	MATERIAL
LE1.4	S47°00'36"W	18"	20.04'	0.78%	HDPE
E1.1	S2°00'36"W	18"	285.68'	0.50%	HDPE
E1.2	S89°08'58"E	24"	108.26'	0.50%	HDPE
E1.3	S2°50'47"W	24"	328.58'	0.50%	HDPE
E1.4	S89°06'56"E	24"	536.66'	0.50%	HDPE
E1.5	S89°06'56"E	30"	24.06'	0.69%	HDPE
E1.6	S42°16'00"E	30"	26.03'	0.25%	HDPE
LE1.3	S44°04'14"E	18"	13.36'	57.71%	HDPE
LE1.2	S88°51'20"E	18"	39.80'	6.70%	HDPE
LE1.1	S44°06'56"E	18"	10.39'	33.76%	HDPE

ROUGH GRADING NOTES	
1	CONSTRUCT CONCRETE TERRACE DITCH PER DETAIL ON SHEET 2
2	CONSTRUCT (WXH) 4'X1' BERM (PVT.)
3	CONSTRUCT 6' WIDE DRAINAGE SWALE PER DETAIL ON SHEET 2
5	SEDIMENT TRAP. NOTES ND DETAILS PER SHEET 3.
6	CONSTRUCT DOWN DRAIN PER CITY OF MURRIETA STD 415 B
7	INSTALL NO. 2 BACKING RIP RAP PER CITY OF MURRIETA STD 446A, 446B
8	DEBRIS CAGE. DETAIL PER SHEET 3

Source(s): David Evans and Associates, Inc. (01-24-2023)

Figure 1-13c

Proposed Grading Plan



ROUGH GRADING NOTES

3	CONSTRUCT 6' WIDE DRAINAGE SWALE PER DETAIL ON SHEET 2
4	CONSTRUCT RETAINING WALL PER DETAIL ON SHEET 2 (NOT USED)
5	SEDIMENT TRAP. NOTES ND DETAILS PER SHEET 3.
6	CONSTRUCT DOWN DRAIN PER CITY OF MURRIETA STD 415 B
7	INSTALL NO. 2 BACKING RIP RAP PER CITY OF MURRIETA STD 446A, 446B
8	DEBRIS CAGE. DETAIL PER SHEET 3

Source(s): David Evans and Associates, Inc. (01-24-2023)

Figure 1-13d

Proposed Grading Plan

EASEMENT NOTES

⚠1 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE CITY OF MURRIETA
PURPOSE: PUBLIC STREET AND UTILITY (WHITEWOOD ROAD)
RECORDING DATE: OCTOBER 26, 2010
RECORDING NO: 2010-0511612 OF OFFICIAL RECORDS

⚠2 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: THE CITY OF MURRIETA
PURPOSE: DRAINAGE, MAINTENANCE AND ACCESS
RECORDING DATE: OCTOBER 26, 2010
RECORDING NO: 2010-0511613 OF OFFICIAL RECORDS

NOTE TO EMWD

PROJECT PROPOSES TO CONSTRUCT BACKBONE INFRASTRUCTURE AND MASS GRADE PADS ONLY. LATERALS AND SERVICES SHOWN HERE ARE FOR GRAPHICAL PURPOSES ONLY. SIZES AND LOCATIONS TO BE DETERMINED. DEVELOPER TO DETERMINE IF LATERALS AND SERVICES WILL BE CONSTRUCTED FOR FUTURE CONNECTIONS OR IF FUTURE DEVELOPERS WILL BE RESPONSIBLE TO HOT TAP OR JOIN AS NEEDED.

LEGEND

- PROPOSED SEWER MAIN
- PROPOSED WATER
- PROPOSED STORM DRAIN
- EXISTING SEWER
- EXISTING WATER
- EXISTING STORM DRAIN

Source(s): David Evans and Associates, Inc. (02-08-2023)

Figure 1-14

Not to School

Conceptual Utility Layout

LEGEND OF BMP'S:

- TEMPORARY CONSTRUCTION FENCE
- FIBER ROLL BARRIER
- FLOW PATH
- GRAVEL BAG BARRIER
- INLET PROTECTION
- NEW AC PAVEMENT
- MATERIAL STORAGE AREA
- STABILIZED CONSTRUCTION ENTR./EXIT
- BMP STOCKPILE AREA
- BMP CONCRETE WASTE AREA
- BMP SOLID WASTE AREA
- SEDIMENT TRAP

EROSION CONTROL CONSTRUCTION NOTES

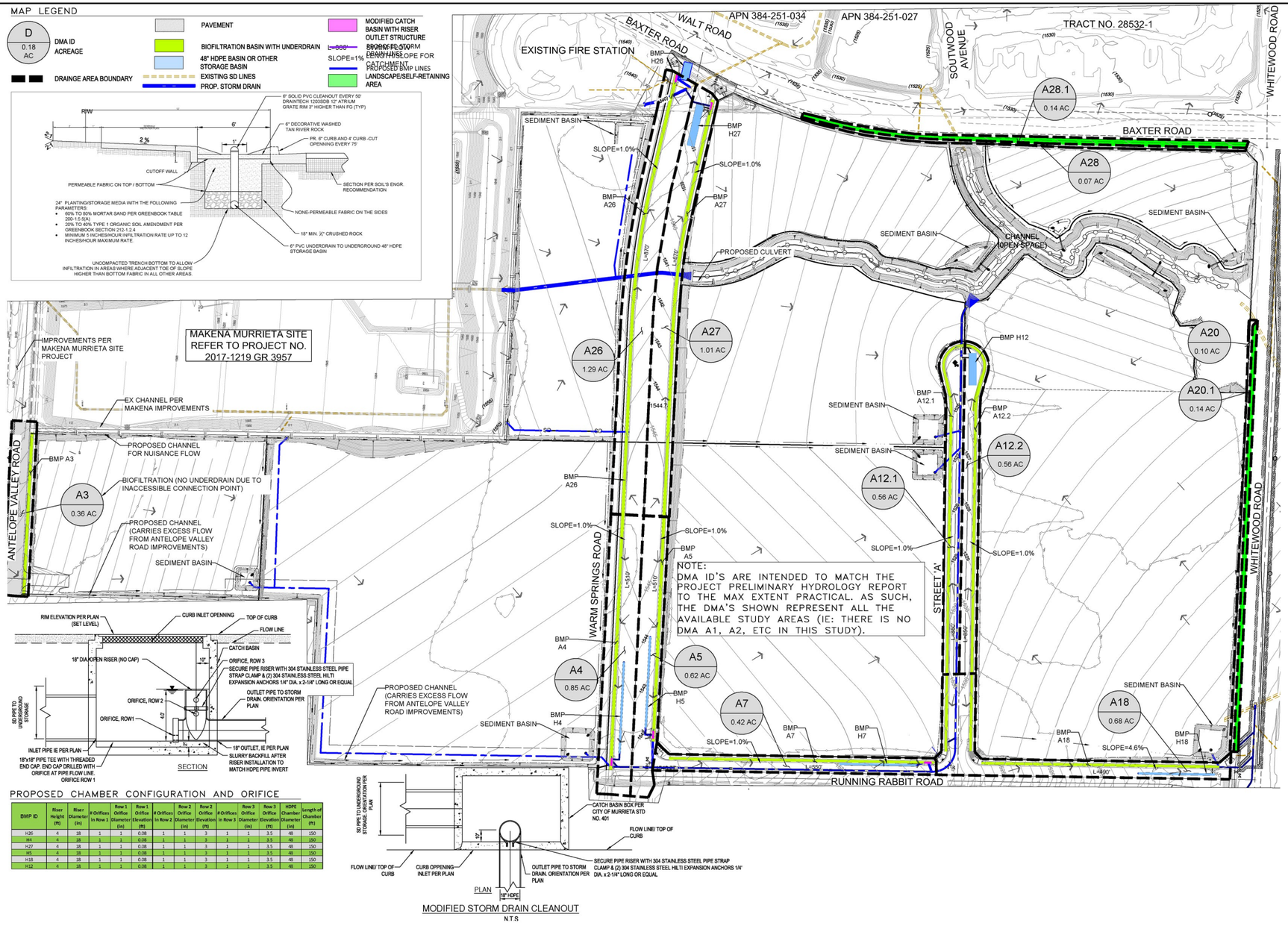
1	CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE/EXIT "TC-1" PER CASQA SPECIFICATIONS.
2	CONSTRUCT FIBER ROLLS "SE-5" PER CASQA SPECIFICATIONS FOR PERIMETER SEDIMENT CONTROL.
3	CONSTRUCT GRAVEL BAG BARRIER "SE-6" PER CASQA SPECIFICATIONS FOR EROSION, PERIMETER, AND CANTAMINATE CONTROL.
4	INSTALL PERIMETER CONSTRUCTION SILT FENCING AROUND PROJECT.
5	CONSTRUCT STORM DRAIN INLET PROTECTION "SE-10" PER CASQA SPECIFICATIONS.
6	IMPLEMENT STREET SWEEPING AND VACUUMING "SE-7" PER CASQA SPECIFICATIONS.
7	IMPLEMENT WIND EROSION CONTROL "WE-1" PER CASQA SPECIFICATIONS THROUGH ENTIRE PROJECT AREA.
8	INSTALL TEMPORARY SANITARY FACILITIES "WM-9" PER CASQA SPECIFICATIONS.
9	CONSTRUCT SANDBAG VELOCITY REDUCER "SE-8" PER CASQA, 75' SEPARATION TYPICAL.
10	CONCRETE WASTE MANAGEMENT AREA "WM-8" PER CASQA SPECIFICATION. USE PORTABLE, WATERTIGHT ROLL-OFF BIN BY CONCRETE WASHOUT SYSTEMS, INC. (OR APPROVED EQUAL). EXACT LOCATION TO BE DETERMINED BY SITE SUPERINTENDENT.
11	CONSTRUCTION MATERIAL STORAGE AREA "WM-1" PER CASQA SPECIFICATION. COVER ALL POTENTIAL POLLUTANTS DURING RAIN EVENTS AND SURROUND AREA WITH GRAVEL BAGS. EXACT LOCATION TO BE DETERMINED BY SITE SUPERINTENDENT.
12	SOLID WASTE MANAGEMENT AREA "WM-5" PER CASQA SPECIFICATION. EXACT LOCATION TO BE DETERMINED BY SITE SUPERINTENDENT.
13	BMP STOCKPILE AREA "WM-3" PER CASQA SPECIFICATION. COVER ALL POTENTIAL POLLITANTS DURING RAIN EVENTS AND SURROUND AREA WITH GRAVEL BAGS. EXACT LOCATION TO BE DETERMINED BY SITE SUPERINTENDENT.
14	CONSTRUCT SEDIMENT TRAP "SE-3" PER CASQA SPECIFICATION.
15	COVER SLOPES WITH MULCH AND BINDER "EC-3" AND "EC-5" PER CASQA SPECIFICATIONS.

Source(s): David Evans and Associates, Inc. (01-24-2023)

Figure 1-15

Not to School

Erosion Control Plan



BMP ID	Riser Height (ft)	Riser Diameter (in)	# Orifices in Row 1	Row 1 Orifice Diameter (in)	Row 1 Orifice Elevation (ft)	# Orifices in Row 2	Row 2 Orifice Diameter (in)	Row 2 Orifice Elevation (ft)	# Orifices in Row 3	Row 3 Orifice Diameter (in)	Row 3 Orifice Elevation (ft)	HDPE Chamber Diameter (in)	Length of Chamber (ft)
H26	4	18	1	1	0.08	1	1	3	1	1	3.5	48	150
H4	4	18	1	1	0.08	1	1	3	1	1	3.5	48	150
H27	4	18	1	1	0.08	1	1	3	1	1	3.5	48	150
H5	4	18	1	1	0.08	1	1	3	1	1	3.5	48	150
H18	4	18	1	1	0.08	1	1	3	1	1	3.5	48	150
H12	4	18	1	1	0.08	1	1	3	1	1	3.5	48	150

Source(s): David Evans and Associates, Inc. (01-23-2023)

Figure 1-16

Water Quality Management Plan Exhibit

Innovation and Multi-family Development

Development plans for proposed future residential uses and non-residential Innovation uses at the Project site have not been prepared and the exact type and amount of uses that would be developed is unknown. However, development at the Project site would be consistent with current General Plan Update and zoning designations, and reasonable potential buildout development scenarios have been developed for purposes of analysis in this document. The development scenarios analyzed in this document are within the square footage (for non-residential Innovation uses) and unit count (for residential uses) allowed by the General Plan Update and existing zoning and analyzed in the General Plan EIRs for the General Plan Update, which are discussed in Section 13 below. It is important to note that market demand for uses may change, resulting in the ultimate development of a different mix of uses. If the market demand results in development proposals that differ from that described herein and/or the environmental impacts are not within the scope of the analysis presented in this document, additional environmental analysis pursuant to CEQA may be required prior to the approval of those developments. However, it is anticipated that applications for implementing entitlements for the Project, including, without limitation, for infrastructure improvements, design review and for individual maps, buildings, or phases, shall not require additional review under CEQA, provided that none of the conditions are present which require further environmental review under CEQA, in particular, California Public Resources Code (PRC) Section 21166. For purposes of analysis in this document, it is anticipated that the Project site could ultimately be developed with the following uses:

- **Innovation (0.6 - 2.5 FAR).** Lots 1 through 3 (16.5 net acres) would be developed with 272,000 sf of uses allowed by the current General Plan Update land use designation of "Innovation" and the Innovation Zoning District. As described previously, Innovation uses include but are not limited to: business and medical offices, corporate headquarters, medical services, business campuses with associated research and development facilities, education, technological advancement, and makers labs. Because the exact mix of uses for the non-residential portions of the Project site are not currently known, for purposes of analysis in this Initial Study, two development scenarios for Innovation uses have been evaluated using the same square footage, in order to allow evaluation of the environmental impacts for future development of the Project site consistent with the current land use designation and zoning. The development scenarios for purposes of analysis are:
    - **Innovation Development Scenario 1: 267,000 sf of business park[1] uses, and 5,000 sf of commercial uses**. The anticipated uses under this Innovation development scenario would generate a greater number of vehicular trips compared to other allowed uses, and is therefore conservative for Project analyses based on daily vehicular trips (e.g., mobile source emissions, offsite vehicular noise). The limited amount of commercial uses under this development scenario are expected to be employee-serving uses.
    - **Innovation Development Scenario 2: 267,000 sf of light manufacturing uses, and 5,000 sf of commercial uses.** This Innovation development scenario has been established to provide a basis for the analysis of operational impacts, including health risks, that may occur, and that

[1] This description of land use type is not intended to indicate that development would be implemented pursuant to the City's Business Park land use designation and Business Park Zoning District.

may be different from the non-residential uses anticipated under the Innovation Development Scenario 1 due to the need for loading docks, expected use of heavy trucks, etc. The commercial uses under this development scenario would also be employee-serving uses. The total building area under this development scenario is assumed to be the same as the under the Innovation Development Scenario 1.

As further discussed in the vehicle miles traveled (VMT) Assessment included in *Technical Appendix N2* of this document, based on employment projections included in the City's General Plan Update traffic model, it is estimated that non-residential development at the Project site under the Innovation Development Scenario 1 could generate 455 potential employment opportunities). This employment generation is also conservatively being assumed for the Innovation Development Scenario 2; however, it is anticipated that light manufacturing uses would generate less employees per square foot of development.[2] Impacts for each of these development scenarios are analyzed in this document, and supporting technical studies as appropriate, which are included in the Appendices to this document.

- **Residential.** For purposes of analysis, it is assumed that Lots 4 through 8 would be developed with up to 436 residential units (237 single family detached units and 199 multi-family units), consistent with the range of 15.1 to 18.0 dwelling units per net acre. The proposed residential development analyzed in this document would be the same under both Innovation use development scenarios.

The Project includes the residential development described above and either Innovation Development Scenario 1 or Innovation Development Scenario.

Construction Activities

The Project's anticipated construction phases and estimated durations for purposes of analysis in this document are identified in Table 1-3, Estimated Construction Schedule. As shown, it is anticipated that construction activities would commence in April 2023 and continue through October 2027 when buildout of the Project is anticipated. This schedule is the basis of analysis for both Innovation development scenarios as well as the residential development. Delays in construction would not result in increased impacts since air quality emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent[3].

[2] County of Riverside General Plan Appendix E identifies 600 square feet per employee for business park uses, and 1,030 square feet per employee for light manufacturing uses. Therefore, 267,000 sf of business park uses represents approximately 455 employees, and 267,000 sf of light manufacturing uses represents approximately 259 employees.

[3] As shown in the CalEEMod User's Guide Version 2020.4.0, Section 4.3 "Offroad Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Table 1-3 Estimated Construction Schedule

Phase Name	Start Date	End Date	Days
Site Preparation (entire site)	4/25/2023	5/25/2023	23
Superpad Grading (entire site)	5/26/2023	9/4/2023	72
Backbone Underground Utilities (entire site)	9/5/2023	12/11/2023	70
Backbone Paving (entire site)	12/12/2023	1/22/2024	30
InTract Rough Grading (R)	3/24/2024	4/24/2024	23
InTract Underground Utilities (R)	4/25/2024	6/3/2024	28
InTract Paving (R)	6/4/2024	7/23/2024	36
InTract Rough Grading (INN)	9/24/2024	10/24/2024	23
InTract Underground Utilities (INN)	10/25/2024	12/3/2024	28
InTract Paving (INN)	12/4/2024	1/23/2025	37
Building Construction & Finish Grade (INN)	1/24/2025	3/23/2026	302
Architectural Coating (INN)	1/24/2025	3/23/2026	302
Building Construction & Finish Grade (R)	7/24/2024	10/23/2027	848
Architectural Coating (R)	7/24/2024	10/23/2027	848

(R) = Residential uses, (INN) Innovation uses
CalEEMod, Appendix 3.1, 3.2 and 3.3 of *Technical Appendix C*.
Source: (Urban Crossroads, 2023f)

Construction activities would require the use of common equipment, and construction equipment is conservatively expected to operate on the Project site up to eight hours per day; refer to Table 3-3 in the Air Quality Impact Analysis provided in Appendix C of this document. Additionally, as identified above, the Project would require the import of soil to the Project site. The analysis presented in this document conservatively assumes 165,000 cy of soil import during the initial mass grading phase (compared to 162,200 cy of soil import based on the conceptual grading plan). All other grading activities would balance onsite. The maximum depth of excavation is 25 feet for utility installation; however, the average depth of excavation is approximately 2 feet below the current grade.

The Project may utilize rock crushing to reduce the amount of import required during the mass grading phase. It is estimated that approximately 82,500 tons of rock could be crushed during the mass grading phase, which represents approximately half of the anticipated soil import. Additionally, due to the underlying geologic formations, it is assumed that blasting would also be required onsite.

The Project's physical impact limits, including onsite and offsite impact areas are depicted on Figure 1-17, Construction Impact Limits.

11. Other Public Agencies Whose Approval is Required

This Initial Study covers all federal, State, local government, and quasi-government approvals which may be needed to construct or implement the Project whether they are explicitly listed in Table 1-4 below or elsewhere in this document.

Onsite Project Site

Offsite Improvement Areas

Criteria Cell

Source(s): Glenn Lukos Associates (12-12-2022)

Figure 1-17

Construction Impact Limits

Table 1-4 Other Public Agency Approvals

US Army Corps of Engineers	• Section 404 of the Clean Water Act permit for any impacts to areas determined to be under the jurisdiction of the Corps, and associated Native American tribal consultation pursuant to Section 106 of the National Historic Preservation Act.
California Department of Fish and Wildlife	• Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code for any impacts to areas determined to be under the jurisdiction of the CDFW.
San Diego Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit. • Issuance of a Section 401 Water Quality Certification for any impacts to areas determined to be under the jurisdiction of the RWQCB.
Western Riverside County Regional Conservation Authority	• Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process and Joint Project Review (JPR) to determine that the Project would be consistent with the conservation goals of the MSHCP. It should be noted that the HANS and JPR processes have been completed for the Project and it has been determined that the Project is consistent with the MSHCP.
Eastern Municipal Water District	• Administrative approvals for the design of onsite and offsite sewer and water infrastructure.
Other Utility Agencies	• Permits and associated approvals, as necessary for the installation of new utility infrastructure or connections to existing facilities.

12. Have Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.2.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

As discussed in Section 2.18, Tribal Cultural Resources, of this document, the Pechanga Band of Indians (Pechanga Band), the Soboba Band of Luiseño Indians (Soboba Band), and the Rincon Band of Luiseño Indians (Rincon Band) requested consultation with the City pursuant to PRC Section 21080.2.1, and within the required 30-day time frame. The City consulted with each of these tribes. Potential impacts to tribal cultural resources have been determined to be less than significant with the actions agreed to between the City and the tribes that requested consultation.

13. Environmental Documentation

In conjunction with its adoption of the City's General Plan 2035, the City has previously certified the *Final Environmental Impact Report for the Murrieta General Plan 2035* (SCH No. 2010111084), certified July 2011 (2011 EIR). With its adoption of the General Plan Update, the City certified the *Final Supplemental Environmental Impact Report for the Murrieta General Plan 2035* (SCH No. 2010111084) in June 2020 (2020 SEIR). These environmental impact reports (EIRs), which are incorporated by reference into this environmental document, are collectively referred to herein as the "General Plan EIRs."

Specifically, in July 2011, the City certified the 2011 EIR for the Murrieta General Plan 2035 (referred to herein as the "General Plan 2035") as a program level EIR to guide the physical development of the City; the City's Climate Action Plan (CAP) was adopted concurrently with the General Plan 2035. General Plan 2035 was a comprehensive update to the City's 1994 General Plan and included updates to the elements that were included in the 1994 General Plan and the addition of two new elements. The General Plan 2035 included the following elements: Land Use, Economic Development, Circulation, Infrastructure, Healthy Community, Conservation, Recreation and Open Space, Air Quality, Noise, Safety, and Housing. The General Plan 2035 evaluated in the 2011 EIR anticipated development of the North Murrieta Business Corridor Focus Area, which includes the Project site, with a mix of Office and Research Park and Commercial uses. The 2011 EIR addressed all the environmental topics included in Appendix G of the CEQA Guidelines at the time the 2011 EIR was prepared. The 2011 EIR concluded that most of the environmental impacts resulting from implementation of the General Plan 2035 would be less than significant or reduced to a level that is considered less than significant with the adoption of mitigation measures (MMs). However, air quality impacts (short-term construction emissions and long-term mobile and stationary emissions), noise impacts (cumulative operational noise impacts), transportation impacts (deficient roadway segment and intersection Level of Service [LOS]), and recreation impacts (inadequate availability of parkland, trails, etc.) were identified as significant and unavoidable impacts to the environment resulting from the General Plan 2035 in the 2011 EIR. For those environmental topics, the City adopted a Statement of Overriding Considerations (SOC).

In July of 2020, the City certified the 2020 SEIR and approved an update to the General Plan 2035 (this update and the resulting General Plan are referred to herein as the "General Plan Update"). In conjunction with the General Plan Update, the City also approved a CAP Update and Zone Change/Zone Code Amendment. Major components of the General Plan Update evaluated in the 2020 SEIR included the following:

- Additions, deletions, or modifications to the General Plan 2035 goals, policies, exhibits and implementation to address changes in State law enacted since the adoption of the General Plan 2035.
- Update of General Plan 2035 development projections to the year 2035.
- Update of the General Plan 2035 Land Use Policy Map in six key areas.
- Update of the Land Use Element with a new land use designation (Innovation) and a revised mix and location of land use designations in six key areas.
- Revisions to the General Plan 2035 Focus Areas exhibits, text and policies.
- Creation of one new zoning district (Innovation) with a zone change and revisions to the City's Development Code to address the new zone with a Zone Code Amendment.
- Update of emissions inventory, projections, targets, and greenhouse gas emissions (GHG) reduction strategies and measures for the CAP Update.
- Update of the existing Zoning Map so that it is consistent with the proposed General Plan Update Land Use Policy Map as shown on the proposed Zoning Map.

The General Plan Update addressed in the 2020 SEIR anticipated development of the western portion of the Project site with Innovation uses and the eastern portion of the Project site with Multiple-Family Residential uses (refer to Figure 1-3, General Plan Update Land Use Map).

The 2020 SEIR augmented the 2011 EIR and addressed a limited scope which included the following topical issues: Land Use, Transportation, Air Quality, GHG Emissions, and Wildfire. The 2020 SEIR identified new significant and unavoidable impacts to the environment related to air quality (short-term construction, long-term mobile and stationary source, and cumulative long-term mobile and station source emissions), and transportation (project and cumulative roadway segment and intersection LOS impacts), and adopted a SOC for these impacts. The 2020 SEIR also reviewed environmental impacts and mitigation measures for each subject area addressed in the 2011 EIR to determine if the General Plan Update would result in significant changes and/or new impacts not previously addressed. The reasons the remaining topical issues were found not to be significant in the 2020 SEIR were described in Section 5.0, Subject Areas Not Discussed in Detail, of the 2020 SEIR, and are summarized in this environmental document.

The 2011 EIR identifies its intended use as a Program EIR or "first tier EIR" and cites PRC Section 21068.5, which defines "tiering" as:

"the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environmental in the prior environmental impact report."

The 2011 EIR established that "subsequent development projects proposed within the City must be reviewed in the context of this Program EIR to determine if additional environmental documentation is required. If the subsequent project would have environmental effects not addressed in the Program EIR, additional environmental review will be required." It further stated:

"Where no new effects and no new mitigation measures are involved, the subsequent project can be approved without additional environmental documentation. Where an EIR is required for a subsequent project, the EIR should implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site specific issues not previously addressed."

The 2020 SEIR reaffirms this approach and states that it is "intended for use by the City in streamlining environmental documentation for future development projects that could consider tiering from this document."

The 2011 EIR also identifies that it is considered a second-tier EIR for the topic of biological resources and that "the analysis in this [2011] EIR has: 1) incorporated by reference the Western Riverside County Multiple Species Habitat Conservation Plan Final EIR . . . certified for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) in June 2003. The Final EIR/EIS analyzed the impacts associated with adopting the MSCHP, including the issuance of "Take" permits for certain species pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act and Section 2800 et seq. of the California

Fish and Game Code. The MSCHP was previously described in Section 2.7, Incorporation by Reference, as were the five CEQA/NEPA (National Environmental Policy Act) topical areas reviewed in the Final EIR/EIS. The Western Riverside County Multiple Species Habitat Conservation Plan Final EIR/EIS is considered a first-tier EIR."

In conjunction with certification of the 2020 SEIR the City also adopted a Mitigation Monitoring and Reporting Program (MMRP) (refer to herein as the "General Plan EIR MMRP"), which incorporates mitigation measures from the 2011 EIR and is included in Appendix A to this document. The MMRP contained in the 2020 SEIR incorporated all of the 2011 EIR mitigation measures. The General Plan EIR MMRP ensures that identified mitigation measures are properly implemented. Projects implementing the General Plan Update, such as the Project, are required to incorporate applicable mitigation measures included in the General Plan EIR MMRP. Therefore, all relevant mitigation measures from the General Plan EIR MMRP are incorporated into the Project and would be implemented during construction and future operations. Applicable mitigation measures are listed in the introduction to the analysis for each topical issue in Section 2, Analysis, of this document. In addition to the General Plan EIR MMRP mitigation measures relevant to the Project, this document identifies and proposes for adoption certain Project-specific conditions of approval based on applicable general development policies, including general plan policies, or standards adopted by the City with respect to impacts to biological resources, impacts to cultural and tribal resources, and noise impacts.

14. Streamlining of Environmental Review

CEQA Guidelines Section 15152(h) identifies a series of methods, in addition to tiering, that lead agencies may use to streamline the environmental review process and, where multiple methods may apply, provides discretion to a lead agency as to which to choose. Other methods identified include "(7) Projects consistent with community plan, general plan, or zoning (Section 15183)".

Tiering

As indicated in Section 13 above, tiering is appropriate and encouraged when a project is consistent with the general plan and zoning of the city, and no further environmental documentation is required if (a) all potential impacts of the Project have been mitigated or avoided as a result of the prior EIR and adopted findings in connection with that prior EIR, and (b) all potential impacts have been examined at a sufficient detail in the prior EIR to enable those effects to be mitigated or avoided by site-specific revisions.[4] The City's SEIR also seeks to address impacts identified in the General Plan EIRs as significant and unavoidable and does not require further analysis if such measures cannot be mitigated to avoid or substantially lessen the significant impacts despite the project proponent's willingness to accept all feasible mitigation measures, if and the only purpose of including analysis of such effects in another EIR would be to put the agency in a position to adopt a statement of overriding considerations with respect to the effects.

[4] CEQA Guidelines Section 15152 allows for further analysis pursuant to an EIR or negative declaration but also establishes that future environmental documents must be limited to effects not adequately addressed in the initial EIR and sets forth standards for when significant effects have been adequately addressed.

Exemption

Pursuant to PRC Section 21083.3 and CEQA Guidelines Section 15183 and based on the analysis presented in this Initial Study, the City may rely upon the analysis in the certified General Plan EIRs and determine that the Project is exempt from further CEQA review. PRC Sections 21083.3(a) and (b) provide additional requirements for streamlining in the following circumstances, which are further described in CEQA Guidelines Section 15183:

> (a) If a parcel has been zoned to accommodate a particular density of development or has been designated in a community plan to accommodate a particular density of development and an environmental impact report was certified for that zoning or planning action, the application of this division to the approval of any subdivision map or other project that is consistent with the zoning or community plan shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.
>
> (b) If a development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.

An effect of a project upon the environment "shall not be considered peculiar to the parcel or to the project, for purposes of this section, with a finding based upon substantial evidence, which need not include an environmental impact report, that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect." PRC Section 21083.3(d).

The Project meets the requirements of each of PRC Section 21083.3(a) and (b) in that it is consistent with the density of development and other elements of the General Plan Update and an EIR was certified with respect to the General Plan Update. Accordingly, pursuant to CEQA Guidelines 15183(b), the environmental analysis of the Project is limited to environmental effects that (a) are peculiar to the Project or Project Site, (b) were not analyzed as significant effects in the General Plan EIRs, (c) have potential significant off-site impacts and cumulative impact which were not discussed in the General Plan EIRs, or (d) have previously identified significant effects which as a result of substantial new information not known at the time the SIER was certified, have a more severe adverse impact than discussed in the General Plan EIRs.

PRC Section 21083.3(c) indicates that "all public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior environmental impact report relevant to a significant effect which the project will have on the

environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken."

As demonstrated by the analysis presented in Section 2.0 below, all potentially significant impacts of the Project are mitigated with the incorporation of the applicable mitigation measures set forth in the General Plan EIRs and certain uniformly applied development policies, including General Plan policies, or standards that have been previously adopted by the city or incorporated into the General Plan EIRs. Accordingly, there are no environmental effects peculiar to the Project site or Project. In addition, as demonstrated below, there are no environmental effects that were not addressed as significant effects in General Plan EIRs and no potentially significant off-site impacts and cumulative impact which were not discussed in the General Plan EIRs and there is no new information not known at the time the 2020 SEIR was certified that could result in the Project having a more severe adverse impact than discussed in the General Plan EIRs.

Therefore, this environmental document is also prepared pursuant to the provisions of the PRC Section 21083.3 and CEQA Guidelines Section 15183.

Conclusion

Because the General Plan EIRs analyzed anticipated growth in Murrieta, including development of the Project site with a mix of residential and Innovation uses, the General Plan EIRs are intended to assist the City in streamlining environmental documentation, and the Project would be developed with uses consistent with the City's General Plan Update and in compliance with the City's applicable Development Code Standards, the City has determined that in evaluating whether further environmental review is required, it is appropriate to consider whether, under PRC Section 21083.3, CEQA Guidelines Section 15183, and/or the CEQA tiering provisions, there are any peculiar effects not addressed in the General Plan EIRs, any significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs or any new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

This environmental analysis demonstrates that under either the exemption or tiering approaches authorized by CEQA as described above and analyzed in this environmental document, the Project would not result in any peculiar or new significant impacts that are not examined in the General Plan EIRs and there is no significant increase in the previously identified impacts.

With respect to tiering, the environmental analysis in this document demonstrates that all potential impacts of the Project have been mitigated or avoided as a result of the General Plan EIRs and adopted findings in connection with the General Plan EIRs, have been examined at a sufficient detail in the General Plan EIRs to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means with the approval of the later project; and, with respect to impacts on parks and recreation, which were determined in the General Plan EIRs to be significant and unavoidable, cannot be mitigated to avoid or substantially lessen the significant impacts despite the project proponent's willingness to accept all feasible mitigation measures, and the only purpose of including analysis of such

effects in another EIR would be to put the agency in a position to adopt a statement of overriding considerations with respect to the effects.

Alternatively, with respect to PRC Section 21083.3 and CEQA Guidelines Section 15183,the analysis in Section 2.0 below demonstrates that after taking into account the analysis in the General Plan EIRs and with application to the Project of uniformly applied development policies, including General Plan policies, or standards that substantially mitigate any environmental effect of the Project, there are no environmental effects that are peculiar to the Project or the Project site, or that were not analyzed as significant effects in the General Plan EIRs or for which substantial new information which was not known at the time the 2020 SEIR was certified shows the Project would have a more severe adverse impact than discussed in the General Plan EIRs. Thus, applying Section 21083(b) and CEQA Guidelines Section 15183, the City may rely upon the analysis in the certified General Plan EIRs and the application of project conditions of approval applied pursuant to uniformly applied development policies, including General Plan policies, and conclude that the Project is exempt from further CEQA review.

As set forth below, all feasible mitigation measures specified in the prior environmental impact report relevant to a significant effect which the project will have on the environment and additional conditions of approval incorporating uniformly applied development policies, including general plan policies, or standards previously adopted by the city or county, have been incorporated into the Project.

Accordingly, the City has determined that reliance on the environmental analysis in the General Plan EIRs is appropriate and that the Project is exempt from further CEQA review or alternatively, that no further evaluation of environmental impacts after application of the tiering requirements.

2.0 Environmental Analysis

Evaluation of Environmental Impacts

Applying Appendix G of the CEQA Guidelines to this Project:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answer must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate is there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when determination is made, an EIR is required.
4. "Negative Declaration: Less than Significant with Mitigation Incorporated" is utilized for purposes of this analysis where the application of development policies or standards or incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Where an effect has been adequately analyzed in an earlier EIR or negative declaration, it is appropriate to consider whether, under PRC Section 21083.3, CEQA Guidelines Section 15183, there are any peculiar effects not addressed in the General Plan EIRs, any significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs or any new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and if no such effects or new information apply to identify the project as exempt from CEQA.
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. **Earlier Analysis Used.** Identify and state where they are available for review.
    b. **Impacts Adequately Addressed.** Identify which effects from the environmental factor checklist were within the scope of and adequacy analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c. **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigations which were incorporated or refined from the earlier documentation and the extent to which they address site-specific conditions for the project.

7. Lead agencies are encouraged to incorporate the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

9. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that would require mitigation, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use/Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities/Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology/Soils	☐ Population/Housing	☐ 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 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 although the proposed project could have a significant effect on the environment, the project impacts were adequately addressed in an earlier document or there will not be a significant effect in this case because revisions in the project have been made or project-specific mitigation measures have been proposed that will avoid or reduce any potential significant effects to a less than significant level and 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 no further review under CEQA is required because (a) the project is exempt from further CEQA review pursuant to PRC Section 21083.3 and CEQA Guidelines Section 15183 because all potentially significant effects have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and/or uniformly applied development policies or standards have been previously adopted by the city or county and will substantially mitigate the environmental effect of the project, or alternatively (b) applying PRC Section 21068.5,all potentially significant effects 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, there are no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and there is no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.	☒

Submitted by: Jarrett Ramaiya, City Planner Date 03/17/23

2.1 Aesthetics

2.1.1 Summary of Previous Environmental Analysis

The analysis of aesthetic impacts for the General Plan 2035 is provided in Section 5.3, Aesthetics, of the 2011 EIR. The 2011 EIR concluded that the implementation of the General Plan 2035 would have less than significant impacts on scenic vistas, scenic resources within a state scenic highway, long-term visual quality, and views affected by light and glare, and no mitigation was required. The 2011 EIR concluded that the implementation of the General Plan 2035 would require incorporation of General Plan EIR MMRP mitigation measures MM AES-1 through MM AES-3 to reduce potentially significant impacts on short-term visual impacts during construction to less than significant levels. The 2011 EIR also identified that future development under the General Plan 2035 would be subject to compliance with the regulations, guidelines, and development review process set forth in the City's development code as well as goals and policies identified in the General Plan 2035 and provided that future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the provisions of the Murrieta Municipal Code (MDC). Cumulative impacts related to aesthetics were determined to be less than significant with the implementation of General Plan EIR MMRP mitigation measures MMs AES-1 through AES-3.

The 2020 SEIR concluded that the General Plan Update would not result in new or substantially greater aesthetic impacts than identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR and imposed no new mitigation measures relating to aesthetics.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.1.2 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

AES-1 For future development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties.

AES-2 Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris.

AES-3 Construction worker parking may be located offsite with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.

2.1.3 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, 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 views 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?***	☐	☒	☐	☐	☐

The analysis of aesthetic impacts from the Innovation Development Scenario 1 and Development Scenario 2 is the same since any Innovation uses would be developed in accordance with the same regulations, including the Murrieta Development Code, as discussed below, and goals and policies identified in the General Plan 2035.

a. Would the project have a substantial adverse effect on a scenic vista?

Project Impact Adequately Addressed in Previous Documentation. The City's General Plan Update identifies prominent views of the San Jacinto Mountains, Santa Ana Mountains (and Santa Rosa Plateau), Santa Margarita and Tibia ranges, hillsides, and ridges as scenic vistas. The Project site is within a relatively flat valley floor approximately 30 miles southwest of the San Jacinto Mountains, approximately 14 miles east of the Santa Ana Mountains, and 16 miles north of the Santa Margarita and Tibia ranges. Additionally, the Project site is not in proximity to any hillsides or ridges within the City. Currently, distant views of the San Jacinto Mountains are available along Baxter Road (looking east) and Whitewood Road (looking

northeast) and distant views of the Santa Margarita and Tibia ranges are available along Whitewood Road (looking south). Prominent views of the Greer Ranch hill, located west of the Project site in the City of Menifee, are provided along I-215, Antelope Road, Baxter Road, and Whitewood Road; the City does not identify Greer Ranch hill as a scenic resource.

Construction activities would include the presence of construction equipment, fencing/signage, vehicles, and soil stockpiles; however, because the surrounding roadways would remain open to traffic during construction, views to the San Jacinto Mountains, Santa Ana Mountains (and Santa Rosa Plateau), Santa Margarita ranges, and Tibia ranges would be maintained. The proposed construction activities, and future structures would not substantially obstruct views of the San Jacinto Mountains, Santa Ana Mountains (and Santa Rosa Plateau), Santa Margarita ranges, and Tibia ranges from the surrounding roadways and I-215.

Therefore, consistent with the conclusions of the General Plan EIRs, impacts to scenic vistas identified in the City's General Plan would be less than significant, there are no peculiar effects with respect to scenic vistas not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Project Impact Adequately Addressed in Previous Documentation. There are no officially designated State scenic highways in proximity to the Project site. The nearest officially designated State scenic highway is a portion of SR-74 beginning from Blackburn Road and terminating at Highway 111 (Caltrans, 2022). The Project site is located approximately 20 miles southwest of this portion of SR-74, and there are no views of the Project site from this scenic highway. According to the City's General Plan, I-15 and I-215 are recognized as possessing scenic qualities. I-15, which is located approximately 3.8 miles east of the Project site, is identified by Caltrans as an eligible State scenic highway but is not officially designated. Due to distance and intervening development, there are no views of the Project site from I-15. I-215, which is separated from the Project site by Antelope Road, is not a designated state scenic highway.

The Project site does not have scenic resources, including but not limited to trees, rock outcroppings, or historic buildings. Therefore, implementation of the Project would not impact scenic resources within a State scenic highway. No impacts would occur.

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Project Impact Adequately Addressed in Previous Documentation. As identified by the United States Census Bureau (USCB), the Project site is within an urbanized area[5] (USCB, 2010). Therefore, the potential impacts of the Project under this threshold are assessed based on whether the Project would conflict with applicable zoning and other regulations governing scenic quality. As previously discussed, the eastern portion of the Project site is zoned MF-2, and the western portion is zoned INN.

As shown in the site photographs provided in Figure 1-7 through Figure 1-10, the Project site is undeveloped and disturbed. These photographs were taken primarily from public vantage points adjacent to the Project site and are representative of public views from existing adjacent roadways (Baxter Road, Whitewood Road, Somers Road, and Antelope Road), and the future alignment of Running Rabbit Road along the southern boundary of the Project site. There are a limited number of viewers from these public vantage points. Prominent visual features in the viewsheds that include Project site are the hillsides to the west (west of I-215), and the Loma Linda University Medical Center, which is located north of the Project site (north of Baxter Road). There are also distant mountain views from vantage points looking north and south. As identified above, I-215 is west of the Project site, on the opposite site of Antelope Road. I-215 extends in a north-south direction so motorist have momentary views of the Project site from I-215 as they travel past the site. However, views of the Project site from vantage points along I-215 are partially obstructed by mature trees along Antelope Road and within the offsite commercial property located southwest of the Project site.

According to the 2011 EIR, the Project site is within the North Murrieta Business Corridor, which consists of vacant, underutilized, and rural residential properties that would be replaced with a mix of office and commercial uses. The General Plan EIRs identify potential visual impacts associated with construction activities in the City, such as placement of materials in storage areas, construction debris piles on site, or exposed trenches, roadway bedding, spoils/debris piles, and steel plates that could be visible during construction of street and utility infrastructure improvements and imposes General Plan EIR MMRP mitigation measures MM AES-1 through AES-3 to mitigate these potential impacts. The Project would establish entitlements for mass grading, lot location and elevations, and roadways and infrastructure, and would allow for development of the Project site per the existing Innovation and multi-family residential General Plan and zoning designation. The Project's construction phases would be temporary in nature and all construction equipment would be removed from the Project site following completion of the Project's construction activities. Temporary construction-related changes to local visual character would not substantially degrade the visual quality or character of the area; construction activity is common throughout developing areas of the City of Murrieta. The proposed construction activities would not impact prominent hills or ridgelines, and the proposed grading plan protects the natural drainages onsite

[5] According to CEQA Guidelines Section 15387, an urbanized area means a central city or group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 per square mile. A Lead Agency shall determine whether a particular area meets the criteria in this section either by examining the area or by referring to a map prepared by the U.S. Bureau of the Census which designates the area as urbanized.

within designated open space areas. Additionally, during construction activities associated with the Project General Plan EIR MMRP mitigation measures MMs AES-1 through AES-3 from the General Plan EIRs would be implemented to ensure that short-term construction-related aesthetic impacts remain less than significant, consistent with the conclusions of the General Plan EIRs. There are no peculiar effects with respect to aesthetic impacts from construction not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

Consistent with the conclusion of the General Plan EIRs, the Project would lead to greater urbanization within the North Murrieta Business Corridor Focus Area from the introduction of new residential and non-residential Innovation uses on a vacant site. Despite this localized change in visual character, from undeveloped to developed, development would be consistent with the City's General Plan Update, would be subject to the City's design review process, and would not degrade the existing visual character/quality of the site and the surrounding area, which is planned for development. During design review, details including architectural massing, elevations, finished color, landscaping, and branding for the proposed development would be determined. However, residential uses and Innovation uses would be designed in accordance with the development standards established in the Murrieta Development Code (MDC) for the INN and MF-2 zoning districts (Sections 16.08.020, 16.08.040, 16.13.020, 16.13.030, and 16.13.040). Standards that relate to scenic quality are provided below in Table 2-1, Applicable Development Code Standards. With adherence to the applicable development standards, and implementation of development consistent with applicable General Plan Update goals addressing visual character/quality, residential and non-residential Innovation development at the Project site would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, consistent with the conclusions of the General Plan EIRs and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

Table 2-1 Applicable Development Code Standards

Applicable Development Standards
Residential – MF-2 Standards
Setbacks • Street – 10 feet • Interior – 10 feet
Maximum Parcel Coverage • 35%
Maximum Height Limit • 50 feet
Minimum Onsite Landscaping • 10 percent of the site area
Building Placement • Buildings shall be placed with varying setbacks and/or orientation to the street to provide visual interest.

Applicable Development Standards
• Minimum distances between buildings shall be in compliance with Section 16.18.130 of the City's Municipal Code. • Residential structures on the same lot shall maintain a minimum separation of at least 10 feet for one-story structures, 15 feet for two-story structures, and 20 feet for three-story structures.
Parking Areas • Parking areas shall be treated as "landscape plazas," with attention to landscape surfaces, softened edges, shade, and pedestrian circulation.

Miscellaneous Subjects
• Solid Waste and Recyclable Materials Storage Areas
  ○ Solid waste and recyclable materials storage areas shall be enclosed and screened in compliance with Section 16.18.150 of the City's Municipal Code.
  ○ Enclosures shall be finished using materials compatible with the surrounding architecture. Gates shall be solid metal painted to match adjacent buildings.
• Storage areas that can be overlooked from above shall incorporate roof structures to screen the contents of the enclosure from view.

Screening of Equipment • All mechanical equipment, whether mounted on the roof or ground, shall be screened from view in compliance with Section 16.18.120 of the City's Municipal Code. All screening devices shall be compatible with the architecture and color of the adjacent buildings. • Gutters and downspouts shall be concealed unless designed as a particular architectural feature. • Solar panels shall be integrated into the roof design, flush with the roof slope. Frames shall be colored to match roof colors. Any support equipment shall be enclosed and screened from view.
Building Architecture • Exterior elevations shall be appropriately articulated and detailed to avoid flat, monotonous wall planes and uninteresting barracks-like structures • The maximum number of attached units in a particular structure shall be eight within a single elevation unless variations in the elevations are provided. • All accessory structures shall be consistent in architectural design with the rest of the complex.
Building Materials • The building and its elements shall be unified in textures, colors, and materials to provide and order and coherence within the project. • The composition of materials shall avoid giving the impression of thinness. Veneers should turn corners, avoiding exposed edges. • The use of artificial materials is not allowed. • Materials shall be very durable, require low maintenance, and relate a sense of permanence. • Frequent changes in materials shall be avoided. • Columns, trellises, porches, colonnades, and similar element shall use materials and colors that are compatible with adjacent building • The use of wood fencing along a project boundary or adjacent to street shall not be allowed.
Roofs • Roofs shall reflect a residential appearance through pitch and use of materials. • Tile roofing materials shall reflect the color of native earthen clay which were used in their manufacture. Blue, green, and other artificially colored tiles are not allowed.

Color
• The predominant color of structures shall be muted tones that are found in the natural environment by use of at least one of the following design features:
  ○ Neutral or light-colored walls should be contrasted with a darker, more intense trim color, while dark-colored walls should be contrasted with light colored accents and details.
  ○ Materials such as brick, stone, copper, etc. should be left in their natural colors.

Applicable Development Standards

Walls
• Walls adjacent to streets shall not run in a continuous plane for more than 48-feet without incorporating at least two of the following design features:
  ○ A minimum 2-foot change in plane for at least 10 feet;
  ○ A minimum 18 inch raised planter for at least 10 feet;
  ○ Use of pilasters at 48-foot intervals and at changes in wall planes and height or;
  ○ A section of open grillwork a minimum 4 feet in height for at least 10 feet.

Innovation District
Required Building Setbacks • Front – 10 feet minimum • Rear – 10 feet minimum • Street Side – 10 feet minimum • Interior Side – 10 feet minimum • From Freeway – 100 feet minimum • From Residential Districts – 75 feet minimum when adjacent to a residential district.
Maximum Building Height • 150 feet
Required Building Massing Stepbacks • Floors 3 and higher – minimum 10 additional feet from face of the second floor below. • Accessory structures – same as main structure
Landscaping/Open Space Standards • Minimum Onsite Landscaping/Open Space – 20 percent of the project's lot areas. Amenities such as court yards, roof top gardens, outdoor dining, food truck/vendors spaces, shade structures, plazas, and artwork onsite may count towards landscaping/open space requirements.
Site Character • Natural amenities unique to the site should be preserved and incorporated into the project's design whenever possible. • Structures shall not face their back side or loading areas onto existing or planned amenities and/or streets. • Frontage roads or drives shall be provided adjacent to open space areas unless a project is designed to provide direct pedestrian access to the open space and the road or drive is not otherwise necessary.

Building Placement
• Projects containing multiple buildings shall place a minimum 15 percent building frontage adjacent to the front setback line. The Director may waive or reduce this standard for project where implementation of this standard is not feasible.
• Multiple buildings in a single project shall have a functional relationship with one-another to achieve a "village" scale by use of at least two of the following features:
  ○ Cluster buildings around open plaza areas, not parking lots.
  ○ Provide courtyards with landscaping and other pedestrian amenities.
  ○ Provide convenient pedestrian circulation between buildings and between parking areas and buildings using enhanced paving materials.
• Link buildings together visually using trellis structures, arcades, and enhanced paving.

Trash/Loading/Storage Areas • All trash and recyclable enclosures shall match the primary structure's architecture and building materials. • All trash and recyclable bins shall be stored in approved enclosures in compliance with Section 16.18.150 of the City's Municipal Code.
Utility and Mechanical Equipment • All mechanical equipment shall be concealed from view in compliance with Section 16.18.120. Screening devices shall be compatible with the architecture and color of the adjacent buildings.

Applicable Development Standards
• Mechanical equipment shall not be located on the roof of a structure unless the equipment can be screened by building elements that are designed for that purpose and that are an integral part of the building design. • Utility equipment shall be located in utility rooms within the structure or utility cabinet with exterior access.
Architectural Style • No specific architectural style or design theme is required. A variety of architectural characteristics may be considered to add to the City's overall image. However, while variety in design is generally encouraged, compatibility of new project with their architectural style and surroundings should be a priority.
Design Consistency • Designs shall demonstrate a consistent use of colors, materials, and detailing throughout all elevations of a building and throughout all building of a multiple building project. • Elevations that do not directly face a street shall not be ignored or receive only minimal architectural treatment. Building articulation is required on all sides of the building. • Each façade shall be designed for public view and shall be appropriately landscaped and in compliance with the landscaping in Chapter 16.28 of the City's Municipal Code.
Form and Mass • Designs shall provide a sense of human scale and proportion. Structures shall be designed to avoid a "box-like" appearance and adhere to the required building step backs
Roofs • Variations in rooflines shall be used to add interest to, and reduce the massive scale of large commercial buildings: o Parapets concealing flat roofs and rooftop equipment. The average height of a parapet shall not exceed 15 percent of the height of the supporting call and parapets shall not at any point exceed one-third the height of supporting wall. Parapets shall incorporate a three-dimensional cornice. o Overhanging eaves, extending at least 3 feet past the supporting walls. o Sloping roofs that do not exceed the average height of the supporting walls with an average slope greater than or equal to one-foot for vertical rise for every 3 feet of horizontal run and less than or equal to one-foot of vertical rise for every one foot of horizontal run o 3 or more roof slope planes. • Parapet walls shall be treated as an integral part of the structure design. • Parapet walls should receive architectural detailing consistent with the rest of the façade deign and should not appear as unrelated elements intended only to screen the roof behind.
Building Materials • False or decorated façade treatments, wherein one or more unrelated materials appear to be "stuck on" a building, should be avoided • Artificial materials that attempt to imitate real materials are not allowed. • The compositions of materials should avoid giving the impression of thinness and artificiality. • Veneers should turn corners, avoiding exposed edges • Stock, pre-fabricated, "off-the-shelf" neutral or earth tone colors • Building trim and accent areas may feature brighter colors, including primary colors, but neon tubing shall not be an acceptable feature for building trim or accent area. • The transition between base and accent colors shall relate to changes in building materials or the change of building surface plans. Color should not meet or change without some physical change or definition to the surface plane.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views?

Project Impact Adequately Addressed in Previous Documentation. The Project site is in a developing portion of the City, where existing development contributes to artificial lighting. Existing sources of lighting in the immediate vicinity of the Project site include streetlights, lighting from single-family residences, fire station, and medical center uses, including parking lot lighting.

Project construction would occur during daytime hours, during which time no artificial lighting would be required. Any incidental lighting during construction would be for security purposes and would be directed to the Project site, which would avoid unnecessary spill onto adjacent properties, which are primarily vacant. There would be no construction activities that would create a new source of substantial light or glare that would adversely affect day or nighttime views. Therefore, lighting impacts associated with construction activities would be less than significant.

Future development of the Project site, and associated new sources of lighting, is anticipated in the General Plan EIRs. As anticipated, development of residential and non-residential Innovation uses at the Project site would introduce new sources of light from street lighting, interior and exterior building lighting including for safety purposes, vehicle headlights, illuminated signage, and new sources of glare such as reflective building materials, roofing materials, and windows. All lighting installed with the proposed development would be subject to compliance with the provisions of MDC Section 16.18.100, Lighting, which requires that exterior lighting be directed downward and shielded so that glare is confined within the boundaries of the subject parcel, among other requirements. Additionally, light sources would be shielded to direct light rays onto the subject parcel only, pursuant to MDC Section 16.18.100.C, Shielded Lighting. Additionally, proposed development would be subject to compliance with MDC architectural design standards for Residential Districts and the Innovation District relative to building materials and colors, in order to reduce glare effects (refer to MDC Chapters 16.08 and 16.13, respectively).

The purpose of MDC Section 16.18.110, Mount Palomar Lighting Standards, is to restrict the use of certain light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research. To this end, all future development within the Dark Sky Zone (the circular area 30 miles in radius centered on the Palomar Observatory), which includes the Project site (approximately 24.5 miles northwest of the Palomar Observatory) would be subject to compliance with the general, lamp source, and shielding requirements established by MDC Section 16.18.110.

Compliance with the MDC provisions in the lighting of proposed development onsite would ensure proper design, installation, and operation of all exterior lighting, thereby reducing the potential for glare effects, light spillover onto adjacent properties, or conflicts with the Palomar Observatory. As such, consistency with the MDC would ensure that potential impacts associated with light and glare would be less than significant, consistent with the conclusions of the General Plan EIRs and there are no peculiar effects with respect to lighting or glare not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

2.2 Agriculture and Forestry Resources

2.2.1 Summary of Previous Environmental Analysis

The analysis of agriculture and forestry resources impacts for the General Plan 2035 is provided in Section 5.11, Agricultural Resources, of the 2011 EIR. At the time the 2011 EIR was prepared, the Project site was identified as Farmland of Local Importance; however, the Project site was not under a Williamson Act Contract. The 2011 EIR concluded that future development pursuant to the General Plan 2035 would result in no impact or less than significant impacts to agricultural resources. Specifically, no Prime Farmland or Farmland of Statewide Importance is within the Focus Areas targeted in the General Plan 2035. The Project site is one of the Focus Areas in the General Plan 2035 to which future development efforts are directed (the North Murrieta Business Corridor). In addition, all development pursuant to the General Plan 2035, including development within the North Murrieta Business Corridor, would be required to be in substantial conformance with goals and policies of the Conservation and Land Use Elements of the General Plan 2035, which support the protection of the continued potential for agricultural uses in rural residential areas and encourage additional, small-scale urban agricultural opportunities. Cumulative impacts on agriculture and forestry resources were determined to be less than significant and no mitigation measures were required.

The 2020 SEIR concluded that the General Plan Update, which includes development in the North Murrieta Business Corridor consistent with the General Plan 2035, would not result in new or substantially greater agricultural impacts than identified in the 2011 EIR and that the level of impact (less than significant or no impact) remained unchanged from that cited in the 2011 EIR. The 2020 SEIR imposed no new mitigation measures relating to agricultural resources.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.2.2 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***	☐	☒	☐	☐	☐
b)	***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 or conversion of forest land to non-forest use?***	☐	☒	☐	☐	☐

The physical impact area for the Innovation Development Scenario 1 and Development Scenario 2 is the same; therefore, the analysis of impacts to agricultural and forestry resources below applies to both Innovation development scenarios.

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Project Impact Adequately Addressed in Previous Documentation. According to the California Department of Conservation (CDC) current farmland mapping (2018) (refer to Figure 2-1, Farmland Mapping & Monitoring Program Map) and consistent with Figure 5.11-1, Important Farmland (2008), of the 2011 General Plan EIR, the Project site contains Farmland of Local Importance and Grazing Land, and the offsite improvement areas include Urban Built-up Land and Other Land (City of Murrieta, 2011; CDC, 2018). The Project site and offsite improvement areas do not contain Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). The Project site is not in agricultural production. Additionally, there are no lands in proximity to the Project site that are currently in agricultural production. Therefore, the Project would not convert Farmland to non-agricultural use. Therefore, no impact would occur.

The Project's impact on Farmland of Local Importance is discussed under Threshold "e."

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Project Impact Adequately Addressed in Previous Documentation. The Project site is zoned as INN and MF-2 and is not currently used for agricultural purposes; there are no properties surrounding the Project site that are zoned for agricultural use (City of Murrieta, 2020b). Additionally, the Project site is not under a Williamson Act contract and there are no lands under a Williamson Act contract in proximity to the Project site. Therefore, implementation of the Project would not conflict with existing zoning for agricultural use or Williamson Act contract. Therefore, no impact would occur.

c. Would the project 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))?

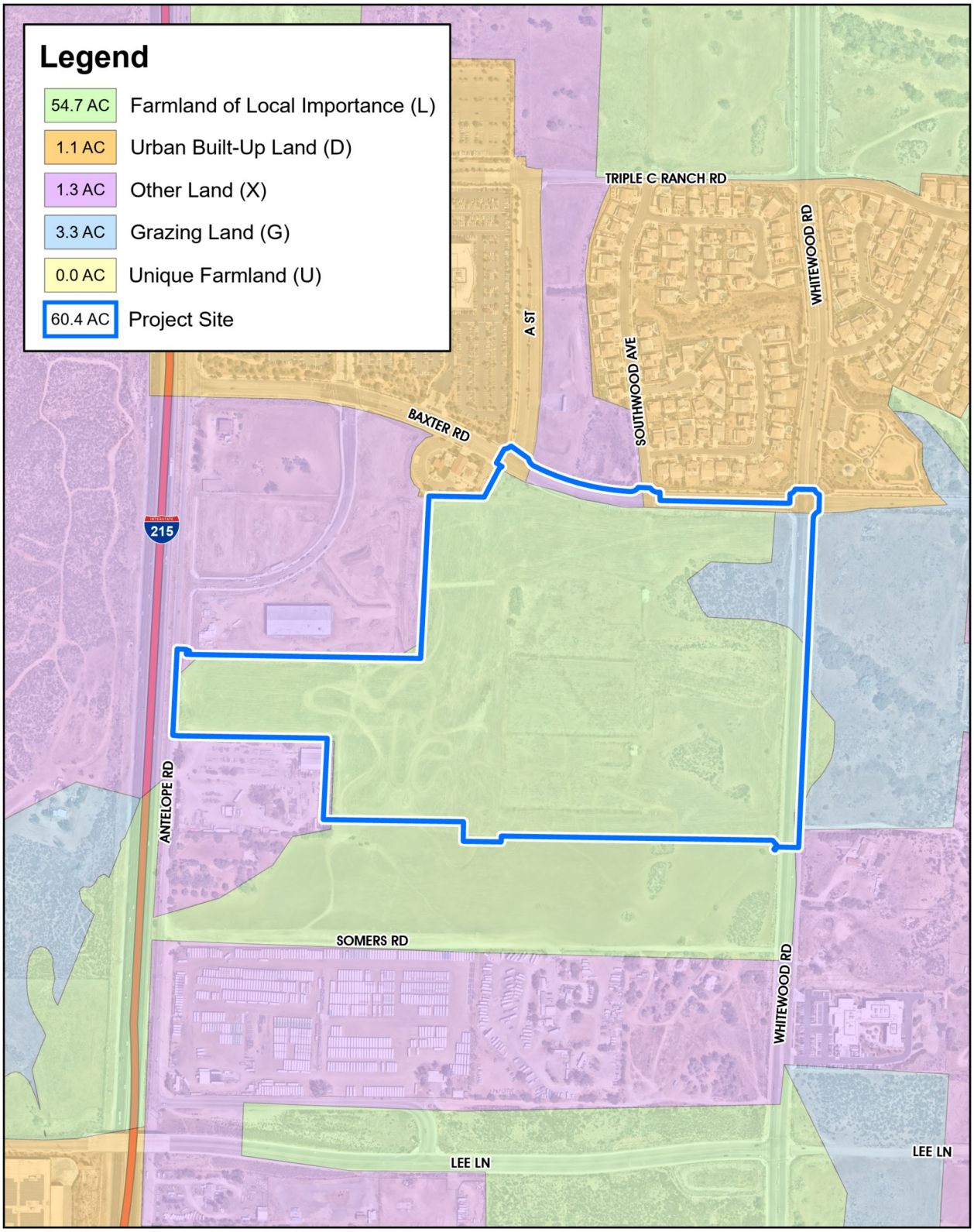
Project Impact Adequately Addressed in Previous Documentation. The City does not have an exclusive zone classification for forestland, timberland or Timberland Production. The Project site is not zoned for forestland, timberland, or Timberland Production and the Project site is not located in proximity to lands zoned for these purposes. Therefore, the Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production. Therefore, no impact would occur.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Project Impact Adequately Addressed in Previous Documentation. The Project site does not contain forest land; thus, the implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Project Impact Adequately Addressed in Previous Documentation. As shown on Figure 2-1, Farmland Mapping & Monitoring Program Map, there is no Farmland (i.e., Prime Farmland, Farmland of Statewide Important, and Unique Farmland) onsite or in the area surrounding the Project site. The Project site is mapped as Farmland of Local Importance; however, the Project site is not in agricultural production. Additionally, there are no lands in proximity to the Project site that are currently in agricultural production. To assess the Project's potential impacts on agricultural resources, a Land Evaluation and Site Assessment (LESA) Model (T&B, 2023), included as *Technical Appendix B* to this Initial Study, was prepared by T&B Planning, Inc, (T&B) for the Project site. In summary, and as shown on Table 2-2, Land Evaluation and Site Assessment Scoring, the Project site received a LESA score of 35.0. According to the CDC, and as shown on Table 2-3, Land Evaluation and Site Assessment Model Significance Determination, impacts to land that receive a LESA score between 0 and 39 points are not considered significant.



Source(s): ESRI, Nearmap Imagery (2022), RCTLMA (2023), FMMP (2022)

Figure 2-1

Farmland Mapping & Monitoring Program Map

Table 2-2 Land Evaluation and Site Assessment Scoring

	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
LCC	57.8	0.25	14.5
Storie Index	52.0	0.25	13.0
		LE Subtotal	*27.5*
SA Factors			
Project Size	30.0	0.15	4.5
Water Resource Availability	20.0	0.15	3.0
Surrounding Agricultural Land	0.0	0.15	0
Protected Resource Land	0.0	0.05	0
		SA Subtotal	*7.5*
Final LESA Score			**35.0**

Table 2-3 Land Evaluation and Site Assessment Model Significance Determination

Total LESA Score	Scoring Decision
0 to 39	**Not Considered Significant**
40 to 59	Considered Significant only if LE and SA subscores are each greater than or equal to 20 points
60 to 79	Considered Significant unless either LE or SA subscore is less than 20 points
80 to 100	Considered Significant

Source: (CDC, 1997, Table 9)

Therefore, development at the Project site pursuant to existing General Plan and zoning designations would not result in the conversion of Farmland to non-agricultural uses. This impact is less than significant, consistent with the conclusion of the General Plan EIRs and there are no peculiar effects with respect to farmland not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

Additionally, the City does not contain forestland, and implementation of the Project would not result in the conversion of forestland to non-forest use. No impact would occur.

2.3 Air Quality

2.3.1 Summary of Previous Environmental Analysis

The analysis of air quality impacts for the General Plan 2035 is provided in Section 5.5, Air Quality, of the 2011 EIR. The 2020 SEIR provided an analysis of air quality impacts for the General Plan Update in Section 4.3, Air Quality. The information and analysis provided in the 2020 SEIR was organized in accordance with the Checklist in Appendix G of the CEQA guidelines and current State and local guidance.

The 2020 SEIR determined that although the implementation of the General Plan Update would change land uses upon which the 2016 Air Quality Management Plan (AQMP) and 2016 Regional Transportation

Plan (RTP)/Sustainable Communities Strategy (SCS) were based, the General Plan Update would create jobs that reduce vehicle miles traveled (VMT) within the City. Additionally, the General Plan Update includes several updated goals and policies within the Circulation, Land Use, Air Quality, Conservation, and Safety Elements that are consistent with SCAG's RTP goals.

The 2020 SEIR determined that the General Plan Update would result in an additional 1,572 residential units, beyond those considered in the 2011 EIR, which would result in a net increase in construction emissions beyond those analyzed in the 2011 EIR. As with the General Plan 2035, the General Plan Update would incorporate goal and policies identified in the 2011 EIR to reduce air pollutants and precursors; however, there is a potential for construction projects related to the General Plan Update to exceed South Coast Air Quality Management District (SCAQMD) construction thresholds. Consistent with the determination of the 2011 EIR, the 2020 SEIR determined that construction-related impacts would be potentially significant. The 2020 SEIR concluded that with adherence to the goals and policies from the General Plan Update in conjunction with mitigation measures (MM AQ-1 through AQ-7), the General Plan Update would not result in any new or a substantial increase in the severity of a previously identified significant impact; however, construction-related air quality impacts would remain significant and unavoidable. The 2020 SEIR also identified with respect to construction related air quality impacts that "[a]s was the case with the 2011 General Plan, the proposed Project is program-level in nature and therefore, specific information about individual land use developments, and the duration, frequency, and intensity of construction, and potential overlap between construction activities is not available at this time. Therefore, construction-related emissions due to the implementation of the proposed Project cannot be accurately quantified, and such an analysis would be considered speculative." Therefore, this document analyzes the construction impacts of the Project.

With respect to operational emissions, the 2011 EIR concluded "with respect to operational emissions, mobile source emissions are the largest emissions source in the City [and that the] goals and policies identified within the proposed General Plan 2035 would reduce mobile source emissions." The 2020 SEIR further concluded that operational emissions of the General Plan Update would be lower as compared to the General Plan 2035 analyzed in the 2011 EIR. Moreover, future development pursuant to the General Plan Update would be subject to compliance with the applicable goals and policies that would reduce air quality impacts. The 2020 SEIR concluded that impacts related to compliance with applicable regional plans would be less than significant and no mitigation is required.

The 2020 SEIR determined that the operation of the 1,572 additional residential units would result in the generation of long-term operational emissions of criteria pollutants and the 2,405,601 square feet of non-residential development excluded from the General Plan Update would avoid the generation of long-term operational emissions. Project-level construction details were not provided for the plan-level analysis provided in the 2020 SEIR; thus, operational emissions were not able to be analyzed at the level of detail needed to determine whether they would contribute to an air quality violation. The 2020 SEIR identified that the General Plan Update would decrease overall Citywide operational emissions as compared to the development under the General Plan 2035; however, the reduction in emissions would not reduce overall operations emissions to below SCAQMD's significance threshold. Consistent with the 2011 EIR, the 2020 SEIR determined that the General Plan Update would result in potentially significant operational-related air quality impacts. The 2020 SEIR concluded that with adherence to the goals and policies from the

General Plan Update in conjunction with mitigation measures (MM AQ-8 through MM AQ-24), the General Plan Update would not result in any new or a substantial increase in the severity of a previously identified significant impact; operational-related air quality impacts would remain significant and unavoidable.

The 2020 SEIR determined that construction-related activities associated with the implementation of the General Plan Update would result in intermittent emission of diesel particulate matter (DPM) and that operation of the new land uses proposed by the General Plan Update could generate new sources of toxic air contaminants (TACs). However, with adherence to the goals and policies included in the General Plan Update, and SCAQMD's permit requirement for stationary sources, in conjunction with the reduction in VMT relative to the 2011 EIR, the General Plan Update would not expose sensitive receptors to substantial pollutant concentrations. The 2020 SEIR concluded that the General Plan Update would not result in any new or a substantial increase in the severity of a previously identified significant impact; impacts to sensitive receptors would remain less than significant, and no mitigation is required.

The 2020 SEIR determined that the land uses proposed under the General Plan Update are not significant odor generators that would adversely affect sensitive receptors during operation. All land uses would consist of uses that are common in the surrounding areas. The 2020 SEIR concluded that the General Plan Update would not result in any new or a substantial increase in severity of a previously identified significant impact; impacts related to odors would remain less than significant, and no mitigation is required.

The 2020 SEIR determined that the implementation of the General Plan Update would not result in any intersection capacity or roadway that would exceed 100,000 vehicles per day and result in a carbon monoxide (CO) hotspot. Thus, the 2020 SEIR concluded that the General Plan Update would not result in any new or a substantial increase in the severity of a previously identified significant impact; impacts related to CO hotspots would remain less than significant, and no mitigation is required.

The 2020 SEIR concluded that cumulative impacts related to air quality would be consistent with the cumulative impact conclusions in the 2011 EIR; significant and unavoidable impacts for regional construction and operational criteria pollutant emissions; less than significant for localized air quality impacts and impacts to sensitive receptors; and odor impacts. The 2020 SEIR concluded that the General Plan Update would not result in a new significant impact or substantial increase in severity of a previously identified significant cumulative impact previously identified. No new mitigation measures were identified.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.3.2 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

Construction-Related Measures

AQ-1 Require the use of Tier 4 emissions standards or better for off-road diesel-powered construction equipment of 50 horsepower or greater. To ensure that Tier 4 construction

equipment or better will be used during the proposed Project's construction, South Coast Air Quality Management District (SCAQMD) staff recommends that the Lead Agency include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and California Air Resources Board (CARB) or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. Additionally, the Lead Agency should require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance and conduct regular inspections to the maximum extent feasible to ensure compliance.

AQ-2 Require zero-emissions or near-zero emission on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year trucks (e.g., material delivery trucks and soil import/export) that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. The Lead Agency should include this requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

AQ-3 Suspend all onsite construction activities when wind speeds (as instantaneous gusts) exceed 25 miles per hour.

AQ-4 All trucks hauling dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).

AQ-5 Enter into applicable bid documents, purchase orders, and contracts to notify all construction vendors, contractors, and/or haul truck operators that vehicle and construction equipment idling time will be limited to no longer than five minutes, consistent with the CARB's policy. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the proposed Project site. To further ensure that drivers understand the vehicle idling requirement, post signs at the proposed Project site, where appropriate, stating that idling longer than five minutes is not permitted.

AQ-6 Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.

AQ-7 Limit the daily number of trucks allowed at the proposed Project to levels analyzed in the CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the proposed Project through the CEQA process prior to allowing this land use or higher activity level.

Operations-Related Measures

General Plan EIR MMRP mitigation measure MM AQ-9 applies to projects that generate significant regional emissions, and is therefore not applicable to the Project, which result in less than significant air quality impacts. General Plan EIR MMRP mitigation measures MMs AQ-11 through AQ-13 and AQ-15 through AQ-18 are related to warehouse and distribution projects and thus do not apply to the Project, as these types of uses are not allowed in the Innovation zone.

AQ-8 Provide electric vehicle (EV) Charging Stations.

AQ-10 Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NO_X impacts from this project. Further, trucks that run at least partially on electricity are projected to become available during the life of the project as discussed in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). It is important to make this electrical infrastructure available when the project is built so that it is ready when this technology becomes commercially available. The cost of installing electrical charging equipment onsite is significantly cheaper if completed when the project is built compared to retrofitting an existing building. Therefore, SCAQMD staff recommends the Lead Agency require the proposed Project and other plan areas that allow truck parking to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for trucks to plug-in. Similar to the City of Los Angeles requirements for all new projects, SCAQMD staff recommends that the Lead Agency require at least 5 percent of all vehicle parking spaces (including for trucks) include EV charging stations. Further, electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. At a minimum, electrical panels should be appropriately sized to allow for future expanded use.

AQ-14 Restrict overnight parking in residential areas.

AQ-19 Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the proposed Project site to generate solar energy for the facility.

AQ-20 Maximize the planting of trees in landscaping and parking lots.

AQ-21 Use light colored paving and roofing materials (e.g., “cool” roofs and “cool” pavements)

AQ-22 Utilize only Energy Star heating, cooling, and lighting devices, and appliances

AQ-23 Require use of electric or alternatively fueled sweepers with HEPA filters

AQ-24 Use of water-based or low VOC cleaning products

2.3.3 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Project site is located within the South Coast Air Basin (SCAB), a 6,745-square mile subregion of the SCAQMD, which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. In these areas, the SCAQMD is principally responsible for air pollution control, and works directly with the SCAG, county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. The AQIA and General Plan EIRs provide additional details related to the SCAB, the regulatory background, the regional climate, wind patterns, criteria pollutants and their health effects, existing air quality, and regional air quality improvement.

Existing air quality is measured at established South Coast Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. Criteria pollutants, discussed in detail in the AQIA included in *Technical Appendix C1* of this document, are pollutants that are regulated through the development of human health-based and/or environmentally-based criteria for setting permissible levels, or standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. The National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect for each pollutant regulated under these standards, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with

a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb), are shown in Table 2-2 of the AQIA. The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the California (State) and federal standards.

The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and five single-pollutant source lead air monitoring sites throughout the air district. Table 2-4 identifies the current attainment designations for the SCAB.

Table 2-4 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Attainment	Unclassifiable/Attainment
Pb[6]	Attainment	Unclassifiable/Attainment

"- "= The national 1-hour O_3 standard was revoked effective June 15, 2005.
Source: (Urban Crossroads, 2023a)

The Project site is currently vacant; there are currently no air quality emissions generated from the Project site. Existing air quality conditions at the Project site would generally reflect ambient monitored conditions, as discussed in Section 2.7, Local Air Quality, of the AQIA.

Because the Innovation Development Scenario 1 and Development Scenario 2 would involve the same physical impact area, and similar size buildings and amenities, construction-related air quality impacts would also be similar. With respect to operational air quality impacts discussed below, the Innovation Development Scenario 1 (with business park uses) would generate a greater number of daily vehicular trips compared to other allowed Innovation uses, and is therefore conservatively used for Project analyses based on daily vehicular trips (e.g., mobile source emissions) as evaluated in the *Discovery Village Air Quality Impact Analysis* (AQIA) prepared by Urban Crossroads, Inc., and included in *Technical Appendix C1* of this document (Urban Crossroads, 2023a). The Innovation Development Scenario 2 (with light manufacturing uses) is the basis for the analysis of operational impacts, including mobile source health risks, that may occur, and that may be different from Innovation Development Scenario 1 due to the expected use of heavy trucks, need for loading docks, etc. Air Quality impacts resulting from Innovation Development Scenario 2, are evaluated in the *Discovery Village Supplemental Air Quality, Greenhouse Gas and Energy Assessment* (Supplemental AQ, GHG and Energy Assessment) prepared by Urban Crossroads, Inc., and included in *Technical Appendix C2 of this document* (Urban Crossroads, 2023b). The commercial

[6] The Federal nonattainment designation for lead is only applicable towards the Los Angeles County portion of the SCAB.

and residential uses under these development scenarios are assumed to be the same under the Innovation development scenarios.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Project Impact Adequately Addressed in Previous Documentation. As identified in the AQIA, currently State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards (CAAQS and NAAQS, respectively). AQMPs are updated regularly to reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy more effectively. In March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS), a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements.

The draft 2022 AQMP has been prepared by SCAQMD to address the EPA's strengthened ozone standard. The draft 2022 AQMP was released in August 2022 and public comment closed on October 18, 2022. The SCAQMD Governing Board adopted the draft 2022 AQMP at its December 2, 2022, meeting. The draft 2022 AQMP requires CARB's adoption before submittal for U.S. EPA's final approval, which is expected to occur sometime in 2023. Criteria for determining consistency with the AQMP are defined in Chapter 12 of the SCAQMD's CEQA Air Quality Handbook (1993). The Project's consistency with these criteria is discussed below and is applicable to both Innovation development scenarios.

Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded.

Construction Impacts

With respect to Consistency Criterion No. 1, the analysis provided under Threshold b, below demonstrates that the Project's construction-source emissions would not exceed applicable significance thresholds. As such, the Project is consistent with the AQMP with regard to regional construction-source air quality.

Operational Impacts

As demonstrated below under Threshold b, the operational emissions associated with the Project would not exceed applicable significance thresholds. Therefore, the Project would not conflict with Consistency Criterion No. 1 during construction or operation.

Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.

The 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 SCAB are provided to the SCAG, which uses these to develop the Regional Housing Needs Assessments (RHNA) for each jurisdiction along with regional population and VMT growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with these growth projections is considered to be consistent with the AQMP. Consistency can be evaluated using several methods, including, but not limited to, consistency with a local jurisdiction's land use designations and consistency with SCAG's jurisdictional growth projections, such as those in the RHNA. As identified above, the 2020 SEIR concluded that buildout of the General Plan Update would be consistent with the AQMP. As the Project is in substantial conformity with the General Plan Update and is designed to conform to the land use designations established by the General Plan Update, the buildout of the Project would be consistent with the AQMP, as further discussed below.

Construction Impacts

Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during Project construction activities. As such, since the Project would not exceed emissions thresholds during construction activity, a less than significant impact would occur with respect to this criterion.

Operational Impacts

The City of Murrieta General Plan Update land use map designates the Project site Multiple Family Residential and Innovation. The Project proposes to remain within the range of land use densities and uses permitted by the General Plan Update. Specifically, the Multiple Family Residential land use designation permits 10.1-30 dwelling units per acre. For purposes of analysis in this document it is anticipated that up to 436 residential units would be developed on Lots 4 through 8 (which represents 18 units per net acre consistent with the allowable density range under the current MF-2 zoning district [15.1 to 18 dwelling units per acre]). Additionally, for purposes of analysis in this document, and consistent with the General Plan Update, up to 272,000 sf of non-residential Innovation uses permitted under the Innovation land use and zoning designations would be developed on Lots 1 through 3. Based on the existing land use designations for the Project site, the Project would not require amendments to allow these proposed uses; thus, the Project site would be developed with uses consistent with the City's

General Plan Update. The 2020 SEIR concluded that buildout of the General Plan Update would be consistent with the 2016 AQMP. As such, the Project would be consistent with Consistency Criterion No. 2.

In summary, the Project is consistent with the 2016 AQMP, impacts would be less than significant, consistent with conclusion of the General Plan EIRs and there are no peculiar effects with respect to air quality plan consistency not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

b. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. The SCAQMD has developed regional and localized significance thresholds (LSTs) for regulated pollutants, as summarized in Table 2-5. The Project's impacts related to LSTs are analyzed under Threshold c below. The SCAQMD's CEQA Air Quality Significance Thresholds indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Projects have the potential to affect air quality through construction-source and operational-source emissions. In May 2021, the SCAQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) v2022.1. The purpose of this model is to calculate construction-source and operational-source criteria pollutants (NO_X, VOC, PM_{10}, $PM_{2.5}$, SO_X, and CO) and greenhouse gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, the latest version of CalEEMod has been used for the Project to determine construction and operational air quality emissions. Detailed information regarding modeling assumptions and output from the model runs for both construction and operational activity are provided in the AQIA included in *Technical Appendix C1* of this document.

Table 2-5 Maximum Daily Regional Emissions Thresholds

Pollutant	Construction	Operations
NO_X	100 lbs./day	55 lbs./day
VOC	75 lbs./day	55 lbs./day
PM_{10}	150 lbs./day	150 lbs./day
$PM_{2.5}$	55 lbs./day	55 lbs./day
SO_X	150 lbs./day	150 lbs./day
CO	550 lbs./day	550 lbs./day
Pb	3 lbs./day	3 lbs./day

lbs./day = Pounds Per Day

Regional Thresholds presented in this table are based on the SCAQMD Air Quality Significance Thresholds, April 2019

Source: (Urban Crossroads, 2023a)

Regional Construction Impacts

As previously discussed, for purposes of analysis in this document, it is estimated that construction activities associated with the Project would extend from April 2023 through October 2027. This includes site preparation, grading, blasting, rock crushing, building construction, architectural coating, and paving, as further described in Section 2.4 of the AQIA. The Project Applicant would be required to comply with applicable SCAQMD rules during construction, including Rule 403, which address fugitive dust emissions. The Project's estimated daily construction emissions without mitigation, but with adherence to SCAQMD rules, are summarized in Table 2-6, Construction Emissions Summary – Without Mitigation. As shown, regional emissions would not exceed SCAQMD threshold during the summer or the winter. Accordingly, the Project would not emit substantial concentrations of the criteria pollutants during construction and would not contribute to an existing or projected air quality violation, on a direct or cumulatively-considerable basis. Notwithstanding the Project's less than significant impact related to regional construction emissions, the General Plan EIR MMRP mitigation measures MMs AQ-1 through AQ-7 are required to be implemented and are incorporated into the Project, which would further reduce the Project's less than significant regional construction emissions. Thus, a less than significant impact would occur for Project-related regional construction-source emissions and no additional Project-specific mitigation is required.

Table 2-6 Construction Emissions Summary – Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer (Smog Season)						
2023	38.50	82.00	155.60	2.20	12.48	5.44
2024	12.39	83.40	75.20	0.14	27.40	11.84
2025	14.10	29.70	61.50	0.08	6.78	2.34
2026	7.47	14.40	35.70	0.04	4.45	1.38
2027	7.36	13.70	34.20	0.04	4.40	1.33
Winter						
2023	0.95	8.15	11.10	0.01	1.99	0.75
2024	13.23	91.30	82.20	0.15	27.99	12.24
2025	14.00	30.10	54.40	0.08	6.78	2.34
2026	13.78	28.40	52.70	0.08	6.66	2.23
2027	7.30	13.90	29.80	0.04	4.40	1.33
Maximum Daily Emissions	**38.50**	**91.30**	**155.60**	**2.20**	**27.99**	**12.24**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

CalEEMod construction-source emissions are presented in Appendices 3.1, 3.2, 3.3 and 3.5.
Source: (Urban Crossroads, 2023a)

Regional Operational Impacts

Operational activities associated with the proposed residential uses and non-residential Innovation uses at the Project site would also result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions from Innovation Development Scenario 1 and Innovation Development Scenario 2 would be associated with the following primary sources: area sources, energy sources and mobile sources.

Innovation Development Scenario 2 would also generate operational emissions from onsite cargo handling equipment in truck court areas. Operational emissions for summer and winter scenarios for Innovation Development Scenario 1 are provided in Table 2-7, and operational emissions for Innovation Development Scenario 2 are provided in Table 2-8. As shown, the Project's operational activities under both Innovation development scenarios would not exceed SCAQMD regional significance thresholds for emissions of any criteria pollutant. Notwithstanding, the General Plan EIR MMRP mitigation measures MMs AQ-8, AQ-10, AQ-14, and AQ-19 through AQ-24 are required to be implemented and are incorporated into the Project, which would further reduce the Project's less than significant regional operational emissions. Accordingly, the Project would not emit substantial concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation, on a direct or cumulatively-considerable basis. Impacts associated with long-term emissions from the Project would be less than significant. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

Table 2-7 Innovation Development Scenario 1 - Summary of Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer (Smog Season)						
Mobile Source	27.90	25.40	240.00	0.62	22.00	4.23
Area Source	26.30	6.85	39.40	0.04	0.55	0.56
Energy Source	0.30	5.16	3.02	0.03	0.41	0.41
Total Maximum Daily Emissions	**54.50**	**37.41**	**282.42**	**0.69**	**22.96**	**5.20**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Mobile Source	26.10	27.30	201.00	0.58	22.00	4.23
Area Source	22.20	6.51	2.77	0.04	0.53	0.53
Energy Source	0.30	5.16	3.02	0.03	0.41	0.41
Total Maximum Daily Emissions	**48.60**	**38.97**	**206.79**	**0.65**	**22.94**	**5.17**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2023a)

Table 2-8 Innovation Development Scenario 2 – Summary of Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer (Smog Season)						
Mobile Source	19.00	24.00	161.00	0.48	15.70	3.16
Area Source	26.30	6.85	39.40	0.04	0.55	0.56
Energy Source	0.36	6.26	3.95	0.04	0.49	0.49
Onsite Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**45.78**	**37.49**	**220.79**	**0.56**	**16.77**	**4.24**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Winter						
Mobile Source	17.80	25.60	136.00	0.45	15.70	3.16
Area Source	22.20	6.51	2.77	0.04	0.53	0.53
Energy Source	0.36	6.26	3.95	0.04	0.49	0.49
Onsite Equipment	0.12	0.38	16.44	0.00	0.03	0.03
Total Maximum Daily Emissions	**40.48**	**38.75**	**159.16**	**0.53**	**16.75**	**4.21**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2023b)

The SCAQMD considers all individual project air pollutant emissions that exceed the SCAQMD regional thresholds to also be cumulatively-considerable. Conversely, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that a project's air pollutant emissions to be less than cumulatively-considerable. As the Project would not exceed SCAQMD regional thresholds for any criteria pollutant during construction or operation, including air pollutants for which the region is in non-attainment of applicable federal and State standards, the Project's regional air pollutant emissions during construction and operation would be less than cumulatively-considerable. No additional mitigation is required beyond implementation of the identified General Plan EIR mitigation measures, which are incorporated into the Project and there are no peculiar effects with respect to regional air quality not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Project Impact Adequately Addressed in Previous Documentation. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as "sensitive receptors. These structures typically include residences, hotels, hospitals, etc. as they are also known to be locations where an individual can remain for 24 hours. This section discusses criteria pollutants from onsite construction and operation, CO hotspots, and toxic air contaminants.

Localized Impacts from Criteria Pollutants

As further described in Section 3.5 of the AQIA, the SCAQMD LST methodology provides look-up tables for sites with an area with daily disturbance of 5 acres or less. For projects that are less than or equal to 5 acres, the 5-acre LST look-up table is utilized to determine if a Project has the potential to result in a significant impact. The look-up tables establish a maximum daily emissions threshold in pounds (lbs) per day that can be compared to CalEEMod outputs. The Project includes one site preparation phase and three separate grading phases, one for the entire site, one phase for the residential (Lots 4 through 8) and one for the Innovation portions (Lots 1 through 3). The Project's construction activities are estimated to

disturb a maximum of approximately 3.5 acres per day for site preparation activities and 4 acres per day for superpad grading activities during the initial site preparation phase, 5 acres per day for in-tract rough grading activities during the residential construction phase, and 5 acres per day for in-tract rough grading activities during the Innovation construction phase. Therefore, the SCAQMD's screening look-up tables are utilized in determining LST impacts. It should be noted that since the look-up tables identify thresholds at only 1 acre, 2 acres, and 5 acres, linear regression has been utilized to determine localized significance thresholds. Consistent with SCAQMD guidance, the thresholds presented in Table 2-9, Maximum Daily Localized Emissions Thresholds, were calculated by interpolating the threshold values for the Project's disturbed acreage.

Table 2-9 Maximum Daily Localized Emissions Thresholds

Construction Activity	Construction Localized Thresholds			
	NO_X	CO	PM_{10}	PM_{10}
Site Preparation	303 lbs/day	1,533 lbs/day	10 lbs/day	6 lbs/day
Superpad Grading	325 lbs/day	1,677 lbs/day	11 lbs/day	7 lbs/day
InTract Rough Grading (R)	371 lbs/day	1,965 lbs/day	13 lbs/day	8 lbs/day
InTract Rough Grading (INN)	371 lbs/day	1,965 lbs/day	13 lbs/day	8 lbs/day

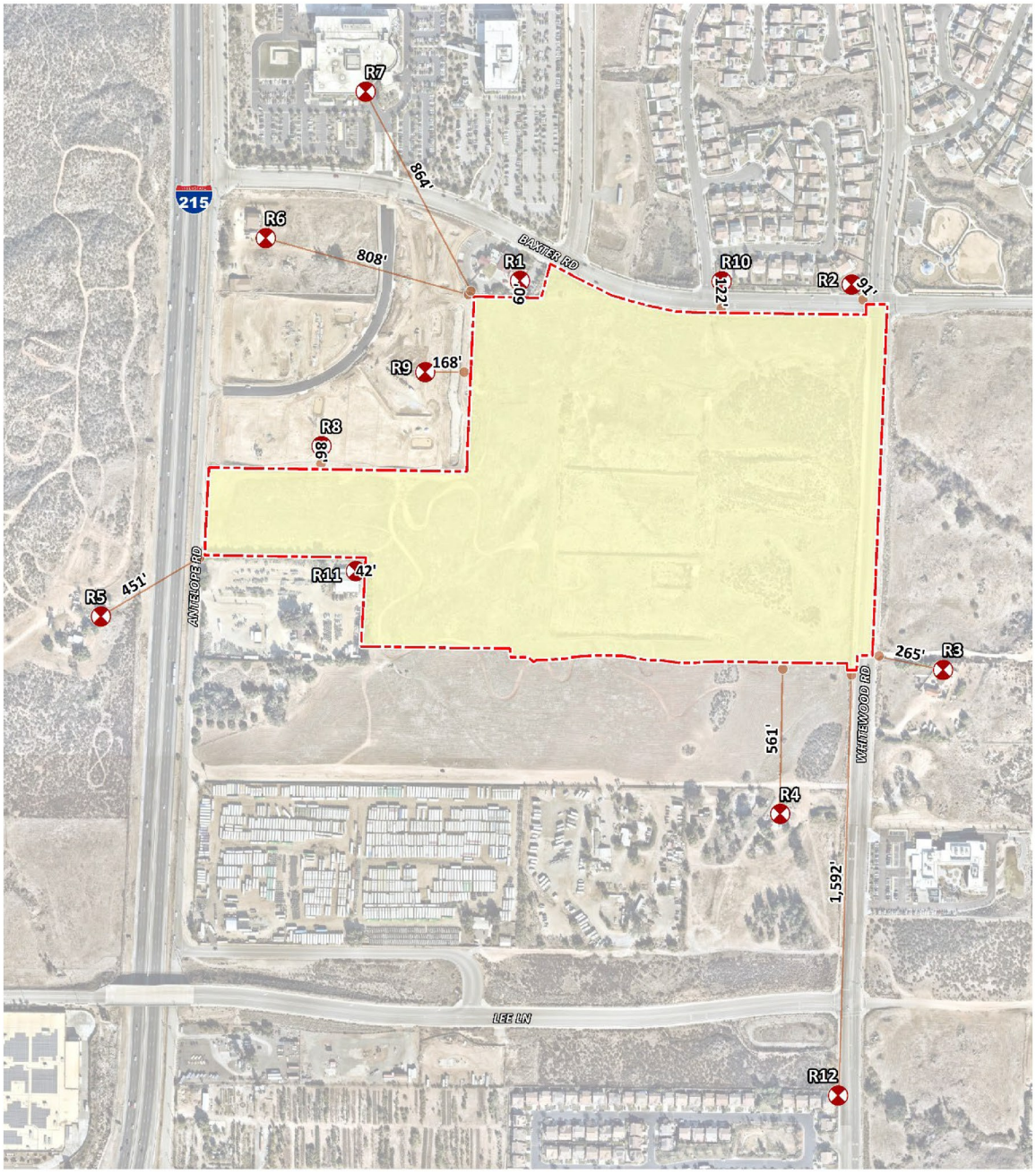
Localized Thresholds presented in this table are based on the SCAQMD Final LST Methodology, July 2008.
(R) = Residential, (INN) Innovation
Source: (Urban Crossroads, 2023a)

Consistent with the SCAQMD LST Methodology, the nearest land use where an individual could remain for 24 hours in proximity to the Project site (in this case the nearest residential land use) has been used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain onsite for a full 24 hours but are typically onsite for eight hours or less. The LST Methodology explicitly states that "*LSTs based on shorter averaging periods, such as the NO_2 and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours*." For purposes of analysis, if an industrial/commercial use is located at a closer distance to the Project site than the nearest residential use, the nearest industrial/commercial use will be utilized to determine construction and operational LST air impacts for emissions of NO_2 and CO as an individual could be present at these sites for periods of one to eight hours.

Sensitive receptors in the Project study area are described below and are shown on Figure 2-2, Sensitive Receptor Locations.

R1: Location R1 represents Murrieta Fire Station No. 4 at 28155 Baxter Road, approximately 60 feet north of the Project site. Receptor R1 is placed at nearest location someone may be located for a 24-hour period.

R2: Location R2 represents an existing residence at 28411 Cottage Way, approximately 91 feet north of the Project site. Receptor R2 is placed at the private outdoor use area.



Source(s): Urban Crossroads (02-03-2023)

Figure 2-2

Not to School

Sensitive Receptor Locations

R3: Location R3 represents an existing residence at 28555 Running Rabbit Road, approximately 265 feet east of the Project site. Receptor R3 is placed at the private outdoor living area (backyard).

R4: Location R4 represents the existing residence at 28393 Somers Road, approximately 561 feet south of the Project site. Receptor R4 is placed at the private outdoor living area (backyard).

R5: Location R5 represents an existing residence at 35256 McElwain Road, approximately 451 feet west of the Project site. Receptor R5 is placed at the private outdoor living area (backyard).

R6: Location R6 represents an existing residence at 34970 Antelope Road, approximately 808 feet northwest of the Project site. Receptor R6 is placed at the private outdoor living area (backyard).

R7: Location R7 represents the Loma Linda University Health facility, at 28062 Baxter Road, approximately 864 feet northwest of the Project site. Receptor R7 is placed at nearest location someone may stand for up to one hour.

R8: Location R8 represents a future proposed medical office building within the Makena Hills Development, at the southeast corner of Baxter Road, approximately 86 feet north of the Project site. Receptor R8 is placed at nearest location someone may stand for up to one hour.

R9: Location R9 represents a future proposed medical office building within the Makena Hills Development, approximately 168 feet east the Project site. Receptor R9 is placed at nearest location someone may stand for up to one hour.

R10: Location R10 represents an existing residence at 28327 Cottage Way, approximately 122 feet north of the Project site. Receptor R10 is placed at the private outdoor use area.

R11: Location R11 represents the MCS Inc. facility, at 35246 Antelope Road. Receptor R11 is placed at the nearest location someone may stand for up to one hour.

R12: Location R12 represents an existing residence at 28460 Kara Street, approximately 1,592 feet south of the Project site. Receptor R12 is placed at the private outdoor use area.

The nearest sensitive receptor to the Project site where an individual could remain for 24 hours is Murrieta Fire Station No. 4. Because this receptor is also closer to the Project site than the nearest existing non-residential receptor and proposed Makena Hills Development, it is conservatively used for the evaluation of all local impacts of PM_{10}, $PM_{2.5}$, NO_X and CO for the Project. The methods for the LST analysis are detailed in the AQIA included in *Technical Appendix C* of this document.

Table 2-10, Localized Significance Summary of Construction , identifies the localized impacts at the nearest receptor location in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criterial pollutant.

Table 2-10 Localized Significance Summary of Construction

Construction Activity	Year	Emissions (lbs/day)			
		NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	2023	47.00	38.00	8.19	5.02
	Maximum Daily Emissions	**47.00**	**38.00**	**8.19**	**5.02**
	SCAQMD Localized Threshold	303	1,533	10	6
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Superpad Grading	2023	30.00	71.90	3.02	1.87
	Maximum Daily Emissions	**30.00**	**71.90**	**3.02**	**1.87**
	SCAQMD Localized Threshold	325	1,677	11	7
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
InTract Rough Grading(R)	2024	41.60	34.40	5.09	2.99
	Maximum Daily Emissions	**41.60**	**34.40**	**5.09**	**2.99**
	SCAQMD Localized Threshold	371	1,965	13	8
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
InTract Rough Grading (INN)	2024	41.60	34.40	5.09	2.99
	Maximum Daily Emissions	**41.60**	**34.40**	**5.09**	**2.99**
	SCAQMD Localized Threshold	371	1,965	13	8
	Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

CalEEMod localized construction-source emissions are presented in Appendix 3.1, 3.2 and 3.3 of *Technical Appendix C1*.
Source: (Urban Crossroads, 2023a)

Additionally, according to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The Project does not include such uses, and due to the lack of significant stationary source emissions, no LST analysis is needed for operations.

Diesel Particulate Matter Health Risk Assessments

Construction activities for the residential and Innovation components of the Project have the potential to result in diesel particulate matter (DPM), which is a listed carcinogen and toxic air contaminant (TAC) in the State of California. Projects that generate/attract diesel trucks during operation would also emit DPM. The proposed commercial uses within the Innovation component of the Project, and the proposed residential uses are not known emitters of substantial TAC concentrations that would potentially affect sensitive receptors during operation. However, heavy-duty diesel trucks would access the Innovation component of the Project if it were to be developed with light manufacturing uses, which are allowed under the Innovation land use designation and zoning, and anticipated by Innovation Development Scenario 2.

To assess potential health risks from DPM during construction of the Project and operation of the Innovation Development Scenario 2, the following health risk assessments have been prepared for the Project by Urban Crossroads and are included in *Technical Appendix C3 and Technical Appendix C4* of this

document, respectively: *Discovery Village Construction Health Risk Assessment* (Construction HRA) (Urban Crosssroads, 2023c), and *Discovery Village Mobile Source Health Risk Assessment* (Mobile Source HRA) (Urban Crossroads, 2023d). The HRAs were prepared in accordance with the *Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* and is comprised of all relevant and appropriate procedures presented by the United States Environmental Protection Agency (U.S. EPA), California EPA and the SCAQMD. The Lakes AERMOD View (Version 11.2.0) was used to calculate annual average particulate concentrations associated with site construction operations. Lakes AERMOD View was utilized to incorporate the U.S. EPA's latest AERMOD Version 22112. Vehicle DPM emissions in the Mobile Source HRA were calculated using emission factors for PM_{10} generated with the 2021 version of the EMission FACtor model (EMFAC) developed by the CARB. Additional information about the methods and assumptions for preparing the HRAs is provided in the *Technical Appendix C3* and *Technical Appendix C2.*

Cancer risk is expressed in terms of expected incremental incidence per million population. The SCAQMD has established an incidence rate of ten (10) persons per million as the maximum acceptable incremental cancer risk due to TAC exposure from a project such as the proposed Project. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulatively considerable impact. The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs. Non-carcinogenic risks are quantified by calculating a "hazard index," expressed as the ratio between the ambient pollutant concentration and its toxicity or Reference Exposure Level (REL). An REL is a concentration at or below which health effects are not likely to occur. A hazard index less of than one (1.0) means that adverse health effects are not expected. In the Project Construction HRA, non-carcinogenic exposures of less than 1.0 are considered less than significant. Both the cancer risk and non-carcinogenic risk thresholds are applied to the nearest sensitive receptors described previously.

Construction-Related

Based on the results of the Construction HRA, the Project's construction activities would not cause a significant human health risk to residents, workers, or school children, as summarized below. The referenced receptor locations are shows on Figure 2-2.

- **Individual Exposure Scenario:** The residential land use with the greatest potential exposure to Project construction-source DPM emissions is Location R10, which represents an existing residence located at 28327 Cottage Way, approximately 122 feet north of the Project site. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project construction-source DPM emissions is estimated at 8.66 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, Project construction would not cause a significant human health or cancer risk to nearby residences.

- **Worker Exposure Scenario:** The worker receptor land use with the greatest potential exposure to Project construction-source DPM emissions is Location R8, a future proposed medical office building within the Makena Hills Development, approximately 98 feet north of the Project site. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.31 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers.

- **School Child Exposure Scenario:** The nearest school is Vista Murrieta High School, located approximately 4,100 feet south of the Project site. At the maximally exposed individual school child (MEISC), the maximum incremental cancer risk impact attributable to Project construction activity is calculated to be 0.15 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to Project construction activity were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to nearby school children.

Operational/Mobile Source

Based on the results of the Mobile Source HRA, operation of the Innovation Development Scenario 2 would not cause a significant human health risk to residents, workers, or school children, as presented below. Modeled onsite emissions sources are depicted on Exhibit 2-A of the Mobile Source HRA included in *Technical Appendix C4,* and modeled offsite emission sources are depicted on Exhibit 2-B of the Mobile Source HRA. The referenced receptor locations are shows on Figure 2-2.

- **Residential Exposure Scenario:** The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R12 which is located approximately 1,592 feet south of the Project site at an existing residence located at 28460 Kara Street. R12 is placed in the private outdoor living areas (backyard) facing the Project site. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 0.54 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance from the Project site and primary truck route than the MEIR analyzed herein, and TACs generally dissipate with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project would not cause a significant human health or cancer risk to nearby residences. The modeled receptors are illustrated on Exhibit 2-C.

- **Worker Exposure Scenario[7]:** The worker receptor land use with the greatest potential exposure to Project operational-source DPM emissions is Location R11, which represents the potential worker receptor located approximately 42 feet west of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.11 in one million, which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyzed herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project would not cause a significant human health or cancer risk to adjacent workers. The modeled receptors are illustrated on Exhibit 2-C.
- **School Child Exposure Scenario: T**he nearest school is Vista Murrieta High School, located approximately 4,100 feet south of the Project site. At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.04 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to the nearest school children.

Construction and Operation

The land use with the greatest potential exposure to Project construction-source and operational-source DPM emissions is Location R10, which is located approximately 122 feet north of the Project site at an existing residence located at 28327 Cottage Way. At the MEIR, the maximum incremental cancer risk attributable to Project construction-source and operational-source DPM emissions is estimated at 8.71 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. All other receptors during construction and operational activity would experience less risk than what is identified for this location.

CO Hotspots

An adverse CO concentration, known as a "hot spot," would occur if an exceedance of the State one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. To establish a record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted by the SCAQMD in 2003 for four busy intersection is Los Angeles at the peak morning and afternoon time periods. The busiest intersection evaluated for morning traffic volumes was at Wilshire Boulevard and Veteran Avenue, which has a morning traffic volume of approximately 8,062 vehicles per hour (vph). The highest 1-hour CO concentration level for this intersection during the peak morning period was calculated to be

[7] SCAQMD guidance does not require assessment of the potential health risk to onsite workers. Excerpts from the document OEHHA Air Toxics Hot Spots Program Risk Assessment Guidelines—The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (OEHHA 2003), also indicate that it is not necessary to examine the health effects to onsite workers unless required by RCRA (Resource Conservation and Recovery Act) / CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act) or the worker resides onsite.

4.6 ppm. This indicates that, should the hourly traffic volume increase four times to 32,250 vehicles per hour, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not likely exceed the most stringent 1-hour CO standard (20.0 ppm). Under the Innovation Development Scenario 1, which would generate the greatest number of daily trips (7,104 daily trips compared to 5,056 daily trips with Innovation Development Scenario 2), the Project would not produce the volume of traffic required to generate a CO "hot spot." Therefore, CO "hot spots" are not an environmental impact of concern for the Project.

Potential Health Impacts

As further discussed in Section 3.9 of the AQIA, if a project in the SCAB exceeds the regional significance thresholds, the project could contribute to an increase in health effects in the SCAB until such time the attainment standards are met. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with particulate matter include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Because of the relatively small amount of emissions from the Project relative to regional-wide emissions, it would be speculative to assess whether or the extent to which the Project would contribute to adverse health effects. Even though SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, SCAQMD has not provided methodology, and modeling does not currently exist, to assess the specific correlation between mass emissions generated, cumulative increases from individual projects, and the effect on health or even to determine how exceeding the regional thresholds by small amounts would affect the number of days the region is in nonattainment. SCAQMD staff has not and does not currently know of a way to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. Similarly, CARB methodology has reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. For these reasons, mass emissions are not correlated with concentrations of emissions or how many additional individuals in the air basin would be affected by the health effects cited above. In contrast, for extremely large regional projects (unlike the Project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_X and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. The proposed Project would generate up to 91.30 lbs/day of NO_X during construction and 38.97 lbs/day of NO_X during operations (1.38 percent and 0.59 percent of 6,620 lbs/day, respectively). Additionally, the Project would also generate a maximum of 38.50 lbs/day of VOC emissions during construction and 54.50 lbs/day of VOC emissions during operations (0.04 percent and 0.06 percent of 89,190 lbs/day, respectively). Therefore, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

In Sierra Club v. County of Fresno (Friant Ranch) (2018) 6 Cal.5th 502, Case No. S21978, the California Supreme Court found that the EIR for the proposed Friant Ranch project failed to adequately analyze the project's air quality impacts on human health where project-related mass emissions would exceed the

San Joaquin Valley Air Pollution Control District's regional significance thresholds. The Court found that EIRs for projects must not only identify impacts to human health, but also provide an "analysis of the correlation between the project's emissions and human health impacts" related to each criteria air pollutant that exceeds the regional significance thresholds or explain why it could not make such a connection. The EIR failed to do either and therefore did not comply with CEQA. As stated above, it is not possible to determine a direct correlation between the small amount by which the Project exceeds thresholds of significance for VOCs, NO_X, CO, PM_{10} and $PM_{2.5}$ and health effects that are generally linked to these emissions. Ozone concentrations are dependent upon a variety of complex factors, including the presence of sunlight and precursor pollutants, natural topography, nearby structures that cause building downwash, atmospheric stability, and wind patterns. Because of the complexities of predicting ground-level ozone concentrations in relation to the National AAQS and California AAQS, and the absence of modeling that allows for specific health-emissions correlations for an air basin from small projects such as the proposed Project, it is not feasible to link health risks to the magnitude of any emissions exceeding the significance thresholds.

Based on the foregoing analysis for this threshold of significance, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project construction or operation. Impacts would be less than significant consistent with the conclusions of the General Plan EIRs. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project Impact Adequately Addressed in Previous Documentation. Objectionable odors are generally regarded as an annoyance rather than a health hazard and the ability to detect odors varies considerably among the population and overall is subjective.

The Project's construction activities are anticipated to generate objectionable odors from construction equipment exhaust and application of asphalt and architectural coatings; however, standard construction practices would minimize the odor emissions and their anticipated impacts. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction. Land uses typically associated with odors include wastewater treatment facilities, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, fiberglass molding facilities, or agricultural operations. The Project (both Innovation development scenarios) does not include land uses typically associated with emitting objectionable odors. During operations of the Project, potential odor sources would be associated with the temporary storage of typical solid waste (refuse); however, refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Murrieta solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors, or emissions that may lead to odors, associated with the Project's construction activities and operations would be less than significant, consistent with the conclusions of the General Plan EIRs, and

there are no peculiar effects with respect to odors or other emissions not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

2.4 Biological Resources

2.4.1 Summary of Previous Environmental Analysis

The analysis of biological resources impacts for the General Plan 2035 is provided in Section 5.10, Biological Resources, of the 2011 EIR. At the time the 2011 EIR was prepared, the Project site was undeveloped and disturbed, similar to existing conditions.

The 2011 EIR concluded that future development within the City pursuant to the General Plan 2035 would result in less than significant impacts to special status species (listed); sensitive vegetation communities, including riparian habitat or federally protected wetlands; wildlife corridors; conflicts with local policies, or ordinances protecting biological resources; and conflicts with the MSHCP. Future development under the General Plan 2035 would be subject to compliance with the City's MSHCP Implementation Policy, the MSHCP, and General Plan 2035 goals and policies to address potential impacts to biological resources. Additionally, the 2011 EIR indicated that on site assessments of potential impacts to biological resources would be conducted and, if necessary, project-specific mitigation would be recommended, in addition to MMRP and MSHCP measures, to reduce potential impacts to a less than significant level. Cumulative impacts on biological resources were also determined to be less than significant. No mitigation measures were required.

The 2020 SEIR concluded that the General Plan would not result in new or substantially greater biological impacts than identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR. No new mitigation measures relating to biological resources were required in the 2020 SEIR.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.4.2 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. 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, regulations or by the California Department of Fish and Wildlife 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 impeded 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?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f)	***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***	☐	☒	☐	☐	☐

Information provided in this section is based on the *Biological Technical Report for Discovery Village Property Project* prepared by Glen Lukos Associates, Inc. (GLA) (Biological Resources Report) (GLA, 2022a), *Determination of Biologically Equivalent or Superior Preservation (DBESP) Analysis for Impacts to MSHCP Riparian/Riverine Areas Discovery Village Property Project* prepared by GLA (DBESP Report) (GLA, 2022b) and the *Jurisdictional Delineation for the Discovery Village Property* prepared by GLA (Jurisdictional Delineation) (GLA, 2023), which are included as *Technical Appendix D1, Technical Appendix D2, and Technical Appendix D3* to this document. The identification of existing biological resources is based on the following:

- Delineation of aquatic resources (including wetlands and riparian habitat) subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), CDFW, and MSHCP riparian/riverine areas and vernal pools policy;
- Performance of vegetation mapping for the Project site;
- Performance of habitat assessments, and site-specific biological surveys, to evaluate the presence/absence of special-status species in accordance with the requirements of CEQA and the MSHCP;
- Performance of focused surveys for rare plants; and
- Performance of focused surveys for burrowing owl.

A detailed discussion of the methods used to identify biological resources and assess potential impacts resulting from the Project is provided in the Biological Technical Report. A summary of the biological surveys conducted is presented in Table 2-1 of the Biological Resources Report.

The Project site and offsite improvement areas (biological resources study area) are undeveloped. Two ephemeral drainages occur onsite which are tributaries to Warm Springs Creek, which is a tributary to Murrieta Creek within the Murrieta Creek Watershed. The following vegetation/land use types are located within the biological resources study area for the Project: Ruderal, Disturbed Buckwheat Scrub, Chamise Chaparral, Saltbush Scrub, Mule Fat Scrub, Willow/Tamarisk Scrub, Ornamental, and Developed, which are described below and shown on Figure 2-3, Vegetation Impact Map. Table 2-11 provides a summary of the vegetation/land use types and their corresponding acreage.

Source(s): Glenn Lukos Associates (12-12-2022)

Figure 2-3

Vegetation Impact Map

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area; therefore, the analysis of impacts to biological resources below applies to both Innovation development scenarios.

Table 2-11 Summary of Vegetation/Land Use Types

Vegetation/Land Use Type	Project Site (acres)	Off Site Improvements	Total Vegetation and Land Use
Ruderal	32.29	1.77	34.06
Disturbed Buckwheat Scrub	15.44	0	15.44
Chamise Chaparral	5.17	0.03	5.20
Saltbush Scrub	0.30	0	0.30
Mule Fat Scrub	0.03	0	0.03
Willow/Tamarisk Scrub	0.14	0	0.14
Ornamental	0.47	0	0.47
Developed	1.99	2.78	4.77
Total	**55.83**	**4.58**	**60.41**

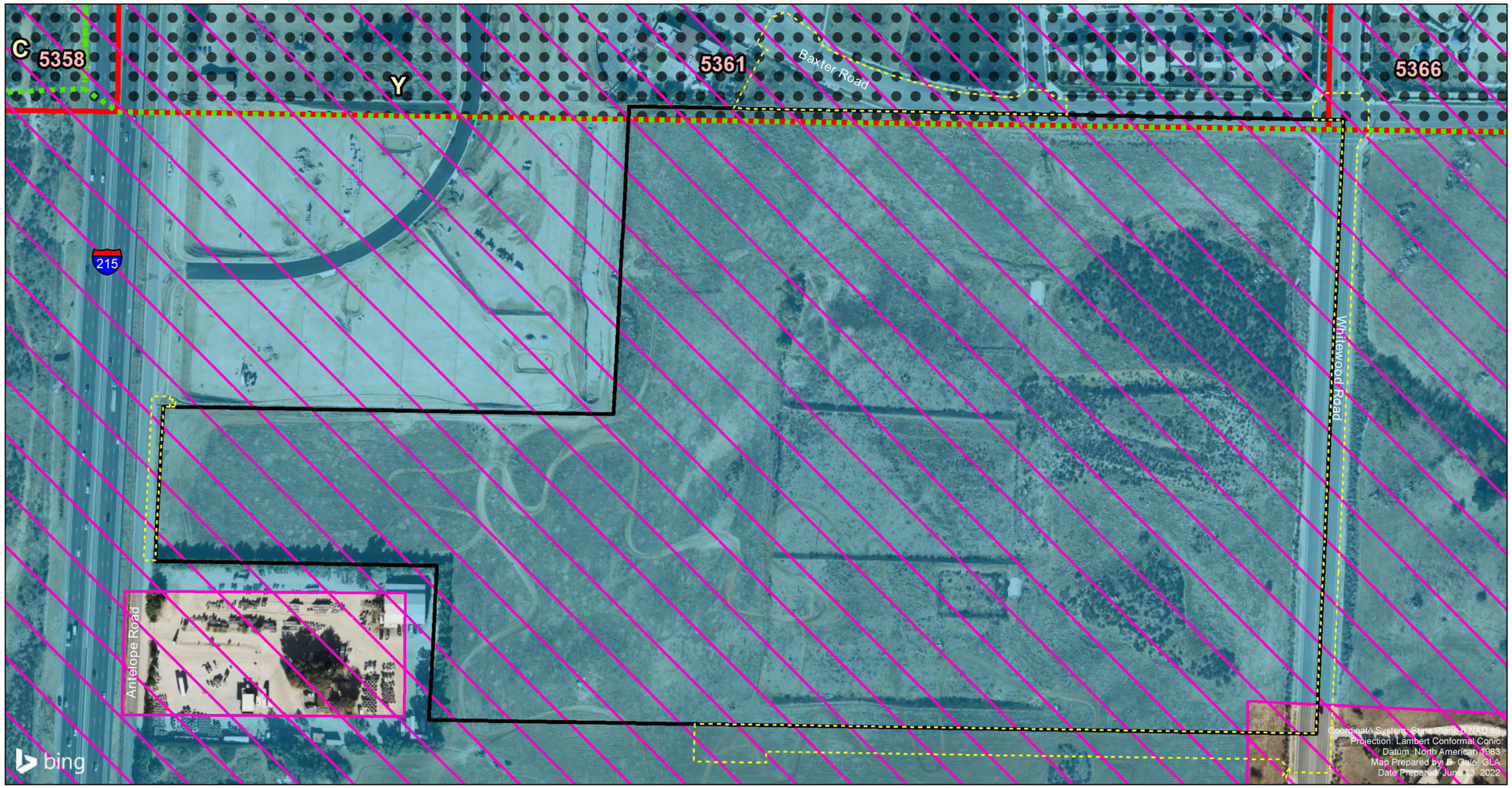
Source: (GLA, 2022a; GLA, 2022b)

- **Ruderal.** The biological resources study area supports 34.06 acres of ruderal land which covers the majority of the Project site. This includes 32.29 acres on site and 1.77 acre off site. This area is routinely mowed and/or disked for weed abatement, as is evident from historical aerial imagery. Dominant plant species observed in the ruderal areas include summer mustard (*Hirschfeldia incana*), ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis*), wild oat (*Avena fatua*), common fiddleneck (*Amsinckia intermedia*), red-stemmed filaree (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), stinknet (*Oncosiphon piluliferum*), wild radish (*Raphanus sativus*), high cheeseweed (*Malva sylvestris*), and London rocket (*Sisymbrium irio*).
- **Disturbed Buckwheat Scrub.** The Project site supports 15.44 acres of buckwheat scrub which appears to be part of a restoration effort following the creation of the borrow pits, as is evident from historical aerial imagery. Prior to the disturbance pertaining to the borrow pits, the site did not appear to have a buckwheat scrub vegetation component. At the time of the biological surveys, the disturbed buckwheat scrub areas are sparsely vegetated with dominant species including California buckwheat (*Eriogonum fasciculatum*), deerweed (*Acmispon glaber*), brittlebush (*Encelia farinosa*), common sandaster (*Corethrogyne filaginifolia*), and Spanish lotus (*Acmispon americanus*).
- **Chamise Chaparral.** The biological resources study area supports 5.20 acres of chaparral habitat which appear to have been subject to limited disturbance, as opposed to the majority of the Project site. This includes 5.17 acres on site and 0.03 acre off site. This area is dominated primarily with chamise (*Adenostoma fasciculatum*). Other commonly occurring species include California buckwheat, California suncup (*Camissoniopsis bistorta*), deerweed, wild cucumber (*Marah macrocarpa*), chaparral beard tongue (*Keckiella antirrhinoides*), and fragrant sumac (*Rhus aromatica*).
- **Saltbush Scrub.** Approximately 0.30 acre of saltbush scrub occurs along the northeastern Project site, adjacent to Baxter Road and Whitewood Road. This area appears to be cultivated as it is vegetated solely with cattle saltbush (*Atriplex polycarpa*).

- **Mule Fat Scrub.** Riparian habitat accounting for 0.03 acre occurs in the northeastern portion of the Project site. This area is dominated with mule fat (*Baccharis salicifolia*) and is associated with a drainage and a culvert which directs flow under Whitewood Road. Other commonly occurring species in this riparian area include black willow (*Salix gooddingii*), annual yellow sweetclover (*Melilotus indicus*), and mayweed (*Anthemis cotula*).
- **Willow/Tamarisk Scrub.** Willow/tamarisk scrub accounts for 0.14 acre along the western edge of the northernmost borrow pit. This area consists of approximately two black willow individuals and several tamarisk (*Tamarix ramosissima*) individuals. Although this area contains riparian plant species, it does not function as riparian habitat as it occurs within the borrow pit and is not associated with a stream.
- **Ornamental.** The Project site includes 0.47 acre of ornamental landscaping in the southwestern corner of the site. This area is dominated with Peruvian pepper tree (*Schinus molle*) and is associated with the adjacent landowner's property.
- **Developed.** The biological resources study area includes 4.77 acres of developed areas, which include 1.99 acres of developed areas within the Project site and 2.78 acre of developed areas off site. Primarily, the developed areas consist of paved vehicular roads, including Baxter Road, Antelope Road, and Whitewood Road, as well as a portion of land owned by City of Murrieta Fire Station Number 4 which will be the location of offsite extension/construction of Warm Springs Parkway between the northern property boundary and Baxter Road. In addition, two concrete structures occur at the eastern edges of both the southernmost and northernmost borrow pits.

As further discussed under Threshold f, the biological resources study area is within the Southwest Area Plan of the Western Riverside County MSHCP. The majority of the biological resources study area is not located within a Criteria Cell; however, a total of 2.37 acres is located within either Criteria Cell 5361 or 5366 (refer to Figure 2-4, MSHCP Overlap Map). The vegetation within this area consists of 1.98 acres of developed area, 0.36 acre of ruderal habitat, and 0.03 acre of disturbed buckwheat scrub habitat. The area along the northern Project site boundary occurs within the southernmost portion of Criteria Cell 5361 (0.81 acre on site and 1.42 acres off site, part of which has already been graded and paved as part of the construction of Baxter Road), and the southwestern portion of Criteria Cell 5366 (0.01 acre on site and 0.13 off site), all of which has been graded for the construction of Baxter Road and/or Whitewood Road. The Western Riverside County Regional Conservation Authority (RCA) completed the Joint Project Review (JPR) for the Project and concluded that the Project, with mitigation, is consistent with Criteria Cell and other MSHCP requirements (RCA, 2022). The JPR review letter is provided in *Technical Appendix D2.* The City confirmed the completion of Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process on January 9, 2023.

The Project site is not located within the MSHCP Mammal or Amphibian Survey Areas or within MSHCP suitable habitat areas for the Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*). However, the majority of the Project site, except for a small portion in the southeastern corner, is located within the MSHCP Burrowing Owl Survey Area.



Source(s): Glenn Lukos Associates (12-12-2022)

Figure 2-4

MSHCP Overlap Map

The Project site is also located entirely within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) (designated survey area 4), and a portion of the property along the northern boundary is located within the MSHCP Criteria Area Plant Species Survey Area (CAPSSA).

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Project Impact Adequately Addressed in Previous Documentation. Table 4-2 and Table 4-3 of the Biological Resources Report provides a list of special-status plants and animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable MSHCP survey areas, and 3) any other special-status plants or animals that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site. With the exception of the 1.35 acres that would remain undeveloped open space (refer to Figure 2-3, Vegetation Impact Map), the Project site and offsite improvement areas would be disturbed during construction activities.

The Project impact area as evaluated in the Biological Resources Report is defined as the 59.06 acres (54.48 acres on site and 4.58 acres off site) of land proposed for direct and permanent impact. The 1.35 acres of land which would remain undeveloped includes 0.87 acre of land that would be deed restricted open space, and an additional 0.48 acre of land that would be temporarily impacted during construction but would remain permanently undeveloped and reseeded after construction.

Direct Impacts

Vegetation Communities

The Project's grading activities would directly impact onsite and offsite vegetation as shown on Table 2-12, Summary of Permanent Vegetation/Land Use Impacts and Figure 2-3, Vegetation Impact Map. The Project would permanently impact approximately 4.43 acres of chamise chaparral, and would temporarily impact 0.24 acre of this habitat, which occurs in several patches within the eastern portion of the Project site and provides low quality suitable habitat for species that rely on chaparral communities. Given the disjointed nature and limited amount of area present, the removal of chamise chaparral by the Project would not be considered a significant impact under CEQA. The Project would also permanently remove 33.54 acres of ruderal vegetation, 15.42 acres of disturbed buckwheat scrub, 0.29 acre of saltbush scrub, and 0.14 acre of artificially created willow/tamarisk scrub, none of which would be considered significant under CEQA. The willow/tamarisk scrub occurs within an onsite borrow pit and is not associated with a stream; therefore, it is not considered riparian habitat. The Project would also result in temporary impacts to 0.22 acre of ruderal habitat, 0.01 acre of disturbed buckwheat scrub habitat, and 0.01 acre of saltbush scrub habitat (refer to Table 2-13, Summary of Temporary Vegetation/Land Use Impacts). The Project

would not impact riparian habitat consisting of mule fat scrub, which is considered a special-status plant community under CEQA.

Table 2-12 Summary of Permanent Vegetation/Land Use Impacts

Vegetation/Land Use Type	Onsite Permanent Impacts (acres)	Offsite Permanent Impacts (acres)	Total Permanent Impacts (acres)
Ruderal	31.77	1.77	33.54
Disturbed Buckwheat Scrub	15.42	0	15.42
Chamise Chaparral	4.40	0.03	4.43
Saltbush Scrub	0.29	0	0.29
Willow/Tamarisk Scrub	0.14	0	0.14
Mulefat Scrub	0	0	0
Ornamental	0.47	0	0.47
Developed	1.99	2.78	4.77
Total	**54.48 (rounded)**	**4.58**	**59.06 (rounded)**

Source: (GLA, 2022a; GLA, 2022b)

Table 2-13 Summary of Temporary Vegetation/Land Use Impacts

Vegetation/Land Use Type	Onsite Temporary Impacts (acres)	Offsite Temporary Impacts (acres)	Total Temporary Impacts (acres)
Ruderal	0.22	0	0.22
Disturbed Buckwheat Scrub	0.01	0	0.01
Chamise Chaparral	0.24	0	0.24
Saltbush Scrub	0.01	0	0.01
Willow/Tamarisk Scrub	0	0	0
Ornamental	0	0	0
Developed	0	0	0
Mulefat Scrub	0	0	0
Total	**0.48 [Rounded]**	**0**	**0.48 [Rounded]**

Source: (GLA, 2022a; GLA, 2022b)

Special-Status Plant Species

Table 4-4 of the Biological Resources Report provides a list of special-status plants evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. The following special-status plant was detected at the Project site: paniculate tarplant (*Deinandra paniculata*) (refer to Figure 2-5, Rare Plant Map). This species is a member of the sunflower family (Asteraceae) and is designated as a CNPS List 4.2 (watch list), indicating the species is of limited distribution throughout a broader area of California, as further discussed in the Biological Resources Report. An estimated 5,000 paniculate tarplant individuals were detected within the northeastern portion of the Project site within the following vegetation communities: ruderal, chamise chaparral, and disturbed buckwheat scrub. The majority of List 4 species are not considered as threatened or endangered plant species pursuant to CESA, and very few are eligible for state listing. In addition, paniculate tarplant is a widely distributed species throughout southern California and is regionally common in Western Riverside County. The species

- Onsite Project Site
- Offsite Project Site
- Criteria Cell
- Paniculate Tarplant Area (0.95 ac.)
- CHAP - Chamise Chaparral
- DBS - Disturbed Buckwheat Scrub
- DEV - Developed
- ORN - Ornamental
- MFS - Mule Fat Scrub
- RUD - Ruderal
- SS - Saltbush Scrub
- WTS - Willow/Tamarisk Scrub

Source(s): Glenn Lukos Associates (12-12-2022)

Figure 2-5

Not to School

Rare Plant Map

commonly occurs within ruderal vegetation and thrives in disturbed conditions. As such, the Project impacts to paniculate tarplant during construction are considered less than significant and would not require mitigation.

The majority of biological resources study area for the Project occurs within NEPSSA designated survey area 4, as well as CAPSSA; therefore, the following target species were evaluated: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*), Parish's brittlescale (*Atriplex parishii)*, Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), round-leaved filaree (*California macrophylla*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus* ssp. *apus*), and mud nama (*Nama stenocarpum*) along with other special-status plant species that could cause a potential constraint to the Project. Due to a combination of factors including unsuitable soils, lack of mesic conditions, and a history of ground disturbance activities including routine mowing and the creation of the borrow pits, the biological resources study area was determined to not support suitable habitat for the majority of these NEPSSA 4 or CAPSSA target species, as well as other special-status plant species identified in Table 4-2 of the Biological Resources Report. With the exception of paniculate tarplant, species with potential to occur were confirmed absent through focused rare plant surveys during the spring of 2019. It should be noted that the 2019 rainy season resulted in many, evenly spaced rain events and higher than average total rainfall. As such, the 2019 season was an optimal time to conduct rare plant surveys since the likelihood of observing such species was higher than in years following drought. Therefore, impacts to MSHCP NEPSSA or CAPSSA species would not occur as a result of the Project.

Special-status Wildlife Species

Table 4-5 of the Biological Resources Report provides a list of special-status animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. The following special-status animals were detected at the Project site: California gnatcatcher (*Polioptila californica californica*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and the Project would result in the loss of habitat that supports these species. The Project would also result in the loss of habitat for special-status species with a potential to occur due to the presence of suitable habitat, but that could not be confirmed absent, either because survey protocols do not exist to confirm absence, or because focused surveys are not required for the species. Species with a potential to occur include the following: California glossy snake (*Arizona elegans occidentalis*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), coast horned lizard (*Phrynosoma blainvilli*), coast patch-nosed snake (*Salvadora hexalepis virgultea*), loggerhead shrike (*Lanius ludovicianus*), northern harrier (*Circus cyaneus*), Dulzura pocket mouse (*Chaetodipus californicus femoralis*), Jacumba pocket mouse (*Perognathus longimembris internationalis*), southern grasshopper mouse (*Onychomys torridus ramona*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), and Stephens' Kangaroo Rat (*Dipodomys stephensi*) (SKR). These species are further described in Section 4.5 of the Biological Resources Report.

As further described in the Biological Resources Report, the California gnatcatcher is designated as a federally threatened species and a CDFW Species of Special Concern. It is also a covered species under the

MSHCP. An individual gnatcatcher was detected and observed incidentally during the focused burrowing owl survey on March 28, 2019. The individual was observed within disturbed buckwheat scrub vegetation and was likely foraging throughout the site. Aside from this single occurrence, there were no further incidental detections or observations of California gnatcatcher within the biological resources study area. Although the biological resources study area contains sage scrub species including California sagebrush and California buckwheat within the disturbed buckwheat scrub vegetation community, the density of subshrubs in this area is too low to provide suitable nesting habitat for the California gnatcatcher. Construction activities associated with the Project would remove potential foraging habitat for the California gnatcatcher. Consistent with JPR Findings, the Project would comply with JPR Number 22-05-03-02 and its avoidance and minimization measures. A copy of the approved JPR findings is provided in *Technical Appendix D2*. However, since this species is covered under the MSHCP, any take of California gnatcatcher habitat would be covered, and any potentially significant impacts would be reduced below a level of significance through compliance with the MSHCP, including the payment of MSHCP development fees.

The Project may also result in the loss of habitat that supports SKR, which is a federally Endangered species and a state Threatened species. Although SKR was not detected in the biological resources study area, potential habitat for SKR occurs within the ruderal areas, chamise chaparral, and disturbed buckwheat scrub; therefore, there is low potential for SKR to occur. Impacts to SKR occupied habitat could be a potentially significant impact under CEQA; however, the proposed Project site occurs within the Fee Assessment Area of the SKR Habitat Conservation Plan (HCP). All projects located within Fee Assessment Area are required to pay the SKR fee, which mitigates any impacts to SKR. With coverage afforded by the SKR HCP, any potentially significant impacts to SKR would be redudced to a less than significant level.

The burrowing owl (*Athene cunicularia*) is designated as a CDFW Species of Special Concern. The burrowing owl is a covered species not adequately conserved under the MSHCP, which means that projects located within the burrowing owl survey area may have to evaluate avoidance measures if burrowing owls are present. As shown on Figure 2-4, the majority of the biological resources study area occurs within the MSHCP survey area for the burrowing owl; therefore, focused surveys were conducted during March, April, and May of 2019 pursuant to the MSHCP. Burrowing owls, or evidence of burrowing owls (e.g., cast pellets, preened feathers, or whitewash clustered at a burrow) were not observed during the focused surveys; however, the biological resources study area does contain potentially suitable habitat for burrowing owls including several California ground squirrel (*Otospermophilus beecheyi*) burrows (refer to Exhibit 6, Burrowing Owl Survey Area Map, of the Biological Resources Report). Additional focused surveys were conducted during August 2021. No burrowing owls or diagnostic sign thereof were detected during the focused surveys. However, if burrowing owls are present within the impact area at the time grading activities commence, impacts to the species would be significant and mitigation would be required. The MSHCP Objective 6 requires a preconstruction survey for burrowing owls to ensure that projects would not result in the direct harm of owls (refer to Project condition of approval PCOA 4-1). With implementation of PCOA 4-1, potential direct impacts to the burrowing owl would be reduced to a less than significant level.

The San Diego black-tailed jackrabbit is designated as a CDFW Species of Special Concern (non-listed) and is a covered species under the MSHCP without additional survey or conservation requirements. Several San Diego black-tailed jackrabbits were observed on multiple occasions during biological surveys

throughout the biological resources study area, which supports suitable habitat for this species within the ruderal areas, chamise chaparral, and disturbed buckwheat scrub. Project construction activities would potentially impact habitat for the San Diego black-tailed jackrabbit and the following non-listed special status species that have potential to occur within the biological resources study area but that are covered by the MSHCP: coastal whiptail, coast horned lizard, loggerhead shrike, northern harrier, and northwestern San Diego pocket mouse. Impacts to these species would be less than significant under CEQA. This is based on the limited amount and relatively low quality of the habitat that would be affected, the species' potential role isolated biological resources study area for the Project, and/or whether the species remains "common" to the region. Regardless, these species are designated as covered species under the MSHCP; therefore, the loss of habitat for these species would be covered through compliance with the MSHCP and payment of development fees.

The Project construction activities would also potentially impact habitat for the following non-listed special status species that have potential to occur within the biological resources study area: California glossy snake, coast patch-nosed snake, Dulzura pocket mouse, Jacumba pocket mouse, and southern grasshopper mouse. None of these species are covered under the MSHCP; however, potential impacts to these species would be less than significant under CEQA due to the limited amount and relatively low quality of the habitat affected, the low number of individuals that would be potentially affected, the species' low level of sensitivity, the species' potential role in the isolated biological resources study area for the Project, and/or whether the species remains "common" to the region.

Raptors

Southern California holds a diversity of birds of prey (raptors), and many of these species are in decline. For most of the declining species, foraging requirements include extensive open, undisturbed, or lightly disturbed areas, especially grasslands. This type of habitat has declined severely in the region, affecting many species, but especially raptors. The biological resources study area provides suitable foraging habitat for raptor species in the form of insects, spiders, lizards, snakes, small mammals, and other birds. Many of the raptors that would be expected to forage and nest within western Riverside are fully covered species under the MSHCP with the MSHCP providing the necessary conservation of both foraging and nesting habitats. Some common raptor species are not covered by the MSHCP but are expected to be conserved with implementation of the MSHCP due to the parallel habitat needs with those raptors covered under the Plan. There, impacts to foraging habitat would be less than significant.

The biological resources study area for the Project provides potential nesting habitat (e.g., mature trees, shrubs) for raptors occurring in the area, as well as special-status raptor species. Appendix B (faunal compendium) of the Biological Resources Report provides a list of the hawks and falcons detected during Project field studies. Although only red-tailed hawk (*Buteo jamaicensis*) and American kestrel (*Falco sparverius*) were observed foraging within the area, Cooper's hawk (*Accipiter cooperii*) may also be present. Project condition of approval (PCOA) 4-2 would ensure that required pre-construction nesting bird/raptor surveys are conducted; this measure also identifies actions to be taken if nesting birds/raptors are present. With adherence to the standard requirements outlined in PCOA 4-2, impacts to nesting raptors would be less than significant.

Nesting Birds

The biological resources study area for the Project contains trees, shrubs, and ground cover that provide suitable habitat for nesting native birds; common bird species observed in the biological resources study area are identified in Section 4.7 of the Biological Resources Report. The Project has the potential to impact active bird nests if vegetation is removed during the nesting season (February 1 to August 31). Mortality of native birds (including eggs) is prohibited under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code[8]; however, potential impacts to native birds by the Project would not be a significant impact under CEQA. The native birds with potential to nest in the Project area would be those that are common to the region and highly adapted to human landscapes (e.g., house finch). The number of individuals potentially affected by the Project would not significantly affect regional or local populations of such species. Notwithstanding, PCOA 4-2 would ensure that pre-construction nesting bird surveys are conducted to ensure compliance with the MBTA and California Fish and Game Code; PCOA 4-2 also identifies actions to be taken if nesting birds are present. With implementation of PCOA 4-2, impacts to nesting birds would be less than significant.

Indirect Impacts

Development projects located adjacent to native open space have the potential to result in indirect effects to biological resources such as water quality impacts from associated drainage into adjacent open space/downstream aquatic resources, lighting effects, noise effects, invasive plant species from landscaping, and effects from human access into adjacent open space, such as recreational activities (including off-road vehicles and hiking), pets, dumping, etc. Temporary, indirect effects could also occur as a result of construction-related activities.

The Project is not expected to result in significant indirect impacts to special-status biological resources, with the implementation of measures pursuant to the MSHCP Urban/Wildlands Interface Guidelines (*Volume I, Section 6.1.4* of the MSHCP). These guidelines are intended to address indirect effects associated with locating projects (particularly development) in proximity to the MSHCP Conservation Area. To minimize potential edge effects, the guidelines are to be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area. The Project would implement best management practices consistent with the MSHCP guidelines to address the following: drainage, toxics, lighting, noise, invasives, barriers, and grading/land development as described under Threshold f below. Indirect impacts would be less than significant.

Project Conditions of Approval

Although the following Project conditions of approval (PCOAs) pertaining to pre-construction burrowing owl and nesting bird surveys were not included in the General Plan EIR MMRP, the General Plan EIRs acknowledge that burrowing owl and nesting birds occur in the City, and the General Plan Update includes various goals and policies to ensure the protection of biological resources in the City and adherence to regulations protecting biological resources. The City routinely requires such pre-construction surveys for

[8] Sections 3505, 3503.5, and 3800 of the California Department of Fish and Game Code prohibit the take, possession, or destruction of birds, their nests or eggs.

any new development within the City on properties that contain suitable habitat. As such, the following PCOAs comprise uniformly applied development policies that are routinely applied by the City to new development projects to ensure compliance with local, State, and federal regulations.

PCOA 4-1 Due to the presence of suitable habitat for burrowing owl, a pre-construction survey for burrowing owl in areas of suitable habitat shall be conducted not more than 30 days prior to the initiation of ground disturbance (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering, equipment staging, grading, etc.) to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. If burrowing owls have colonized the project site prior to the initiation of ground-disturbing activities, the project proponent will immediately inform the Regional Conservation Authority (RCA) and the Wildlife Agencies and will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary.

PCOA 4-2 Vegetation clearing should be conducted outside of the nesting bird/raptor season, which is generally identified as February 1 through August 31. If vegetation clearing occurs between February 1 and August 31 then a qualified biologist shall conduct a nesting bird/raptor survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the qualified biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds/raptors can survive independently from the nests.

With imposition of PCOAs 4-1 and 4-2, which implement uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects with respect to regulated species not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Project Impact Adequately Addressed in Previous Documentation. The CNDDB identifies the following six special-status vegetation communities for the Murrieta, California and surrounding quadrangle maps: Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Southern Interior Basalt Flow Vernal Pool, Southern Sycamore Alder Riparian Woodland, Southern Willow Scrub, and Valley Needlegrass Grassland. As discussed below, the biological resources study area contains 0.03 acre of

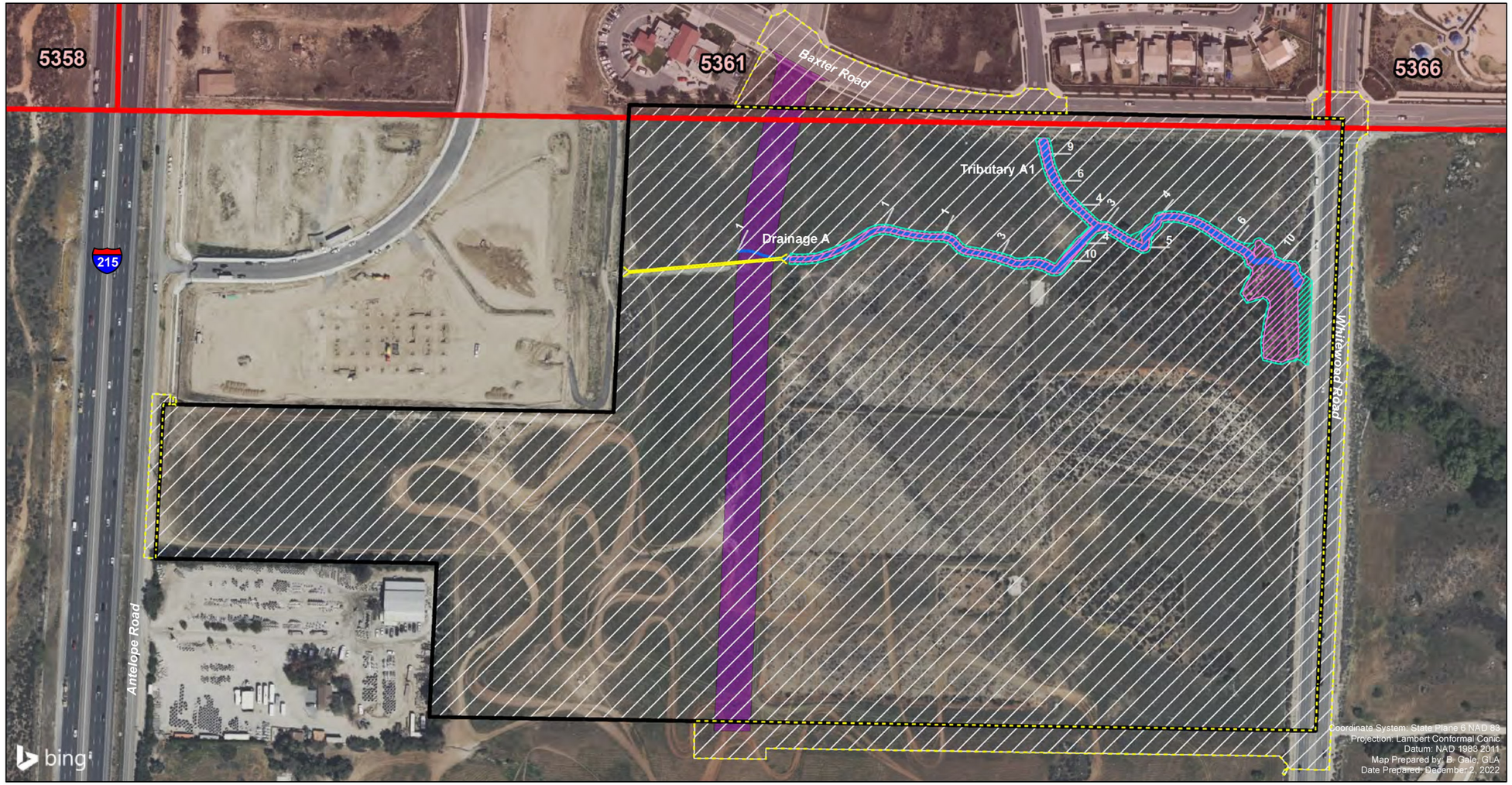
riparian habitat consisting of mule fat scrub which is considered a special-status plant community under CEQA. The biological resource study area does not contain any other special-status vegetation types, including those identified by the CNDDB.

Two drainage features, Drainages A and Tributary A-1, have been evaluated within the Project site. Drainage A and Tributary A-1 are Waters of the United States (WoUS) exhibiting an OHWM with several characteristics of stream flow including destruction of terrestrial vegetation, terracing, change in soil characteristics, debris wracking, and/or water marks. The boundaries of Corps, RWQCB, and CDFW jurisdictional waters are depicted on Figure 2-6, Corps/RWQCB Jurisdictional Delineation Impact Map, and Figure 2-7, CDFW Jurisdictional Delineation and MSHCP Riparian/Riverine Impact Map, respectively. The method for determining jurisdiction is presented in the Jurisdictional Delineation included in *Technical Appendix D3* of this document.

Drainage A and Tributary A-1 are ephemeral drainages that do not exhibit flowing water except during storm events. These drainages are not depicted as a blue-line stream on the USGS Murrieta, California quadrangle. Drainage A begins within the site near the north-central portion of the Project and extends easterly for approximately 1,376 linear feet across the northern portion of the Project site until it leaves the site via a culvert directed under Whitewood Road. Drainage A contains an ordinary high water mark (OHWM) ranging in width from one to ten feet. Tributary A-1 begins on site along the northern Project boundary and extends southeast for approximately 230 linear feet until converging with Drainage A. Tributary A-1 contains an OHWM ranging in width from three to nine feet.

Corps and RWQCB jurisdictional waters within the Project area total approximately 0.14 acre, none of which consist of jurisdictional wetlands, and 1,606 linear feet of streambed is present. CDFW jurisdiction associated within the Project totals approximately 0.17 acre, of which 0.03 acre consists of riparian habitat and 0.14 acre consists of non-riparian streambed.

The Project has been designed around the ephemeral features onsite; however, a small, de minimis area at the western end of Drainage A would be impacted, as shown on Figure 2-6 and Figure 2-7 and summarized in Table 2-14, Summary of Jurisdictional Impacts. The Project would fill approximately 0.002-acre of waters subject to Corps, 0.002-acre of waters subject to RWQCB, and 0.002-acre of waters subject to CDFW jurisdiction, none of which consists of riparian habitat and/or wetlands. Additionally, this impact area is not within a Criteria Cell. The Project would permanently impact approximately 97 linear feet of streambed. Offsite areas upstream of Drainage A and Tributary A-1 have been previously impacted due to offsite development associated with other projects. Due to the nature of the impacted areas surrounding the Project and the small scope of jurisdictional areas to be impacted, the areas to be impacted would therefore cause little to no loss of hydrological functions on the site. Therefore, impact to these features would not be a biologically significant impact under CEQA, resulting in a less than significant impact, but given it is regulated by the Corps, RWQCB, and CDFW, authorizations must be acquired. Impacts to Corps/RWQCB jurisdiction would trigger the need for a Clean Water Act (CWA) Section 404 permit and a Section 401 Water Quality Certification. Impacts to CDFW jurisdiction would require a Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code. Impacts to jurisdictional would be mitigated through the purchase of 0.01-acre of re-establishment and/or

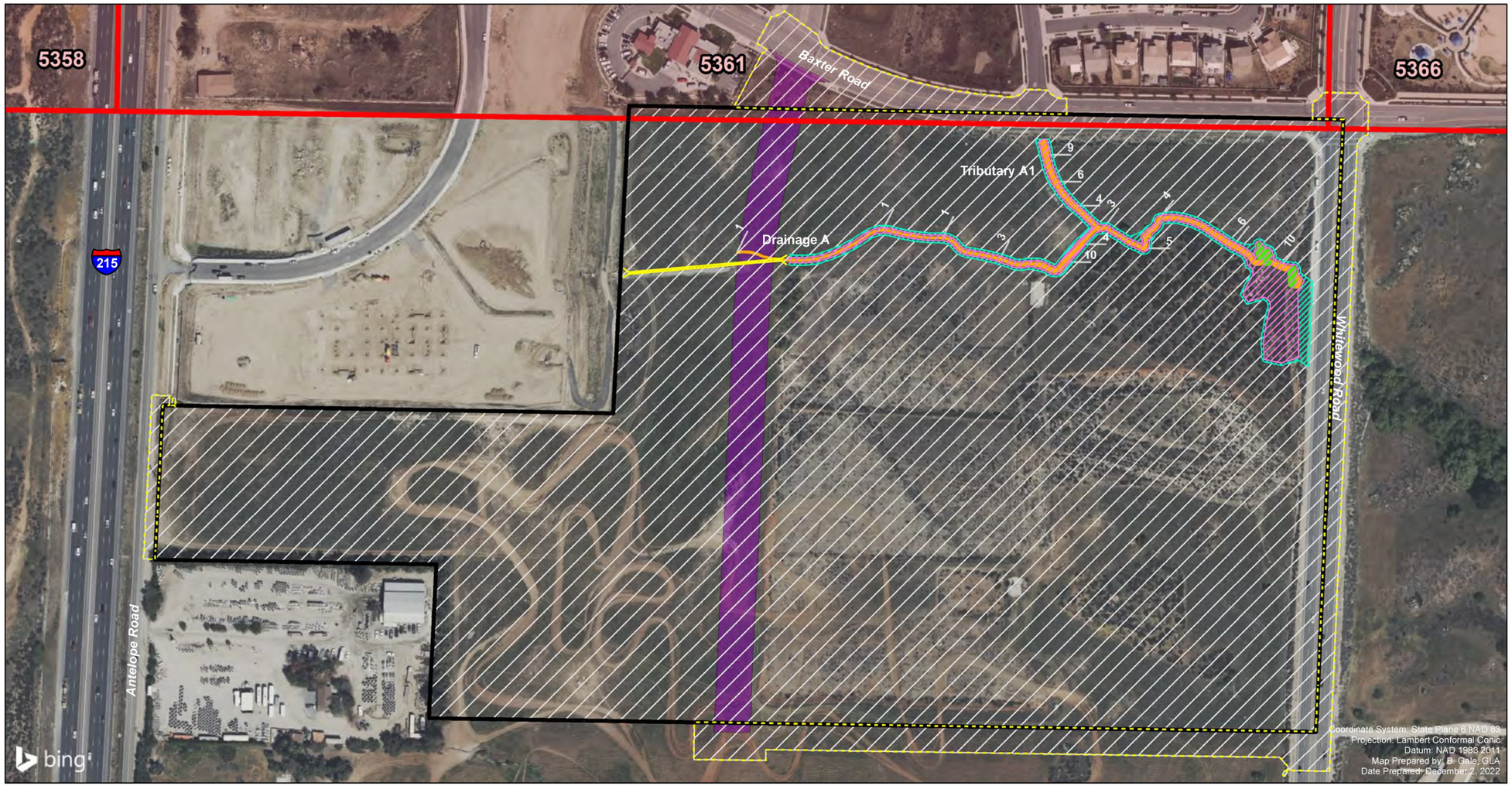


Source(s): Glenn Lukos Associates (12-12-2022)

Figure 2-6

Not to School

Corps/RWQCB Jurisdictional Delineation Impact Map



Source(s): Glenn Lukos Associates (12-12-2022)

Figure 2-7

CDFW Jurisdictional Delineation and MSHCP Riparian/Riverine Impact Map

rehabilitation credits from the Riverpark Mitigation Bank (refer to Project condition of approval PCOA 4-3).

Table 2-14 Summary of Jurisdictional Impacts

Drainage Name	Corps Jurisdictional Impacts (acre)	RWCQB Jurisdictional Impacts (acre)	CDFW Jurisdictional Impacts (acre)	Length of Impact (linear feet)
Drainage A	0.002	0.002	0.002	97
Tributary A-1	0	0	0	0
Total	**0.002**	**0.002**	**0.002**	**97**

Source: (GLA, 2022a)

The Project would temporarily fill 0.01 acre of MSHCP riparian habitat (saltbush scrub) and would permanently fill approximately 0.292-acre of MSHCP Riparian/Riverine habitat, of which 0.29 acre consists of riparian habitat (saltbrush scrub) and 0.002 acre consists of riverine resources. The Project would permanently impact approximately 97 linear feet of streambed (refer to Figure 2-7). Offsite areas upstream of Drainage A and Tributary A-1 have been previously impacted due to offsite development associated with other projects. Due to the nature of the impacted areas surrounding the Project and the small scope of MSHCP Riparian/Riverine areas to be impacted, there would be little to no loss of hydrological functions on the site or to the streambed as flows within Drainage A are being placed in the same location as they currently flow, minus the 97 linear feet of streambed that would be filled. Tributary A-1 would not be disturbed. There would also be a ten-foot buffer on either side of each drainage feature which would allow for additional streamflow adjacent to each existing drainage.

In the interim, until site grading is complete, detention and catch basins with temporary corrugated metal pipe risers would be constructed to collect and protect water quality and then discharge the controlled flows into each drainage at the toe of constructed slopes through rip rap within the development footprint which would be located in upland, non-jurisdictional areas. Flows entering each drainage would be at a similar velocity as compared to historic flows which currently exist on the Project site. This protection would be put in place during grading and retained until development occurs. The Project's small lot map improvement plans would include permanent water quality basins and catch basins constructed within the development footprint to existing industry standards and no additional temporary or permanent impact to streambeds or riparian/riverine resources beyond what is addressed in this document would occur.

The impact to these features would not be a biologically significant impact under CEQA; however, preparation of a DBESP was required and has been completed; the Project-specific DBESP is included in *Technical Appendix D2* of this document. As identified in Project condition of approval PCOA 4-3, impacts to MSHCP Riparian/Riverine resources would be mitigated at an approved mitigation bank and/or in-lieu fee program at a minimum 5:1 ratio for streambed/riverine features and 1:1 for saltbush scrub. All temporary impacts would be restored through reseeding of native habitat in the temporary impact areas. With implementation of Project condition of approval PCOA 4-4, impacts to MSHCP Riparian/Riverine Resources would be less than significant.

Project Conditions of Approval

Although the following PCOA pertaining to protection of jurisdictional resources was not included in the General Plan EIR MMRP, the General Plan EIRs acknowledge that jurisdictional resources occur in the City, and the General Plan Update includes various goals and policies to ensure the protection of jurisdictional resources in the City and adherence to regulations protecting these resources. The City requires that appropriate permits/approval be obtained from regulatory agencies. As such, the following PCOA comprises a uniformly applied development policy that is routinely applied by the City to new development projects to ensure compliance with local, state, and federal regulations.

PCOA 4-3 Prior to issuance of grading permits, the Project Applicant shall obtain the appropriate permits/approvals from the regulatory agencies, including a Corps Section 404 permit, RWQCB Section 401 Water Quality Certification, and a CDFW Section 1602 Streambed Alteration Agreement for impacts to jurisdictional areas, and comply with the permits' requirements. As part of the permitting process, it is expected that the regulatory agencies shall require the following:

- Compensatory mitigation at a minimum 5:1 ratio for permanent impacts to 0.002-acre of Corps, RWQCB and CDFW jurisdiction, none of which consist of jurisdictional wetlands, through the purchase of rehabilitation or re-establishment mitigation credits (0.01 acre) at the Riverpark Mitigation Bank; and/or the purchase of 0.01 acre of preservation credits from the Barry Jones/Skunk Hollow Mitigation Bank.

- Compensatory mitigation at a minimum 5:1 ratio for permanent impacts to 0.002-acre of MSHCP riverine resources, through the purchase of rehabilitation or re-establishment mitigation credits (0.01 acre) at the Riverpark Mitigation Bank; and/or the purchase of 0.01 acre of preservation credits from the Barry Jones/Skunk Hollow Mitigation Bank.
- Compensatory mitigation at a minimum 1:1 ratio for the permanent impact to 0.29 acre of saltbush scrub habitat area consisting of the purchase of either 0.29 acre of rehabilitation credits or 0.29 acre of re-establishment credits at the Riverpark Mitigation Bank.

- The temporary impact to 0.01 acre of saltbrush scrub habitat shall be compensated through the restoration of temporary impact areas through seeding of native habitat.

With imposition of PCOA 4-3, which implements uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects with respect to identified riparian habitat or other sensitive natural communities not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. As discussed under Threshold b, the Project site does not contain any state or federally protected wetlands; therefore, no impacts would result through direct removal, filling, hydrological interruption, or other means. No impact would result.

d. Would the project 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 impeded the use of native wildlife nursery sites?

No Impact. The biological resources study area lacks migratory wildlife corridors and wildlife nursery sites and does not occur within MSHCP Cores or Linkages. The Project would not (1) interfere with or impact) the movement of native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or (2) impede the use of native wildlife nursery sites. Therefore, no impact would occur.

Also refer to the discussion of nesting birds/raptors under Threshold a.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

Project Impact Adequately Addressed in Previous Documentation. Section 16.42, *Tree Preservation*, of the Murrieta Municipal Code provides regulations for the protection, preservation, and maintenance of significant tree resources and to establish minimum measures for trees removed as a result of new development. The Project would not conflict with Murrieta Municipal Code Section 16.42 as there are no protected trees located within the Project site or offsite improvement areas that would be removed. There are eleven protected willow trees in the open space area to be preserved; these trees would be retained. Consistency with the MSHCP is discussed under Threshold f below. Therefore, implementation of the Project would not impact protected trees. No impacts would occur.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation plan, or other approved local, or state habitat conservation plan?

Project Impact Adequately Addressed in Previous Documentation. The Project site and offsite improvement areas are within the Southwest Area Plan of the Western Riverside County MSHCP. Following is an evaluation of the Project's consistency with MSHCP Reserve assembly requirements, MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species), MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and MSHCP Section 6.3.2 (Additional Survey Needs and Procedures).

Project Relationship to Reserve Assembly

The majority of the biological resources study area is not located within a Criteria Cell; however, portions of the biological resources study area (onsite and offsite)are located within Criteria Cells 5361 and 5366 and Cell Group Y along the northern and northeastern Project boundaries within the southernmost portion of Criteria Cell 5361 (0.81 acre on site and 1.42 acres off site [a total of 2.23 acres within Criteria Cell 5361, part of which has already been graded and paved as part of the construction of Baxter Road]); and the southwestern portion of Criteria Cell 5366 (0.01 acre on site and 0.13 off site, all of which has been graded for the construction of Baxter Road and/or Whitewood Road) (refer to Figure 2-4).

Criteria Cells 5361 and 5366 are included within Subunit 5, French Valley/Lower Sedco Hills, and Cell Group Y of the Southwest Area Plan. Conservation within Cell Group Y will contribute to the assembly of Proposed Core 2 and Proposed Constrained Linkage 16. Conservation within this Cell Group will focus on chaparral, coastal sage scrub, grassland, riparian scrub, woodland/forest habitat, and agricultural land. Areas conserved within Cell Group Y will be connected to chaparral, coastal sage scrub, and grassland habitat proposed for conservation in Cell Group X to the east and will also be connected to chaparral habitat proposed for conservation in Cell Group C in the Sun City/Menifee Area Plan to the west. Conservation within Cell Group Y will range from 55% to 65% of the Cell Group focusing on the eastern and western central portions of the Cell Group.

As such, the Project was subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process, and the JPR by the RCA in order for the RCA to determine that the Project would be consistent with the conservation goals of the MSHCP. Both processes have been completed. The RCA issued JPR findings on September 26, 2022. The City confirmed the completion of HANS on January 9, 2023. A copy of the JPR findings is provided in *Technical Appendix D2* of this document. Through the JPR, RCA concluded that the Project, with implementation of identified protection measures and BMPs, is consistent with Criteria Cell and other MSHCP requirements (RCA, 2022)

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

As discussed under Threshold b, MSHCP Riparian/Riverine resources occur within the biological resources study area and all but 0.292 acre of these resources would be permanently avoided. The Project would temporarily fill 0.01 acre of MSHCP riparian habitat (saltbush scrub) and would permanently fill approximately 0.292-acre of MSHCP Riparian/Riverine habitat, of which 0.29 acre consists of riparian habitat (saltbrush scrub) and 0.002 acre of which consists of riverine resources. The impact to these features would not be a biologically significant impact under CEQA, but a DBESP was required for the Project and has been prepared. The approved DBESP is included in *Technical Appendix D2* of this document.

As identified in Project condition of approval PCOA 4-3, impacts to MSHCP Riparian/Riverine resources would be mitigated at an approved mitigation bank and/or in-lieu fee program at a minimum 5:1 ratio for streambed/riverine features and 1:1 for saltbush scrub. All temporary impacts would be restored through reseeding of native habitat in the temporary impact areas. To ensure that inadvertent encroachment into the area to be avoided does not occur during construction, Project condition of approval PCOA 4-4

requires that orange silt fencing be placed to demarcate the limits of disturbance for streambed impact areas. Placement of the silt fencing would be overseen by a biological monitor and all preliminary vegetation removal and initial grading would be monitored by a biologist. With implementation of PCOA 4-3 and PCOA 4-4, impacts to MSHCP Riparian/Riverine areas would be less than significant.

Further to ensure permanent preservation of the proposed 0.87-acre streambed open space area, a deed restriction, restrictive covenant, or other environmental restriction would be placed on this area, which would be maintained by the Homeowners Association for the proposed residential uses (refer to PCOA 4-5).

The Project would not impact habitat with the potential to support riparian birds, including the least Bell's vireo, southwestern willow flycatcher, or the western yellow-billed cuckoo. No vernal or seasonal pools occur within the biological resources study area and the Project would not impact vernal pool species, including listed fairy shrimp.

Protection of Narrow Endemic Plant Species

Volume I, Section 6.1.3 of the MSHCP provides that within identified NEPSSA, site-specific focused surveys for Narrow Endemic Plant Species will be required for all public and private projects where appropriate soils and habitat are present. The majority of the biological resources study area is located within the MSHCP NEPSSA designated survey area 4 which targets the following species' Munz's onion, San Diego ambrosia, many-stemmed dudleya, spreading navarretia, California Orcutt grass, and Wright's trichocoronis. The biological resources study area was not found to support suitable habitat for the majority of the NEPSSA target species, with the exception of San Diego ambrosia; however, San Diego ambrosia was confirmed absent through focused plant surveys. Therefore, the Project would be consistent with *Volume I, Section 6.1.3* of the MSHCP.

Guidelines Pertaining to Urban/Wildland Interface

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area. As the MSHCP Conservation Area is assembled, development is expected to occur adjacent to the Conservation Area. Future development in proximity to the MSHCP Conservation Area may result in edge effects with the potential to adversely affect biological resources within the Conservation Area. To minimize such edge effects, the guidelines shall be implemented in conjunction with review of individual public and private development projects in proximity to the MSHCP Conservation Area and address the following: drainage, toxics, lighting, noise, invasive species, barriers, and grading/land development.

<u>Drainage</u>

Proposed projects in proximity to the MSHCP Conservation Area are required to incorporate measures, including measures required through the National Pollutant Discharge Elimination System (NPDES) requirements, to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. In particular, measures

shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into the MSHCP Conservation Area. Stormwater systems would be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the MSHCP Conservation Area. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. Regular maintenance shall occur to ensure effective operations of runoff control systems. These methods are standard and imposed by a Project-specific Stormwater Pollution Prevention Plan (SWPP) and Water Quality Management Plan (WQMP), which are discussed below.

As further discussed in Section 2.10, Hydrology and Water Quality, the Project's contractor would be required to develop a SWPPP to address runoff and water quality during construction. Following the completion of construction activities, areas proposed for development as part of the Project would consist of buildings and other impervious surfaces, along with areas proposed for ornamental landscaping. Future development would be designed to detain runoff generated on the Project site such that there would be no increase in developed storm flows as compared to existing drainage conditions. Additionally, the Project would be subject to compliance with the Project-specific WQMP, which specifies measures that must be undertaken to ensure long-term maintenance of the water quality and detention features. As such, the Project would not result in increased drainage or affect the water quality of the river to Warm Springs Creek or Murrieta Creek. Mandatory compliance with the future-required SWPPP during construction and the Project's WQMP under long-term operations would ensure that the Project does not conflict with the MSHCP provisions related to indirect drainage impacts. Accordingly, impacts would be less than significant.

Toxics

Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts such as manure that are potentially toxic or may adversely affect wildlife species, habitat or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. Measures such as those employed to address drainage issues would be implemented. The Project would implement a SWPPP that will use BMPs to minimize impacts from runoff during construction. Accordingly, impacts would be less than significant.

Lighting

As further discussed in Section 4.2, Aesthetics, night lighting associated with development at the Project site would be directed away from adjacent properties, including the MSHCP Conservation Area. This would protect species within the MSHCP Conservation Area from direct night lighting during future operations. Although not anticipated, if night lighting is required during construction, lighting could have indirect impacts on biological resources within adjacent properties, including the MSHCP Conservation Area and open space areas, resulting in a potentially significant impact. Project condition of approval PCOA 4-6 requires that shielding be incorporated to ensure ambient lighting in the MSHCP Conservation Area is not increased during construction activities consistent with the MSCHP requirements. Accordingly, within implementation of PCOA 4-6, potential impacts associated nighttime construction lighting would be less than significant.

Noise

With respect to noise, wildlife within the MSHCP Conservation Area should not be subject to noise that would exceed biological noise level standards of the Equivalent Continuous [Average] Sound Level (Leq), which is 65 dBA Leq. As discussed in Section 2.13, Noise, of this document, it is expected that this noise threshold would be exceeded during construction operations potentially impacting special-status wildlife and nesting birds during construction. If construction outside the nesting bird season (February 1 to August 31) is not feasible, then Project condition of approval PCOA 4-7 would be required to ensure compliance with the MSHCP requirements. PCOA 4-7 requires that sound walls, hay bales, or other measures designed to reduce effects from Project noise levels on special-status wildlife species be installed/erected prior to the commencement of ground-disturbing activities. Sound monitoring would also occur as needed, within 300 feet of potential burrowing owl and nesting bird territories to ensure that noise levels at these locations are below the 65 dBA Leq level and would not affect special-status wildlife species. With implementation of PCOA 4-7 potential indirect noise impacts during construction would be less than significant.

Invasives

As required by the MSCHP Urban/Wildland Interface Guidelines, because the Project site is within and adjacent to the MSHCP Conservation Area (Criteria Cell 5361 and Criteria Cell 5366), future landscape plant palettes would avoid the use of invasive plant species in landscaping, including invasive, non-native plant species listed in Volume I, *Table 6-2* of the MSHCP. Accordingly, impacts would be less than significant.

Barriers

As required by the MSCHP Urban/Wildland Interface Guidelines, because the Project site is within and adjacent to the MSHCP Conservation Area (Criteria Cell 5361 and Criteria Cell 5366), the future development plans would incorporate barriers, where appropriate to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the MSHCP Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage and/or other appropriate mechanisms. Accordingly, impacts would be less than significant.

Grading/Land Development

As required by the MSHCP, the Project does not involve manufactured slopes that would extend into the MSHCP Conservation Area. Accordingly, impacts would be less than significant.

Additional Survey Need and Procedures

Volume I, Section 6.3.2 of the MSHCP states that in addition to the Narrow Endemic Plant Species addressed in Volume I, Section 6.1.3, additional surveys may be needed for other certain plant and animal species in conjunction with MSHCP implementation in order to achieve full coverage for these species. Within areas of suitable habitat, focused surveys are required for additional plant species if a Project site

occurs within a designated CAPSSA. In addition, focused surveys are also required (within suitable habitat) for seven animal species as identified by the corresponding survey area.

The Project site is located within the MSHCP burrowing owl survey area. As discussed previously, focused burrowing owl surveys were performed and burrowing owls were not detected within the biological resources study area. However, pre-construction surveys are required no more than 30 days prior to construction to confirm the absence of owls (refer to PCOA 4-1). With the performance of pre-construction surveys, the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP.

A portion of the Project site along the northern boundary is located within the MSHCP CAPSSA area which targets various species as discussed under Threshold a. As such, the entire biological resources study area was evaluated for the target CAPSSA species and it was not found to support suitable habitat for the CAPSSA target species, with the exception of smooth tarplant; however, smooth tarplant was confirmed absent through focused plant surveys. Therefore, the Project would be consistent with Volume I, Section 6.3.2 of the MSHCP.

The Project site is not located within the MSHCP mammal or amphibian survey area.

In summary, the Project would be consistent with the biological requirements of the MSHCP; specifically pertaining to the Project's relationship to reserve assembly, Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), and Section 6.3.2 (Additional Survey Needs and Procedures). Additionally, Project conditions of approval PCOA 4-4 through 4-8, which document actions to take to ensure compliance with the MSCHP, would be implemented. The Project would have a less than significant impact with respect to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation plan, or other approved local, or state habitat conservation plan.

Project Conditions of Approval

Although the following PCOA pertaining to compliance with the MSHCP were not included in the General Plan EIR MMRP, the General Plan EIRs tier from the MSHCP 2003 EIR/EIS, and acknowledge that compliance with the MSCHP is required, and the General Plan Update includes various goals and policies that ensure that development in the City is implemented in accordance with MSHCP requirements. As such, the following PCOAs comprise uniformly applied development policies that are routinely applied by the City to new development projects to ensure compliance with the MSHCP.

PCOA 4-4 Prior to the issuance of grading permits, the City shall verify that the following requirement is shown on the grading plans:

- Orange silt fencing shall be placed to demarcate the limits of disturbance for streambed impact areas. Its placement shall be over seen by a biological monitor and all preliminary vegetation removal and initial grading shall be monitored by a biologist.

PCOA 4-5 Within one-year of commencing construction within the Project site, the Project Applicant/Developer shall provide the City with evidence that a deed restriction, restrictive covenant, or other environmental restriction has been placed on the 0.87-acre streambed open space area , and that this area shall be permanently preserved. During construction and prior to the recordation of the deed restriction over the 0.87-acre streambed open space area, the Applicant/Developer shall be responsible for managing and maintaining this area. This management shall be funded by the Applicant/Developer through the placement of a performance bond or another temporary financial mechanism. Prior to commencing maintenance activities each year, the Homeowners Association maintenance crew shall undergo an environmental awareness training program to be conducted by a qualified biologist designed to educate the maintenance personnel regarding the environmental sensitivity of the preserved open space area.

PCOA 4-6 Prior to the issuance of grading and building permits, the City shall verify that the following requirement is shown on the grading and/or building permit plans:

- If the Project is to have lighting during night hours, it shall be directed away from the drainage features to be retained as open space, and criteria cells. If night lighting is required during construction, shielding shall be incorporated to ensure ambient lighting in the adjacent lands is not increased.

PCOA 4-7 Prior to the issuance of grading permits, if grading and/or construction activities are scheduled to occur during the breeding season (February 1 to August 31), the City shall verify that the following requirements are shown on the grading and/or building permit plans:

A. No clearing, grubbing, grading, or other construction shall occur between February 1 to August 31, until the following requirements have been met:

   i. A qualified Biologist shall survey areas that would be subject to construction noise levels exceeding 65 dBA Leq for nesting birds. Preconstruction surveys shall be conducted by a qualified Biologist prior to grading activities.

   ii. No construction activities shall be initiated where construction activities would result in noise levels exceeding 65 dBA Leq within 300 feet of known burrowing owl and nesting bird territories. Noise levels shall be determined by an acoustician deemed qualified by the City. OR

   iii. Under the direction of a qualified Acoustician, noise attenuation measures (such as sound walls, hay bales, or other measures designed to reduce effects from Project noise levels) shall be installed to ensure noise levels from construction activities shall not exceed 65 dBA Leq within 300 feet of known burrowing owl and nesting bird territories. Concurrent with construction and the noise attenuation measures, noise monitoring shall be conducted to ensure that noise levels do not exceed 65 dBA.

B. If preconstruction surveys demonstrate that burrowing owl and nesting birds are not present, the Project Biologist shall submit a report with substantial evidence to the

Planning Department that demonstrates noise attenuation measures are not necessary. The report shall describe the methodology and results of negative preconstruction survey.

PCOA 4-8 The Project Applicant shall comply with the findings contained in JPR Number 22-05-03-02 and its avoidance and minimization measures to ensure compliance with MSHCP Section 6.1.4, as follows:

- Incorporate measures to control the quantity and quality of runoff from the site entering the MSHCP Conservation Area. In particular, measures shall be put in place to avoid discharge of untreated surface runoff from developed and paved areas into MSHCP Conservation Areas. Best Management Practices (BMPs) shall be implemented to prevent the release of toxins, chemicals, petroleum products, exotic plant materials, or other elements that might degrade or harm downstream biological resources or ecosystems. This shall be accomplished through required adherence to NPDES requirements, development and implementation of a SWPPP, and compliance with the Project's WQMP.
- Land uses proposed in proximity to the MSHCP Conservation Area that use chemicals or generate bioproducts, such as manure, that are potentially toxic or may adversely affect wildlife species, habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in discharge to the MSHCP Conservation Area. This shall be accomplished through required adherence to NPDES requirements, development and implementation of a SWPPP, and compliance with the Project's WQMP.
- Night lighting shall be directed away from the MSHCP Conservation Area and the avoided area onsite to protect species from direct night lighting (refer to PCOA 4-6).
- Proposed noise-generating land uses affecting the MSHCP Conservation Area, including designated avoidance areas, shall incorporate setbacks, berms, or walls to minimize the effects of noise on MSHCP Conservation Area resources pursuant to applicable rules, regulations, and guidelines related to land use noise standards.
- Use of invasive, non-native plant species listed in Table 6-2 of the MSHCP shall be avoided in approved landscape plans for the portions of the Project that are adjacent to the MSHCP Conservation Area, including avoidance areas. Considerations in reviewing the applicability of this list shall include proximity of planting areas to the MSHCP Conservation Areas and designated avoidance areas, species considered in the planting plans, resources being protected within the MSHCP Conservation Area and their relative sensitivity to invasion, and barriers to plant and seed dispersal, such as walls, topography, and other features.
- Proposed land uses adjacent to the MSHCP Conservation Area shall incorporate barriers, where appropriate, in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping into existing

and future MSHCP Conservation Areas. Such barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms.

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

of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG [CDFW], RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.

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

With imposition of PCOAs 4-4 through 4-8, which implement uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects with respect to compliance with applicable plans not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

2.5 Cultural Resources

2.5.1 Summary of Previous Environmental Analysis

Potential impacts on cultural resources, including cultural resources of Tribal concern, were addressed in Section 5.9 the 2011 EIR, which determined that future development pursuant to the General Plan 2035 had the potential to result in significant impacts on cultural resources and resources of Tribal concern through the development of vacant and underutilized land. Future development would be subject to compliance with the applicable goals and policies identified in the Conservation and Land Use Elements

and would be required to implement General Plan EIR MMRP mitigation measures MM CR-1 through MM CR-3.

Additionally, the 2011 EIR determined that ground-disturbing activities, such as grading or excavation, have the potential to disturb unidentified human remains. However, following compliance with State regulations and with applicable General Plan 2035 policies and the implementation of General Plan EIR MMRP mitigation measures MMs CR-1 through MM CR-3, impacts were concluded to be less than significant. The 2011 EIR concluded that impacts, including cumulative impacts, would be less than significant with the incorporation of these mitigation measures.

The 2020 SEIR concluded that the potential impacts or mitigation measures related to cultural resources and resources of Tribal concern was not affected by the General Plan Update as future development pursuant to the General Plan Update could result in the development of the same vacant and underutilized land as analyzed in the 2011 EIR and impacts of future development projects would be evaluated on a case by case basis and would be required to comply with applicable federal, state, and local regulations, relevant General Plan goals and policies, and mitigation measures. Therefore, the 2020 SEIR concluded that no new or substantially greater impacts would occur with implementation of the General Plan Update when compared to those identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR and no new mitigation measures were applied.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.5.2 Applicable General Plan EIR Mitigation Measures Incorporated into the Project

The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

CR-1 Future development projects shall continue to be evaluated for cultural resources by the City of Murrieta through review by the Eastern Information Center (EIC) and notification of and consultation with the local tribes for new entitlement projects. The projects shall be evaluated for compliance with the California Environmental Quality Act (CEQA) and where feasible, avoidance of cultural resources. If, following review by the EIC and/or tribal consultation, it is determined that there is a potential for impacts to cultural resources, further cultural resources analysis by a qualified professional(s), as defined in Mitigation Measure CR-2, may be required by the City.

CR-2 In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. If not already retained due to conditions present pursuant to Mitigation Measure CR-1, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Murrieta to evaluate the significance of the find and appropriate course of action (refer to Mitigation Measures CR-1 and CR-3).

If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

CR-3 In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.

2.5.3 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Cause a substantial adverse change in the significance of a historical resource pursuant to Section15064.5?***	☐	☒	☐	☐	☐
b)	***Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section15064.5?***	☐	☒	☐	☐	☐
c)	***Disturb any human remains, including those interred outside of formal cemeteries?***	☐	☒	☐	☐	☐

In 2017, Brian F. Smith and Associates, Inc. (BFSA) conducted an intensive pedestrian survey of the Project area. Additionally, as required by General Plan EIR mitigation measure MM CR-1, archaeological records searches for the Project site and the surrounding area within a one-mile radius were compiled from data from the Eastern Information Center (EIC) at the University of California, Riverside in 2018 and 2021, and other background research. The results of the records search indicate that 131 resources have been recorded within one mile of the Project site, including historic structures and refuse scatters. Further, approximately 92 cultural resource studies have been conducted within one mile of the Project site, two of which covered portions of the Project site. BFSA completed a Phase I Cultural Resources Survey for the Project in August 2021.

During preparation of the 2021 BFSA cultural resource technical report, BFSA also requested a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) on October 15, 2018 and an updated SLF search on June 21, 2021 to determine if any recorded Native American sacred sites or locations of religious or ceremonial importance are present within one mile of the Project. The NAHC SLF

results were consistent, and they indicated the presence of sacred sites or locations of religious or ceremonial importance within the search radius. In accordance with the recommendations of the NAHC, BFSA contacted all Native American consultants listed in the NAHC response letter. Responses were received from five of the tribes contacted. The Rincon Band of Luiseño Indians indicated that the project is within the territory of the Luiseño people, but they did not have knowledge of cultural resources within or near the proposed project. They recommend that an archaeological records search be conducted. The Pala Band of Mission Indians Tribal Historic Preservation Office consulted their maps and determined that the Project is not within the boundaries of the recognized Pala Indian Reservation. The Project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area. Therefore, they have no objection to the continuation of Project activities as currently planned and defer to the wishes of tribes in closer proximity to the Project. The Pauma Band indicated they were unaware of any cultural sites or resources on or near the Project. The Pechanga Band indicated that they are highly interested in participating in the Project since it is located within a highly sensitive Luiseño cultural area registered with the SLF of the NAHC, as well as surrounded by an extensive Luiseño artifact record. Additionally, the tribe indicated that there are several recorded cultural resources within the Project area. The Soboba Band of Luiseño Indians indicated that the project area is considered sensitive by the people of Soboba since there are existing sites in the surrounding areas. Soboba's in-house database search identified multiple areas of potential impact. Soboba indicated that they would discuss issues as part of direct consultation with the lead agency.

A Supplemental Phase I cultural resource investigation (Supplemental Cultural Resources Report) was prepared by Applied Earthworks, Inc. in 2022 (Applied Earthworks, 2022), which updates the 2021 BFSA cultural resource technical report relative to Section 106 of the National Historic Preservation Act (NHPA)[9] and CEQA and supplements the previous 2021 BFSA report. During preparation of the Supplemental Cultural Resources Report, Applied Earthworks reviewed the 2021 BFSA cultural resource technical report and conducted a spot-check field survey of the Project site and offsite improvement areas on February 1, 2022. Representatives of the Pechanga Band of Indians (Pechanga Band) and the Soboba Band of Luiseño Indians (Soboba Band) participated in the February 2022 field survey. The Supplemental Cultural Resources Report is provided in *Technical Appendix E* of this document, and the report results are summarized below. The BFSA 2021 report is included as Appendix B of the Supplemental Cultural Resources Report.

Section 5.9, Cultural Resources of the 2011 EIR, which is incorporated by reference, includes a detailed discussion of the federal, State and local regulatory setting for cultural resources, and the cultural setting for the City. Section 106 of the NHPA requires that federal actions and the use of federal funds take into

[9] As previously discussed in Section 2.4, Biological Resources, of this document, the Project would impact area under the jurisdiction of the Corps, a Clean Water Act (CWA) Section 404 permit is required, defining the Project as a Federal undertaking (54 United States Code [U.S.C.] 300320, 36 Code of Federal Regulations [CFR] 800.16[a][y]). All proposed activities must comply with the requirements of Section 106 of the NHPA. The City is the CEQA Lead Agency, and the Corps is the Federal Lead Agency for purposes of this Project. Section 106 of the NHPA, as amended, requires federal agencies to consider the effects of proposed federal undertakings on historic properties. The area of potential effect (APE) for the Project, as defined by the Corps, is a 20-foot buffer around their jurisdictional waters. The APE for the Project totals approximately 1.65 acres. The APE encroaches within the northern site boundary of 33-019791 (CA-RIV-10075) and two features of this site are within the APE limits. However, the features within bedrock milling site 33-019791 (CA-RIV- 10075) located within the APE can be avoided during construction of the Project and protected in place. Therefore, a finding of No Historic Properties Affected is recommended for the Project.

account their potential effects on historic properties or those listed in or eligible for listing in the National Register of Historic Places (NRHP). For a resource to qualify for listing on the NRHP, the quality of significance in American history, architecture, archaeology, engineering, and culture must be present in districts, sites, buildings, structures, and objects that possess integrity and:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield information important in prehistory or history.

In order to be eligible for nomination to the NRHP, the historic property also must possess such integrity of location, design, setting, materials, workmanship, feeling, and association (36 CFR 60.4) that it is considered a good representative of a significant historical theme or pattern.

The California Register of Historic Resources (CRHR) program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for State historic preservation grant funding, and affords certain protections under CEQA. The criteria established for eligibility for the CRHR are directly comparable to the national criteria established for the NRHP. In order to be eligible for listing in the CRHR, a building, object, or structure must satisfy at least one of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage;

2. It is associated with the lives of persons important in our past.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of any important creative individual or possesses high artistic values.

4. It has yielded, or may be likely to yield, information important to the prehistory or history.

Archaeological research and tribal oral traditions in the Murrieta-Temecula area suggest that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term village complexes and habitation sites located in Murrieta, which are valuable resources. The Luiseño people occupied the Murrieta-Temecula area before the influx of European settlers and the Mission Period. Both the San Luis Rey and the San Juan Capistrano Missions claimed the territory for cattle raising and used local vaqueros to manage their cattle herds. Soon after Spain lost control of Mexico and the missions closed, the entire Murrieta area was divided among three land grants: Rancho Temecula, San Jacinto Rancho, and Rancho Santa Rosa. The Murrieta area was originally included in Mission San Luis Rey's lands as part of Rancho Temecula.

As identified in the cultural resources report prepared by BFSA in 2021, with the completion of the Southern Pacific Railroad in 1869, southern California saw its first major population expansion. The population boom continued circa 1874 with the completion of connections between the Southern Pacific Railroad in Sacramento to the transcontinental Central Pacific Railroad in Los Angeles. The population influx brought farmers, land speculators, and prospective developers to the region. Population growth and 1880s tax revenue from the booming citrus industry prompted the official formation of Riverside County in 1893 out of portions of what was once San Bernardino County. In 1882, the Murrieta brothers deeded right-of-way to the Southern Pacific Railroad. In 1884, the Temecula Land and Water Company bought and subdivided the land into 40-acre parcels. The railroad brought settlers to the area, spurring its growth. Settlers were attracted to the inexpensive land. Eventually, the Santa Fe Railroad purchased the railroad; however, it was rerouted due to a decade of flooding, and Murrieta became a spur from Corona. The railroad was then closed and, the last train left Murrieta in 1935. While ending the local boom, the absence of a rail line did not hinder the influx of residents settling in the area and Murrieta continued to grow. In just over 50 years, the population increased from 800 in 1890 to 1,200 in 1947.

With the start of World War I, the United States began to develop a military presence in Riverside County with the construction of March Air Reserve Base. During World War II, Camp Haan and Camp Anza were constructed in what is now the current location of the National Veteran's Cemetery. In the decades that followed, populations spread throughout the county into Lake Elsinore, Corona, Norco, Murrieta, and Wildomar. However, a significant portion of the county remained largely agricultural well into the 1970s. Following the 1970s, Riverside County saw a period of dramatic population increase as the result of new development. Very little changed in Murrieta until 1980, when a large influx of people came to settle in Temecula and the surrounding areas. Murrieta became an officially recognized city in 1991.

a. Would the project cause a substantial adverse change in the significance of historical resources pursuant to Section 15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area; therefore, the analysis of impacts to cultural resources below applies to both Innovation development scenarios.

Project Impact Adequately Addressed in Previous Documentation. The archaeological survey of the Project site conducted in 2017 confirmed the location of two previously recorded archaeological sites, P-33-015146 (CA-RIV-8055) and P-33-019791 (RIV-10075), and the identification of three previously unidentified sites referred to as Temp-1 through Temp-3. No existing structures are located within the Project site. During preparation of the Supplemental Cultural Resources Report, Applied Earthworks revisited and confirmed the locations of two previously recorded bedrock milling sites, P-33-015146 (CA-RIV-8055) and P-33-019791 (CA-RIV-10075), within the Project site, and also revisited the location of three sites documented during the BFSA 2017 Phase I survey. Applied Earthworks confirmed the accuracy of the description of one site (Temp-1) and found that two of the sites (Temp-2 and Temp-3) lacked cultural constituents. Finally, two cultural resources, temporarily labeled as AE-4373-2 (bedrock milling site) and AE-4373-3 (isolated core), were identified during the February 2022 spot-check survey. A quartz outcrop

was also identified as a potential quartz quarry (temporarily labeled as AE-4373-1); however, no artifacts were observed in association with this source of raw material. These sites are further described in the Supplement Cultural Resources Report included in *Technical Appendix E*, of this document.

No historic period sites or resources were identified during either the 2017 or 2021 surveys; the sites discussed herein are prehistoric. Further, soils underlying the Project site include primarily the Cajalco and Cieneba series, which are weathered in place, well drained soils formed in granitic rock with slopes exceeding 9%. The majority of the Project site is covered by a few inches to feet of topsoil covering bedrock. Considering the level of previous disturbance and what appears to be extremely shallow sediments, there appears to be little possibility for the presence of buried cultural deposits within the Project site.

As identified in the Supplemental Cultural Resources Report, the Project has been designed to avoid specific features within P-33-019791 (CA-RIV-10075) during construction of the Project and this site would be protected in place within a designated open space area. However, four cultural resources within the Project site — P-33-015146 (CA-RIV-8055), BFSA site Temp-1 (AE-4373-4), AE-4373-2, and AE-4373-3— would not be avoided. While Phase II testing of sites is standard industry protocol for evaluating NRHP/CRHR eligibility of sites under Criterion D/4, it is critical that the City consult with interested tribes to determine if sites are eligible to the NRHP/CRHR under Criteria A/1 and B/2, or as a designated cultural resource under the City's General Plan and Development Code.

During California AB 52 consultations with the City discussed in Section 2.18 of this document, both the Pechanga Band and Soboba Band noted that the Project site lies within two of their Tribal Cultural Resources (TCR) under AB 5; these TCRs are discussed below. Under regulations implementing the NHPA, these resources are Traditional Cultural Properties (TCP). The City and the Pechanga and Soboba Bands agreed that the Project could result in direct and indirect impacts on *'Atáaxum* TCRs. The Pechanga and Soboba Bands requested the preparation of a cultural landscape study and ethnographic study to evaluate each TCP/TCR as eligible for inclusion in the NRHP under Criteria A, B, C, and D and the CRHR under Criteria 1, 2, 3 and 4, discussed above. The Pechanga and Soboba Bands further requested that the study illustrate the interconnectedness of the *Múuta Putée' Póoto Néshkin* and *Táawila* TCPs/TCRs and within an *'Atáaxum* TCL.

As requested during the AB 52 consultations, and at the behest of the City to fulfill good faith efforts (36 CFR 800.3[c][ii][A]) to the Pechanga and Soboba Bands, and under the NHPA to address topics and concerns specific to the Luiseño culture and to the Pechanga and Soboba Bands, Applied Earthworks conducted a cultural landscape study and ethnographic study, which was submitted to the City on December 14, 2022. The 1-mile-radius cultural landscape study and ethnographic study centered on the Project site helps identify and document the significance of, determine potential eligibility for inclusion in the NRHP and the CRHR, and assess potential adverse effects to the Luiseño TCPs/TCRs that may occur as a result of the Project. The study also provides an analysis of cumulative effects of developments within this 1-mile-radius study area. While the Rincon Band of Luiseño Indians responded to the City's AB 52 initiation letter, they declined to participate in the study conducted for the Project and deferred to the Pechanga and Soboba Bands. Information provided in the cultural landscape study and ethnographic

study is confidential; however, non-confidential information has been summarized below for information in this document.

During preparation of the cultural landscape study and ethnographic study, Applied Earthworks communicated and collaborated with *'Atáaxum* representatives designated by the Pechanga and Soboba Bands to document their traditional knowledge about the *Múuta Putée' Póoto Néshkin* TCP/TCR and the *Táawila* TCP/TCR. As part of the study, Applied Earthworks included information obtained through a literature review and archival search, prior archaeological studies for the Project and the surrounding area, an examination of available natural and cultural resources, and interviews with and information provided by representatives of the Pechanga and Soboba Bands. The Pechanga and Soboba Bands shared that the Project site lies within *'Atáaxum* (Luiseño) aboriginal territory as evidenced by the existence of cultural resources, place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive *'Atáaxum* archaeological record in the vicinity of the Project site. According to Tribal beliefs and values, the Pechanga and Soboba Bands find that the Project is immediately adjacent to the *Múuta Putée' Póoto Néshkin* TCP/TCR and within the Tribal Cultural Landscape (TCL) of the *Táawila* (Ringing Rock) TCP/TCR. It is important to note that the *'Atáaxum* name for the *Múuta Putée' Póoto Néshkin* TCP/TCR captures important elements of the landscape that the *'Atáaxum* associate with this TCP/TCR. Most notably, *Múuta Putée'* (Hogbacks), ascribes the setting of *Póoto Néshkin* within these low-lying hills. The term *Múuta Putée' Póoto Néshkin* is used to capture this important element of the TCP/TCR culture scape. The *Múuta Putée' Póoto Néshkin* and *Táawila* TCPs/TCRs have vital connections to the *'Atáaxum* people through creation and the named places therein, which are documented in the language, songs, and oral tradition. The importance of these TCPs/TCRs to *'Atáaxum* people continues to be taught to younger generations and is very much part of a living culture.

The two TCPs/TCRs were evaluated in accordance with National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation, and National Register Bulletin 38: Guidelines for Evaluating and Documenting Traditional Cultural Properties*. The evaluation of the TCPs/TCRs considers the significance of the resource and is evaluated for the CRHR pursuant to CEQA Guidelines Section 15064.5(a). Following these guidance documents and according to Tribal beliefs and values, the Pechanga and Soboba Bands find both TCPs/TCRs meet Criteria A, B, C, and D of the NRHP, and Criteria 1, 2, 3, and 4 of the CRHR. Both TCPs/TCRs were determined significant TCPs under the NRHP and as TCRs under the CRHR, and all archaeological resources within the boundaries of the TCPs/TCRs (including those within the Project site) were identified by both the Pechanga and Soboba Bands as contributing elements to TCPs/TCRs.

Because the Project would not avoid archaeological resources within the TCPs/TCRs (P-33-015146 [CA-RIV-8055], BFSA site Temp-1 [AE-4373-4], AE-4373-2, and AE-4373-3) the Project would cause a substantial adverse change in the significance of a historical resource and archaeological resource pursuant to CEQA Guidelines Section 15064.5, resulting in a potential significant impact. The General Plan EIR MMRP mitigation measures MM CR-1, MM CR-2 and MM CR-3 presented above were developed to permit a project with impacts to cultural resources to mitigate these impacts to a less than significant level. General Plan EIR MMRP MM CR-1 requires evaluation of impacts to cultural resources as part of the CEQA process, and also requires that if impacts to a resource cannot be avoided, further cultural resources analysis be completed a qualified professional(s), as defined in General Plan EIR mitigation measure MM CR-2, and the appropriate course of action to mitigate potential impact be identified. In accordance with

the General Plan EIR MMRP mitigation measures, the required analysis has been completed as described herein, and the Supplemental Cultural Resource Report prepared by Applied Earthworks identifies specific actions to reduce adverse effects to a less than significant level. These actions are incorporated into the Project with Project conditions of approval PCOAs 5-1, 5-2, 5-3, and 5-4 below, which were developed during the Native American consultation process conducted by the City, and implement General Plan EIR MMRP mitigation measures MM CR-1, MM CR-2 and MM CR-3. Therefore, Project impacts to known cultural resources, which consist of TCPs/TCRs, would be less than significant, as identified in the General Plan EIRs.

General Plan EIR MMRP mitigation measures MM CR-2 and MM CR-3 also outline actions to take in the event of inadvertent discovery of cultural resources (archaeological, historical, paleontological) or human remains, respectively. Although there is little possibility for the presence of buried cultural deposits within the Project site, to address the potential for future inadvertent discoveries as a result of excavation for installation of the Project's utility infrastructure (which would extend to depths of up to approximately 25-feet below the ground surface in limited areas) Project condition of approval PCOA 5-4 related to inadvertent discoveries is incorporated into the Project to implement General Plan EIR MMRP mitigation measure MM CR-2. Therefore, Project impacts to unknown cultural resources would be less than significant, as identified in the General Plan EIRs.

With respect to cumulative impacts, loss of archaeological sites and other tribal cultural resources as a result of development adversely affects the relationship between all the archaeological sites within the *Múuta Putée' Póoto Néshkin* TCP as well as the *Káamalam* in the TCP (e.g., animals, plants, rocks, water). Additionally, quartz veins that were not documented as archaeological sites because no flakes or chunks were observed are sacred to the *'Atáaxum* people. Quartz veins were often mined to procure raw materials for lithic tool production, but within the *Múuta Putée' Póoto Néshkin* TCP were also mined to procure crystals for use in ceremonies. For now, the feeling of the area remains, and the *'Atáaxum* people can still recognize *Múuta Putée' Póoto Néshkin*, but ongoing development harms this sacred area. Because the Project's impacts to archaeological sites, TCPs and TCRs would be less than significant, the Project would not result in a cumulatively considerable impact to these resources.

With implementation of General Plan EIR MMRP mitigation measures MM CR-1 through MM CR-3, as further refined by the Project conditions of approval PCOAs 5-1 through 5-4, impacts to historical and archaeological resources would be less than significant.

Project Conditions of Approval

Although the following PCOAs were not included in the General Plan EIR MMRP, these PCOAs implement and further refine the General Plan EIR MMRP mitigation measures MM CR-1 through MM CR-3. As such, the following PCOAs comprise uniformly applied requirements routinely applied by the City to mitigate impacts to cultural resources.

PCOA 5-1 **Cultural Resource Monitoring and Inadvertent Discovery Plan.** At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the Applicant/Owner/Developer shall retain a qualified

archaeological principal investigator, meeting the Secretary of Interior's Professional Standards for archaeology, is approved by the City of Murrieta – Planning Division, and has the experience and is well-acquainted with the history of the ancestral tribes geographically connected to the Project site.

1. The Project Archaeologist, in consultation with consulting tribes, the Applicant/Owner/ Developer, 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 schedule in coordination with the Applicant/Owner/Developer, the Project Archaeologist, and for designated Native American Tribal Monitors from the consulting tribes for grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Project Archaeologist and Native American Tribal Monitors' authority to stop and redirect grading activities;

    c) The protocols and stipulations that the Applicant/Owner/Developer, tribes, and Project Archaeologist will follow in the event of inadvertent cultural resource discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation;

    d) The protocols and procedures for avoidance and preservation of features within CA-RIV-10075 in place. Features within CA-RIV-10075 will be fenced and identified as an Environmental Sensitive Area (ESA). The Applicant/Owner/Developer will ensure that appropriate temporary fencing is installed (i.e., orange fabric/barrier fencing) to prevent any unintentional disturbances to specific features within CA-RIV-10075 during any earthmoving activities on the project site;

    e) The protocols and procedures for relocation of cultural resources that cannot be avoided and preserved in place. Prior to any grading, the Applicant/Owner/Developer shall meet with the Project Archaeologist and the Consulting Tribe(s) in order to assess CA-RIV-8055, BFSA site Temp-1 (AE-4373-4), and AE-4373-2 to determine the suitability for relocation to a mutually agreed upon onsite permanent preservation area. The Applicant/Owner/Developer will record a restrictive covenant over the preservation area to ensure the location remains in an undisturbed state in perpetuity;

    f) The protocols and procedures for treatment and final disposition of any archeological resources and sacred sites, if discovered on the project site;

    g) Creation of 3-dimensional (3D) models of all unavoidable sites located within the Project area;

h) The scheduling and timing of the Cultural Sensitivity Training noted in Project condition of approval PCOA 5-2.

PCOA 5-2 **Worker Environmental Awareness Program.** All construction personnel and monitors who are not trained archaeologists or tribal cultural monitors shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic PowerPoint presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological and tribal cultural resource materials that may be identified during the construction of the project and explain the importance of and legal basis for the protection of significant archaeological and tribal cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor, archaeological, and tribal cultural monitor(s).

PCOA 5-3 **Archaeological Monitoring.** A qualified archaeological monitor shall be retained to observe ground disturbing activities and respond to and address any inadvertent discoveries identified during initial excavation in native soils. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to archaeological monitoring, this definition excludes the movement of sediments after they have been initially disturbed or displaced by project-related construction. A Principal Investigator/Archaeologist shall oversee and establish monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs. This requirement shall be noted on all construction plans to ensure implementation.

Upon completion of all ground-disturbing activities, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the City of Murrieta – Planning Division for review. This report shall document compliance with approved mitigation, and all conducted monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the City of Murrieta – Planning Division and the Eastern Information Center (EIC) with the University of California Riverside.

PCOA 5-4 **Inadvertent Discovery Clause**. In the event that potential prehistoric or historic-era archaeological resources and/or tribal cultural resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring not less than 100 feet of the find shall immediately stop and the Principal Investigator/Archaeologist must be notified immediately to assess of the discovery and determine whether additional study is warranted. Depending upon the nature of the discovery, the Principal Investigator/Archaeologist may simply record the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work such as subsurface

testing may be warranted. If the discovery is determined significant under CEQA and avoidance is not feasible, data recovery will be required. If Native American resources are discovered or are suspected, each of the consulting tribes for the Project will also be notified pursuant to Project condition of approval PCOA 5-1.

In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the Project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to immediately notify the Native American Heritage Commission (NAHC). The NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant must then complete their inspection and determine, in consultation with the property owner, the treatment and disposition of the human remains.

With imposition of PCOAs 5-1 through 5-4, which implement uniformly applied development policies or standards previously adopted by the city or county, with respect to cultural resources there are no peculiar effects with respect to historical or archaeological resources not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation is required.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Project Impact Adequately Addressed in Previous Documentation. No human remains or cemeteries are known to exist within or near the Project site. However, there is always the possibility that subsurface construction activities associated with the Project, such as trenching and grading, could damage or destroy previously undiscovered human remains. Impacts to previously undiscovered human remains are considered significant. If human remains were found, those remains would require proper treatment, in accordance with applicable laws (refer to General Plan EIR MMRP mitigation measure MM CR-3). Sections 7050.5–7055 of the *California Health and Safety Code* describe the general provisions for human remains. Specifically, Section 7050.5 of the *California Health and Safety Code* describes the protocols to be followed in the event that human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in PRC Section 5097.98 would be implemented. If human remains are found during excavation, construction activities must stop in the vicinity of the find and in any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified; the

remains have been investigated; and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, and as further detailed in General Plan EIR MMRP mitigation measure CR-3, potential impacts would be less than significant, as identified in the General Plan EIRs. General Plan EIR MMRP mitigation measure MM CR-3 is further implemented pursuant to the Project conditions of approval PCOA 5-4 presented above, which was developed during the Native American consultation process conducted by the City and further discussed in Section 2.18, Tribal Cultural Resources, of this document. Also refer to Section 2.18, Tribal Cultural Resources, of this document, which addresses human remains that are sacred to Native American tribes.

With imposition of General Plan EIR MM CR-3 and PCOA 5-4, which implement uniformly applied development policies or standards previously adopted by the city or county, with respect to cultural resources there are no peculiar effects with respect to historical or archaeological resources not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation measures are required.

2.6 Energy

2.6.1 Summary of Previous Environmental Analysis

Although Energy was added in December 2018 as a topic in the Appendix G of the CEQA Guidelines, analysis of a project's potential to result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources is not a new requirement. This issue is addressed in Appendix F of the CEQA Guidelines. Energy consumption is addressed in Section 5.22, Electricity and Natural Gas, and Section 7.4, Other California Environmental Quality Act Considerations, of the 2011 EIR. Section 5.6, Greenhouse Gas Emission, of the 2011 EIR discusses the City's Climate Action Plan (CAP), which is also relevant to energy conservation.

The 2011 EIR determined that the implementation of the General Plan 2035 could facilitate development of various commercial, office and research park, business park, industrial, and civic/institutional uses; however, these uses would not result in any unusual characteristics that would necessitate the use of construction equipment that is less energy-efficient than at comparable construction sites. Additionally, fuel consumption associated with vehicle trips generated by future development within the City would not be considered inefficient, wasteful, or unnecessary in comparison to other cities in the region. The General Plan 2035 includes policies to prioritize energy conservation, green building, and the generation of energy from renewable sources, as part of an overall strategy to reduce GHG emissions. Additionally, the City's CAP includes GHG emission reduction strategies related to green building, energy efficiency, renewable energy options, and land use changes that reduce to dependence on motor vehicle travel (and associated transportation-related energy demand). The 2011 EIR concluded that the implementation of the General Plan 2035 and CAP would result in less than significant impacts related to energy. Cumulative impacts related to energy were determined to be less than significant. No mitigation measures were required.

The City determined in the 2020 SEIR that the General Plan Update would not result in new or substantially greater energy impacts than identified in the 2011 EIR and would result in a less than significant energy impact. No new mitigation measures relating to energy were identified in the 2020 SEIR.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.6.2 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary 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?***	☐	☒	☐	☐	☐

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area; therefore, the analysis of construction related energy impacts under either scenario below applies to both Innovation development scenarios.

With respect to operational energy impacts discussed below, the Innovation Development Scenario 1 (with business park uses) would generate a greater number of daily vehicular trips compared to other allowed Innovation uses, and is therefore conservatively used for Project analyses based on daily vehicular trips as evaluated in the *Discovery Village Energy Analysis City of Murrieta* (Energy Analysis) prepared by Urban Crossroads for the Project (Urban Crossroads, 2023e), which is included as *Technical Appendix F* to this document. The Innovation Development Scenario 2 (with light manufacturing uses) is the basis for the analysis of operational impacts that may be different from Innovation Development Scenario 1 due to the expected use of heavy trucks, need for loading docks, etc. The assessment of energy impacts resulting from Innovation Development Scenario 2 is provided in the Supplemental AQ, GHG and Energy Assessment prepared by Urban Crossroads, Inc., and included in *Technical Appendix C2 of this document* (Urban Crossroads, 2023b). The commercial and residential uses under these development scenarios are assumed to be the same under the Innovation development scenarios.

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Project Impact Adequately Addressed in Previous Documentation.

Construction Impacts

The Project's proposed construction activities associated with the Project would consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. Construction energy consumption would largely occur from fuel consumption by heavy equipment during grading activities associated with road and building site clearance, trucks transporting construction materials and fill to the site; and worker trips to and from the Project site. Energy consumption during construction related activities would vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment and the number of personnel.

Based upon the anticipate scope and length of the construction period (refer to Table 4-1 of the Energy Analysis) and the mix of construction equipment (Table 4-4 of the Energy Analysis), construction equipment used by the Project would result in single event consumption of approximately 202,012 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to applicable regulatory requirements, including California Air Resources Board (CARB) emissions standards, acting to promote equipment fuel efficiencies.

Based upon the anticipated scope and length of construction period, construction worker trips for full construction of the Project would result in the estimated fuel consumption of 180,917 gallons of fuel. Additionally, fuel consumption from construction vendor and hauling trips would total approximately 149,240 gallons. Diesel fuel would be supplied by regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials.

Additionally, increasingly stringent State and federal regulations on engine efficiency combined with local, State and federal regulations limiting engine idling times and recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. Considering these factors, the Project would not result in the wasteful and inefficient use of energy resources during construction and impacts would be less than significant.

Operational Impacts

Energy consumption in support of or related to operations associated with future residential and non-residential development at the Project site would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Energy Demands

Annual vehicular trips and related VMT generated by the operation of the Innovation Development Scenario 1 would result in a fuel demand of 936,854 gallons of fuel (Urban Crossroads, 2023e). Innovation Development Scenario 2, which would generate fewer trips and less related VMT, would result in an annual fuel demand of 760,541 gallons (Urban Crossroads, 2023b). Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project and are consistent with the analysis in the General Plan EIRs and with other mixed residential and commercial uses of similar scale and configuration. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential developments of similar size.

Additionally, enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT in the future. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian and bicycle access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code (CalGreen) and City requirements, the Innovation (non-residential) portion of the Project would also promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facilities Energy Demands

Project facility operational energy demands under Innovation Development Scenario 1 are estimated at: 19,973,275 kBTU/year of natural gas and 8,442,240 kWh/year of electricity (Urban Crossroads, 2023e). Operational energy demands under Innovation Development Scenario 2 are estimated at: 24,075,375 kBTU/year of natural gas and 6,339,855 kWh/year of electricity (Urban Crossroads, 2023b). Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied by SCE. The Project would involve the development of non-residential and residential uses that would implement contemporary energy efficient/energy conserving designs and operational programs. The Project would not involve the development of uses that are inherently energy intensive and the energy demands in total would be comparable to other mixed-use developments of similar scale and configuration. Further, development at the Project site would comply with the applicable Title 24 standards, including CalGreen requirements in effect at the time building permits are issued. Compliance itself with applicable Title 24 standards would ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. Additionally, as further discussed in Section 2.8, Greenhouse Gas Emissions, of this document, the Project would comply with the City's CAP, which would further ensure that the Project would involve energy efficient operation through compliance with the CAP strategies including, but not limited to, the Zero Net Energy Standards, Transportation Demand Management, and Electric Vehicle Service Equipment.

As supported by the preceding analyses, Project construction and operation would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. Therefore, impacts would be less than significant.

b. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Project Impact Adequately Addressed in Previous Documentation. The General Plan EIRs concluded that the General Plan 2035 and General Plan Update did not conflict or obstruct a state or local plan for renewable energy or energy efficiency. The Project's consistency with the applicable State and local plans is discussed below. The Project's consistency with the applicable State and local plans is discussed below. The Project consistency with federal plans is provided for informational purposes. As discussed in Section 2.11, Land Use and Planning, the Project is also consistent with the Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (*Connect SoCal*).

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) promoted the development of inter-modal transportation systems to maximize mobility as well as address national and local interests in air quality and energy. ISTEA contained factors that Metropolitan Planning Organizations (MPOs) were to address in developing transportation plans and programs, including some energy-related factors. To meet the new ISTEA requirements, MPOs adopted explicit policies defining the social, economic, energy, and environmental values guiding transportation decisions.

> **Consistent**. *Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the Project site.*

Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) was signed into law in 1998 and builds upon the initiatives established in the ISTEA legislation, discussed above. TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs. TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety.

Consistent. *The Project site is located near major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access to regional transportation network, acts to reduce vehicle miles traveled by providing direct access to the regional transportation network, takes advantage of existing infrastructure systems (e.g., existing roads and freeways), and promotes land use compatibilities through collocation of employment and residential land uses. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21*.

Integrated Energy Policy Report (IEPR)

Senate Bill 1389 (SB 1389) (Bowen, Chapter 568, Statutes of 2002) requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing the state's electricity, natural gas, and transportation fuel sectors and provides policy recommendations to conserve resources; protect the environment; ensure reliable, secure, and diverse energy supplies; enhance the state's economy; and protect public health and safety. The CEC prepares these assessments and associated policy recommendations every two years, with updates in alternate years, as part of the Integrated Energy Policy Report. The 2021 IEPR was adopted February 22, 2022, and continues to work towards improving electricity, natural gas, and transportation fuel energy use in California. The 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Additionally, the 2021 IEPR provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the state is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs.

Consistent. *Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.*

State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

Consistent. *The Project site is located proximate to transportation corridors with access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning*

processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

California Code Title 24, Part 6, Energy Efficiency Standards and Part 11, California Green Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods.

CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that will be effective on January 1, 2023.

Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction waste and demolition ordinances and defers to them as the ruling guidance provided they establish a minimum 65% diversion requirement. The code also provides exemptions for areas not served by construction waste and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2022 version of Title 24 was adopted by the CEC and will be effective on January 1, 2023. The 2022 Title 24 standards would result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2022 Title 24 standards require solar photovoltaic systems for new single-family homes, encourage the use of heat pumps for space and water heating, and require homes to be electric-ready to ease the adoption of cleaner electric heating, cooking, and EV charging. The CEC anticipates that the 2022 energy code will provide $1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons. 2022 CalGreen standards applicable to the Project's residential and non-residential land uses are outlined in Section 3.2.3 of the Energy Analysis included *Technical Appendix F* of this document.

Consistent. *The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time building permit document submittals are made. Therefore, the Project would not result in a significant impact on energy resources.*

Clean Energy and Pollution Reduction Act of 2015 (SB 350) and SB 100

In October 2015, the legislature approved, and the Governor signed, SB 350, which reaffirms California's commitment to reducing its GHG emissions and addressing climate change. Key provisions include an increase in the RPS, higher energy efficiency requirements for buildings, initial strategies towards a regional electricity grid, and improved infrastructure for electric vehicle charging stations. Specifically, SB 350 requires the following to reduce statewide GHG emissions:

- Increase the amount of electricity procured from renewable energy sources from 33 percent to 50 percent by 2030, with interim targets of 40 percent by 2024, and 25 percent by 2027.
- Double the energy efficiency in existing buildings by 2030. This target will be achieved through the California Public Utility Commission (CPUC), the CEC, and local publicly-owned utilities.
- Reorganize the Independent System Operator (ISO) to develop more regional electricity transmission markets and to improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

SB 100 increases RPS requirements to 60 percent by 2030, with new interim targets of 44 percent by 2024 and 52 percent by 2027. SB 100 further requires that all of the state's electricity come from carbon-free resources (not only RPS-eligible ones) by 2045.

> **Consistent.** *The proposed Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350 and SB 100. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new non-residential developments and would include several measures designed to reduce energy consumption.*

City of Murrieta CAP Update

The City originally adopted a CAP as part of the City's General Plan 2035 in 2011. In order to aggressively address the threats of global climate change, the City prepared a CAP Update (in 2020), which provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change. The CAP Update was completed in January 2020 and approved by the City Council on June 16, 2020. A project's consistency with the CAP will be determined through the CAP Consistency Review Checklist.

> **Consistent.** *As further discussed in Section 2.8, Greenhouse Gas Emissions, of this document, the Project would be compliant with the goals and objectives set forth in the City of Murrieta's CAP Update. Consistency with the CAP Update would also result in a reduction of the Project's energy demand through compliance with the CAP strategies including the Zero Net Energy Standards, Transportation Demand Management, and Electric Vehicle Service Equipment.*

In summary, the Project would not conflict with or obstruct any State or local energy plans for renewable energy or energy efficiency. As such, no impact would occur.

2.7 Geology and Soils

2.7.1 Summary of Previous Environmental Analysis

The analysis of impacts related to geology and soil were addressed in Section 5.8, Geology and Seismic Hazards, of the 2011 EIR.

The 2011 EIR determined that several surficial deposits and/or bedrock units are located beneath the City. Hazards related to seismic activity were identified based on the City's proximity to known active fault zones, specifically the Elsinore Fault Zone, San Jacinto Fault Zone, Newport-Inglewood Fault Zone, and the San Andreas Fault Zone. The 2011 EIR determined that future development pursuant to the General Plan 2035 had the potential to result in significant impacts related to seismic, geologic, and soil conditions due to increased exposure of people and structures to potential seismic and geologic hazards. Future development would be subject to compliance with the California Building Standards Code (CBSC), Murrieta Municipal Code (MMC), and NPDES requirements as well as the applicable policies identified in the General Plan Update and the implementation of General Plan EIR MMRP mitigation measures MM GEO-1 and MM GEO-2.

Additionally, potential impacts associated with future development would be evaluated on a project-by-project basis in accordance with General Plan EIR MMRP mitigation measure MM GEO-1. In the event a specific site is determined to create a significant impact that could not be feasibly mitigated, the site would not be appropriate for development. This process in conjunction with federal and State laws, local building codes, public safety standards and the implementation of General Plan EIR MMRP mitigation measures MM GEO-1 and MM GEO-2 would result in less than significant impacts related geology and soils.

The 2011 EIR determined that construction activities associated with future development projects within the City have the potential to result in soil erosion. However, each development project would be required to comply with requirements of the Municipal NPDES Construction General Permit and would be required to comply with City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures. Additionally, future development projects would be required to implement erosion control plans and Storm Water Pollution and Prevention Plans (SWPPP). Furthermore, construction activities would be required to comply with SCAQMD Rule 403 regarding fugitive dust. Compliance with applicable polices, goals, and regulations related to sedimentation and erosion would ensure that impacts related to soil during development project construction phases would be less than significant.

Paleontological resources impacts were addressed in Section 5.9, Cultural Resources, of the 2011 EIR. The 2011 EIR determined that the City has a high potential for containing significant, nonrenewable paleontological resources. As such, future development associated with the implementation of the General Plan 2035 could result in impacts to undiscovered paleontological resources through remediation, demolition, or construction activities. Future improvements and development within the City will be subject to compliance with applicable Conservation Element policies and implementation of General Plan

EIR MMRP mitigation measure MM CR-1 and CR-2 (included in Section 2.5, Cultural Resources), to ensure impacts on paleontological resources are reduced to less than significant levels.

Cumulative impacts related to geology and soils and paleontological resources were determined to be less than significant with the implementation of identified mitigation measures.

The City determined in the 2020 SEIR that no further evaluation of environmental impacts related to geology and soils, including impacts to paleontological resources, was required in connection with adoption of the General Plan Update and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR. No new mitigation measures relating to geology and soils were identified in the 2020 SEIR.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.7.2 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

The onsite soils have a low paleontological sensitivity and the bedrock underlying the Project site does not yield paleontological resources (refer to Threshold "f" below); therefore, General Plan EIR MMRP mitigation measures MM CR-1 and MM CR-2 are not applicable under this environmental topic. The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

GEO-1 Prior to issuance of a Grading Permit for each future development project, a registered geologist or soils engineer shall prepare an area-specific Geologic Study, which shall be submitted to the Public Works or Building and Safety Department for approval. The Geologic Study shall specify the measures necessary to mitigate impacts related to fault rupture, groundshaking, landslides, liquefaction or dynamic settling, expansive or collapsible soils, lateral spreading, and other geologic and seismic hazards, if any. All recommendations in the Geologic Study shall be implemented during area preparation, grading, and construction.

GEO-2 Prior to issuance of any Grading Permit, project applicants of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study, and other such measure(s) as the City deems necessary to adequately mitigate potential seismic and geotechnical hazards.

2.7.3 Project Environmental Review

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐	☐
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, or that would become 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 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐	☐
e) Have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☒	☐	☐	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐	☐

Information provided in this section was obtained in part from the *Preliminary Geotechnical Investigation* (Geotechnical Investigation) prepared by RMA GeoScience (RMA), (*Technical Appendix G*) (RMA, 2023) and the *Phase I Paleontological Resources Assessment* (Paleontological Resources Assessment) prepared by Brian F. Smith and Associates, Inc. (BFSA) (*Technical Appendix H*) (BFSA, 2022). The preparation of the Project-specific Geotechnical Investigation satisfies General Plan EIR MMRP mitigation measure MM GEO-1.

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area; therefore, the analysis of impacts related to geology and soils below applies to both Innovation development scenarios.

a. Would the project directly or indirectly cause potential substantial adverse effects, including 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?

a.i) Project Impact Adequately Addressed in Previous Documentation. As noted in the 2011 EIR, the City is in proximity to known fault zones (i.e., Elsinore Fault Zone, San Jacinto Fault Zone, Newport-Inglewood Fault Zone, and the San Andreas Fault Zone). According to the Project's Geotechnical Investigation, the Project site is not within an Alquist-Priolo Earthquake Fault Zone. The nearest fault to the Project site is the Elsinore Fault Zone, Glen Ivy station located approximately 3.9 miles southwest. Therefore, no impact would result.

a.ii) Project Impact Adequately Addressed in Previous Documentation. As with all Projects in southern California, the Project site has the potential to experience seismic ground shaking during an earthquake event. The intensity of ground shaking would vary with the distance and magnitude of the earthquake causing the ground shaking. As required by General Plan EIR mitigation measure MMRP MM GEO-1, the proposed grading activities associated with the Project shall be conducted in accordance with the recommendations from the Geotechnical Investigation included in *Technical Appendix G* of this document, including recommendations related to: existing fill, general earthwork and grading, removals and overexcavation, earthwork shrinkage and subsidence, earthwork recommendations, excavation characteristics and rock disposal, seismic design parameters, subdrains, fill and cut slopes, temporary

slopes and excavations, import soils, cement type and corrosion potential, utility trench backfill, drainage and moisture proofing, and plan review, geotechnical observation and testing during rough grading, and post-grading geotechnical observation and testing (including during fine or precise grading). Additionally, in compliance with General Plan EIR MMRP mitigation measures MM GEO-1 and MM GEO-2, geologic studies shall be prepared for development onsite, which would also be designed in accordance with the recommendations identified in the geologic studies, and applicable local and state building codes in effect at the time building permits are issued. Adherence to the recommendations from the respective geologic studies and building code requirements would minimize the risk of loss, injury, or death involving seismic shaking. Therefore, consistent with the conclusions of the General Plan EIRs, with implementation of MM GEO-1 and GEO-2, impacts with respect to ground shaking would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

a.iii) Project Impact Adequately Addressed in Previous Documentation. Liquefaction takes place when loosely packed, waterlogged sediments at or near the ground surface lose their strength in response to strong ground shaking. In order for liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of less than about 50 feet, and a potential for seismic shaking from nearby large-magnitude earthquake. The Project site is not within an area of known liquefaction hazards. The Project site has artificial fill, alluvium, and is underlain by bedrock at shallow depths. According to the Geotechnical Investigation, within 6 hollow stem auger borings (B1 through B6), drilled in October 2005, 2 borings contained water (B2 and B5). Boring B2 was located near the drainage feature cutting west to east across the Project site and water was found at 15 feet. Boring B5 was located within the southeastern low point of the Project site and water was found at 10 feet. The water within B2 and B5 were classified as subsurface water and not groundwater. Notwithstanding, according to the Geotechnical Investigation, the risk of liquefaction occurring during a seismic event is negligible (RMA, 2023). RMA conducted a review of Historic Groundwater High Maps and the results of the review indicated that groundwater does not occur within the Project site or in proximity to the Project site. Additionally, since the Project site is underlain by very dense granitic bedrock, seismically induced settlement is not considered a design concern during a design seismic event. Therefore, consistent with the conclusions of the General Plan EIRs, impacts with respect to seismic-related ground failure, including liquefaction would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

a.iv) Project Impact Adequately Addressed in Previous Documentation. The Project site is relatively flat and there are no records of landslides occurring within or in the vicinity of the Project site (RMA, 2023). Therefore, landslides at the Project site are unlikely to occur. No impacts would occur.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Project Impact Adequately Addressed in Previous Documentation. The proposed construction activities associated with the Project would include site preparation, mass grading, backbone utility trenching, and backbone roadway paving. As with all developed implementing the General Plan, the Project would be subject to local and State codes and erosion control and grading requirements. Construction activities would disturb one or more acres; thus, as further discussed in Section 2.10, Hydrology and Water Quality, the Project must adhere to the NPDES Construction General Permit provisions. Construction activities subject to this permit include clearing, grading, and other soil disturbances. The NPDES Construction General Permit requires implementation of a SWPPP, including temporary Project construction features (i.e., Best Management Practices [BMPs]) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, of the equivalent. Additionally, grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and standard engineering good practices. The Project would be required to comply with SCAQMD Rule 402 (Nuisance) and Rule 403, which would reduce construction erosion impacts. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance offsite. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Compliance with applicable federal, regional, and local requirements would ensure potential erosion impacts are less than significant during grading.

Upon completion of construction activities, ground surfaces associated with the proposed development onsite would be stabilized by structures, paving, and landscaping. The Project Applicant would be required to prepare and submit to the City for approval a Water Quality Management Plan (WQMP). The WQMP identifies an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate sediment discharge to surface water from stormwater and non-stormwater discharges. The Preliminary WQMP for the Project, prepared by David Evans and Associates, Inc. (DEA) (included in *Technical Appendix L* of this document), indicates that bioretention basins, hydromodification detention basin BMPs, and modular wetland systems (MWS) would be implemented. These design features would be effective at removing silt and sediment from stormwater runoff, and the Preliminary WQMP requires post-construction maintenance and operational measures to ensure ongoing erosion protection. Compliance with the Preliminary WQMP would be required as a condition of Project approval and long-term maintenance of onsite water quality features is required. Therefore, consistent with the conclusions of the General Plan EIRs, impacts with respect to substantial erosion or loss of top soil during long term operation would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on-or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Project Impact Adequately Addressed in Previous Documentation. As previously discussed, the Project site is relatively flat and there is no evidence of landslides occurring within or in proximity to the Project site. There is no potential for the Project to result in on- or off-side landslides.

Earth materials within the Project site include: artificial fill (af) consisting of roadway fill beneath portions of Whitewood Road (up to 18 feet) and Baxter Road (up to 5 feet), limited amounts of fill along the sides of the debris basins (up to 5 feet), and imported fill (5-10 feet); Quaternary (younger) alluvium (Qal) within the creek bottom and in the southeast portion of the site; Paloma Valley Ring Complex (Kpvg), which is exposed in the western portion of the Project site; and San Marcos Gabbro (Kgb), which is exposed in the eastern portion of the Project site. Undocumented fills and loose, porous, or compressible topsoil would need to be removed down to competent ground (bedrock), which is expected to be encountered below existing artificial fill and alluvium.

Subsidence is the gradual or sudden sinking of ground due to removal or displacement of subsurface earth materials. According to Figure 5.8-2, *Subsidence Susceptibility Map*, of the 2011 EIR, the Project site is not within an area that is susceptible to or has active subsidence. The Geotechnical Investigation indicates a subsidence factor of approximately 1% of the height of the fill that is placed. Therefore, the onsite soils have a very low potential for subsidence.

Soluble sulfate tests conducted for onsite soil indicate that water-soluble sulfate in the soils would have a negligible effect on concrete with respect to corrosion potential; however, the soils are corrosive to ferrous materials.

Therefore, consistent with the conclusions of the General Plan EIRs, with implementation of MM GEO-2, the Project would be designed and constructed in accordance with all Geotechnical Investigation recommendations impacts with respect to related to location on an unstable geologic unit or soil would be less than significant. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation is required.

d. Would the project be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Project Impact Adequately Addressed in Previous Documentation. As part of the Geotechnical Investigation, expansion testing was performed in accordance with ASTM D4829, which indicated that the earth materials underlying the Project site have an expansion classification of 0 (RMA, 2023). It should be noted that soil import would be required to implement the proposed grading plan. The Geotechnical Investigation recommends that imported soil be granular, non-corrosive, and have a very low expansion potential. The Project would be subject to General Plan EIR MMRP mitigation measure MM GEO-2, which ensures that the identified recommendations from site-specific studies are implemented. Therefore, with

implementation of General Plan EIR MMRP mitigation measure MM GEO-2 and consistent with the conclusions of the General Plan EIRs, impacts with respect to expansive soils would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

e. Would the project have soils incapable of adequately supporting the use septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

Project Impact Adequately Addressed in Previous Documentation. The Project site is within an area that is served by EMWD for wastewater services. The Project would connect to the existing sewer system and would not involve the use of septic tanks or alternative waste water disposal systems. No impact would occur.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project Impact Adequately Addressed in Previous Documentation. The Project site lies within the Cretaceous-aged gabbro and granodiorite of the Paloma Valley Complex (BFSA, 2022). Paleontological resources are the remains of prehistoric life that are preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains in the sedimentary matrix as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age, but may include younger remains. According to the Paleontological Resources Assessment, the Cretaceous plutonic bedrock that underlies the Project site do not yield paleontological resources. Additionally, younger alluvium onsite, which primarily occurs in the creek bottom that would remain as open space, is considered to be geologically too young to contain significant non-renewable paleontological resources and is assigned a low paleontological sensitivity. Therefore, it is highly unlikely that paleontological resources be discovered during the Project's construction phase. No Impact would occur.

2.8 Greenhouse Gas Emissions

2.8.1 Summary of Previous Environmental Analysis

The analysis of impacts related to greenhouse gas (GHG) emissions for the General Plan 2035 is provided in Section 5.6, Greenhouse Gases of the 2011 EIR. The 2011 EIR determined that development proposed under the General Plan 2035 would implement GHG reduction strategies and measures in the CAP that would allow the General Plan 2035 to achieve its GHG reduction target of 15 percent below 2009 by 2020; impacts related to GHG emissions and consistency with applicable GHG plans, policies, or regulations were determined to be less than significant. The 2011 EIR concluded that GHG emission associated with the implementation of the General Plan 2035 would be less than significant with the adherence to and/or compliance with CAP strategies, goals, and measures; no significant and unavoidable or cumulatively considerable impacts would result from the General Plan 2035.

The 2020 SEIR provided an analysis of greenhouse gas impacts for the General Plan Update in Section 4.4, Greenhouse Gas Emissions. The 2020 SEIR determined that the emissions generated by the development proposed under the General Plan Update are inconsistent with Statewide GHG emission goals and CARB's 2017 Scoping Plan, which is a potentially significant impact. The 2020 SEIR concluded that with the implementation of General Plan EIR MMRP mitigation measure MM GHG-1, which would ensure the approved Draft Climate Action Plan (CAP) Update provides measures to meet Statewide climate goals, emissions generated by the proposed development under the General Plan Update would be reduced to less than significant levels; impacts would be less than significant.

The issue of global climate change is inherently a cumulative issue; thus, impacts are addressed only as a cumulative impact. Cumulative impacts related to GHG emissions were determined to be less than significant with the implementation of General Plan EIR MMRP mitigation measure MM GHG-1.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document. Under CEQA Guidelines Section 15183(g), compliance with the CAP is included as a specific example of a uniformly applied development policy or standard under PRC Section 21083.3.

2.8.2 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

General Plan EIR MMRP mitigation measure MM GHG-1 requires the City to prepare a CAP and is not applicable to the Project; however, the Project's consistency with the CAP is discussed under Threshold b, below.

2.8.3 Project Environmental Review

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐	☐

In summary, Global Climate Change (GCC) is defined as the change in average meteorological conditions on the Earth with respect to temperature, precipitation, and storms. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the Earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases, which are further described, along with health effects, in Section 2.3 of the *Discovery Village Greenhouse Gas Analysis City of Murrieta* (GHG Analysis) prepared by Urban Crossroads for the Project (Urban Crossroads, 2023f) (included as *Technical Appendix I* of this document), and in the City's CAP Update. The effects of climate change in California

related to public health, water resources, agriculture, forests and landscapes, rising sea levels, and human health are described in Section 2.6 of the GHG Analysis, and in the CAP Update.

Because development of the Project with either the Innovation Development Scenario 1 and Development Scenario 2 would have the same physical impact area, and similar size buildings and amenities, construction-related GHG emissions would also be similar. With respect to operational GHG emissions impacts, the Innovation Development Scenario 1 (with business park uses) would generate a greater number of daily vehicular trips compared to other allowed Innovation uses, and is therefore conservatively used for Project analyses based on daily vehicular trips (e.g., mobile source emissions) as evaluated in the GHG Analysis included in *Technical Appendix I* of this document. GHG impacts resulting from Innovation Development Scenario 2, are evaluated in the Supplemental AQ, GHG and Energy Assessment prepared by Urban Crossroads, Inc., and included in *Technical Appendix C2* of this document (Urban Crossroads, 2023b). The commercial and residential uses under these development scenarios are assumed to be the same under the Innovation development scenarios.

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Project Impact Adequately Addressed in Previous Documentation. As identified in Table 3-4, Project GHG Emissions, of the GHG Analysis, the annual GHG emissions associated with the construction and operation of the Project under the Innovation Development Scenario 1 are estimated to be approximately 11,450.74 metric tons of carbon dioxide equivalent (MT CO_2e/yr). As identified in Table 2 of the Supplemental AQ, GHG and Energy Assessment the annual GHG emissions associated with the construction and operation of the Project under the Innovation Development Scenario 2 are estimated to be approximately 9,940.18 MT CO_2e/yr. These emissions estimates are provided for disclosure per State CEQA Guidelines Section 15064.4(a); however, the significance of GHG emissions is based on compliance with the CAP, as discussed below.

For a project located within a jurisdiction that has adopted a qualified GHG reduction plan (as defined by CEQA Guidelines Section 15183.5), GHG emissions would be less than significant if the project is anticipated by the plan and fully consistent with the plan. As discussed below, the City has adopted a Climate Action Plan Update (CAP Update), which is a "qualified plan for the reduction of greenhouse gases" under CEQA Guidelines Section 15183.5, thereby affording streamlined environmental review benefits to future development projects. Therefore, evaluation of the Project's consistency with the CAP is the method used to determine the significance of the Project's GHG impacts.

The City's CAP Update recommends GHG emissions targets that are consistent with the reduction targets of the State of California and presents a number of strategies that will make it possible for the City to meet the recommended targets. As part of the CAP Update, the City developed a project level checklist for CEQA purposes. Based on the requirements of the CAP all "applicable" Checklist questions must be answered "Yes," and documentation provided, where necessary, that substantiates how compliance would be achieved as requested by the City. For measures for which a "Yes" is indicated, the features

must be demonstrated as part of a project's design and described. All applicable requirements in the Checklist will be included in the conditions of approval. Further, if any questions are marked with a "No," the project cannot be determined to be consistent with the CAP, and project specific GHG analysis would be required as part of the CEQA process. If any questions are marked "N/A" (meaning "not applicable"), a statement describing why the question is not applicable shall be provided to the satisfaction of the Planning Division or building official, as requested. The CAP also suggests best practices for implementation and makes recommendations for measuring progress.

The CAP Update checklist has been completed for the Project and is included in Table 2-15, City of Murrieta CAP . The checklist applies developed under both Innovation development scenarios. As indicated in Table 2-15, the proposed residential and non-residential Innovation uses would comply with applicable CAP Update checklist items, the Project is consistent with the CAP and, impacts with respect to greenhouse gases would be less than significant. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

Table 2-15 City of Murrieta CAP Consistency Summary

Checklist Items	Yes	No	n/a
Step 1: Land Use Consistency			
1. Are the proposed land uses in the project consistent with the existing General Plan land use and zoning designations?	X		
If "Yes", questions 2 below is not applicable and the project shall proceed to Step 2 of the checklist. If "No", proceed to Question 2 below.			
2. If the proposed project is not consistent with the General Plan land use or zoning designations, does the project include a land use plan and/or zoning designation amendment that would result in an equivalent or less GHG- intensive project when compared to the existing designations?			X
If "Yes", attach to this checklist the estimated project emissions under both existing and proposed designation(s) for comparison. Compare the maximum buildout of the existing designation and the maximum buildout of the proposed designation. If the proposed project is determined to result in an equivalent or less GHG-intensive project when compared to the existing designations, proceed to Step 2 of the checklist.			
If "No", the applicant must conduct a full GHG impact analysis for the project as part of the CEQA process. The project shall incorporate each of the applicable measures identified in Step 2 to mitigate cumulative GHG emissions impacts.			
Step 2: CAP Strategies Consistency			
1. Zero Net Energy Standards (Measure BE-3)			
a) For residential projects, would the project or a portion of the project be subject to building permitting (i.e., building permits issued) on or after January 1, 2023?	X		
b) For commercial projects or commercial portions of mixed-use projects, would the project or a portion of the project be subject to building permitting (i.e., building permits issued) on or after January 1, 2025?	X		
c) For industrial projects, would the project or a portion of the project be subject to building permitting (i.e., building permits issued) on or after January 1, 2025?			X
If "Yes" to either a, b, or c, proceed to question d of this checklist requirement.			
d) Would the project or portions of the project permitted after January 1, 2023 for residential projects and after January 1, 2025 for nonresidential projects be designed and constructed to comply with the Zero Net Energy standard2?	X		
2. Construction Waste Diversion (Measure SW-2)			
a) For residential projects, recycle and/or salvage for reuse a minimum of 80 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4 of the California Code of Regulations, Title 24?	X		
b) For nonresidential projects, recycle and/or salvage for reuse a minimum of 80 percent of the nonhazardous construction and demolition waste in accordance with either Section 5.408.1.1, 5.408.1.2 or 5.408.1.3 of the California Code of Regulations, Title 24?	X		

Checklist Items	Yes	No	n/a
3. Transportation Demand Management Program (Measure T-7)			
a) For the construction of nonresidential projects that would include 50 or more employees, would the project include a transportation demand management plan that meets requirements of Section 16.40 "Transportation Demand Management" of the City's Municipal Code and has been reviewed and approved by the City of Murrieta Public Works Department?	X		
Check "N/A" if the project is a residential project or if it would include 49 or fewer employees.			
4. Electric Vehicle Service Equipment (EVSE) (Measure T-2)3			
Checklist Requirement by Project Type:			
a) One- and two-family dwellings and townhouses with attached private garages: Would the required parking serving each new dwelling include Electric Vehicle Service Equipment (EVSE) to allow for electric vehicle charging by the resident(s)?	X		
b) Multi-Family Residential Projects: Would 6% of the total parking spaces required, or a minimum of two spaces, whichever is greater, include Electric Vehicle Service Equipment (EVSE) to allow for electric vehicle charging by the resident(s)?	X		
c) Non-residential projects: Would 3% of the total parking spaces required, or a minimum of two spaces, whichever is greater, include Electric Vehicle Service Equipment (EVSE) to allow for electric vehicle charging by the occupant(s)?	X		
5. Tree Planting (Measure LU-2)			
a) For residential and non-residential projects, would the project include the planting of new trees where required by Section 16.26 "Landscaping Standards and Water Efficient Landscaping" of the City's Municipal Code?	X		

Source: (Urban Crossroads, 2023f)

2.9 Hazards and Hazardous Materials

2.9.1 Summary of Previous Environmental Analysis

The analysis of hazards and hazardous materials impacts for the General Plan 2035 is provided in Section 5.14, Hazards and Hazardous Materials, of the 2011 EIR and the analysis of wildland fire impacts for the General Plan 2035 is provided in Section 5.17, Fire Protection, to the 2011 EIR. The 2020 SEIR provided analysis of wildfire impacts for the General Plan Update in Section 4.5, Wildfire. Potential impacts related to wildfire are discussed in Section 2.20 of this document.

The 2011 EIR determined that future development pursuant to the General Plan 2035 could result in potentially significant impacts related to hazardous materials due to an increase in population, which may increase demand on public health and safety services in the City. Additionally, non-residential development pursuant to the General Plan 2035 may consist of additional facilities that use, store, produce, or transport hazardous wastes; therefore, utilizing the City and County health and safety services and increase exposure to residents or employees. Nonetheless the 2011 SEIR determined that compliance with measures established by federal, State, and local regulatory agencies is adequate to offset the negative effects related to the use, storage, and transport of hazardous materials in the City. Additionally, future development would be subject to a requirement to be in substantial conformance with applicable goals and policies identified in the Safety and Land Use Elements, as well as the recommended mitigation measures (General Plan EIR MMRP mitigation measures MM HHM-1 through MM HHM-3) to further reduce hazardous materials impacts to less than significant levels.

The 2011 EIR determined that structures and individuals within the flight pattern of the French Valley Airport could be subjected to the potential of off-airport accidents and additional noise. The land use restrictions for each compatibility zone provide the necessary limitations to reduce the potential impacts of off-airport accidents to persons and property on the ground while building heights are implemented to

reduce impacts of aircraft overflight (General Plan EIR MMRP mitigation measure MM HHM-4) to a less than significant level.

The 2011 EIR and 2020 SEIR identified two areas of the City within high fire hazard zones: generally, the northwestern portion of the City, and the escarpments along the western boundary of the City. The 2011 EIR identified that no new development or intensification of development is proposed for the areas identified as high fire hazard; no new homes or businesses would be susceptible to wildland fire hazards. Additionally, development in proximity to wildlands would be required, as part of a project's conditions of approval, to install Class A roofing, noncombustible siding, and/or 100-foot fuel buffer zones to protect communities from wildland/urban interface fires. According to the Safety Element, WUI are areas where structures and other human development meet or intermingle with wildland or vegetative fuels. The Safety Element includes policies to address wildland fires (City of Murrieta, 2011). Moreover, future development projects would be required to implement General Plan EIR MMRP mitigation measures MM FP-1 through FP-4 included in Initial Study Section 2.15, Public Services, which among other things require the preparation of fuel modification plans and sufficient water supply during construction, to reduce wildland fire impacts to a less than significant level.

Cumulative impacts related to hazards and hazardous materials were determined to be less than significant with the implementation of General Plan EIR MMRP mitigation measures MM HHM-1 through MM HHM-4.

The 2020 SEIR concluded that the General Plan Update would not result in new or substantially greater hazards and hazardous materials impacts than identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR. No new mitigation measures relating to hazards or hazardous materials were identified.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.9.2 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

General Plan EIR MMRP mitigation measure MM HHM-4 is not applicable to the Project because the Project site is not within a French Valley Airport compatibility zone. The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project. Additionally, General Plan EIR MMRP mitigation measures MMs FP-1 through FP-4 included in Section 2.15, Public Services, of this document, would also apply.

HHM-1 The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials Management Division, shall provide information to businesses on viable alternatives to hazardous materials. Create an informational pamphlet with existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City.

HHM-2 The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials Management Division, shall provide information on viable alternatives to household hazardous materials on the City's website so households may use alternatives. Information will also educate the public to the health, safety, and environmental benefits of using non-hazardous substitutions.

HHM-3 Prior to development approval on a project-by-project basis, the project applicant shall confirm the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater. If necessary, development shall undergo site characterization and remediation on a project-by-project basis, per applicable Federal, State, and/or local standards and guidelines set by the applicable regulatory agency.

2.9.3 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Create a significant hazard to the public or the environment through 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)	***Be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***	☐	☒	☐	☐	☐
d)	***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e)	***For a project 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 or excessive noise 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?***	☐	☒	☐	☐	☐
g)	***Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***	☐	☒	☐	☐	☐

The analysis of hazards and hazardous materials impacts resulting from development of the Project with either the Innovation Development Scenario 1 and Development Scenario 2 is the same since the physical impact area is the same, and any Innovation uses would be developed in accordance with the same regulations, and goals and policies identified in the General Plan 2035.

a. Would the project create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?

b. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. The Project would involve construction activities and long-term operation of residential uses and non-residential Innovation uses on the Project site. In the event any hazards or hazardous materials were to be present on the Project site or any hazardous materials were to be used or stored on the Project site during construction or long-term operation, the Project would have the potential to expose workers onsite, the public, and/or the environment to a substantial hazard.

Existing Conditions

A *Phase I Environmental Site Assessment Report* (Phase I ESA) was prepared for the Project site by Partner Engineering and Science, Inc. (Partner) (Partner, 2021), and is included as *Technical Appendix J* of this document. Partner conducted a site visit on April 24, 2021, to examine the Project site for recognized

environmental conditions (REC)[10], controlled RECs (CRECs)[11], and historic RECs (HRECs)[12]. According to the Phase I ESA, Partner did not identify any RECs, CRECs, or HRECs on the Project site during the site visit. (Partner, 2021)

Construction Activities

According to the Phase I ESA, there is no evidence of RECs, CRECs, or HRECs in connection with the Project site. As such, the Project would not create a need to export or remediate any known onsite hazardous materials. Additionally, if hazardous materials are encountered during construction, disposal of such materials would be conducted in accordance with applicable regulatory requirements. Moreover, imported fill would be required to be clean certified, and would be sampled and reviewed by the geotechnical engineer prior to import to the site, as required by the recommendations included in the Geotechnical Investigation.

Heavy equipment (e.g., dozers, excavators, tractors, etc.) would be operated on the Project site during construction. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), SCAQMD, San Diego Regional Water Quality Control Board (RWQCB), and/or RCDEH. Compliance with these regulatory requirements by construction contractors is mandatory; thus, impacts would be less than significant.

Operations

Operations would occur following the completion of construction and once business operators/employees, and residents move in and occupy the proposed structures and facilities on a day-to-day basis. For purposes of analysis in this document, it is anticipated that residential and non-residential Innovation uses would be developed onsite consistent with uses allowed by the existing General Plan and zoning designations. These uses would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products;

[10] RECs refer to the presence or likely presence of hazardous substances or petroleum in, on, or at a property.

[11] CRECs refer to a REC resulting from a past release of hazardous substances or petroleum products that were addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

[12] HRECs refer to a past release of any hazardous substances or petroleum products that occurred in connection with the property and were addressed to the satisfaction of the applicable regulatory or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

and pesticides, fertilizers, and other landscape maintenance materials). There is the potential for routine use, storage, or transport of other hazardous materials; however, the precise materials are not known, as the actual type of non-residential Innovation uses to be developed are not yet known. In the event that hazardous materials, other than those common materials described above, are associated with future operations, the hazardous materials would only be stored and transported to and from the building sites. Additionally, pursuant to General Plan EIR MMRP mitigation measures HHM-1 and HHM-2 the City would provide information to educate businesses and residences regarding viable alternatives to the use of hazardous materials. The Project would not utilize, store, or generate hazardous materials or waste in quantities that may pose a significant hazard to the public.

State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by business on the Project site. Laws also are in place that require businesses to plan and prepare for possible chemical emergencies. Any business that occupies the buildings on the Project site and that handles/stores substantial quantities of hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would require a permit from the Riverside County Fire Department, Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Riverside County Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business, and to prepare a Hazardous Materials Business Emergency Plan (HMBEP). An HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material.

With mandatory regulatory compliance, and implementation of General Plan EIR MMRP mitigation measures HHM-1 and HHM-2, the Project would not pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment. Therefore, impacts on the public with respect to hazardous impacts would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Project Impact Adequately Addressed in Previous Documentation. According to the California Department of Toxic Substances Control (DTSC) EnviroStor, the Project site is not identified as a hazardous materials site nor is the Project in proximity to a hazardous materials site (DTSC, 2022). Additionally, as part of the Phase I ESA prepared in compliance with General Plan EIR MMRP mitigation measure HHM-4, Partner conducted a regulatory records review to identify records regarding hazardous substance use, storage, or releases, or the presence of underground storage tanks (USTs) associated with the Project site.

The regulatory records review did not identify the Project site on any list of hazardous materials sites. (Partner, 2021) No impact would occur.

d. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Project Impact Adequately Addressed in Previous Documentation. The nearest existing school to the Project site is Vista Murrieta High School located at 28251 Clinton Keith Road, approximately 0.8-miles to the south. There are no existing or proposed schools located within one-quarter (0.25) mile of the Project site. No impact would occur.

e. For a project 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 or excessive noise for people residing or working in the project area?

Project Impact Adequately Addressed in Previous Documentation. The Project site is located approximately 2.6 miles northwest of the French Valley Airport. In addition, based on review of Map FV-1, Compatibility Map, of the French Valley Airport Land Use Compatibility Plan (ALUCP), the Project is not within the Airport Influence Area for the French Valley Airport (Riverside County ALUC, 2012). Therefore, development of the Project site would not result in a safety hazard or excessive noise for people residing or working in the area. No impact would occur.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Project Impact Adequately Addressed in Previous Documentation. The City of Murrieta Emergency Operations Plan (EOP) was adopted June 2017 and is the City's current emergency response plan (City of Murrieta, 2017). The Project does not propose any changes to the adopted City of Murrieta Emergency Operations Plan. Additionally, the Project site is not identified as an emergency facility nor does it serve as an emergency evacuation route. The City has not defined evacuation routes; however, the Western Riverside Council of Governments (WRCOG) identifies I-15 and I-215 as evacuation routes within the City. The Project does not propose any changes to the identified emergency evacuation routes. The Project would not obstruct emergency ingress/egress to and through the Project's vicinity due to road closures or other Project actions. Therefore, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Project Impact Adequately Addressed in Previous Documentation. Refer to Initial Study Section 2.20 for further discussion of the Project's impacts related to wildfire. According to Figure 12-8, *High Fire Hazard Zones*, of the General Plan Safety Element, the Project site is not within a high fire hazard zone (City of Murrieta, 2011). Additionally, according to CAL FIRE, the Project site is not within a very high fire hazard severity zone (VHFHSZ) (CAL FIRE, 2022). The area west of the Project site (west of I-215), and the area south of the Project site (south of Running Rabbit Road) are the closest areas identified as within a CAL

FIRE designated VHFHSZ. Additionally, the Project site is not within a Wildfire/Urban Interface area. Notwithstanding, the Project would be subject to General Plan EIR MMRP mitigation measures MM FP-1 through FP-4 to reduce risks associated with wildland fires to a less than significant level. Further, as discussed in Initial Study Section 2.17.2 and 2.20.3, the City's Emergency Operation Plan together with established interchange evacuation routes proximate to the Project site (i.e., I-215 and I-15), the implementation of the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, similar to the conclusions of the General Plan EIRs and with the implementation of General Plan EIR MMRP mitigation measures MM FP-2 and FP-4, impacts would be less than significant. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation measures are required.

2.10 Hydrology and Water Quality

2.10.5 Summary of Previous Environmental Analysis

The analysis of impacts related to hydrology and water quality was addressed in Section 5.13, Hydrology, Drainage, and Water Quality, of the 2011 EIR.

The 2011 EIR determined that the General Plan 2035 could contribute to water quality degradation from run-off and chemical releases at future construction sites. However, new development and significant reconstruction projects within the City would be required to comply with MMC Title 15, which contains regulations to meet federal and State water quality requirements related to storm water runoff. Furthermore, future development and redevelopment pursuant to the General Plan 2035 would be subject to compliance with applicable Infrastructure and Conservation Elements policies. The General Plan 2035 also requires the continued compliance with federal, State, and regional governments and agencies to protect and improve the quality of local and regional groundwater. New development projects would be required to meet federal, State, and local water quality standards and implement mitigation (refer to General Plan EIR MMRP mitigation measures MM HYD-1 and MM HYD-2), if necessary, to reduce impacts to less than significant levels.

The 2011 EIR determined that the General Plan 2035 had the potential to contribute to the depletion/decrease of groundwater and an increase in water demand. However, not all water districts serving the City obtain 100 percent of their water from groundwater basins and multiple districts have recharge plans in place. Moreover, the Conservation Element includes goals and policies that protect and conserve existing and future water resources. Compliance with the applicable goals and policies in the Conservation Element would ensure impacts to groundwater are less than significant.

The 2011 EIR determined that the implementation of the General Plan 2035 had the potential to contribute to runoff, which may exceed the capacity of the existing drainage system. However, new development projects would be required to ensure that project-specific and Citywide drainage systems have adequate capacity to accommodate new development. The City's annual capital improvement plan (CIP), as well as goals and policies, would ensure that General Plan 2035 related storm water mitigation

techniques are employed and monitored, and included in the General Plan 2035. Moreover, implementation of General Plan EIR MMRP mitigation measures MM HYD-1 and MM HYD-2 would ensure that new development projects are designed to result in less than significant impacts related the existing drainage system's capacity.

The 2011 EIR determined that the General Plan 2035 would not alter any existing drainage patterns. Applicable regulatory requirements would be applied to future development projects to ensure that projects are not constructed in a way that would alter a stream or river, or result in substantial erosion or flooding. The 2011 EIR concluded that the implementation of the General Plan 2035 would result in less than significant impacts.

The 2011 EIR determined that approximately 1,021.2 acres within the City are within the 100-year flood zone. However, development associated with implementation of the General Plan 2035 would be subject to requirements outlined in MMC Chapter 15.56.040, Methods of Reducing Flood Loss, which establishes provisions to ensure damage from flood within the City is minimized. Additionally, MMC Chapter 15.16.070, General Provisions, and Chapter 15.56.040, Administration, establish flood zones in accordance with Federal Emergency Management Agency (FEMA) and administrative procedures regarding development within or around flood zones. Moreover, the General Plan 2035 Safety Element includes policies to address flooding and flood hazards to minimize impacts related to flooding. The 2011 EIR concluded that flood-related impacts would be reduced to a less than significant level following conformance with applicable General Plan 2035 goals and policies.

The 2011 EIR determined that the City is unlikely to be subjected to flooding due to a seiche or tsunami; however, the City is subject to potential flooding in the event of dam failure. The possibility of seiches and tsunamis impacting the City is considered remote due to the City's distance to large bodies of water. The nearest large body of water to the City is Lake Elsinore, located approximately 6.24 miles northwest. The 2011 EIR concluded that flooding due to a seiche or tsunami would not occur, and no impacts would result. Portions of the City of Murrieta are subject to potential dam inundation zones associated with Lake Skinner and Diamond Valley Lake; however, dam failure is considered extremely remote. Additionally, future development associated with the General Plan 2035 would be subject to the provisions of MMC Chapter 15 and the applicable policies identified in the General Plan 2035 Safety Element that would minimize the potential for flooding to impact property and human life. Furthermore, flood risk for the City is addressed in the City's Emergency Management Plan. The 2011 EIR concluded that impacts related inundation would be less than significant.

Cumulative impacts related to hydrology and water quality were determined to be less than significant with implementation of General Plan EIR MMRP mitigation measures MM HYD-1 and MM HYD-2.

The 2020 SEIR concluded that the General Plan Update would not result in new or substantially greater impacts to hydrology, drainage or water quality than identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR. No new mitigation measures relating to hydrology, drainage or water quality were identified.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.10.6 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

HYD-1 Prior to issuance of any Grading or Building Permit, and as part of the future development's compliance with the NPDES requirements, a Notice of Intent shall be prepared and submitted to the San Diego RWQCB providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Public Works and the City Engineer for water quality construction activities onsite. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential stormwater runoff impacts.

HYD-2 Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan or Stormwater Mitigation Plan, which includes Best Management Practices (BMPs), in accordance with the Riverside County DAMP and the Murrieta WQMP. All recommendations in the Plan shall be implemented during post construction/operation phase. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential water quality impacts.

2.10.7 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 the project may impede sustainable groundwater management of the basin?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, 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 runoff in a manner 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; or	☐	☒	☐	☐	☐
iv. impede or redirect flood flows?	☐	☒	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, 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?	☐	☒	☐	☐	☐

Information provided in this section was obtained from the *Preliminary Project Specific Water Quality Management Plan for Discovery Village* (Preliminary WQMP) (DEA, 2022a) and *Hydrology and Hydraulics Report for Discovery Village* (Hydrology Report), (DEA, 2022b) both prepared by David Evans and Associates (DEA) for the Project, which are included as *Technical Appendix K* and *Technical Appendix L*, respectively, of this document.

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area, and the change in drainage and water quality compared to

existing conditions would be similar. Therefore, the analysis of impacts related to hydrology and water quality below applies to both Innovation development scenarios.

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Project Impact Adequately Addressed in Previous Documentation. The Project site is within the planning area of the San Diego Regional Water Quality Control Board (RWQCB). The Water Quality Control Plan for the San Diego Basin (Basin Plan) establishes water quality objectives and implementation plans for the beneficial water bodies in the San Diego Region. The Project site is within the Santa Margarita Watershed. Receiving waters for this watershed include Warm Spring Creek, Murrieta Creek, Upper Santa Margarita River, Lower Santa Margarita River, and Santa Margarita Lagoon, which are currently on the 303(d) list of impaired water bodies. Refer to Table A-1 of the WQMP for a list of the Section 303(d) List of Impairments for each of these water bodies.

Construction Impacts

Construction-related activities have the potential to result in impacts to water quality due to grading activities that would potentially cause erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which would be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter storm runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and lead to the impairment of downstream water sources.

Because construction activities associated with the Project would involve grading of more than one acre, the Project proponent would be required to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (NPDES No. CAS000002, Water Quality Order No. 2009-009DWQ[13], or the latest approved Construction General Permit) and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce pollutants in the stormwater to the maximum extent practicable during construction. As specified in General Plan EIR MMRP mitigation measure MM HYD-1, the Project would be required to comply with applicable regulatory requirements for protection of water quality during construction, including those set forth by the Construction General Permit, including preparation of an SWPPP and implementation of construction BMPs to control stormwater runoff and discharge of pollutants and to reduce impacts to a less than significant level. The SWPPP must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the determined risk level of the construction site, in addition to tracking control, waste management, and non-stormwater control BMPs that reduce the potential for construction-related stormwater pollutants. These measures may include the use of gravel bags, silt fences, straw wattles, hay

[13] NPDES No. CAS000002, Water Quality Order 2009-0009-DWQ, SWRCB NPDES General Permit for Storm Water Discharges Associated with Construction Activity (adopted by the SWRCB on September 2, 2009, and effective on July 1, 2010). This order was amended by 2010-0014-DWQ, which became effective on February 14, 2011, and 2012-0006-DWQ, which became effective on July 17, 2012. In accordance with the language set forth in Order No. 2009-0009-DWQ, this permit has been administratively extended indefinitely.

bales, check dams, hydroseed, or soil binders. The construction contractor would be required to install, implement, and maintain these BMPs throughout the duration of onsite construction activities. A Construction Site Monitoring Program that identifies stormwater monitoring and sampling requirements during construction is a required component of the SWPPP. In addition, the construction contractor would be required to maintain an inspection log and allow the log-on site to be reviewed by the City and representatives of the RWQCB. Thus, compliance with the NPDES Construction General Permit and implementation of the required SWPPP would avoid the violation of water quality standards or waste discharge requirements, as well as avoid the degradation of water quality during construction. Impacts would be less than significant, consistent with the conclusion of the General Plan EIRs, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

Operational Impacts

The Project involves mass grading activities and installation of backbone roadways and infrastructure, including storm drains, to support development of residential uses and non-residential Innovation uses at the Project site. As required by General Plan EIR MMRP mitigation measure MM HYD-2, a *Preliminary Project Specific Water Quality Management Plan for Discovery Village* (Preliminary WQMP), addressing street improvements, has been prepared by David Evans and Associates (DEA), and included as *Technical Appendix K* of this document (DEA, 2022a).

Currently, the Project site is undeveloped and contains pervious surface. The Project would involve the construction of new roadways (i.e., Warm Springs Parkway and Running Rabbit Road, and improvements to existing roadways (Antelope Road, Baxter Road, and Whitewood Road). These roadway improvements would increase the impervious area and associated stormwater runoff. Potential pollutants of concern that could be generated by long-term operation of these roadway include bacterial indicators, metals, nutrients, pesticides, toxic organic compounds (solvents), sediments, trash and debris, and oil and grease. These pollutants may lead to the degradation of stormwater quality in downstream water bodies. The Project incorporates three types of water quality BMPs for the proposed roadways to comply with water quality regulations: biofiltration basins, hydromodification storage basins, and self-retaining areas along Baxter Road and Whitewood Road (refer to Figure 1-16, Water Quality Management Plan Exhibit). The temporary biofiltration basins have been designed to treat the design capture volume (DCV) for the 85th percentile storm on the streets, and the hydromodification 48-inch HDPE storage basins would be used to satisfy the projects hydromodification requirements for 10% of the 2-year storm, up to the 10-year storm. Site design practices for Baxter Road and Whitewood Road would involve impervious sidewalks draining to self-retaining areas. With implementation of the required BMPs, water quality impacts associated with the proposed roadway improvements would be less than significant.

Development of the Project site with residential and non-residential Innovation uses would also have the potential to increase the amount of urban pollutants entering receiving waters. As required by General Plan EIR MMRP mitigation measure MM HYD-2, a Project-specific WQMP would be required for future development. The WQMP would identify BMPs required to be implemented to adhere to local and state

water quality regulations. Implementation of the WQMP would ensure that water quality impacts during operation would be less than significant.

In summary, with implementation of General Plan EIR MMRP mitigation measures MM HYD-1 and HYD-2, no violation of water quality standards or waste discharge requirements or degradation of water quality during construction or long-term operations would occur. Impacts related to water quality would be less than significant, consistent with the conclusion of the General Plan EIRs, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation measures are required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Project Impact Adequately Addressed in Previous Documentation. The Project site is within the boundaries of the Temecula Valley Groundwater Basin. The Project does not involve use of groundwater and does not include the installation of groundwater wells onsite or offsite. However, as identified above, the 2011 EIR and 2020 SEIR concluded that development within the City, which would include the Project, has the potential to contribute to the depletion/decrease of groundwater and an increase in water demand. The Conservation Element includes goals and policies that protect and conserve existing and future water resources, including groundwater.

EMWD would provide water services to the Project site. EMWD's potable water supply includes a portfolio of local and imported supplies. Local supplies include recycled water, potable groundwater, and desalinated groundwater. The Project is consistent with the General Plan Update; therefore, the water demand associated with the development of the Project site is accounted for in EMWD's 2020 Urban Water Management Plan (UWMP) projections. The 2020 UWMP forecasts adequate water supply under year 2045 under normal, single-dry, and multiple-dry years. Additionally, although development of the Project site would reduce the pervious areas available for potential natural recharge, the area of the Project site is relatively small in relation to the overall size of the groundwater basin and, currently, the Project site's only source of water is from direct precipitation, providing little opportunity to recharge under existing conditions. Therefore, the Project would not substantially decrease groundwater supplies or interfere with groundwater recharge and impacts would be less than significant consistent with the conclusion of the conclusions of the General Plan EIRs. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, 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 runoff in a manner which would result in flooding on or off-site;***
- ***iii) create or contribute runoff water which would exceed the capacity or existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***
- ***iv) impede or redirect flood flows?***

c.i) Project Impact Adequately Addressed in Previous Documentation. As previously discussed, construction activities associated with the Project would involve grading and ground disturbance. Erosion during construction would be related primarily to disturbed soils and sediments that may enter the stormwater during rainfall events or winds, but the implementation of erosion control and sediment control BMPs as part of the SWPPP that would be required under the NPDES Construction General Permit would reduce erosion onsite and offsite during construction. As described in Section 1.0, Project Information, erosion and sediment control BMPs would include, but not limited to temporary construction fencing; fiber roll barriers; gravel bag barriers; inlet protection; sediment traps; designated construction vehicle driveways; and designated areas for material storage, stockpiles, and concrete waste would be installed to control erosion and sedimentation during construction (refer to Figure 1-15 a and b). Thus, compliance with existing water quality regulations would prevent substantial erosion onsite or offsite. Impacts would be less than significant, consistent with the conclusions of the General Plan EIRs, and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

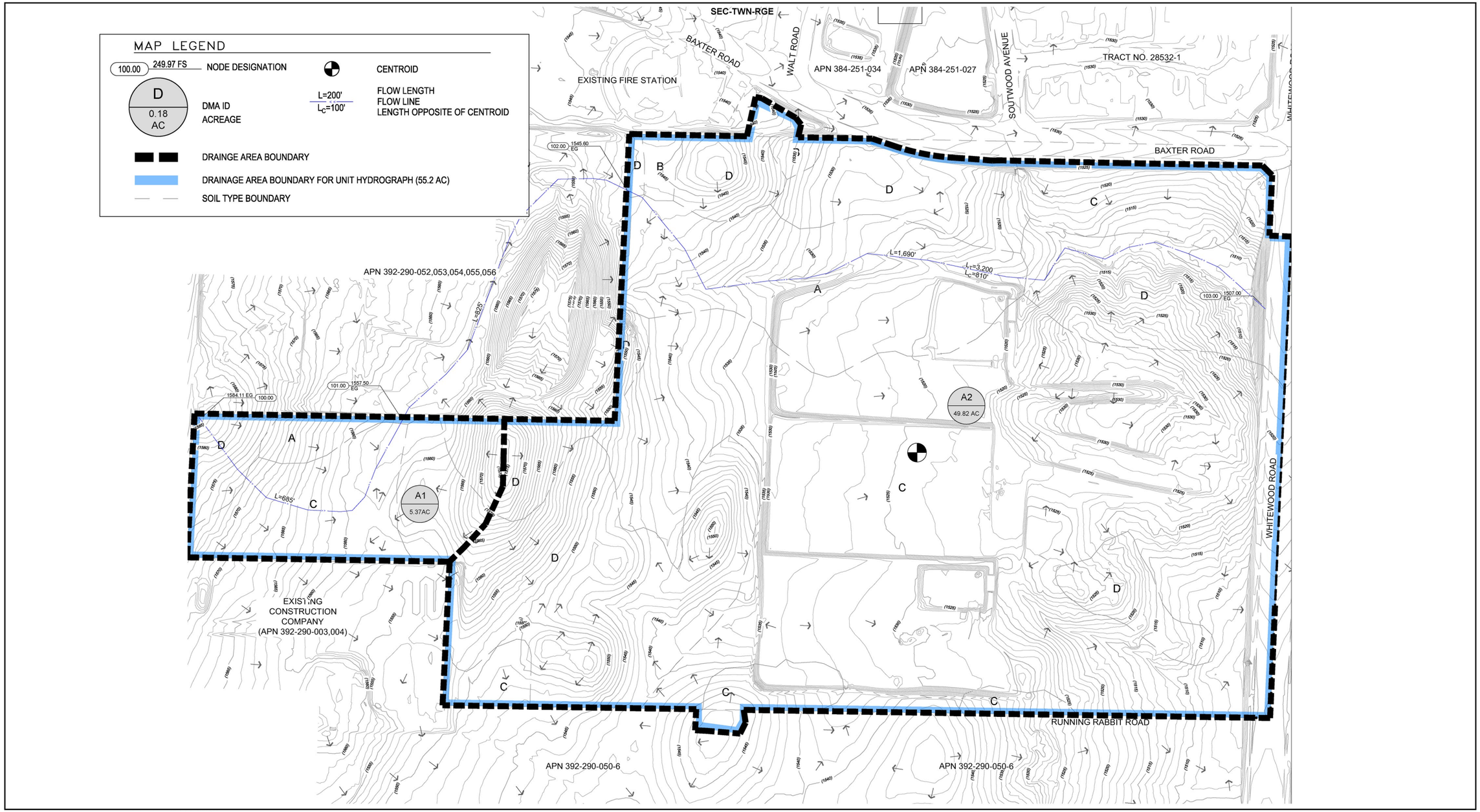
As further discussed under Threshold "c.ii" below, development of the Project site with residential uses and non-residential Innovation uses would result in the conversion of onsite pervious surfaces to primarily impervious surfaces. While the rate and volume of runoff would increase, sediments would be reduced with implementation as impervious surfaces, landscaped areas, and BMPs would reduce suspended sediment in runoff compared to the existing undeveloped conditions. Thus, onsite erosion would be less with the Project compared to existing conditions. As discussed under Threshold "a" above, to manage surface runoff, stormwater runoff would be directed to BMPs identified in the Project-specific WQMP, which would remove pollutants in the stormwater. Thus, impacts associated with the alteration of drainage patterns and erosion would be less than significant with adherence to applicable local, regional, and state requirements, consistent with the conclusions of the General Plan EIRs, and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c.ii) Project Impact Adequately Addressed in Previous Documentation. A *Hydrology and Hydraulics Report for Discovery Village* (Hydrology Report) was prepared for the Project by DEA for the Project (DEA, 2022b), and is included in *Technical Appendix L* of this document. The Project site's existing hydrological condition is illustrated in Figure 2-8, Existing Condition Hydrology Map. The Hydrology Report analyzes the Project developed conditions to ensure the storm drain infrastructure is appropriately sized to accommodate stormwater runoff from the anticipated future development.

There are two ephemeral drainage features located within northern portion of the Project site. One drainage feature is a major channel that runs adjacent to and parallel to Baxter Road and splits the Project site. The other drainage feature is a tributary natural channel which flows north to south and further subdivides the northerly portion of the Project site and joins the major drainage feature. This major drainage feature drains flows east towards Whitewood Road. Additionally, there are two existing culverts on the easterly side of the Project site that convey flows to the existing storm drain line beneath Whitewood Road. These culverts serve as the low points for the Project Site.

Although implementation of the Project would alter the topography of the site, the existing local drainage pattern across the Project site would be retained (from the west to east), as shown in Figure 2-9, Proposed Condition Hydrology Map. The Hydrology Report calculates design storm flow rates at designated points of interest for the 100-year storm event and will be used to size drainage facilities that support development of the Project. As identified in the Hydrology Report, backbone storm drains that would be installed have been designed to accommodate the 100-year storm event flows from the developed Project site, and would maintain existing drainage patterns, including the discharge of stormwater runoff to the onsite drainage channel. As discussed in Section 2.4, Biological Resources, of this document, the drainage channel would be retained as open space, with the exception of approximately 97 lineal feet, which would be filled to accommodate the construction of Warm Springs Parkway. With implementation of the proposed onsite storm drain system, which would also include proposed catch basins on Warm Springs Parkway, Whitewood Road, Lot 'G' cul de sac, and Running Rabbit Road to convey flows via pipes to existing collection points and culverts, the post-development hydrology conditions would be maintained at pre-development levels and would not result in flooding onsite or offsite.

Additionally, preliminary basin sizing calculations have been performed to address the increase in runoff volume and flow rates for the 10-year 24-hour storm event; these calculations would be further refined during final engineering for the remaining storm events below the 10-year 24-hour storm event. According to the Hydrology Report, under existing conditions the Project site's 100-year flow rate is 89.54 cubic feet per second (cfs) and under developed conditions, the Project site's 100-year flow rate is calculated to be 145.97 cfs (a 56.43 cfs increase) and, the time of concentration would be reduced from 25.68 minutes under existing conditions to 12.88 minutes under the developed condition (DEA, 2022b). Further, the peak volume of runoff during the 10 year 24-hour storm event would increase from 17.88 cubic feet per second (cfs) to 18.21 cfs, and the volume of runoff would increase from approximately 6.5 cubic feet (cf) to 10.18 cf. As identified in the Hydrology Report, above and/or underground detention basins would be installed under the post-development condition and would be sized to reduce the excess runoff flow and volume for the Project site to pre-development conditions for the 10-year 24-hour event.

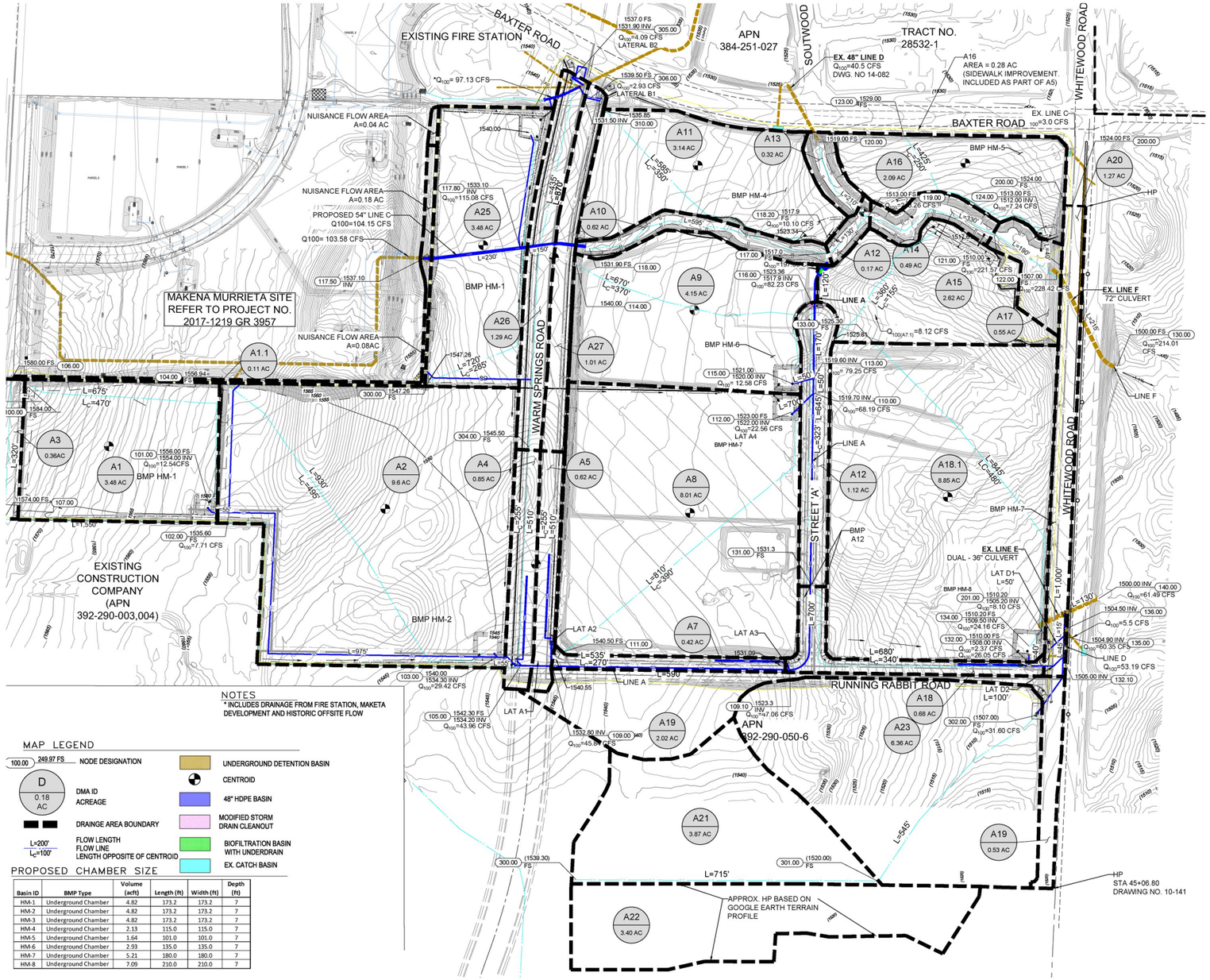


Source(s): David Evans and Associates, Inc. (01-23-2023)

Figure 2-8

Not to School

Existing Condition Hydrology Map



Basin ID	BMP Type	Volume (acft)	Length (ft)	Width (ft)	Depth (ft)
HM-1	Underground Chamber	4.82	173.2	173.2	7
HM-2	Underground Chamber	4.82	173.2	173.2	7
HM-3	Underground Chamber	4.82	173.2	173.2	7
HM-4	Underground Chamber	2.13	115.0	115.0	7
HM-5	Underground Chamber	1.64	101.0	101.0	7
HM-6	Underground Chamber	2.93	135.0	135.0	7
HM-7	Underground Chamber	5.21	180.0	180.0	7
HM-8	Underground Chamber	7.09	210.0	210.0	7

Source(s): David Evans and Associates, Inc. (01-23-2023)

Figure 2-9

Not to School

Proposed Condition Hydrology Map

West of the Project site and just south of Baxter Road, the Makena Murrieta Project is under construction, and involves the construction of storm drain improvements to bypass offsite flows that are emanating west of I-215, through the Makena site; pick up drainage from the Makena Site; and then discharge drainage at the westerly boundary of the Discovery Village Project site. As shown on Figure 2-9, this drainage from the Makena site would then be conveyed through the Discovery Village Project storm drain system which has been sized to accommodate these off-site flows and, ultimately into the proposed culverts on Whitewood Road.

Therefore, development of the Project site would not substantially alter the existing drainage pattern of the subject property or substantially increase the rate or amount of surface water runoff from the site in a manner that would result in flooding onsite or offsite. Accordingly, this impact is less than significant consistent with the conclusion of the General Plan EIRs, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c.iii) Project Impact Adequately Addressed in Previous Documentation. As discussed under Threshold a above, with application of General Plan EIR MMRP mitigation measures MM HYD-1 and MM HYD-2, the Project's construction contractors would be required to comply with a SWPPP, and the Project's owner or operator would be required to comply with the Preliminary WQMP (*Technical Appendix L* of this document) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Therefore, the Project would not provide substantial additional sources of polluted runoff and the impact would be less than significant. Under existing conditions, runoff sheet flows across the Project site in a west to east direction towards Whitewood Road. As described under Threshold c.ii above, the storm drain system has been sized and designed to adequately accommodate stormwater runoff from the 100-year storm event from the Project site and adjacent properties to the north and west. This impact is less than significant consistent with the conclusion of the General Plan EIRs, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c.iv) No Impact: The Project site is identified as being within an area of minimal flooding (FEMA Flood Zone X), and not within a 100-year flood zone (FEMA, 2008). The Project, which would maintain the onsite tributary channels and would not alter drainage patterns, would not impede or redirect flood flows. No impact would result.

d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Project Impact Adequately Addressed in Previous Documentation. The Project site is not within a FEMA flood zone; the Project site is identified within FEMA Flood Zone X (FEMA, 2008). Therefore, the Project would not risk the release of pollutants due to being located within a flood hazard zone.

Tsunamis are giant waves caused by earthquakes or volcanic eruptions under the sea. The Project site is located approximately 30 miles northeast of the Pacific Ocean. Therefore, the Project site is not within a tsunami flood hazard zone and there is no risk of pollutant release from a tsunami.

A seiche occurs when a wave oscillates in lakes, bays, or gulfs as a result of seismic disturbances. There are no enclosed or semi-enclosed bodies of water in proximity to the Project site. The nearest enclosed body of water to the Project site is Lake Skinner located approximately 6 miles east. Additionally, based on review of the Safety Element Exhibit 12-7, Dam Inundation, the Project site is not within a designated dam inundation area. Therefore, the Project site is not within a seiche zone on inundation area and there is no risk of pollutant release from a seiche or dam failure.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Project Impact Adequately Addressed in Previous Documentation. California's Porter-Cologne Act requires adoption of water quality control plans that contain the guiding policies of water pollution management in California; regional water quality control plans (known as a Basin Plans) have been adopted by each of the Regional Water Boards. The Project site is in the San Diego Region and the San Diego RWQCB has developed a Basin Plan for the San Diego Basin, which was adopted in September 1994 and contains amendments through September 2021. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the Region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan (San Diego RWQCB, 1994). The RWQCB ensures compliance with the Basin Plan through its issuance of NPDES Permits, issuance of Water Discharge Requirements WDR, and Water Quality Certifications pursuant to Section 401 of the CWA.

As discussed under Threshold a, above, there would be a potential for the Project to generate pollutants and impact water quality during construction and operation. As specified in General Plan EIR MMRP mitigation measure MM HYD-1, the Project would be required to comply with applicable regulatory requirements for protection of water quality during construction, including those set forth by the Construction General Permit, including preparation of a SWPPP and implementation of construction BMPs to control stormwater runoff and discharge of pollutants and to reduce impacts to a less than significant level. With respect to operations, as required by the Basin Plan, a Project-specific WQMP has been prepared for the proposed TTM No. 38228 and Project-specific WQMPs would be prepared for future development at the Project site based on site-specific development plans. As specified in General Plan EIR MMRP mitigation measure MM HYD-2, the Project shall prepare WQMPs and implement BMPs in accordance with the Riverside County Drainage Area Management Plan (DAMP) and the Murrieta WQMP, which would ensure compliance with the Basin Plan. All recommendations in the Project-specific BMPs shall be implemented during the post construction/operation phase. In development of the Project and future WQMPs for the proposed residential uses and non-residential Innovation uses, the Project Applicant shall comply with each of the recommendations detailed in the WQMPs, and other such

measure(s) as the City deems necessary to mitigate potential water quality impacts. Additionally, as discussed in Section 2.4, Biological Resources, the Project would impact approximately 0.002 acre of non-wetland waters of the U.S. subject to the jurisdiction of the RWQCB; therefore, a water quality certification pursuant to Section 401 of the CWA would be required (refer to Project condition of approval PCOA 4-3). With implementation of General Plan EIR MMRP mitigation measures MM HYD-2 and PCOA 4-3, the Project would not degrade water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the Project would not result in water quality impacts that would conflict with the San Diego RWQCB's Water Quality Control Plan for the San Diego Basin.

With implementation of MM HYD-2 and PCOA 4-3, which implement uniformly applied development policies or standards previously adopted by the city or county, the impacts with respect to degradation of water quality will be less than significant and there are no peculiar effects with respect to regulated species not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation measures are required.

The Project site is within the Temecula Valley Groundwater Basin, which the California Department of Water Resources (DWR) identifies as a "low-priority" basin (DWR, 2022a). According to the 2014 Sustainable Groundwater Management Act (SGMA), local public agencies and Groundwater Sustainability Agencies (GSAs) in "high"- and "medium"-priority basins are required to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs (DWR, 2022b). Because the Temecula Valley groundwater basin is a low-priority basin, neither a GSP nor Alternative to GSP is required for the sustainable management of the Temecula Valley groundwater basin, and a GSP has not been prepared. Therefore, the Project would not conflict or obstruct the implementation of a sustainable groundwater management plan. No impact would occur.

2.11 Land Use and Planning

2.11.5 Summary of Previous Environmental Analysis

The analysis of impacts related to land use and planning for the General Plan 2035 was addressed in Section 5.1, Land Use, of the 2011 EIR. The 2011 EIR determined that the implementation of the General Plan 2035 would lead to greater urbanization within the City by localized intensification of land uses on underutilized site and introduction of new lands on vacant sites. However, the proposed General Plan 2035 Land Use Policy Map establishes consistent and compatible development intensities to ensure existing and future land uses would not negatively impact adjacent and surrounding uses. Impacts were determined to be less than significant and cumulative impacts were determined to be less than significant. Additionally, the 2011 EIR determined that the General Plan 2035 contains goals and policies that would continue to support procedures followed by the City when development applications are reviewed. The General Plan 2035 would have a beneficial effect by making the General Plan a more effective tool to review future projects and to coordinate with other jurisdictions and regulatory agencies on regional planning. Impacts, including cumulative impacts, were determined to be less than significant.

The 2020 SEIR provided analysis of land use and planning impacts for the General Plan Update in Section 4.1, Land Use and Planning. The 2020 SEIR determined that although the General Plan Update would change the land use within six focus areas of the City the implementation of the General Plan Update would not result in direct impacts related to land use compatibility and would not physically divide an established community. The 2020 SEIR concluded that the land use changes proposed through the General Plan Update would not divide an established community, including in the North Murrieta Business Corridor Focus Area. Further goals and policies from the General Plan Update were incorporated to preserve and improve existing and future physical development.

The 2020 SEIR determined that the implementation of the General Plan Update addresses new State laws since 2011 including: wildfire risks and preparation (SB 1249), climate adaptation and resiliency (SB 379); transitioning to VMT analysis from Level of Service for traffic (SB 743); environmental justice (SB 1000) and the dissolution of redevelopment agencies, and would not result in 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. The General Plan Update included a revised mix and location of land use designation and zoning classifications along with a new land use designation and zoning classification, Innovation. The 2020 SEIR concluded that the Innovation land use designation and zoning classification and the revised mix and location of land use designation and zoning would result in less than significant impacts related to consistency to land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect and no mitigation is required. As such, the 2020 SEIR concluded that the General Plan Update would not result in any new or a substantial increase in the severity of a previously identified significant impact in the 2011 EIR; impacts would remain less than significant and no mitigation is required.

Cumulative impacts related to land use and planning were determined to be less than significant and no mitigation measures are required.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.11.6 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
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?***	☐	☒	☐	☐	☐

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area and the assumed land uses under both Innovation development scenarios are allowed by existing General Plan land use and zoning designations. Therefore, the analysis below applies to both Innovation development scenarios.

a. Would the project physically divide an established community?

Project Impact Adequately Addressed in Previous Documentation. The Project site, which is within the North Murrieta Business Corridor Focus Area, is currently undeveloped; however, it is surrounded by Baxter Road and existing development to the north; Antelope Road, I-215 and existing and planned development to the west; and Whitewood Road to the east. The area immediately south of the Project is undeveloped but there is existing development and Linnel Lane further to the south. The Project is consistent with the existing General Plan land use and zoning designations for the Project site, which anticipate development of residential uses and non-residential Innovation uses within the Project site. As identified in the 2020 SEIR, the land use changes in the North Murrieta Business Corridor Focus Area would allow for more unified development by creating a medical corridor and a high technology/office/research employment center, along with commercial uses that support business and employment needs. It would also provide connectivity between the Murrieta Highlands area and other single-family and multiple-family residential uses south of Scott Road, north of Clinton Keith Road and west of Menifee Road, along with other uses within the City. Thus, the proposed land use changes in the Focus Area, including at the Project site, would not physically divide an established community.

The Project would not physically divide an established community, consistent with the conclusion of the General Plan EIRs, and no impact would occur.

b. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. Following is a discussion of the Project's consistency with local and regional planning programs.

Murrieta General Plan and Zoning Ordinance

As shown on Exhibit 3-3, General Plan 2035 Focus Areas, of the General Plan Update, the Project site is within the North Murrieta Business Corridor, which generally includes vacant, underutilized, or rural residential properties. The catalysts for reevaluating the land uses as part of the General Plan Update are the construction of the Loma Linda University Medical Center and the desire to create a medical corridor and a high technology/office/research employment center, along with commercial uses that support business and employment needs, such as restaurants or hotels.

The Project site has General Plan land use designations of Innovation (0.6-2.5 FAR) and Multiple-Family Residential (10.1-30 du/acre), and is within the Innovation (INN) and Multi-family 2, Residential (MF-2) zoning districts. The INN land use designation provides for a wider variety and intensity of non-residential uses allowed elsewhere in the City with the goal of providing a cutting edge and campus-like mixed-use

business setting. The Innovation designation provides for employment intensive uses such as business and medical offices, corporate headquarters, medical services, research and development, education, technological advancement, makers labs (such as people using digital tools to design new products), craftsman products (such as furniture and window design/construction), and hotels. The designation also provides for a limited amount of commercial uses for the sale of products made in facilities onsite and restaurants that support the employment and primary uses. The MF designation provides for attached and detached apartments and condominiums. Typical development consists of townhomes, condominiums, apartments, senior housing, and stacked flats. This designation encourages the development of integrated projects that provide complementary open spaces and amenities onsite. The Innovation designation permits a FAR between 0.6 and 0.25, and the Multiple-Family Residential designation permits a density between 10.1 and 30 du/ac. The MF-2 zoning district has an allowable density range from 15.1 – 18 du/ac.

The Project consists of proposed large lot TTM No. 38228 to establish eight numbered lots (Lots 1 through 8) for the future development of residential uses and non-residential Innovation uses to be developed consistent with the existing General Plan and zoning designations; seven letter lots (Lots A through E, G, and H) primarily for roadway ROW; Lot F for preserved as open space; and Lot J for an equestrian trail along Warm Springs Parkway. Lots 1 through 3, within the western portion of the Project site, would be prepared for development of uses permitted under the Innovation land use designation and zoning district, and Lots 4 through 8, within the eastern portion of the Project site, would be prepared for development of uses permitted under the Multi-Family Residential (MF) land use designation and MF-2 zoning district.

The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Rather, it would be consistent with established policies in the General Plan Update related to the implementation of vehicular and non-vehicular circulation systems outlined in the Circulation Element (further discussed in Section 2.17, Transportation, of this document); and implementation of coordinated infrastructure for new development, as outlined in the Infrastructure Element and with the zoning designations and associated development standards already established by the City. Notably, the Project would include installation of the backbone infrastructure necessary to serve future development at the Project site, and in accordance with applicable regulations. The proposed construction activities associated with the Project would also be conducted in accordance with applicable policies outlined in the Conservation Element related to protection of biological resources, cultural resources, and water quality. As discussed in Sections 2.4, 2.5, 2.10 and 2.18, of this document, the Project's impact related to these resources is less than significant with implementation of the identified General Plan and Project-specific mitigation measures.

Regional Planning

The Southern California Association of Governments (SCAG) *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)* (Connect SoCal) adopted on September 3, 2020 (SCAG, 2020), is the regional land use plan/program particularly relevant to the Project. Other regional programs relevant to Project that address environmental issues include the SCAQMD AQMP, discussed in Section 2.3 of this document; the San Diego RWQCB Water San Diego Basin Plan, discussed in Section 2.10,

Hydrology and Water Quality; and the Western Riverside County MSHCP discussed in Section 2.4, Biological Resources. As discussed in the respective sections, the Project would not conflict with these regional planning programs.

Connect SoCal, with a horizon year of 2045, is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal allows public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. The plan includes robust financial analysis that considers operations and maintenance costs to ensure the existing transportation system's reliability, longevity, resilience, and cost effectiveness. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG reduction goals and federal Clean Air Act requirements. The plan also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries and more efficient use of resources. (SCAG, 2020)

Connect SoCal identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to local lead agencies and decision makers as they consider proposed development, but are not necessarily applicable to individual Projects. Table 2-16 SCAG Connect SoCal Consistency Analysis, addresses the Project's consistency with *Connect SoCal* goals. As demonstrated through this analysis, implementation of the Project would not conflict with the Connect SoCal goals.

Table 2-16 SCAG Connect SoCal Consistency Analysis

Connect SoCal Goal Number	Goal Statement	Consistency
1	Encourage regional economic prosperity and global competitiveness.	**No Conflict.** This goal would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts. The Project would implement uses anticipated by the City in the General Plan Update under the Innovation and Multiple-Family Residential land use designations, and would assist the City in meeting its economic goals outlined in the General Plan Update Economic Development Element including: a sound, stable, and diversified economic base (Goal ED-3); and an improved jobs/housing balance (Goal ED-5) through the implementation of employment generating uses in the Innovation component of the Project. Accordingly, the Project would not impede the economic development in the City or the region.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**No Conflict.** Regional access to the Project site is provided by Interstate (I)-215 via intersection with Clinton Keith Road and Scott Road, which are approximately 0.7 mile south, and 2.0 mile north of the Project site, respectively. The Project is approximately 3.8 miles northeast of I-15, and approximately 3.20 miles west of SR-79. Access to the Project site would be provided from existing and planned roadways adjacent to the Project site. The Project would involve improvements to or

Connect SoCal Goal Number	Goal Statement	Consistency
		construction of planned roadways in the City's Circulation Element (Whitewood Road, Warm Springs Parkway, Antelope Road, and Baxter Road), which will create more efficient access to the site. This would include construction of the roadways and required pedestrian and bicycle facilities. Creating pedestrian and bike lanes as alternative modes of access will help improve air quality and lessen GHG emissions. These improvements would comply with City standards for public roadways and would benefit persons of all social and economic groups who utilize these roadways. Additionally, the Project would include installation of access driveways and an internal network of drive aisles to serve the proposed uses, which would meet applicable standards for access, width, and turning radii.
3	Enhance the preservation, security, and resilience of the regional transportation system.	**No Conflict.** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The Project would be consistent with planned land use and growth assumptions for the City, as anticipated in the General Plan Update. In addition to the construction of roadway improvements, the Project Applicant would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area. The Project would not hinder the City's or other agency efforts to enhance the regional transportation system.
4	Increase person and goods movement and travel choices within the transportation system.	**No Conflict.** The Project involves the development of a mixed-use development consisting of Innovation and residential uses. As identified above, the Project would construct vehicular and non-vehicular circulation improvements, creating emissions free and non-carbon producing transportation options within the Project site and the City. Additionally, the Project site is located near existing transit routes along Clinton Keith Road and Baxter Road easily accessible to goods delivery and export from the site, future residents and employees.
5	Reduce greenhouse gas emissions and improve air quality.	**No Conflict.** An analysis of the Project's air quality impacts is provided in Section 2.3 of this document, and GHG emissions are addressed in Section 2.8. Further, as discussed in Section 2.17, Transportation, the Project would implement Innovation and residential uses anticipated in the General Plan Update and would not increase VMT beyond that anticipated in the General Plan Update. The Project site itself creates a job-housing balance opportunity since both employment and residential options exist onsite. The 2020 SEIR concludes that the buildout of the General Plan Update, which would include the non-residential development proposed by the Project, would create jobs that reduce VMT within the City, thereby reducing air pollutants and GHG emissions.
6	Support healthy and equitable communities.	**No Conflict.** This policy pertains to health and equitable communities, and these issues area addressed through goals and policies outlined in the City's Healthy Community Element. As identified through the analysis presented in this document, the

Connect SoCal Goal Number	Goal Statement	Consistency
		Project would result in less than significant impacts to nearby sensitive receptors. Notably, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project construction or operation. Additionally, the Project site does not contain any evidence of hazardous materials-affected soil or groundwater that would have the potential to adversely affect the environment or the health and safety of site occupants. Further, the Project would promote safe and active transportation, as discussed above, and would involve the development of new housing units that would provide safe and sanitary housing for Murrieta residents.
7	Adapt to changing climate and support an integrated regional development pattern and transportation network.	**No Conflict.** The City's recently adopted General Plan Update focuses future development and redevelopment within identified Focus Areas. The Project site is within the North Murrieta Business Corridor, which generally includes vacant, underutilized, or rural residential properties. Future development and redevelopment anticipated in the General Plan Update would utilize existing transportation facilities and would provide opportunities for new employment, housing, and recreational uses within the existing community framework, and would be consistent with SCAG's growth projections and recommended land use patterns. The Project also provides for enhanced pedestrian and bicycle access. The Project would allow for a mixed-use development in the City-designated North Murrieta Business Corridor, consistent with development pattern and transportation network identified in the General Plan Update. By creating net zero operational buildings that provide energy efficient heat, cooling systems, and electricity the project is utilizing technologies that are most adaptive to the changing climate.
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**No Conflict.** This policy provides guidance to the City, and is not applicable to the Project and anticipated development.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**No Conflict.** The Project would involve development of residential uses within an area designated for Multiple Family land uses. This land use category allows for attached and detached apartments and condominiums. Typical development consists of townhomes, condominiums, apartments, senior housing, and stacked flats. As discussed in Section 2.17, Transportation, of this document, future residents would be served by existing and proposed roadways, as well as existing and proposed bikeways and pedestrian facilities, and existing transit routes.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	**No Conflict.** As discussed in Section 2.4, Biological Resources, of this document the Project site contains 0.03 acre of riparian habitat consisting of mule fat scrub, which is considered a special-status plant community under CEQA. This habitat is with

Connect SoCal Goal Number	Goal Statement	Consistency
		the drainage area to be retained as open space onsite and would not be impacted. Approximately 0.002 acres of jurisdictional area would be impacted as a result of construction of Warm Springs Parkway, which is a roadway included in the City's General Plan Update; however, impacts to jurisdictional resources would be mitigated to a level considered less than significant. As discussed in EIR Section 2.2, Agricultural and Forestry Resources, while the Project site contains land designated as farmland of local importance, the Project site is not currently used for agricultural purposes or designated by the City for such use, and impacts to farmland would be less than significant. Conservation of onsite land for the protection of agricultural resources is not required.

Based on the foregoing analysis and consistency with the conclusions of the General Plan EIRs, impacts would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

2.12 Mineral Resources

2.12.5 Summary of Previous Environmental Analysis

The analysis of mineral resources impacts was addressed in Section 5.12, Mineral Resources, of the 2011 EIR. The 2011 EIR identified five mineral resource sites in the City containing clay, sand and gravel, feldspar, feldspar/silica, and gold and one geothermal resource. According to the State of California Department of Conservation, Geologic Energy Management Division (CalGEM) (formerly Department of Oil, Gas, and Geothermal Resources), there are no underlying oil field present in the City or within outlying areas (CalGEM, 2022). The 2011 EIR determined that future development in the City would result in less than significant impacts to mineral resources because it is unknown and unlikely that the MRZ-4 area of the City contains significant mineral resources. Additionally, while the MRZ-3a classification represents an area that has the potential for mineral deposits, no resources have been identified. While mineral resources are identified within in the City, no mineral resource recovery sites currently exist. As such, future development within the City pursuant to the General Plan 2035 would not result in the loss of availability of a known mineral resource or impacts to mineral resource recovery sites. The 2011 EIR concluded that the implementation of the General Plan 2035 would not adversely impact mineral resources and impacts would be less than significant. Cumulative impacts on mineral resources were determined to be less than significant. No mitigation measures were required.

The 2020 SEIR concluded that the General Plan Update would not result in new or substantially greater impacts to mineral resources than identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR. No new mitigation measures relating to mineral resources were identified.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.12.6 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?***	☐	☒	☐	☐	☐

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area; therefore, the analysis of impacts to mineral resources below applies to both Innovation development scenarios.

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?

Project Impact Adequately Addressed in Previous Documentation. The Project site is within the mineral classification of MRZ-3a with the City, which are areas that have the potential for mineral deposits, but no resources are identified. Additionally, according to 2011 EIR Figure 5.12-1, *Mineral Resources*, there are no known mineral resources onsite. As such, and consistent with the determination in the 2011 EIR, the implementation of the Project would not result in the loss of availability of a known mineral resource. No impact would occur.

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?

Project Impact Adequately Addressed in Previous Documentation. The City's Development Code allows mining within the General Industrial zoning district. The Project site is not within the General Industrial zoning district. The Project site is within the INN and MF-2 zoning districts and is not delineated by the City's General Plan as a mineral resource recovery site. Therefore, the Project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur.

2.13 Noise

2.13.5 Summary of Previous Environmental Analysis

The analysis of noise impacts was addressed in Section 5.7, Noise, of the 2011 EIR. Sources of noise in the City include mobile sources (e.g., freeways, streets, aircraft, etc.) and stationary sources (e.g., construction, commercial facilities, and industrial facilities).

The 2011 EIR determined that short-term construction noise associated with the future development pursuant to General Plan 2035 would result in a temporary nuisance to residents and businesses. Future development would be subject to compliance with the applicable policies identified in the current Noise Element to ensure construction activities comply with the City's Noise Ordinance. The 2011 EIR concluded that compliance with the City's Noise Ordinance and/or Noise Element policies would reduce short-term construction noise impacts to less than significant levels.

The 2011 EIR determined that construction has the potential to generate varying degrees of groundborne vibration. Groundborne vibration generated during construction would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of specific projects. The General Plan 2035 includes policies that assist in the reduction of vibration by limiting the hours of construction in residential areas and employing noise reduction methods. The 2011 EIR concluded that with adherence to the City's Noise Ordinance, applicable Noise Element policies, and the implementation of mitigation (NOI-1) (addressing vibration impacts to historic structures), construction vibration impacts would be less than significant. The 2011 EIR further concluded that individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures would be placed on the project as conditions of approval.

The 2011 EIR determined that the implementation of the General Plan 2035 would generate additional traffic, which has the potential to increase ambient noise levels at existing land uses along roadways. Additionally, implementation of the General Plan 2035 has the potential to provide opportunities for light rail transit and high-speed rail, which would create a new source of mobile noise. Moreover, French Valley Airport is the primary source of air traffic affecting noise levels within the City. Some residential uses would experience noise levels that would exceed the allowable Land Use Criteria Compatibility Criteria; however, the Noise Element identifies policies that would minimize noise generate from mobile sources and policies identified in the Land Use Element of the General Plan 2035 would ensure noise from the French Valley Airport would be reduced. Further, the General Plan 2035 would implement General Plan EIR MMRP mitigation measure MM NOI-2 to ensure aircraft noise impacts to residential uses within the 55-community noise equivalence level (CNEL) noise contour are mitigated to a less than significant level. The 2011 EIR concluded that operational mobile source noise levels would be less than significant with mitigation. Specifically, the 2011 EIR concluded that with implementation of the proposed General Plan 2035, some residential uses would experience noise levels that would exceed the allowable Land Use Criteria Compatibility Criteria (refer to Table 5.7-2). However, General Plan 2035 Goal N-3 would minimize noise from mobile sources. Specifically, Policies N-3.1, N-3.2, and LU-25.3 consider noise mitigation measures in the design of and improvements to streets, highways, and freeways as well as working with Caltrans to achieve maximum noise abatement for highway and freeway projects. Policy N-3.3 also encourages the construction of noise barriers and maintenance of existing noise barriers along I-15 and I-215. Therefore, conformance with the General Plan 2035 goals and policies would reduce traffic exposure at sensitive land uses. Implementation of the goals and polices would be realized through the review of individual development projects by the City for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures would be placed on the project as conditions of approval to ensure compliance with the appropriate Land Use Criteria Compatibility Criteria.

The 2011 EIR determined that the implementation of the General Plan 2035 would result in stationary noise sources, which have the potential to increase ambient noise levels. The 2011 EIR anticipated that residential uses would comprise the largest land use category in the City. Noise from residential stationary sources would primarily occur during the "daytime" activity hours. The 2011 EIR also anticipated commercial, office, and industrial land uses to be developed within the City. Noise generally associated with these uses are generated by slow moving truck deliveries, parking areas, landscape maintenance, and similar activities. The General Plan 2035 Noise Element includes policies that ensure the reduction of noise transmission between these uses through site design. The 2011 EIR concluded that operational stationary source noise levels would be reduced to less than significant levels through compliance with the City's Noise Ordinance and/or compliance with applicable General Plan 2035 policies.

Cumulative impacts related to short-term construction noise were determined to be less than significant with the implementation of General Plan EIR MMRP mitigation measure MM NOI-1. Cumulative impacts related to long-term operational mobile noise sources were determined to be significant an unavoidable even with the implementation of General Plan EIR MMRP mitigation measure MM NOI-2. Cumulative impacts related to long-term operational stationary noise sources were determined to be less than significant and no mitigation measures were required.

The 2020 SEIR concluded that the General Plan Update would not result in new or substantially greater noise impacts than identified in the 2011 EIR and that the level of impact (less than significant) remained unchanged from that cited in the 2011 EIR. No new mitigation measures relating to noise were identified. Further, as in the 2011 EIR, the 2020 SEIR concluded that individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts were identified, applicable mitigation measures would be placed on the project as conditions of approval.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.13.6 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

General Plan EIR MMRP mitigation measure MM NOI-1 is not applicable to the Project as there is no pile driving anticipated with the Project and there are no historic structures in the vicinity. General Plan EIR MMRP mitigation measure MM NOI-2 is not applicable to the Project as the Project site is not within the 55 CNEL noise contour for the French Valley Airport.

2.13.7 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 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?***	☐	☒	☐	☐	☐

Because development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would involve the same physical impact area, and similar size buildings and amenities, construction-related noise impacts would also be similar. With respect to operational noise impacts, the Innovation Development Scenario 1 (with business park uses) would generate a greater number of daily vehicular trips compared to other allowed Innovation uses, and is therefore conservatively used for Project analyses based on daily vehicular trips (e.g., offsite traffic noise) as evaluated in the *Discovery Village Noise Impact Analysis* (NIA) (*Technical Appendix M1* of this document) (Urban Crossroads, 2023g). The Innovation Development Scenario 2 (with light manufacturing uses) is the basis for the analysis of operational impacts, including noise impacts generated from onsite operations, that may occur, and that may be different from Innovation Development Scenario 1 due to the expected use of heavy trucks, need for loading docks, etc. Operational noise impacts resulting from Innovation Development Scenario 2 are evaluated in the *Discovery Village Supplemental Noise Assessment* (Supplemental Noise Assessment) prepared by Urban Crossroads, Inc., and included in *Technical Appendix M2 of this document* (Urban Crossroads, 2023h). The commercial and residential uses under these development scenarios are assumed to be the same under the Innovation development scenarios. Detailed information about noise fundamentals and methods used for preparation of the noise analysis are included in the NIA.

Existing Noise Conditions

Existing Study Area Ambient Noise Conditions

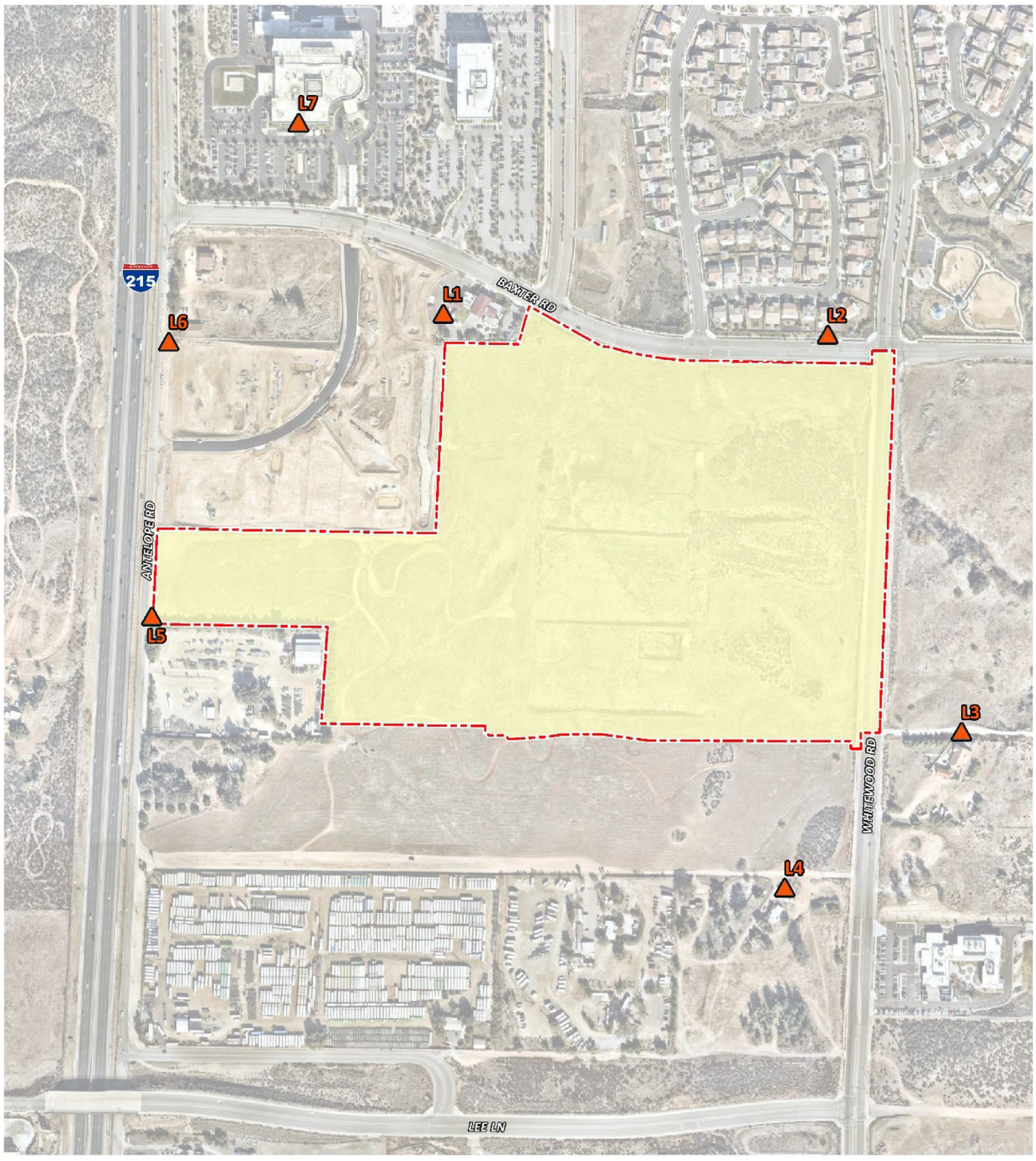
On August 17, 2021, Urban Crossroads collected 24-hour noise level measurements from seven (7) locations in the vicinity of the Project site (refer to Figure 2-10, Noise Measurement Locations). The background ambient noise levels in the Project area are dominated by transportation-related noise associated with the arterial roadway network, including I-215. The noise measurements presented in Table 2-17, 24-Hour Ambient Noise Level Measurements, focus on the average or equivalent sound levels (L_{eq}), which represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. As shown in Table 2-17, daytime noise levels range between 68.7 dBA L_{eq} and 49.8 dBA L_{eq} and nighttime noise level range between 65.7 dBA L_{eq} and 44.5 dBA L_{eq}. The overall 24-hour exterior noise level ranges between 67.8 L_{eq} and 48.5 dBA L_{eq}.

Table 2-17 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		24-Hour L_{eq}
		Daytime	Nighttime	
L1	Location L1 represents Murrieta Fire Station No. 4 at 28155 Baxter Road, approximately 60 feet north of the Project site.	50.4	45.8	49.2
L2	Location L2 represents an existing residence at 28411 Cottage Way, approximately 115 feet north of the Project site.	59.3	53.0	57.8
L3	Location L3 represents an existing residence at 28555 Running Rabbit Road, approximately 358 feet southeast of the Project site.	49.8	44.5	48.5
L4	Location L4 represents the existing residence at 28393 Somers Road, approximately 633 feet south of the Project site.	50.8	45.5	49.5
L5	Location L5 represents an existing residence at 35256 McElwain Road, approximately 451 feet west of the Project site.	67.0	63.7	66.0
L6	Location L6 represents an existing residence at 34970 Antelope Road, approximately 808 feet northwest of the Project site.	68.7	65.7	67.8
L7	Location L7 represents the Loma Linda University Health facility, at 28062 Baxter Road, approximately 864 feet northwest of the Project site.	61.3	59.8	60.8

[1] See Figure 2-10 of this document for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.1"of Technical Appendix M.
"Daytime" = 7:00 a.m. to 10:00 p.m."; Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: (Urban Crossroads, 2023g)

Table 2-18 summarizes the significance criteria for potential noise impacts during construction and operation; these criteria are further discussed in Section 4, Significance Criteria, of the NIA.



Source(s): Urban Crossroads (01-03-2023)

Figure 2-10

Not to School

Noise Measurement Locations

Table 2-18 Significance Criteria Summary

Analysis	Land Use	Condition(s)	Significance Criteria	
			Daytime[9]	Nighttime[9]
Onsite Traffic Noise	All Land Uses	Exterior Noise Level Criteria[1]	See Exhibit 3-A of the NIA	
	Residential[2]	Interior Noise Level Standard	45 dBA CNEL	
	Non-Residential[3]		50 dBA L_{eq}	
Offsite	Noise-Sensitive	< 60 dBA	5 dBA or more	
		60 – 65 dBA	3 dBA or more	
		> 65 dBA	1.5 dBA or more	
	Non-Noise-Sensitive	=< 70 dBA	5 dBA or more	
		> 70 dBA	3 dBA or more	
Operational	All Land Uses	Daytime[4]	See Exhibit 3-B of Technical Appendix M	
		Nighttime[4]		
Construction Noise & Vibration	All Land Uses	Mobile Construction[5]	See Exhibit 3-C of the NIA	
		Stationary Construction[5]		
		Vibration Level Threshold[6]	0.04 PPV in/sec	
Blasting Noise & Vibration	All Land Uses	Noise Level Threshold[7]	133 dB	
		Vibration Level Threshold[8]	0.5 PPV In/sec	

[1] City of Murrieta General Plan Noise Element, Table 11-2 of the NIA.
[2] California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2.
[3] California Code of Regulations, Title 24, Building Standards Administrative Code, Part 11.
[4] City of Murrieta Municipal Code, Section 16.30.130 (Appendix 3.1 of Technical Appendix M).
[5] City of Murrieta Municipal Code, Section 16.30.090 (Appendix 3.1 of Technical Appendix M).
[6]Daytime City of Murrieta Municipal Code, Section 16.30.090 (Appendix 3.1 of Technical Appendix M).
[7] U.S. Bureau of Mines 30 CFR Ch. VII, §816.67(b)(1)(i)
[8] U.S. Bureau of Mines 30 CFR Ch. VII, §816.67(b)(2)(i)
[9] Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: (Urban Crossroads, 2023g)

a. Would the project result in 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?

Project Impact Adequately Addressed in Previous Documentation.

Construction Impacts

Typical Construction Noise

As previously identified, construction activities for the Project would involve site preparation, grading, blasting, rock crushing and paving, building construction and architectural coatings. Noise generated by the Project construction equipment would include a combination of heavy equipment, trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each sensitive receiver location (refer to Figure 2-11, Typical Construction Noise Source Locations). As previously shown on Figure 2-2, Sensitive Receptor Locations, and described in Section 2.3, Air Quality, of this document, the nearest sensitive receivers to the Project site include the existing fire station north of the Project site, and single-

Source(s): Urban Crossroads (01-03-2023)

Figure 2-11

Typical Construction Noise Source Locations

family residences to north of the Project site (north of Baxter Road). Other sensitive land uses in the vicinity of the Project site that are located at greater distances than those identified in the NIA would experience lower noise levels than those presented in the NIA due to the additional attenuation from distance and the shielding of intervening structures.

As shown in Table 2-19, Typical Construction Noise Level Compliance, the highest typical construction noise levels are expected to range from 52.6 to 62.3 dBA L_{eq} at the nearest sensitive receiver locations. To evaluate whether the Project would generate potentially significant short-term noise levels at nearest receiver locations, a construction-related daytime noise level threshold of 75 dBA L_{eq} is used as a reasonable threshold to assess the daytime construction noise level impacts. The construction noise analysis shows that the nearest receiver locations would satisfy the reasonable significance threshold during the daytime of 75 dBA L_{eq} at single family land uses (R2 through R6), 80 dBA L_{eq} at multi-family residential land uses (R1), and 85 dBA L_{eq} at commercial land uses (R7 through R9) during Project construction activities. Therefore, the noise impacts due to Project construction noise would be less than significant at all receiver locations.

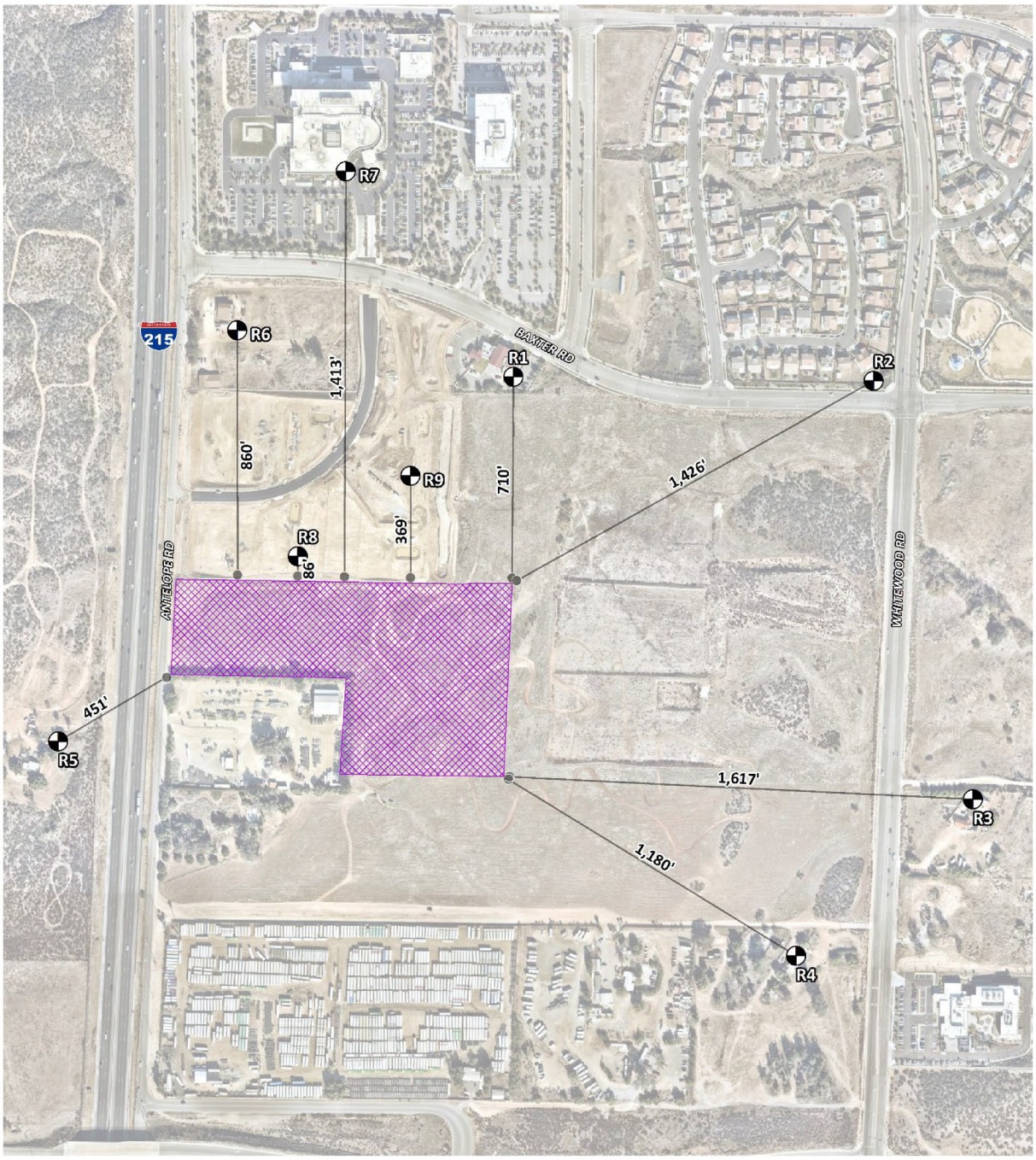
Table 2-19 Typical Construction Noise Level Compliance

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Highest Construction Noise Levels[2]	Threshold[3]	Threshold Exceeded?[4]
R1	62.3	80	No
R2	60.1	75	No
R3	56.7	75	No
R4	55.4	75	No
R5	53.3	75	No
R6	53.9	75	No
R7	52.6	85	No
R8	61.1	85	No
R9	60.3	85	No

[1] Noise receiver locations are shown on Figure 2-10.
[2] Highest construction noise level operating at the Project site boundary to nearby receiver locations (Table 10-2 of Appendix M).
[3] City of Murrieta Noise Element, Table 11-3.
[4] Do the estimated Project construction noise levels exceed the construction noise level threshold?
Source: (Urban Crossroads, 2023g)

Rock Crushing Activities

Rock crushing may be used during grading to reuse onsite excavated material. Figure 2-12, Rock Crushing Activities and Receiver Locations, illustrates the anticipated location of the crushing activity in relation to the nearest receiver locations. As shown on Table 2-20, Rock Crushing Construction Equipment Noise Level Summary, the rock crushing construction noise levels are estimated to range from 53.2 to 68.7 dBA L_{eq} at the nearest receiver locations. The rock crushing construction noise analysis shows that the nearest receiver locations will satisfy the reasonable daytime 60 dBA Leq at single family land uses (R2 through R6), 65 dBA Leq at multi-family residential land uses (R1), and 70 dBA Leq at commercial land uses (R7



Source(s): Urban Crossroads (01-03-2023)

Figure 2-12

Rock Crushing Activities and Receiver Locations

through R9). Therefore, the noise impacts due to the Project rock crushing noise is considered less than significant at all receiver locations.

Table 2-20 Rock Crushing Construction Equipment Noise Level Summary

Receiver Location[1]	Construction Noise Levels (dBA L_{eq})		
	Concrete Crushing[2]	Daytime Threshold[3]	Threshold Exceeded?[4]
R1	59.1	65	No
R2	53.8	60	No
R3	53.2	60	No
R4	54.9	60	No
R5	59.9	60	No
R6	58.2	60	No
R7	55.1	70	No
R8	68.7	70	No
R9	63.3	70	No

[1] Noise receiver locations are shown on Figure 2-12.
[2] Concrete crushing noise level calculations provided in Appendix 11.2 of Technical Appendix M
[3]City of Murrieta Noise Element Table 11-3
[4] Do the estimated Project construction noise levels exceed the daytime construction noise level threshold?
Source: (Urban Crossroads, 2023g)

Blasting Activities

Blasting has the potential to result in a temporary increase in noise levels at the Project site. If blasting is determined to be required during excavation and grading, the blasting contractor is required to obtain blasting permit(s) from the City, and to notify City of Murrieta Police/Fire Department within 24 hours of planned blasting events. As outlined in Section 3.6 of the NIA, air overpressure regulations are identified by the U.S. Bureau of Mines and the ISEE's Blasters' Handbook. A blasting contractor would be required to complete all blasting-related activities in compliance with applicable regulations and standards, which have been designed to ensure that adverse noise and vibration impacts would not result from blasting operations. Potential vibration impacts are addressed under Threshold b below.

Explosives used for blasting usually consist of a primer, secondary explosive, and an initiator. The blasting contractor would most likely use a high explosive Ammonia Gelatin as a primer for each shot and ammonium nitrate mixed with fuel oil (ANFO) as the primary blasting agent. Non-electric blasting caps are typically used to initiate the blasting agent. The charges are time delayed by at least 8-milliseconds. Delays between charges are used to decouple changes and reduce vibration. Pattern blasting is a common technique used in blasting for construction. This method is used when rock materials occur over a wide area. Pattern blasting involves drilling holes in a pre-designed pattern. The depth and spacing of holes are controlled to provide the maximum fracture with the minimum amount of ground shaking.

Blasting patterns typically consist of drill holes between two and five inches in diameter. Depth of the drill holes would be determined by the blasting contractor and is specific to each application. Blasting patterns

on construction sites typically range from three feet by three feet to 12 feet by 12 feet. Blasts typically occur for only a few seconds, depending on the design. The Blasting Engineer would control blasting-induced vibration and noise. General control measures include:

- Stemming shall be of uniform size in order to ensure consistency between individual shots;
- The weight of explosives used per delay shall be determined by adherence to the Scaled Distance Equation;
- Independent delays shall be used for each blast hole to control vibration; and
- Blasting shall not take place when wind velocity equals or exceeds 15 miles per hour. A licensed blasting contractor will determine wind speed through the use of a recording anemometer located a minimum of ten feet above ground level.

Following each blast, seismographs shall be checked to ensure that the blasting has not exceeded the following relevant standard:

- Pursuant to 30 CFR Ch. VII, §816.67(b)(1)(i) of U.S. Bureau of Mines publication RI8485, airblasts shall not exceed 133 dB at the location of any dwelling, public building, school, church, or community or institutional building outside the permit area.

The City does not have threshold specific to blasting activities; thus, the analysis for this Project defers to the federal and State thresholds set forth above. However, since there is no specific information on where or how much blasting may be required, the Project's compliance with such regulations cannot be verified in this analysis. Noise impacts from blasting activities are potentially significant if not conducted in compliance with applicable regulation. Therefore, if blasting is required, the blasting contractor would implement Project condition of approval PCOA 13-1, to ensure compliance with applicable regulatory requirements, which would result in a less than significant impact related to noise during blasting.

Operational Impacts

Offsite Traffic Noise Impacts

The offsite traffic-related noise impacts resulting from anticipated future development at the Project site under Innovation Development Scenario 1 were evaluated under the following scenarios: Existing (Year 2021) Conditions with Project and Cumulative (Year 2040) with Project. Existing (Year 2021) represents traffic noise levels on roadway segments in 2021, and Cumulative (Year 2040) represent projected traffic noise levels on roadway segments in 2040 based on the City of Murrieta refined version of the Riverside County Transportation Analysis Model. As shown in Table 2-21, Existing (Year 2021) With Project Traffic Noise Level Increases, under the Existing with Project conditions, the Project's potential offsite traffic noise level increases under Innovation Development Scenario 1 are estimated to range from 0.1 to 2.0 dBA CNEL and would not exceed the incremental noise level increase thresholds which are set forth above. Impacts would be less than significant.

Table 2-21 Existing (Year 2021) With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Baxter Rd	w/o Whitewood Rd	Sensitive	63.1	65.1	2.0	3.0	No
2	Baxter Rd	e/o Whitewood Rd	Sensitive	58.7	60.2	1.5	5.0	No
3	Whitewood Rd	n/o Baxter Rd	Sensitive	71.4	71.8	0.4	1.5	No
4	Whitewood Rd	s/o Baxter Rd	Sensitive	72.1	72.3	0.2	1.5	No
5	Whitewood Rd	s/o Running Rabbit Rd	Sensitive	73.5	73.6	0.1	1.5	No
6	Whitewood Rd	s/o Keller	Sensitive	69.8	70.4	0.6	1.5	No
7	Whitewood Rd	n/o Keller	Sensitive	69.4	70.0	0.6	1.5	No
8	Whitewood Rd	s/o Scott Rd	Sensitive	69.8	70.3	0.5	1.5	No
9	Scott Rd	w/o Whitewood Rd	Sensitive	73.7	73.8	0.1	1.5	No
10	Antelope Rd	s/o Scott Rd	Sensitive	72.3	72.5	0.1	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: (Urban Crossroads, 2023g)

As shown in Table 2-22, Cumulative Year 2040 with Project Traffic Noise Level Increases, under Cumulative Year 2040 Year with Project conditions, the Project's potential offsite traffic noise level increases under Innovation Development Scenario 1 would range from an estimated 0.0 to 0.4 dBA CNEL and would not exceed the incremental noise level increase thresholds. Impacts would be less than significant.

Table 2-22 Cumulative Year 2040 with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use[1]	CNEL at Receiving Land Use (dBA)[2]			Incremental Noise Level Increase Threshold[3]	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Baxter Rd	w/o Whitewood Rd	Sensitive	70.6	71.0	0.4	1.5	No
2	Baxter Rd	e/o Whitewood Rd	Sensitive	60.6	60.6	0.0	3.0	No
3	Whitewood Rd	n/o Baxter Rd	Sensitive	73.1	73.4	0.3	1.5	No
4	Whitewood Rd	s/o Baxter Rd	Sensitive	73.9	74.0	0.1	1.5	No
5	Whitewood Rd	s/o Running Rabbit Rd	Sensitive	73.9	74.0	0.1	1.5	No
6	Whitewood Rd	s/o Keller	Sensitive	72.0	72.3	0.3	1.5	No
7	Whitewood Rd	n/o Keller	Sensitive	71.5	71.9	0.4	1.5	No
8	Whitewood Rd	s/o Scott Rd	Sensitive	71.5	71.8	0.3	1.5	No
9	Scott Rd	w/o Whitewood Rd	Sensitive	74.7	74.8	0.1	1.5	No
10	Antelope Rd	s/o Scott Rd	Sensitive	73.3	73.4	0.1	1.5	No

[1] Based on a review of existing aerial imagery. Noise sensitive uses limited to existing residential land uses.
[2] The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.
[3] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: (Urban Crossroads, 2023g)

Based on the significance criteria for offsite traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to Project-related traffic noise levels under Innovation Development Scenario 1.

Trip generation under Innovation Development Scenario 2 would be reduced by approximately 28% (5,056 average daily trips compared to 7,104 average daily trips under Innovation Development Scenario 1). Even with an increase in tucks in the mix of vehicles associated with Innovation Development Scenario 2, the reduced trip generation under this scenario and associated reduction in traffic volumes along study area roadway segments would translate to lower vehicular-source noise impacts when compared to impacts resulting from development under the Innovation Development Scenario 1 as assessed in the NIA. A comparison of roadway traffic volumes is provided in Table 3 of the *Discovery Village VMT and Trip Generation Supplemental Letter* (Supplemental Transportation Assessment) included in *Technical Appendix N3* of this document (Urban Crossroads, 2023i).

Stationary Noise Impacts

The proposed residential development on proposed Lots 4 through 8 is not expected to include any specific type of operational noise levels beyond the typical noise sources associated with similar residential land uses in the vicinity of the Project site, such as people and children, garage doors, small air conditioners, and trash collection. Therefore, potential operational noise impacts for the residential land use are not further analyzed.

The proposed non-residential Innovation uses to be developed in the western portion of the Project site are expected to include potential noise sources that may impact surrounding land uses. Heating, Ventilation, and Air Conditioning (HVAC) equipment would be a primary stationary noise source associated with commercial or industrial uses under the Innovation Development Scenario 1. HVAC equipment is often mounted on rooftops, located on the ground, or located within mechanical rooms. The noise sources could take the form of fans, pumps, air compressors, chillers, or cooling towers. Noise levels from HVAC equipment vary substantially depending on unit efficiency, size, and location, but generally range from 45 to 70 dBA Leq at 50 feet. Accounting for typical attenuation rates of 6 dB per doubling of distance, noise levels attributed to unshielded HVAC mechanical systems could exceed the City property line noise limit (50 dBA Leq) within 475 feet of the source. In addition, sources located within 800 feet of a noise sensitive land use property line could exceed the City noise limit for nighttime stationary-source noise. As a result, the impact of noise from HVAC equipment associated with future onsite non-residential uses under the Innovation Development Scenario 1 would be potentially significant.

In addition to noise generated by HVAC, noise associated with loading dock and delivery activities could occur. The Supplemental Noise Analysis for Innovation Development Scenario 2 included in *Technical Appendix M2* evaluates potential operational noise impacts associated with the expected typical of daytime and nighttime activities, including roof-top air conditions, loading docks, parking lot activities and trash enclosure activities and conservatively assumes operations 24 hours per day, seven days per week. Exhibit A of the Supplemental Noise Analysis identifies the noise source locations used to assess the operational noise levels. These locations are conceptual and not based on actual plans but represent a reasonable representation of potential onsite noise sources. Using reference noise levels to represent the

proposed operations the operational source noise levels that are expected to be generated at the Project site and the noise level increases that would be experienced at each of the sensitive receiver locations has been calculated. Table 2 of the Supplement Noise Analysis shows the operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m.; the daytime hourly noise levels at the off-site receiver locations are expected to range from 30.7 to 46.2 dBA Leq. Table 3 of the Supplemental Noise Analysis shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m.; the nighttime hourly noise levels at the off-site receiver locations are expected to range from 28.8 to 45.6 dBA Leq. The differences between the daytime and nighttime noise levels are largely related to the duration of noise sources, such as air conditioners, during normal nighttime operations. Table 4 of the Supplemental Noise Analysis shows that the operational noise levels associated with the Innovation Development Scenario 2 would satisfy the City of Murrieta daytime and nighttime hourly exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered less than significant at the nearby noise-sensitive receiver locations. Notwithstanding, Project condition of approval PCOA 13-2 requires best engineering practices to be used in the placement of noise generating equipment when developing site plans for non-residential Innovation land uses on Lots 1 through 3 containing HVAC units and loading docks such that noise levels at the property line comply with City standards. Development plans shall be accompanied by an acoustical analysis demonstrating compliance with City standards for approval prior to issuance of building permits. Implementation of PCOA 13-2 would ensure that impacts would be less than significant.

Project Conditions of Approval

Although the following PCOAs pertaining to noise impacts during construction (blasting) and operation of the Innovation uses were not included in the General Plan EIR MMRP, the General Plan EIRs acknowledge that compliance with applicable noise regulations is required, and the General Plan Update includes various goals and policies that ensure that development in the City is implemented in accordance with noise regulations. As such, the following PCOAs comprise uniformly applied development policies that are routinely applied by the City to new development projects to ensure compliance with the identified noise regulations.

PCOA 13-1 Prior to the issuance of grading permits, the City shall verify that the following requirements are included in the contractor specification: "Where blasting is required, the following measures should be employed:

1) Blasting will be conducted only between the hours of 9:00 a.m. to 5:00 p.m. on weekdays only. Explosives will not be detonated on weekends or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

2) All blasting will be done by a licensed blaster.

3) Pursuant to 30 CFR Ch. VII, §816.67(b)(1)(i) of U.S. Bureau of Mines publication RI8485, airblasts shall not exceed 133 dB at the location of any dwelling, public building, school, church, or community or institutional building.

4) Pursuant to 30 CFR Ch. VII, §816.67(d)(2)(i) of U.S. Bureau of Mines publication RI8508, the maximum ground vibration shall not exceed the limits in said section at the location of any dwelling, public building, school, church, or community or institutional building outside the permit area.

5) Blasting Notification

   a) All owners of non-vacant property within ¼ mile of the blast location will be notified at least 24 hours prior to blasting.

   b) Notify the City of Murrieta Police Department at least 24 hours prior to blasting.

6) A record of notifications will be maintained and will be available for inspection by the City of Murrieta.

7) All persons who conduct blasting operations will comply with all applicable State and federal laws governing the use and storage of explosives.

8) Blasting will be conducted in a manner that prevents injury to persons and damage to public or private property outside the project area.

9) A record of each blast will be made and provided to the City of Murrieta within one week of the blast. The record is to be completed by the end of the work day during which the blast occurred, including the seismograph reading, if available, and will contain the following:

   a) Name of operator conducting the blast.

   b) The location, date and time of the blast.

   c) Name, signature and license number of the licensed blaster.

   d) Type of material blasted.

   e) Number of holes, burden and spacing.

   f) Diameter and depth of holes.

   g) Type of explosives used.

   h) Total weight of explosives used.

   i) Weight of explosives per hole.

   j) Maximum weight of explosives detonated within any eight (8) millisecond period.

   k) Maximum number of holes or decks detonated within any eight (8) millisecond period.

   l) Initiation system, including number of circuits and the time interval, if sequential timer is used.

   m) Type and length of stemming (deck and top).

   n) Type and detonator and delay periods used, in milliseconds.

   o) Distance and scaled distance to the closest protected structure.

p) Maximum peak particle velocity will not exceed limits as set by U.S. Bureau of Mines 8507 Report at the location of any dwelling, public building, school, church or community or institutional building outside the blast area.

10) All blasting will be done with small charges and with the following protective best management practices, whenever feasible:

11) Two to four feet of rippable material will be left over the solid material to be blasted to serve as a cover to prevent excessive fly rock. Blasting mats may be used if overburden is not available. The blasting mats must be of suitable size and material to dampen noise and contain blasted materials.

12) The size of the shot will be limited by sound and vibration control levels and amount of area that can be blasted with good results.

13) Small diameter drilling with high-speed equipment will be used to reduce the amount of explosives used in each hole.

14) The use of delay blasting techniques will be used to reduce vibrations associated with the blast.

15) Material stockpiles will be placed, if available to help block blasting and material processing noise transmission offsite.

16) Blasting shots will be designed to minimize ground vibration and air blast.

17) Blasting will not occur during adverse weather conditions, such as high winds, unless a loaded charge must be detonated before the end of the day for safety reasons."

PCOA 13-2 Prior to the issuance of a building permit for non-residential development on Lots 1 through 3, the Property Owner/Developer shall prepare an acoustical study(ies) of proposed plans, which shall identify all noise-generating areas and associated equipment, predict noise levels at property lines from all identified areas, and recommended noise attenuation features to be implemented (e.g., enclosures, barriers, site orientation, reduction of parking stalls), as necessary, to comply with the City Municipal Code Section 16.030.090.

With imposition of PCOAs 13-1 and 13-2, which implement uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Project Impact Adequately Addressed in Previous Documentation. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the

affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA).

Typical Construction Activities

As shown in Table 2-23, Typical Project Construction Vibration Levels, at distances ranging from 60 to 864 feet from typical Project construction activities, vibration levels are estimated to range from 0.00 to 0.02 peak particle velocity (PPV) (inches per second) (in/sec). Based on maximum acceptable continuous vibration threshold of 0.04 PPV (in/sec), the typical Project construction vibration levels would satisfy the City of Murrieta threshold at all receiver locations, with the highest vibration levels occurring at the Murrieta Fire Station No. 4. Additionally, the typical construction vibration levels at the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but would occur rather only during times that heavy construction equipment is operating adjacent to the Project site boundaries. Therefore, Project-related vibration impacts are considered less than significant during the typical construction activities at the Project site.

Table 2-23 Typical Project Construction Vibration Levels

Receiver Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	60’	0.00	0.01	0.02	0.02	0.02	0.04	No
R2	91’	0.00	0.01	0.01	0.01	0.01	0.04	No
R3	265’	0.00	0.00	0.00	0.00	0.00	0.04	No
R4	561’	0.00	0.00	0.00	0.00	0.00	0.04	No
R5	451’	0.00	0.00	0.00	0.00	0.00	0.04	No
R6	808’	0.00	0.00	0.00	0.00	0.00	0.04	No
R7	864’	0.00	0.00	0.00	0.00	0.00	0.04	No
R8	86’	0.00	0.01	0.01	0.01	0.01	0.04	No
R9	168’	0.00	0.00	0.00	0.01	0.01	0.04	No

[1] Construction receiver locations are shown on Figure 2-2.
[2] Distance from receiver location to Project construction boundary.
[3] Based on the Vibration Source Levels of Construction Equipment (Table 11-4).
[4] City of Murrieta Municipal Code, Section 16.30.130 (K) (Appendix 3.1)
[5] Does the peak vibration exceed the acceptable vibration thresholds?
“PPV” = Peak Particle Velocity
Source: (Urban Crossroads, 2023g)

Rock Crushing

As shown in Table 2-24, Rock Crushing Equipment Vibration Levels, at distances ranging from 95 feet to 1,617 feet from rock crushing activities (refer to Figure 2-12), rock crushing vibration levels are estimated to range from 0.00 to 0.01 PPV (in/sec). Accordingly, the Project’s rock crushing activities would remain

below the City's 0.04 PPV (in/sec) threshold at all receiver locations. Therefore, Project-related vibration impacts are considered less than significant during rock crushing activities at the Project site.

Table 2-24 Rock Crushing Equipment Vibration Levels

Receiver Location[1]	Distance to Const. Activity (Feet)[2]	Typical Construction Vibration Levels PPV (in/sec)[3]					Thresholds PPV (in/sec)[4]	Thresholds Exceeded?[5]
		Small bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Highest Vibration Level		
R1	710'	0.00	0.00	0.00	0.00	0.00	0.04	No
R2	1,426'	0.00	0.00	0.00	0.00	0.00	0.04	No
R3	1,617'	0.00	0.00	0.00	0.00	0.00	0.04	No
R4	1,180'	0.00	0.00	0.00	0.00	0.00	0.04	No
R5	451'	0.00	0.00	0.00	0.00	0.00	0.04	No
R6	860'	0.00	0.00	0.00	0.00	0.00	0.04	No
R7	1,413'	0.00	0.00	0.00	0.00	0.00	0.04	No
R8	95'	0.00	0.00	0.01	0.01	0.01	0.04	No
R9	362'	0.00	0.00	0.00	0.00	0.00	0.04	No

[1] Rock crushing construction receiver locations are shown on Figure 2-12.
[2] Distance from receiver location to Project construction boundary.
[3] Based on the Vibration Source Levels of Construction Equipment (Table 11-4 of Technical Appendix M).
[4] City of Murrieta Municipal Code, Section 16.30.130 (K) (Appendix 3.1 of Technical Appendix M)
[5] Does the peak vibration exceed the acceptable vibration thresholds?
"PPV" = Peak Particle Velocity
Source: (Urban Crossroads, 2023g)

Blasting

As previously discussed, the City does not have thresholds specific to blasting activities; thus, the analysis for this Project defers to established state and federal thresholds. In addition, ground vibrations and air overpressure are required to be monitored during each blast for compliance with the limits by the U.S. Bureau of Mines. Following each blast, seismographs shall be checked to ensure that the blasting has not exceeded the following vibration standard.

- Pursuant to 30 CFR Ch. VII, §816.67(d)(2)(i) of U.S. Bureau of Mines publication RI8508, the maximum ground vibration shall not exceed the limits in said section at the location of any dwelling, public building, school, church, or community or institutional building outside the permit area.

However, since there is no specific information on where or how much blasting would be required, the Project's compliance with such regulations cannot be verified in this analysis. Vibration impacts from blasting activities are potentially significant if not conducted in compliance with applicable regulations. Therefore, if blasting is required, the blasting contractor would implement Project condition of approval (PCOA) 13-1, to ensure compliance with applicable regulatory requirements, which would result in a less than significant impact related to vibration during blasting.

Project Condition of Approval

No additional actions are required beyond implementation of PCOA 13-1 under Threshold a. With imposition of PCOA 13-1, which implements uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c. For a project located within the vicinity of a private airstrip or an airport land use 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?

No Impact: The Project site is located approximately 2.6 miles northwest of the French Valley Airport. Based on review of Map FV-3, Future Noise Impacts, of the French Valley ALUCP, the Project is not within an area that would be exposed to noise levels exceeding 55 CNEL (Riverside County ALUC, 2012). Therefore, future development at the Project site would not result in exposure of people residing or working in the area to excessive noise levels. No impact would occur.

2.14 Population and Housing

2.14.5 Summary of Previous Environmental Analysis

The analysis of impacts related to population and housing was addressed in Section 5.2, Population, Employment, and Housing, of the 2011 EIR. The 2011 EIR determined that buildout of the General Plan 2035 would include approximately 44,484 dwelling units and an associated population projection of 133,452 persons. The non-residential land use development potential was estimated at approximately 50.2 million square feet with an employment projection of approximately 130,153 jobs, which was determined to be generally consistent with SCAG's growth forecasts. The 2011 EIR concluded that the implementation of the General Plan 2035 would result in less that significant impacts on population and housing. Cumulative population and housing impacts were also determined to be less than significant, and no mitigation measures are required.

The 2020 SEIR concluded that while the proposed Project would increase the number of dwelling units by 1,572, there would also be a reduction of 2,405,601 square feet of non-residential Innovation uses. As such, the growth forecast between the prior 2011 General Plan and the proposed General Plan Update was found to be relatively consistent and the City determined that the changes to the General Plan were not likely to induce a substantial population growth from that which was analyzed in the 2011 EIR.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.14.6 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 people or existing housing, necessitating the construction of replacement housing elsewhere?***	☐	☒	☐	☐	☐

a. Would the project 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)?

Project Impact Adequately Addressed in Previous Documentation. In 2022, the California Department of Finance (DOF) estimated the population in the City of Murrieta to be 111,183 individuals, representing approximately 4.6% of the population in Riverside County (2,435,525 residents) (DOF, 2022). SCAG estimates that there were 34,498 existing households in the City in 2018, representing approximately 4.7% of the estimated households in Riverside County (729,920 households) in 2018 (SCAG, 2019).

For purposes of analysis in this document it is estimated that up to 436 residential units could be developed in the eastern portion of the Project site. This is consistent with the allowed and planned for density range for MF-2 of 15.1 – 18 du/ac, which is less than the maximum allowed development under the General Plan Multiple Family Residential land use designation (up to 30.0 du/ac or 726 units). Assuming 3.0 person per unit, it is estimated that up to 1,308 persons could reside at the Project site, compared to 2,178 persons assumed based on buildout of the General Plan Update. Therefore, the Project would not result in substantial unplanned population growth that was not already anticipated by the City in the General Plan Update, resulting in a less than significant impact, consistent with the conclusion of the General Plan EIRs.

The Project would create short-term jobs during Project construction phases. These short-term positions would be filled by workers who, for the most part, would already reside in the local area; therefore, construction of the Project would not generate a substantial temporary or permanent increase in population within the Project area. For purposes of analysis in this document, and based on employment projections included in the City's General Plan Update traffic model (refer to the VMT Assessment included in *Technical Appendix N2* of this document) it is estimated that future non-residential development at the Project site would generate 455 potential employment opportunities. The proposed land uses and employment generation estimates are consistent with that estimated in the General Plan

Update. The Project would involve the installation of utilities necessary to connect to existing infrastructure systems adjacent to or in the vicinity of the Project site and would involve improvements to adjacent roadways, consistent with General Plan Update. The infrastructure and roadway improvements would serve planned development and would not induce unplanned growth. Therefore, the Project would not induce substantial indirect unplanned population growth in the area.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization responsible for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG's Connect SoCal, adopted in September 2020, is the 2020-2045 RTP/SCS, and includes a Demographics and Growth Forecast technical report, which helps coordinate regional planning, employment, and housing development strategies in Southern California. The demographic and growth forecasts presented in Connect SoCal are the currently adopted population, housing and employment forecasts for the six-county region, and reflect recent and past trends, key demographic and economic assumptions, and local, regional, state, and national policy. As part of the development of the forecast, SCAG coordinates with local jurisdictions, including the City of Murrieta, to understand each community's vision for the future so that it can be integrated into the outlook for the future of the region. As presented in the Connect SoCal Demographic and Growth Forecast technical report, SCAG estimates that the City of Murrieta will have a population of 127,700 individuals by 2045, and 42,300 households. Additionally, SCAG estimates that the City of Murrieta will have an employment population of 52,200 individual by 2045. Therefore, the estimated increase in population, dwelling units, and employment opportunities resulting from the Project (1,308 individuals, 436 units, and 455 employment opportunities) is well within the growth forecast by SCAG for the City of Murrieta by 2045 as well as consistent with the General Plan Update. Therefore, the Project is not anticipated to induce substantial unplanned direct population growth in the region, resulting in a less than significant impact, consistent with the conclusion of the General Plan EIRs, and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs..

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant, and no residential structures exist. Therefore, the Project would not displace any existing people or housing. No impact would occur.

2.15 Public Services

2.15.5 Summary of Previous Environmental Analysis

Section 5.17 of the 2011 EIR addressed impacts on fire protection service due to the implementation of the General Plan 2035. The 2011 EIR concluded that the General Plan 2035 and associated increase in population would result in an increase fire protection service demand that may require an additional Truck Company and staffing. However, future development would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants, as well

as General Plan 2035 goals and policies identified in the Safety Element. The 2011 EIR indicated that the Murrieta Fire & Rescue is independently funded; however capital improvements are also funded through Development Impact Fees and special Development Agreement fees. Individual projects would be reviewed by the Murrieta Fire & Rescue to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City; thus, the construction of new or expanded fire protection facilities would not be required. The Murrieta Fire & Rescue requires development, as part of a project's conditions of approval, to install Class A roofing, noncombustible siding, and/or 100-foot fuel buffer zones to protect communities form wildland/urban interface fires. Additionally, mitigation (General Plan EIR MMRP mitigation measures MM FP-1 through FP-4) would be incorporated to reduce impacts on fire protection services. The 2011 EIR concluded that impacts on fire protection services would be less than significant with mitigation and the construction of new or expanded fire protection facilities is not required.

The 2020 SEIR provided analysis of wildfire impacts for the General Plan Update in Section 4.5, Wildfire. Potential impacts related to wildfire are discussed in Section 2.20 below. With respect to Public Services related to fire impacts, the 2020 SEIR determined that the General Plan Update did not change the potential impacts discussed in the 2011 EIR for fire protection services and that future development could result in the development of the same vacant and underutilized land analyzed in the 2011 EIR. Although the General Plan Update would allow for an increase in residential uses, it also encompasses a decrease in allowable non-residential uses. Further, implementation would be realized through the review of individual development projects by the City for project-specific impacts during any required environmental review. Therefore, no new or substantially greater impacts would occur when compared to the impacts identified in the 2011 EIR and the level of impact (less than significant) would remain unchanged from that cited in the 2011 EIR. No new mitigation measures were identified.

Section 5.18 of the 2011 EIR addressed impacts on police protection services due to the implementation of the General Plan 2035. The 2011 EIR determined that the General Plan 2035 build out would occur over a 25-year period and the Murrieta Police Department would effectively plan for increases in population and police protection service demand. Future development pursuant to the General Plan 2035 would be subject to compliance with the applicable goals and policies identified in the General Plan 2035 and would be required to pay development impact fees (DIFs), which are collected to offset service demand increases. The 2011 EIR concluded that impacts on police protection services would be less than significant and the construction of new or expansion of police protection facilities would not be required. With respect to police protection services, the 2020 SEIR concluded that no service shortfall requiring additional police personnel or equipment is anticipated as a result of the implementation of the General Plan Update and no mitigation beyond the goals and policies identified in the General Plan 2035 are required. therefore, no new or substantially greater impacts would occur with implementation of the General Plan Update when compared to those identified in the 2011 EIR, and the level of impact (less than significant) remained unchanged. No mitigation measures were required.

Section 5.19 of the 2011 EIR addressed impacts on school facilities due to the General Plan 2035. The City is within the service areas of four public school districts: Murrieta Valley Unified School District (MVUSD), Menifee Union School District (MUSD), Perris Union High School District (PUHSD), and Hemet Unified

School District (HUSD). The 2011 EIR determined that based on plans for school facilities in the MVUSD, MUSD, PUHSD, HUSD, prior approved bonds, and collection of DIFs on a case-by-case basis (refer to General Plan EIR MMRP mitigation measure MM SCH-1), school facility impacts would be less than significant. As with fire and police services, the 2020 SEIR concluded that no new or substantially greater impacts would occur with implementation of the General Plan Update when compared to those identified in the 2011 EIR and the level of impact (less than significant) remains unchanged from that cited in the 2011 EIR. No new mitigation measures were identified.

Cumulative impacts related to public services were determined to be less than significant in the 2011 EIR and 2020 SEIR.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.15.6 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

FP-1 The Murrieta Fire Department shall review future development projects to determine if a Fuel Modification Plan is required. If required, project applicants shall prepare the Fuel Modification Plan in accordance with Fire Department requirements prior to the issuance of a grading or building permit.

FP-2 Brush clearance shall be conducted prior to initiation of construction activities in accordance with Murrieta Fire Department requirements.

FP-3 Adequate access to all buildings on the project site shall be provided for emergency vehicles during the building construction process.

FP-4 Adequate water availability shall be provided to service construction activities.

SCH-1 Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Murrieta that legally required school impact mitigation fees have been paid per the mitigation established by the applicable school district.

2.15.7 Project Environmental Review

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:					
Fire protection?	☐	☒	☐	☐	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Police protection?	☐	☒	☐	☐	☐
Schools?	☐	☒	☐	☐	☐
Parks?	☐	☒	☐	☐	☐
Other public facilities?	☐	☐	☐	☐	☒

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area, and impacts related to increased demand for public services for Innovation uses would be similar. Additionally, the commercial and residential components of the Project would be the same under both Innovation development scenarios. Therefore, the increased demand for public services and analysis of impacts below applies to both Innovation development scenarios.

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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; or iv) Other public facilities?

a.i) Project Impact Adequately Addressed in Previous Documentation. The Murrieta Fire & Rescue would provide fire protection services to the Project. Murrieta Fire Station No.4, located at 28155 Baxter Road, is immediately north of the Project site. Murrieta Fire Station No. 4 is equipped with one fire engine (Engine 4), Office of Emergency Services (OES) staff 8634 (cross-staffed), and Battalion 1 and is staffed with 1 Battalion Chief, 1 Captain, 1 Engineer, and 1 Firefighter/Paramedic. Murrieta Station No. 4 serves the north end of the City and responds to emergencies on I-215. OES 8634 responds year-round to needs across the State as part of the master mutual aid system for wild land fires and natural disasters (MFR, 2022).

While increased demands for fire protection and emergency services would result from implementation of the anticipated future residential and non-residential Innovation uses at the Project site, this increase would be consistent with development anticipated in the General Plan Update. Based on the anticipated amount and types of future uses, the Project would increase the typical number and range of service calls by Murrieta Fire & Rescue, including structural fires; emergency medical and rescue services; hazardous materials inspections and response; and Community safety, awareness, and outreach activities. However, because the Project growth is consistent with planned growth under the General Plan Update the Project is not anticipated to generate any additional need for new firefighters and other personnel, and would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service in the City over that described by the 2011 EIR and 2020 SEIR.

Additionally, proposed roadways and infrastructure to be installed with implementation of the Project would be required to comply with all applicable fire code and ordinance requirements for construction,

access, water mains, fire flows, and hydrants, as well as General Plan Update goals and policies identified in the Safety Element. Additionally, in accordance with MMC Chapter 16.36, *Public Facilities/Infrastructure Mitigation*, the Project would be required to pay a public facilities DIF, which would fund public facilities in the City. The Project does not propose any new fire protection facilities and would not result in the need for new or physically altered fire protection facilities. Moreover, the Project would incorporate General Plan EIR MMRP mitigation measures MM FP-1 through FP-4 to reduce the demand for fire protection services. Consistent with the conclusions of the General Plan EIRs, with implementation of MM FP-1 through FP-4, physical impacts with respect to fire facilities would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs. No additional mitigation measures are required.

a.ii) Project Impact Adequately Addressed in Previous Documentation. Murrieta Police Department would provide police protection services to the Project. The Murrieta Police Department headquarters is located at 2 Town Square, approximately 6.0 roadway miles southwest of the Project site. Murrieta Police Department is comprised of 102 sworn police officers, 35 dispatchers, 25 professional staff, and 30 volunteers and explorers (City of Murrieta, 2022).

Increased demands for police protection services would result from implementation of the anticipated future residential and non-residential Innovation uses at the Project site, which would be consistent with development anticipated in the General Plan Update. Anticipated crime and safety issues during construction at the Project site include theft of building materials and construction equipment, malicious mischief, graffiti, and general vandalism. During operation, the Project could create the typical range of police service calls that other similar uses in the City experience. The primary types of crimes experienced in non-residential areas are property crimes (e.g., burglary, larceny, theft/auto theft, arson, shoplifting, vandalism). In addition to property crimes, "crimes against persons" are typically associated with residential uses. These include, but are not limited to, assault, battery, domestic violence, sexual and child abuse, and robberies.

Residents, employees, visitors, patrons, and other individuals that would come to the Project site would have to comply with the regulations in the MMC and the California Penal and Vehicle Codes, as monitored and enforced by the Murrieta Police Department. Additionally, in accordance with MMC Chapter 16.36, *Public Facilities/Infrastructure Mitigation*, the Project would be required to pay a public facilities DIF, which would fund public facilities in the City. As individual projects are proposed in the City, the Murrieta Police Department service levels and staffing requirements are evaluated to determine if additional staffing and/or facilities would be required. The Murrieta Police Department would ultimately determine the timing and number of new officers hired as part of its standard staffing practices based on the amount and type of land uses ultimately developed.

Because the Project growth is consistent with planned growth under the General Plan Update, with adherence to General Plan goals and policies and applicable regulations identified above (including payment of DIFs), impacts related to police service would be less than significant as identified in the

General Plan EIRs. No service shortfall requiring additional personnel or equipment is anticipated as a result of the implementation of the Project, and no new or expanded police facilities would be required to maintain an adequate level of police protection service in the City over that described by the 2011 EIR and 2020 SEIR. Therefore, no physical environmental impacts not previously analyzed in the 2011 EIR and 2020 SEIR would result. Impacts would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

a.iii) Project Impact Adequately Addressed in Previous Documentation. The Project site is within the MUSD and PUHSD. Construction activities associated with proposed Project generate short term jobs and would not result in an increase in population or associated increase in the demand for school services such that new or expanded school facilities would be required.

Impacts to school services are primarily driven by increases in permanent population; therefore, student generation is estimated based on the number of proposed residential units. It is anticipated that future development at the Project site would involve up to 436 dwelling units, which would generate new students in the MUSD and PUHSD. Senate Bill (SB) 50, adopted in 1998, limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development. It also authorizes school districts to levy statutory developer fees. California Education Code 17620 establishes the authority of any school district to levy a fee, charge, dedication, or other requirements against any development within the school district for the purposes of funding the construction of school facilities, as long as the district can show justification for the fees. Project developer(s) would be required to implement General Plan EIR MMRP mitigation measure MM SCH-1, which ensures payment of applicable impact mitigation fees to the appropriate school district. Moreover, the developers would be required to comply with MMC Chapter 16.36.070, which addresses requirements for development projects relevant to school services.

The Project does not propose any new school facilities and would not result in the need for new or physically altered school facilities, but nevertheless is required to pay the school fees for new development mandated by the state of California which would be used to fund any future construction by the MUSD or PUHSD. Therefore, no physical environmental impacts would result. With implementation of General Plan EIR MMRP mitigation measure MM SCH-1 as applied to the Project, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

a.iv) Project Impact Adequately Addressed in Previous Documentation. Construction activities associated with the Project would not result in an increase in population or associated increase in the demand for park services such that new or expanded park facilities would be required.

As discussed in Section 2.16, Recreation, below, the City's Parks and Recreation Department oversees the park system in the City and the City has a standard of 5 acres of parkland per 1,000 residents. The anticipated future residential uses and associated increase in population (estimated to be 1,308 residents) would increase the demand for park and recreational facilities in the City. Based on standard of 5 acres per 1,000 persons, approximately 6.54 acres of parkland would be required to serve the Project. Chapter 16.106.030 of the Murrieta Municipal Code specifies Parks and Recreation Facility dedications or fees that must be paid to the City when development occurs. Chapter 16.106.030 is written in compliance with the Quimby Act (Government Code Section 66477), which allows local agencies to establish ordinances requiring residential subdivisions to provide land or "in-lieu-of" fees for park and recreation purposes. Therefore, the parkland requirement for the Project would be met through a combination of dedication of land, provision of onsite recreational facilities, and payment of in-lieu fees. The provisions of the Quimby Act only apply to land acquisition and not park improvements. In compliance with MMC Section 16.36, the Property Owner/Developer would also pay the applicable DIF collected for the purpose of constructing, expanding or rehabilitating the park facilities.

The Project does not propose any new parks and parkland requirements would be made through the provision of land or in-lieu fees. Therefore, no physical environmental impacts would result. With compliance by the Project with the Quimby requirements, impacts would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

a.v) No Impact. Construction activities associated with the Project would not result in an increase in population or associated increased demand for library services and no new or expanded library facilities would be required.

The General Plan EIRs did not include the evaluation of other public services. However, the Murrieta Public Library, located at 8 Town Square approximately 4.3 miles southwest of the Project site, provides library services to the City. The anticipated future residential uses at the Project site and associated increase in the residential population in the City have the potential to increase the demand for library services. The Property Owner/Developer would pay applicable DIFs for public facilities which would address the need for any future construction of libraries associated with the Project. The Project does not propose any new library facilities and would not result in the need for new or physically altered library facilities. Therefore, no physical environmental impacts would result. No impact related to library services would result.

2.16 Recreation

2.16.5 Summary of Previous Environmental Analysis

The analysis of impacts on recreational facilities was addressed in Section 5.20, Parks and Recreation Facilities, of the 2011 EIR. The 2011 EIR determined that future development pursuant to the General Plan 2035 had the potential to result in significant and unavoidable impacts on parks and recreational facilities. Per the City's adopted standards of five acres of parkland per 1,000 residents, the 2011 EIR identified a deficit of 34 acres of parkland. The 2011 EIR concluded that the increase in dwelling units would result in

an increase in population that would create a new demand on current recreational infrastructure and increase the parkland deficit. Future development pursuant to the General Plan 2035 would be reviewed on an individual basis to determine the potential impact on parks and recreational facilities within the City. Additionally, the implementation of applicable General Plan 2035 goals and policies identified in the Recreation and Open Space Element would ensure the provision for new developments to mitigate impacts on parkland and recreational facilities. The payment of park facilities fees and/or dedication of parkland by future development would further reduce impacts on parks and recreational facilities. However, with the City's then-existing parkland deficiency and future growth associated with the General Plan 2035, the 2011 EIR determined impacts on recreational facilities would be significant and unavoidable. Cumulative impacts to recreational facilities were also determined to be significant and unavoidable.

The 2020 SEIR concluded that future development pursuant to the proposed General Plan Update could result in the development of the same vacant and underutilized land analyzed in the 2011 EIR and due to the increase in residential density under the update, would increase the demand for residential resources, including parkland and recreational facilities. However, the 2020 SEIR concluded that future development pursuant to the proposed General Plan Update would continue to be reviewed for potential impacts on parks and recreational facilities and would further be required to comply with applicable federal, state, and local regulations, relevant General Plan Update goals and policies, and mitigation measures and that because of the existing parkland deficiency and future growth associated with the proposed Project, the proposed General Plan Update would still result in potential significant unavoidable impacts to parks and recreational facilities. Therefore, the City concluded that no new or substantially greater impacts would occur with implementation of the proposed General Plan Update when compared to those identified in the 2011 EIR and the level of impact (significant unavoidable) remains unchanged from that cited in the 2011 EIR, but remains significant and unavoidable.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.16.6 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***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?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	***Include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?***	☐	☒	☐	☐	☐

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area, and recreation impacts from Innovation uses would be similar. Additionally, the commercial and residential components of the Project would the same under both Innovation development scenarios. Therefore, the increased demand for recreational facilities and analysis of impacts below applies to both Innovation development scenarios.

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?

Project Impact Adequately Addressed in Previous Documentation. Construction activities associated with the Project would not result in an increase in population or associated increase in 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.

The nearest park to the Project site is Alderwood Park located at 28796-28622 Baxter Road, located to the northeast of the intersection of Baxter Road and Whitewood Road. Alderwood Park is a 3.0-acre park with the following amenities: bike path and walking trail, dog park(s), mature trees, parking lot, picnic tables or park benches, shelters, pickle ball courts, basketball courts, tot lot playground equipment, and community center building (City of Murrieta, 2020a). As discussed under Threshold a.iv in Section 2.15, Public Services, of this document, the anticipated future residential development at the Project site would result in an increase in the City's population and an associated in demand for park services; however, this population growth was anticipated in the 2020 SEIR.

The parkland requirement for the Project (approximately 6.54 acres) would be met through a combination of dedication of land, provision of onsite recreational facilities, and payment of in-lieu fees in compliance with Quimby Act. Additionally, in compliance with MMC Section 16.36, the Property Owner/Developer would pay the applicable DIF collected for the purpose of constructing, expanding, or rehabilitating the park facilities. Therefore, it is anticipated that the Project would result in a less than significant impact related to the need to provide new or expanded park and recreational facilities, and the potential for substantial physical deterioration of park and recreation facilities. However, the General Plan EIRs identified a significant and unavoidable Project-level and cumulative impact related to park and recreational facilities due to an overall deficit in parkland based on the City's estimated population and standard of 5 acres per 1,000 residents. Although future development at the Project site is expected to have fewer units than allowed by the General Plan Update, the future development would contribute to

the increased demand for park and recreational facilities identified in the General Plan EIRs, but less than assumed in the General Plan EIRs due to the reduced units. Therefore, the Project would not have new impacts on recreation that were not disclosed and analyzed in the General Plan EIRs and evaluated in the Statements of Overriding Considerations adopted by the City as part of the approval of the General Plan 2035 and General Plan Update for the significant and unavoidable impacts related to park and recreational facilities. No new impact to recreation is anticipated with respect to development of the Project, there are no environmental effects that were not addressed as significant effects in General Plan EIRs and no potentially significant off-site impacts and cumulative impact which were not discussed in the General Plan EIRs and there is no new information not known at the time the 2020 SEIR was certified that could result in the Project having a more severe adverse impact than discussed in the General Plan EIRs.

b. Would the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment?

Project Impact Adequately Addressed in Previous Documentation. Construction activities associated with the Project would not include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment.

As identified under Threshold "a," the Property Owner/Developer would adhere to applicable requirements for the provision of parkland. Any recreational facilities included in the proposed residential development, including recreational amenities for residents, would be within the physical impact area evaluated in this document. Therefore, the physical environmental impacts associated with the construction activities for recreational facilities have been evaluated in the respective sections of this document and no additional impacts would result. The Project would not involve the construction or expansion of any offsite existing recreational facilities. The Project would not have new impacts on recreation that were not disclosed and analyzed in the General Plan EIRs and evaluated in the Statements of Overriding Considerations adopted by the City as part of the approval of the General Plans for the significant and unavoidable impacts related to park and recreational facilities. No new physical impacts associated with development of park facilities would result beyond those identified in this document, impacts would be less than significant and there are no environmental effects that were not addressed as significant effects in General Plan EIRs and no potentially significant off-site impacts and cumulative impact which were not discussed in the General Plan EIRs and there is no new information not known at the time the 2020 SEIR was certified that could result in the Project having a more severe adverse impact than discussed in the General Plan EIRs.

2.17 Transportation

2.17.5 Summary of Previous Environmental Analysis

The analysis of impacts related to transportation was addressed in Section 5.4, Traffic and Circulation, of the 2011 EIR. The 2020 SEIR provided analysis of transportation impacts for the General Plan Update in Section 4.2, Transportation.

As with the 2011 EIR, the 2020 SEIR determined that the General Plan Update would not substantially increase hazards due to design or incompatible uses or result in inadequate emergency access; Project and cumulative impacts were determined to be less than significant.

The 2011 EIR predates the 2018 change to State law that determined that "a project's effect on automobile delay shall not constitute a significant environmental impact." [Cal. Code Regs. tit. 14 § 15064.3,], as measured by "level of service" (LOS) and other similar metrics. Therefore, the 2011 did not include an analysis of VMT impacts (with respect to transportation) resulting from implementation of the General Plan 2035. Notwithstanding, the 2011 EIR analysis of air quality impacts identifies that an increase in job-creating businesses would allow Murrieta residents to live and work in the same community. Therefore, the amount of VMT would be substantially reduced, which correlates directly to a reduction in transportation-related air pollutant and GHG emissions, and the CAP includes several strategies and measures aimed at reducing VMT and energy consumption. The 2020 SEIR determined that the General Plan Update would result in a decrease in VMT compared to the General Plan 2035 (41.1 VMT per capita compared to 43.2 VMT per capita). Therefore, the 2020 SEIR concluded that the General Plan Update would result in less than significant Project and cumulative impacts related to VMT.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.17.6 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***	☐	☒	☐	☐	☐
b)	***Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***	☐	☒	☐	☐	☐
c)	***Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***	☐	☒	☐	☐	☐
d)	***Result in inadequate emergency access?***	☐	☒	☐	☐	☐

The proposed vehicular and non-vehicular circulation system for the Innovation component of the Project would be the same for both Innovation development scenarios, and the commercial and residential uses under these development scenarios are assumed to be the same under these Innovation development

scenarios. Further, both development scenarios are consistent with the General Plan land use assumptions for the Project site with respect to the amount and type of development to occur (Innovation and residential). Innovation Development Scenario 1 would generate more daily vehicle trips than Innovation Development Scenario 2; however, trip generation is not the basis of analysis for transportation impacts. Therefore, the analysis below applies to both Innovation development scenarios.

a. Would the project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact.

City of Murrieta General Plan Circulation Element

Circulation System

The Project site is located south of Baxter Road, west of Whitewood Road, north of the future alignment of Running Rabbit Road, and east of Antelope Road. As described in Section 1.0, Project Information, and based on information provided in the *Discovery Village Traffic Analysis* (Urban Crossroads, 2022a) included in *Technical Appendix N1* of this document, the Project would include onsite and offsite roadway improvements in compliance with the City's roadway standards as identified in the City's General Plan Update. The Project also would pay its fair share of mitigation fees for traffic signals and offsite roadway improvements through the City of Murrieta DIF program, payment of the required WRCOG Transportation Uniform Mitigation Fee (TUMF), and other fair share payments to address Project impacts at already deficient intersections. The Project would not conflict with policies and regulations associated with the roadway circulation system.

Alternative Modes of Transportation

Alternative modes of transportation mean any other way to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transit. There are existing Class II (striped, on-road) bike lanes along Whitewood Road along the eastern boundary of the Project site, which provide connections to other existing and planned Class II bikeways in the area as shown on the Circulation Element Exhibit 5-4, Trails and Bikeways. According to the Circulation Element, a Multi-purpose Trail is proposed along Baxter Road, east of Walt Road/Warm Springs Parkway, and north of Baxter Road along Walt Road. The Project would implement required bicycle, pedestrian, and trail facilities along the on-and offsite roadways being constructed as part of the Project, and would also install a multi-purpose trail along Warm Springs Parkway through the Project site. These facilities would improve connectivity for alternative modes of transportation in the area. The Project would not conflict with policies and regulations associated with alternatives modes of transportation.

Public Transit Services

The Riverside Transit Agency (RTA) serves the City of Murrieta, and provides local and regional bus service throughout Riverside County. The Project site's surrounding area is currently served bus service along

Clinton Keith Road west of I-215 to Whitewood Road, south of Clinton Keith Road. RTA Route 61 extends from the Perris Transit Center on the north to Temecula on the south, and travels along various roadways through Sun City, Quail Valley, Menifee, and Murrieta. Relevant to the Project site, RTA Route 61 runs along Baxter Road and Whitewood Road adjacent to the Project site. There are existing bus stops on the north and south sides of Baxter Road in front of the Loma Linda Medical Center and the Murrieta Fire Station, respectively, adjacent to the Project site. Additionally, there is an existing bus stop along Clinton Keith Road in front of Vista Murrieta High School (located approximately 0.8-mile south of the Project site). A bus turnout is also located on the west side of Whitewood Road, adjacent to the Project site. Implementation of the Project would not interfere with existing transit routes, bus stops, or bus turnouts, and would involve the implementation of pedestrian and bicycle facilities that would provide future residents and access to transit facilities.

Murrieta Municipal Code – Transportation Demand Management

MMC Chapter 16.40, Transportation Demand Management, applies to all new projects that employ 100 or more people at one site, and requires the preparation and implementation of trip reduction plans to reduce work-related vehicle trips, and thereby reduce air pollution, congestion and VMT. While the non-residential Innovation uses to be developed are not currently known, it is estimated that there could be up to 445 employees generated by the Project. Future employers that meet the criteria established in MMC Chapter 16.40 would adhere to the Transportation Demand Management/trip reduction requirements.

In summary, as designed and conditioned, the Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No impact would result.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Project Impact Adequately Addressed in Previous Documentation. Information provided in this section was obtained from the *Discovery Village Vehicles Miles Traveled (VMT) Analysis* (VMT Analysis) prepared for the Project by Urban Crossroads (Urban Crossroads, 2022b), and included in *Technical Appendix N2* of this document, and the *Discovery Village VMT and Trip Generation Supplemental Letter* (Supplemental Transportation Assessment) included in *Technical Appendix N3* of this document (Urban Crossroads, 2023i). Changes to the Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the new measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory). Based on OPR's Technical Advisory, the City of Murrieta adopted their Traffic Impact Analysis Preparation Guidelines (TIA Preparation Guidelines) in March 2021 (City of Murrieta, 2021).

Screening Criteria

The TIA Preparation Guidelines provide details on "Project Type Screening" that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a project level assessment. Projects that meet project type screening include:

- Local serving retail projects less than 50,000 square feet
- Projects generating less than 110 daily vehicle trips regardless of whether consistent with the General Plan or not. This generally corresponds to the following "typical" development potentials:
    - A residential parcel map
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 sf of office
    - 15,000 sf of light industrial
    - 63,000 sf of warehouse
    - Local-serving retail that primarily serves the City and/or adjacent cities
- Office and other employment-related land uses reducing commutes outside the local area
- Local-serving day care centers, pre-K and K-12 schools
- Local parks and civic uses
- Local-serving gas stations, banks and hotels (e.g., non-destination hotels)
- Local serving community colleges that are consistent with SCAG RTP/SCS assumptions
- Student housing projects

As shown in the trip generation table included in the VMT Analysis, the Project under Innovation Development Scenario 1 is anticipated to generate 7,104 daily vehicle trips and the Project's land use type is not included in the list of projects that meet the screening criteria above. Additionally, as shown in the Supplemental Transportation Assessment, Innovation Development Scenario 2 would generate 5,056 daily vehicle trips. Therefore, consistent with TIA Preparation Guidelines, further VMT analysis is required.

Limited VMT Analysis

As stated in the TIA Preparation Guidelines "projects not screened out using the process above shall perform a limited analysis of VMT expected to be generated by the project and compare that to the VMT expected to be generated by the land use assumed in the General Plan." (City of Murrieta, 2021) As noted in the TIA Preparation Guidelines, the results of this analysis will result in one of the following outcomes:

- VMT is less than the land use assumed in the General Plan – Less than Significant VMT impact and no need for further analysis in a TIA for VMT

- VMT is more than the land use assumed in the General Plan - Likely Significant VMT impact and need for full analysis in a TIA for VMT

The western portion of the Project site is within an area designated in the General Plan Update as "Innovation," and the anticipated future non-residential development at the Project site as assumed in the VMT Analysis and Supplemental Transportation Assessment consists of 267,000 sf of non-residential Innovation uses and 5,000 sf of commercial uses. As identified in the VMT Analysis and Supplemental Transportation Assessment, these land use assumptions are derived from, and would be consistent with, the maximum allowed development intensity from the General Plan Update. The Innovation component of the Project would therefore not increase VMT more than the land use assumed in the General Plan.
The eastern portion of the Project site is within an area designated in the General Plan Update as Multiple-Family Residential, which allows a maximum of 30.0 du/ac. The zoning for the site is MF-2, which has an allowable density of 15.1 to 18.0 du/ac. As noted previously, for purposes of analysis in this document at the VMT Analysis, it is anticipated that development at the Project site would consist of 436 dwelling units, which would be consistent with the density allowed by the MF-2 zoning district. Therefore, the Project's anticipated density does not exceed the land use assumptions evaluated by the General Plan Update and would therefore would not generate more VMT than assumed.

Therefore, the anticipated residential land use densities and non-residential development intensities for future development at the Project site are at or below the underlying land use assumptions in the General Plan Update. Therefore, the Project's VMT impact is less than significant, consistent with the conclusion of the 2020 SEIR.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Project Impact Adequately Addressed in Previous Documentation. As shown on Figure 1-12, Conceptual Site Access Plan, access to the Project site would be provided from existing roadways (Baxter Road, Whitewood Road, and Antelope Road), and proposed extensions of Warm Springs Parkway and Running Rabbit Road within and adjacent to the Project site, respectively. Project access would be constructed in compliance with recommended roadway classifications and respective cross-sections in the Murrieta Circulation Element or as directed by the City. In addition, further review of the site access would take place at the time of final grading, landscaping, and street improvement plans. Signing/striping would be implemented in conjunction with detailed construction plans for the Project site.

Additionally, the Project site would be developed with uses permitted under the existing land use and zoning designations. The Project would not introduce incompatible uses.

Based on the foregoing analysis, the Project would not substantially increase hazards due to a geometric design feature or incompatible use. Impacts would be less than significant and there are no environmental effects that were not addressed as significant effects in General Plan EIRs and no potentially significant off-site impacts and cumulative impact which were not discussed in the General Plan EIRs and there is no new information not known at the time the 2020 SEIR was certified that could result in the Project having a more severe adverse impact than discussed in the General Plan EIRs.

d. Would the project result in inadequate emergency access?

Less than Significant Impact: The Project does not propose any alterations to I-15 or I-215, which WRCOG identifies as the City's evacuation routes. Vehicular and emergency access to the Project site would be provided from existing and proposed roadways constructed in compliance with recommended roadway classifications and respective cross-sections in the Murrieta Circulation Element or as directed by the City. The roadway improvements implemented as part of the Project would improve overall access in the Project area, including access for Murrieta Fire Station No. 4, which is adjacent to the Project site. Consistent with Circulation Element Policy CIR-2.14, the existing and proposed roadways would ensure that safe and efficient access for emergency vehicles provided. Therefore, the Project is not anticipated to result in inadequate emergency access. Impacts would be less than significant and there are no environmental effects that were not addressed as significant effects in General Plan EIRs and no potentially significant off-site impacts and cumulative impact which were not discussed in the General Plan EIRs and there is no new information not known at the time the 2020 SEIR was certified that could result in the Project having a more severe adverse impact than discussed in the General Plan EIRs.

2.18 Tribal Cultural Resources

2.18.5 Summary of Previous Environmental Analysis

See Section 2.5, Cultural Resources, of this document for a summary of the prior analyses from the 2011 EIR and 2020 SEIR, which included analysis of resources Tribal concern. The 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.18.6 Applicable General Plan EIR Mitigation Measures Incorporated into the Project

See Section 2.5, Cultural Resources, which identifies General Plan EIR MMRP mitigation measures incorporated into this document.

2.18.7 Project Environmental Review

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines 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:					
a) Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐	☐

Since the certification of the 2011 EIR, a CEQA Guidelines update and approval of Assembly Bill 52 (AB 52) have provided additional analysis requirements related to Tribal cultural resources. AB 52 created the new category of "Tribal Cultural Resources" that must be considered by a lead agency under CEQA prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. As defined in PRC Section 21074, Tribal Cultural Resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources. AB 52 requires lead agencies to provide notice to and begin consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of a project if that tribe has requested, in writing, to be kept informed of projects by the lead agency prior to the determination whether a negative declaration, mitigated negative declaration or environmental impact report will be prepared. If a tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on Tribal Cultural Resources.

In accordance with AB 52, on March 21, 2022, the City of Murrieta sent project notification letters to the following tribes: Morongo Band of Mission Indians, Agua Caliente Band of Cahuilla Indians, Soboba Band of Luiseño Indians (Soboba Band), Temecula Band of Luiseño Mission Indians (Pechanga Band), and Rincon Band of Luiseño Indians (Rincon Band). The Pechanga Band, Soboba Band, and Rincon Band requested consultation within the required 30-day time frame (March 30, 2022, April 14, 2022, and April 26, 2022, respectively). The remaining tribes did not request consultation with the City. During the AB 52 consultation process the City held consultation meetings with the tribes, and provided requested Project information and technical analysis. At the request of the tribes, and as further discussed below, the City also required that a cultural landscape study and ethnographic study be prepared to help identify and document the significance of, determine potential eligibility for inclusion in the NRHP and the CRHR, and assess potential adverse effects to the Luiseño Tribal Cultural Properties/Tribal Cultural Resources (TCPs/TCRs) that may occur as a result of the Project. The results of the analysis conducted are described

below. The City has determined that consultation with the Pechanga, Soboba, and Rincon Bands is complete. The City concluded consultation with the Pechanga, Soboba, and Rincon Bands on December 24, 2022.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defines 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:

a) ***Listed or eligible for listing in the California Register of Historical resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?***

b) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying for the criteria set forth in (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

In 2017, Brian F. Smith and Associates, Inc. (BFSA) conducted an intensive pedestrian survey of the Project area. Additionally, as required by General Plan EIR MM mitigation measure CR-1, archaeological records searches for the Project site and the surrounding area within a one-mile radius were compiled from data from the Eastern Information Center (EIC) at the University of California, Riverside in 2018 and 2021, and other background research. The results of the records search indicate that 131 resources have been recorded within one mile of the Project site, including historic structures and refuse scatters. Further, approximately 92 cultural resource studies have been conducted within one mile of the Project site, two of which covered portions of the Project site. BFSA completed a Phase I Cultural Resources Survey for the Project in August 2021.

During preparation of the 2021 BFSA cultural resource technical report, BFSA also requested a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) on October 15, 2018 and an updated SLF search on June 21, 2021 to determine if any recorded Native American sacred sites or locations of religious or ceremonial importance are present within one mile of the Project. The NAHC SLF results were consistent, and they indicated the presence of sacred sites or locations of religious or ceremonial importance within the search radius. In accordance with the recommendations of the NAHC, BFSA contacted all Native American consultants listed in the NAHC response letter. Responses were received from five of the tribes contacted. The Rincon Band of Luiseño Indians indicated that the project is within the territory of the Luiseño people, but they did not have knowledge of cultural resources within or near the proposed project. They recommend that an archaeological records search be conducted. The Pala Band of Mission Indians Tribal Historic Preservation Office consulted their maps and determined that the Project is not within the boundaries of the recognized Pala Indian Reservation. The Project is also beyond the boundaries of the territory that the tribe considers its Traditional Use Area. Therefore, they have no objection to the continuation of Project activities as currently planned and defer to the wishes of tribes in closer proximity to the Project. The Pauma Band indicated they were unaware of any cultural sites or resources on or near the Project. The Pechanga Band indicated that they are highly interested in participating in the Project since it is located within a highly sensitive Luiseño cultural area registered with

the SLF of the NAHC, as well as surrounded by an extensive Luiseño artifact record. Additionally, the tribe indicated that there are several recorded cultural resources within the Project area. The Soboba Band of Luiseño Indians indicated that the project area is considered sensitive by the people of Soboba since there are existing sites in the surrounding areas. Soboba's in-house database search identified multiple areas of potential impact. Soboba indicated that they would discuss issues as part of direct consultation with the lead agency.

A Supplemental Phase I cultural resource investigation (Supplemental Cultural Resources Report) was prepared by Applied Earthworks, Inc. in 2022 (Applied Earthworks, 2022), which updates the 2021 BFSA cultural resource technical report relative to Section 106 of the National Historic Preservation Act (NHPA)[14] and CEQA and supplements the previous 2021 BFSA report. During preparation of the Supplemental Cultural Resources Report, Applied Earthworks reviewed the 2021 BFSA cultural resource technical report and conducted a spot-check field survey of the Project site and offsite improvement areas on February 1, 2022. Representatives of the Pechanga Band and Soboba Band participated in the February 2022 field survey. The Supplemental Cultural Resources Report is provided in *Technical Appendix E* of this document, and the report results are summarized below. The BFSA 2021 report is included as Appendix B of the Supplemental Cultural Resources Report.

Section 5.9, Cultural Resources of the 2011 EIR, which is incorporated by reference, includes a detailed discussion of the federal, State and local regulatory setting for historic resources, and the cultural setting for the City. Section 106 of the NHPA requires that federal actions and the use of federal funds take into account their potential effects on historic properties or those listed in or eligible for listing in the National Register of Historic Places (NRHP). For a resource to qualify for listing on the NRHP, the quality of significance in American history, architecture, archaeology, engineering, and culture must be present in districts, sites, buildings, structures, and objects that possess integrity and:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

[14] As previously discussed in Section 2.4, Biological Resources, of this document, the Project would impact area under the jurisdiction of the Corps, a Clean Water Act (CWA) Section 404 permit is required, defining the Project as a Federal undertaking (54 United States Code [U.S.C.] 300320, 36 Code of Federal Regulations [CFR] 800.16[a][y]). All proposed activities must comply with the requirements of Section 106 of the NHPA. The City is the CEQA Lead Agency, and the Corps is the Federal Lead Agency for purposes of this Project. Section 106 of the NHPA, as amended, requires federal agencies to consider the effects of proposed federal undertakings on historic properties. The area of potential effect (APE) for the Project, as defined by the Corps, is a 20-foot buffer around their jurisdictional waters. The APE for the Project totals approximately 1.65 acres. The APE encroaches within the northern site boundary of 33-019791 (CA-RIV-10075) and two features of this site are within the APE limits. However, the features within bedrock milling site 33-019791 (CA-RIV- 10075) located within the APE can be avoided during construction of the Project and protected in place. Therefore, a finding of No Historic Properties Affected is recommended for the Project.

D. have yielded, or may be likely to yield information important in prehistory or history.

In order to be eligible for nomination to the NRHP, the historic property also must possess such integrity of location, design, setting, materials, workmanship, feeling, and association (36 CFR 60.4) that it is considered a good representative of a significant historical theme or pattern.

The California Register of Historic Resources (CRHR) program encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies historical resources for State and local planning purposes; determines eligibility for State historic preservation grant funding, and affords certain protections under CEQA. The criteria established for eligibility for the CRHR are directly comparable to the national criteria established for the NRHP. In order to be eligible for listing in the CRHR, a building, object, or structure must satisfy at least one of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage;
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of any important creative individual or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important to the prehistory or history.

As identified in the General Plan EIRs, archaeological research and tribal oral traditions in the Murrieta-Temecula area indicate that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term village complexes and habitation sites located in Murrieta, which are valuable resources. The Luiseño people occupied the Murrieta-Temecula area before the influx of European settlers and the Mission Period.

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area; therefore, the analysis of impacts to Tribal Cultural Resources below applies to both Innovation development scenarios.

Project Impact Adequately Addressed in Previous Documentation. The TCRs/TCPs subject to this analysis are the same (and only) resources described and evaluated in Section 2.5, Cultural Resources, of this document; therefore, the information and analysis relative to TCRs/TCPs is restated below. Relative to this threshold, the TCRs/TCPs have been determined to be significant under the NRHP (TCP) and CRHR (TCRs), and the archaeological resources within the boundaries of the TCPs/TCRs (including those within the Project site) were identified by both the Pechanga and Soboba Bands as contributing elements to the TCPs/TCRs.

The archaeological survey of the Project site conducted in 2017 confirmed the location of two previously recorded archaeological sites, P-33-015146 (CA-RIV-8055) and P-33-019791 (RIV-10075), and the identification of three previously unidentified sites referred to as Temp-1 through Temp-3. No existing structures are located within the Project site. During preparation of the Supplemental Cultural Resources

Report, Applied Earthworks revisited and confirmed the locations of two previously recorded bedrock milling sites, P-33-015146 (CA-RIV-8055) and P-33-019791 (CA-RIV-10075), within the Project site, and also revisited the location of three sites documented during the BFSA 2017 Phase I survey. Applied Earthworks confirmed the accuracy of the description of one site (Temp-1) and found that two of the sites (Temp-2 and Temp-3) lacked cultural constituents. Finally, two cultural resources, temporarily labeled as AE-4373-2 (bedrock milling site) and AE-4373-3 (isolated core), were identified during the February 2022 spot-check survey. A quartz outcrop was also identified as a potential quartz quarry (temporarily labeled as AE-4373-1); however, no artifacts were observed in association with this source of raw material. These sites are further described in the Supplement Cultural Resources Report included in *Technical Appendix E*, of this document.

Soils underlying the Project site include primarily the Cajalco and Cieneba series, which are weathered in place, well drained soils formed in granitic rock with slopes exceeding 9 percent. The majority of the Project site is covered by a few inches to feet of topsoil covering bedrock. Considering the level of previous disturbance and what appears to be extremely shallow sediments, there appears to be little possibility for the presence of buried cultural deposits within the Project site.

As identified in the Supplemental Cultural Resources Report, the Project has been designed to avoid specific features within P-33-019791 (CA-RIV-10075) during construction of the Project and this site would be protected in place within a designated open space area. However, four cultural resources within the Project site — P-33-015146 (CA-RIV-8055), BFSA site Temp-1 (AE-4373-4), AE-4373-2, and AE-4373-3— would not be avoided. While Phase II testing of sites is standard industry protocol for evaluating NRHP/CRHR eligibility of sites under Criterion D/4, it is critical that the City consult with interested tribes to determine if sites are eligible to the NRHP/CRHR under Criteria A/1 and B/2, or as a designated cultural resource under the City's General Plan and Development Code.

During California AB 52 consultations with the City, both the Pechanga Band and Soboba Band noted that the Project site lies within two of their TCRs under AB 5; these TCRs are discussed below. Under regulations implementing the NHPA, these resources are Traditional Cultural Properties (TCP). The City and the Pechanga and Soboba Bands agreed that the Project could result in direct and indirect impacts on *'Atáaxum* TCRs. The Pechanga and Soboba Bands requested the preparation of a cultural landscape study and ethnographic study to evaluate each TCP/TCR as eligible for inclusion in the NRHP under Criteria A, B, C, and D and the CRHR under Criteria 1, 2, 3 and 4, discussed above. The Pechanga and Soboba Bands further requested that the study illustrate the interconnectedness of the *Múuta Putée' Póoto Néshkin* and *Táawila* TCPs/TCRs and within an *'Atáaxum* TCL.

As requested during the AB 52 consultations, and at the behest of the City to fulfill good faith efforts (36 CFR 800.3[c][ii][A]) to the Pechanga and Soboba Bands, and under the NHPA to address topics and concerns specific to the Luiseño culture and to the Pechanga and Soboba Bands, Applied Earthworks conducted a cultural landscape study and ethnographic study, which was submitted to the City on December 14, 2022. The 1-mile-radius cultural landscape study and ethnographic study centered on the Project site helps identify and document the significance of, determine potential eligibility for inclusion in the NRHP and the CRHR, and assess potential adverse effects to the Luiseño TCPs/TCRs that may occur as a result of the Project. The study also provides an analysis of cumulative effects of developments within

this 1-mile-radius study area. While the Rincon Band of Luiseño Indians responded to the City's AB 52 initiation letter, they declined to participate in the study conducted for the Project and deferred to the Pechanga and Soboba Bands. Information provided in the cultural landscape study and ethnographic study is confidential; however, non-confidential information has been summarized below for information in this document.

During preparation of the cultural landscape study and ethnographic study, Applied Earthworks communicated and collaborated with *'Atáaxum* representatives designated by the Pechanga and Soboba Bands to document their traditional knowledge about the *Múuta Putée' Póoto Néshkin* TCP/TCR and the *Táawila* TCP/TCR. As part of the study, Applied Earthwords included information obtained through a literature review and archival search, prior archaeological studies for the Project and the surrounding area, an examination of available natural and cultural resources, and interviews with and information provided by representatives of the Pechanga and Soboba Bands. The Pechanga and Soboba Bands shared that the Project site lies within *'Atáaxum* (Luiseño) aboriginal territory as evidenced by the existence of cultural resources, place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive *'Atáaxum* archaeological record in the vicinity of the Project site. According to Tribal beliefs and values, the Pechanga and Soboba Bands find that the Project is immediately adjacent to the *Múuta Putée' Póoto Néshkin* TCP/TCR and within the Tribal Cultural Landscape (TCL) of the *Táawila* (Ringing Rock) TCP/TCR. It is important to note that the *'Atáaxum* name for the *Múuta Putée' Póoto Néshkin* TCP/TCR captures important elements of the landscape that the *'Atáaxum* associate with this TCP/TCR. Most notably, *Múuta Putée'* (Hogbacks), ascribes the setting of *Póoto Néshkin* within these low-lying hills. The term *Múuta Putée' Póoto Néshkin* is used to capture this important element of the TCP/TCR culture scape. The *Múuta Putée' Póoto Néshkin* and *Táawila* TCPs/TCRs have vital connections to the *'Atáaxum* people through creation and the named places therein, which are documented in the language, songs, and oral tradition. The importance of these TCPs/TCRs to *'Atáaxum* people continues to be taught to younger generations and is very much part of a living culture.

The two TCPs/TCRs were evaluated in accordance with National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation, and National Register Bulletin 38: Guidelines for Evaluating and Documenting Traditional Cultural Properties*. The evaluation of the TCPs/TCRs considers the significance of the resource pursuant to PRC Section 21080.3.1 and is evaluated for the CRHR pursuant to CEQA Guidelines Section 15064.5(a). Following these guidance documents and according to Tribal beliefs and values, the Pechanga and Soboba Bands find both TCPs/TCRs meet Criteria A, B, C, and D of the NRHP, and Criteria 1, 2, 3, and 4 of the CRHR. Both TCPs/TCRs were determined significant TCPs under the NRHP and as TCRs under the CRHR, and all archaeological resources within the boundaries of the TCPs/TCRs (including those within the Project site) were identified by both the Pechanga and Soboba Bands as contributing elements to TCPs/TCRs.

Because the Project would not avoid archaeological resources within the TCPs/TCRs (P-33-015146 [CA-RIV-8055], BFSA site Temp-1 [AE-4373-4], AE-4373-2, and AE-4373-3) the Project would cause a substantial adverse change in the significance of a TCR that is eligible for listing in the CRHR, resulting in a potentially significant impact. The General Plan EIR MMRP mitigation measures MM CR-1, MM CR-2 and MM CR-3 presented above were developed to permit a project with impacts to cultural resources to mitigate these impacts to a less than significant level. General Plan EIR MMRP mitigation measure MM

CR-1 requires evaluation of impacts to cultural resources as part of the CEQA process, and also requires that if impacts to a resource cannot be avoided, further cultural resources analysis be completed by a qualified professional(s), as defined in General Plan EIR MMRP mitigation measure MM CR-2, and the appropriate course of action to mitigate potential impact be identified. In accordance with the General Plan EIR MMRP mitigation measures, the required analysis has been completed as described herein, and the Supplemental Cultural Resource Report prepared by Applied Earthworks identifies specific actions to reduce adverse effects to a less than significant level. These actions are incorporated into the Project with Project conditions of approval PCOAs 5-1, 5-2, 5-4, and 18-1 below, which were developed during the Native American consultation process conducted by the City, and implement General Plan EIR MMRP mitigation measures MM CR-1, MM CR-2 and MM CR-3. Therefore, Project impacts to known TCPs/TCRs, would be less than significant.

General Plan EIR MMRP mitigation measures MM CR-2 and MM CR-3 outline actions to take in the event of inadvertent discovery of cultural resources (archaeological, historical, paleontological) or human remains, respectively. Although there is little possibility for the presence of buried cultural deposits within the Project site, to address the potential for future inadvertent discoveries as a result of excavation for installation of the Project's utility infrastructure (which would extend to depths of up to approximately 25-feet below the ground surface in limited areas) Project condition of approval PCOA 5-4 related to inadvertent discoveries of prehistoric archaeological resources and/or Tribal cultural resources (sites, features, or artifacts) and human remains is incorporated into the Project to implement General Plan EIR MMRP mitigation measures MM CR-2 and MM CR-3. Therefore, Project impacts to unknown TCRs and Native American human remains would be less than significant, as identified in the General Plan EIRs.

With respect to cumulative impacts, loss of archaeological sites and other tribal cultural resources as a result of development adversely effects the relationship between all the archaeological sites within the *Múuta Putée' Póoto Néshkin* TCP as well as the *Káamalam* in the TCP (e.g., animals, plants, rocks, water). Additionally, quartz veins that were not documented as archaeological sites because no flakes or chunks were observed are sacred to the *'Atáaxum* people. Quartz veins were often mined to procure raw materials for lithic tool production, but within the *Múuta Putée' Póoto Néshkin* TCP were also mined to procure crystals for use in ceremonies. For now, the feeling of the area remains, and the *'Atáaxum* people can still recognize *Múuta Putée' Póoto Néshkin*, but ongoing development harms this sacred area. Because the Project's impacts to prehistoric archaeological sites, TCPs and TCRs would be less than significant, the Project would not result in a cumulatively considerable impact to these resources.

With implementation of General Plan EIR MMRP mitigation measures MM CR-1 through MM CR-3, as further refined by the Project conditions of approval PCOAs 5-1, 5-2, 5-4 and 18-1, impacts to TCRs would be less than significant.

Project Conditions of Approval

Although the following PCOAs were not included in the General Plan EIR MMRP, these PCOAs implement and further refine the General Plan EIR MMRP mitigation measures MM CR-1 through MM CR-3. As such, the following PCOAs comprise uniformly applied requirements routinely applied by the City to mitigate impacts to cultural resources.

PCOA 5-1 **Cultural Resource Monitoring and Inadvertent Discovery Plan.** At least 30 days prior to application for a grading permit and before any grading, excavation and/or ground disturbing activities take place, the Applicant/Owner/Developer shall retain a qualified archaeological principal investigator, meeting the Secretary of Interior's Professional Standards for archaeology, is approved by the City of Murrieta – Planning Division, and has the experience and is well-acquainted with the history of the ancestral tribes geographically connected to the Project site.

The Project Archaeologist, in consultation with consulting tribes, the Applicant/Owner/ Developer, 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 schedule in coordination with the Applicant/Owner/Developer, the Project Archaeologist, and for designated Native American Tribal Monitors from the consulting tribes for grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, scope of work, and Project Archaeologist and Native American Tribal Monitors' authority to stop and redirect grading activities;

c) The protocols and stipulations that the Applicant/Owner/Developer, tribes, and Project Archaeologist will follow in the event of inadvertent cultural resource discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resource evaluation;

d) The protocols and procedures for avoidance and preservation of features within CA-RIV-10075 in place. Features within CA-RIV-10075 will be fenced and identified as an Environmental Sensitive Area (ESA). The Applicant/Owner/Developer will ensure that appropriate temporary fencing is installed (i.e., orange fabric/barrier fencing) to prevent any unintentional disturbances to specific features within CA-RIV-10075 during any earthmoving activities on the project site;

e) The protocols and procedures for relocation of cultural resources that cannot be avoided and preserved in place. Prior to any grading, the Applicant/Owner/Developer shall meet with the Project Archaeologist and the Consulting Tribe(s) in order to assess CA-RIV-8055, BFSA site Temp-1 (AE-4373-4), and AE-4373-2 to determine the suitability for relocation to a mutually agreed upon onsite permanent preservation area. The Applicant/Owner/Developer will record a restrictive covenant over the preservation area to ensure the location remains in an undisturbed state in perpetuity;

f) The protocols and procedures for treatment and final disposition of any archeological resources and sacred sites, if discovered on the project site;

g) Creation of 3-dimensional (3D) models of all unavoidable sites located within the Project area;

h) The scheduling and timing of the Cultural Sensitivity Training noted in Project condition of approval (PCOA) 5-2.

PCOA 5-2 **Worker Environmental Awareness Program.** All construction personnel and monitors who are not trained archaeologists or tribal cultural monitors shall be briefed regarding inadvertent discoveries prior to the start of construction activities. A basic PowerPoint presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological and tribal cultural resource materials that may be identified during the construction of the project and explain the importance of and legal basis for the protection of significant archaeological and tribal cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor, archaeological, and tribal cultural monitor(s).

PCOA 5-4 **Inadvertent Discovery Clause**. In the event that potential prehistoric or historic-era archaeological resources and/or tribal cultural resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring not less than 100 feet of the find shall immediately stop and the Principal Investigator/Archaeologist must be notified immediately to assess of the discovery and determine whether additional study is warranted. Depending upon the nature of the discovery, the Principal Investigator/Archaeologist may simply record the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work such as subsurface testing may be warranted. If the discovery is determined significant under CEQA and avoidance is not feasible, data recovery will be required. If Native American resources are discovered or are suspected, each of the consulting tribes for the Project will also be notified pursuant to Project condition of approval (PCOA) 5-1.

In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the Project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to immediately notify the Native American Heritage Commission (NAHC). The NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant must then complete their inspection

and determine, in consultation with the property owner, the treatment and disposition of the human remains.

PCOA 18-1 **Retention of a Native American Monitoring.** Prior to any ground disturbance activities, the Applicant/Owner/Developer shall contact all Consulting Tribes with notification of the approximate commencement of ground-disturbing activities. The applicant/owner/developer shall make arrangements with the Consulting Tribes to enter into a Native American Monitoring Agreement with the intent of securing a total of one Native American monitor (from any Tribe under contract) to be present during initial ground disturbance occurring from 1 foot above native soils and below. Initial ground disturbance is defined as initial construction-related earthmoving of sediments from their place of deposition. As it pertains to cultural resource (archaeological or Native American) monitoring, this definition excludes the movement of sediments after they have been initially disturbed or displaced by current Project-related construction. The timing of when cultural resource monitoring (archaeological and Native American) shall be required shall be outlined in the Cultural Resource Monitoring and Inadvertent Discovery Plan pursuant to Project condition of approval PCOA 5-1. The Plan will be provided to each Consulting Tribe under contract prior to the commencement of ground-disturbing activities. More than one monitor may be required if multiple areas within the Project site are simultaneously exposed to initial ground disturbance causing monitoring to be hindered by the distance (more than 100 feet apart) of the simultaneous activities. If more than one of the Consulting Tribes would like to serve as a contracted monitoring entity, each Consulting Tribe will be retained under contract with the applicant/owner/developer and monitoring will occur on a nonsynchronous, rotational basis allowing each Consulting Tribe the opportunity to monitor as equally as possible based on the construction schedule and availability of each Consulting Tribe's monitors.

With implementation of MM CR-1 through MM CR-3 and PCOAs 5-1 through 5-4 and 13-1, which implement uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no new mitigation measures are required.

2.19 Utilities and Service Systems

2.19.5 Summary of Previous Environmental Analysis

Section 5.15 of the 2011 EIR evaluated impacts to water supplies and distribution systems that could result from the implementation of the General Plan 2035. The 2011 EIR determined that each of the water districts serving the City[15] would have adequate water supplies based on normal, dry, and multiple dry years and water shortage contingency plans to meet the future regional water needs through the year 2030. Future development would be reviewed by the City on a project-by-project basis to ensure

[15] Rancho California Water District (Rancho California Water District), Elsinore Valley Municipal Water District (EVMWD), Wester Municipal Water District (WMWD), and Eastern Municipal Water District (EMWD)

adequate water supplies are available to accommodate future projects. New development would be required to pay its share of costs of infrastructure improvements necessary to accommodate development anticipated by the General Plan 2035. With adherence to the General Plan 2035 policies identified in the Conservation Element and the MMC Water Efficient Landscape Ordinance, compliance with the applicable Urban Water Management Plans, coordination between the City and water districts, and water usage limits for each water district, the 2011 EIR concluded that impacts related to water supply and delivery would be less than significant and no mitigation is required.

The 2020 SEIR concluded that the potential impacts or mitigation measures related to water supply was not affected by the General Plan Update, which would allow for an increase in residential uses because the General Plan Update involved a decrease in allowable non-residential uses. Additionally, the General Plan Update would adhere to the established General Plan policies. Thus, the 2020 SEIR concluded that water supply and infrastructure impacts (less than significant) remained unchanged from that cited in the 2011 EIR and no new mitigation measures were required.

Section 5.16 of the 2011 EIR identifies the nature and location of wastewater conveyance and treatment facilities and existing related infrastructure for the City. Additionally, Section 5.16 provides an analysis of projected impacts to wastewater conveyance and treatment facilities, as well as the estimated demands that could result from the implementation of the General Plan 2035. Wastewater collection for the City is provided by the same four water districts that deliver potable water to the City; however, only RCWD and EMWD provide wastewater treatment. The 2011 EIR determined that the implementation of the General Plan 2035 had the potential to result in an increase in the City's population and businesses; thus, an overall increase in demand on the existing sewer system from increased sewage flows. Individual development would be reviewed by the City of Murrieta and the applicable water district to determine if sufficient sewer capacity exists to serve the specific development. The applicable water district would charge fees for connections to their sewage systems or increasing the strength and/or quality of wastewater attributable to a particular parcel or operation already connected. The fees would mitigate the impact of the development on the sewage system. The water districts would only allow new development to connect to their sewer systems if there is sufficient capacity or planned expansions of its facilities to accommodate new developments proposed. The 2011 EIR concluded that with the anticipated expansion of the EMWD and RCWD treatment facilities, City coordination with the water districts, implementation of the General Plan 2035 policies, and mitigation measures (General Plan EIR MMRP mitigation measures MM WW-1 through MM WW-3), impacts would be less than significant.

The 2020 SEIR concluded that the potential impacts or mitigation measures related to wastewater was not affected by the General Plan Update. While the General Plan Update would increase residential uses, the General Plan Update also included a reduction in the non-residential uses to be developed. The 2020 SEIR concluded that with City coordination with the water districts, implementation of the General Plan goal and policies, and mitigation measures (WW-1, WW-2, and WW-3) from the 2011 EIR requiring individual development projects to verify sufficient wastewater transmission and treatment plant capacity is available to serve the proposed development, impacts would remain less than significant. Thus, the 2020 SEIR concluded that wastewater impacts remained unchanged from that cited in the 2011 EIR (less than significant impacts) and no new mitigation measures were applied.

Section 5.21 of the 2011 EIR identified the potential solid waste impacts associated with the implementation of the General Plan 2035. The 2011 EIR determined that the majority of solid waste generated within the City is disposed of at the El Sobrante Landfill. Compliance with City and County waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects within the City would be required to comply with applicable State and local regulations, thus reducing the amount of landfill waste by at least 50 percent. Nonetheless, buildout associated with implementation of the General Plan 2035 would increase the volume of solid waste generated in the City that is diverted to existing landfills, thus contributing to the acceleration of landfill closures or the use of more distant sites. However, the closure dates for the various landfills range from 2013 until 2067. Combined remaining capacities at the landfills would be adequate to accommodate the buildout of the General Plan 2035. The General Plan Conservation Element includes policies that address opportunities to reduce solid waste generation and disposal within the City. Additionally, future developments resulting from the implementation of the General Plan 2035 would be reviewed on a project-by-project basis to ensure that solid waste disposal services and landfill facilities would be available to serve the development. All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. The 2011 EIR concluded that implementation of the General Plan 2035 would result in less than significant impacts and no mitigation is required.

The 2020 SEIR concluded that the potential impacts or mitigation measures related to solid waste was not affected by the General Plan Update. While the General Plan Update would increase residential uses, the General Plan Update included a reduction in the non-residential uses to be developed. Additionally, the combined remaining capacities at the existing landfills would be adequate to accommodate the building of the General Plan Update. Moreover, future developments resulting from the implementation of the General Plan Update would be reviewed on a project-by-project basis to ensure that solid waste disposal services and landfill facilities would be available to serve the development. All development projects would be required to comply with federal, State, and local statutes and regulations related to solid waste. Thus, the impacts resulting from the General Plan Update would be consistent with the impacts identified in the 2011 EIR and the level of impact (less than significant) remains unchanged from that cited in the 2011 EIR. No new mitigation measures were required.

Section 5.22 of the 2011 EIR evaluated potential electricity and natural gas impacts associated with implementation of the General Plan 2035. Electrical power is provided within the City of Murrieta by Southern California Edison (SCE). The City of Murrieta receives its natural gas service from Southern California Gas Company (SCG). The 2011 EIR determined that the implementation of the General Plan 2035 would result in an increased electricity demand and that SCE would be able to serve the projected buildout. It is anticipated that service demands created by implementation of the General Plan 2035 would be within the service parameters of SCE current and future transmission and service infrastructure. SCE would update existing facilities or add new facilities in the City as needed throughout the life of the General Plan 2035. Financial responsibility for any updates or additional facilities would be in accordance with SCE's rules and tariffs. All new developments that require new electricity lines to be installed would be required to pay applicable fees assessed by SCE to extend electricity lines to serve a specific project site. SCE would not provide service to new developments if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the

specific development requesting service. In addition, all new construction in the State of California is subject to the energy conservation standards set forth in Title 24, Parts 6 and 11 of the California Code of Regulations. These are prescriptive standards that establish maximum energy consumption levels for the heating and cooling of new buildings. Furthermore, the General Plan 2035 includes policies related to conservation and energy efficiency in the Infrastructure and Conservation Elements. Adherence to these building practices would reduce the demand for electricity. Therefore, the 2011 EIR determined that implementation of the General Plan 2035 would result in less than significant impacts and no mitigation is required.

The 2011 EIR determined that implementation of the General Plan 2035 would result in an increased natural gas demand and that SCG would be able to serve the projected increase. Each project would be reviewed on a case-by-case basis, which means that natural gas sources and infrastructure to serve the project(s) would be planned for well in advance of project construction. Additionally, Infrastructure and Conservation Elements policies would also be applicable to all future development projects requiring natural gas. Therefore, the 2011 EIR determined that implementation of the General Plan 2035 would result in less than significant impacts and no mitigation is required.

The 2020 SEIR concluded that the discussion of potential impacts or mitigation measures related to electric and natural gas infrastructure were not affected by the General Plan Update. While the General Plan Update would increase residential uses, the General Plan Update included a reduction in the non-residential uses to be developed. Each project would be reviewed on a case-by-case basis, and electricity and natural gas sources and infrastructure to serve future project(s) would be planned for well in advance of project construction and would be required to comply with applicable federal, State, and local regulation, and relevant General Plan goals and policies related to electricity and natural gas. Thus, impacts related to electric and natural gas infrastructure resulting from the General Plan Update would be consistent with the impacts identified in the 2011 EIR and the level of impact (less than significant) would remain unchanged from that cited in the 2011 EIR. No new mitigation measures were identified.

Cumulative impacts related to utilities and service systems were determined to be less than significant in the 2011 EIR and 2020 SEIR with the implementation of General Plan EIR MMRP mitigation measures MM WW-1 through MM WW-3.

The analyses from the 2011 EIR and 2020 SEIR are incorporated by reference in this document.

2.19.6 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

The following applicable mitigation measures from the General Plan EIR MMRP are incorporated into the Project and will be included in the MMRP for the Project.

WW-1 Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to RCWD, EVMWD, WMWD, or EMWD.

WW-2 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer systems and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

WW-3 Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the RCWD, EVMWD, WMWD, or EMWD has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.

2.19.7 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications 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?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☒	☐	☐	☐

Development of the Project with either Innovation Development Scenario 1 or Development Scenario 2 would have the same physical impact area, and both development scenarios would involve the same amount of non-residential and residential development. Therefore, the analysis of impacts utilities and services systems below applies to both Innovation development scenarios.

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Project Impact Adequately Addressed in Previous Documentation. EMWD provides water and sewer service to the Project site, and the City owns/maintains public storm drain systems. As shown on Figure 1-14, Conceptual Utility , the Project would include the installation of the backbone water, sewer and storm drain lines that would serve anticipated future development at the Project site. The proposed utility lines would connect to existing utility infrastructure in the roadways surrounding the Project site. The Property Owner/Developer would also be required to implement General Plan EIR MMRP mitigation measures MM WW-1 through WW-3 to reduce impacts on wastewater conveyance infrastructure and wastewater treatment facilities, and would also be installed in accordance with the requirements of the respective utility providers.

SCE provides electricity, SCG provides natural gas, Frontier provides telecommunication, and Comcast provides cable television service to the Project site. The Project would connect to the existing dry utility infrastructure within the surrounding roadways. Additionally, as part of the Project, the over-head transmission lines and poles along Antelope Road that abut the Project site would be undergrounded.

The installation of the proposed infrastructure improvements would result in physical environmental impacts; however, these impacts have already been included in the analyses of construction-related effects presented throughout this document. As identified through the analysis presented in this document, with implementation of required General Plan EIR mitigation measures and Project conditions of approval, the construction of infrastructure necessary to serve the Project would not result in any significant physical effects on the environment. The project would have a less than significant impact with respect to construction of new facilities to provide water, wastewater treatment or to address storm drainage and no additional mitigation measures beyond the General Plan EIR mitigation measures identified throughout this document for potential construction impacts would be required. With implementation of those mitigation measures, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been “adequately addressed”

in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no additional mitigation measures are required.

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

Project Impact Adequately Addressed in Previous Documentation. EMWD would provide water to the Project site. According to EMWD's 2020 Urban Water Management Plan (UWMP), EMWD's has sufficient water supply to meet demands from 2020 to 2045 under normal, historic, and multiple dry years (EMWD, 2021a). EMWD's 2020 UWMP uses general plans from jurisdictions within its service area to estimate projected water demands. Because the General Plan EIRs found that there would be adequate water supplies to accommodate buildout of the General Plan, and because the Project site would be developed with uses permitted under the existing General Plan Update land use designations, the Project site's anticipated water demand was accounted for in EMWD's 2020 UWMP. Because the UWMP demonstrates that the EMWD would have sufficient water supplies, including groundwater, to meet water demands within its district through 2045 during normal, dry, and multiple dry years, it can therefore be concluded that there would be sufficient water supplies available to serve the Project and reasonably foreseeable future development. Therefore, consistent with the conclusions of the General Plan EIRs, water supply impacts would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

c. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. The EMWD Temecula Valley Regional Water Reclamation Facility (TVWRF) would treat wastewater generated at the Project site. Following an expansion in 2018, after preparation of the 2011 EIR, the TVRWRF currently has capacity to treat 23 million gallons of wastewater per day (MGD) and typically treats approximately 14 MGD with an excess treatment capacity of 9 MGD (EMWD, 2021b). Located in the central commercial area of Temecula, this plant maintains only 50 million gallons of temporary onsite storage. When additional storage is required, the Temecula plant pumps reclaimed water north 10 miles to the 485 mg storage ponds in Winchester. As an alternative, another pipeline can deliver recycled water to the Lake Elsinore area. The expansion project included new primary, secondary, tertiary, solids handling, and effluent pumping facilities/storage to provide 5 MGD additional total capacity. The anticipated future development at the Project site is consistent with that anticipated in the General Plan Update, and would not exceed the treatment capacity of the TVWRF, which was recently expanded to accommodate additional flows associated with projected growth. Further, as required by General Plan EIR MMRP mitigation measure MM WW-2, prior to the issuance of any building permits for future development, evidence that the EMWD has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from the proposed buildings would be required. Consistent with the conclusion of the General Plan EIRs, the project would have a less than significant impact with respect to provision of wastewater treatment and the TVWRF has

the capacity to serve the Project and meet existing demands. With implementation of MM WW-2, which implements uniformly applied development policies or standards previously adopted by the city or county, there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

d. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. Waste Management, Inc. would provide solid waste hauling for the Project site. It is expected that solid waste generated at the Project site would be transported primarily to the El Sobrante Landfill, which has a daily permitted tonnage of 16,054. According to the most recent tonnage report from CalRecycle (January 9, 2022), which documented the daily tonnage for the month of December 2021, the El Sobrante Landfill received an average of 11,126 tons per day (tpd) of solid waste (CalRecycle, 2022a); therefore, the El Sobrante Landfill has approximately 30% remaining daily capacity. The Project would generate solid waste during construction and operation, consistent with that anticipated in the 2020 SEIR for future development implementing the General Plan Update, and would be subject to established local and state regulations related to diversion of solid waste from landfills. The Project would not generate solid waste beyond what was anticipated in the General Plan Update. Therefore, the Project would be served by a landfill with sufficient permitted capacity, and impacts would be less than significant, consistent with the conclusion of the General Plan EIRs, and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Project Impact Adequately Addressed in Previous Documentation. Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities and the safe and efficient transport of solid waste.

Construction activities associated with the Project would adhere to CALGreen Code requirements, which are implemented through the MMC Chapter 15.47, California Green Building Standards Code, and require that at least 65% of construction and demolition debris be diverted from landfills through recycling, reuse, and/or salvage.

Compliance with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations is also required. AB 939 required that local jurisdictions divert at least 50% of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75% by 2020 by SB

341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, more timely, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities. In 2020, the City implemented 43 programs to reduce solid waste generation and achieve the increased solid waste diversion required (CalRecycle, 2022b). The City had an average disposal rate of 3.7 pounds per resident per day and 13.9 pounds per employee per day in 2020 (the last year for which information is available); these disposal rates are less than the established disposal rate target of 4.6 pounds per resident per day and 23 pounds per employee per day (CalRecycle, 2022c). Therefore, resident- and employee-generated solid waste being diverted to landfills is less than anticipated for the City, and the City is in compliance with solid waste management regulations.

Additionally, Waste Management, Inc. provides commercial and multi-family bin collection services for properties in the City, and assists businesses with adhering to applicable waste management requirements, such as AB 241 (requires commercial businesses and public entities that generate four or more cy per week of waste and multi-family housing complexes with five or more units to adopt recycling practices) and AB 1826 (requires businesses that generate a specified amount of organic waste per week to arrange for recycling services for that waste).

Future non-residential and residential uses at the Project site would be required to comply with all applicable solid waste statutes and regulations; therefore, no conflict with these requirements would occur. No impact would result.

2.20 Wildfire

2.20.5 Summary of Previous Environmental Analysis

Wildfire was added in December 2018 as a topic in the Appendix G of the CEQA Guidelines. Section 5.17 of the 2011 EIR included a discussion of the regulatory setting related to fire protection in the City. The 2020 SEIR provided analysis of wildfire impacts for the General Plan Update in Section 4.5, Wildfire. The 2020 SEIR determined that City does not have defined evacuation routes; however, the City's Emergency Operations Plan (EOP) addresses the planned response to emergency situations. Future developments in the City would be subject to the City's development review process and would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. The General Plan Update includes existing and/or revised policies that are intended to identify strategies that ensure the capacity and resilience of escape routes. The 2020 SEIR concluded that the implementation of the General Plan Update would not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant and no mitigation is required.

The 2020 SEIR determined that future development pursuant to the General Plan Update has the potential to exacerbate wildfire risks and expose individuals to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The General Plan Update incorporates policies that specifically address wildland fires to reduce the incidence of damage to life and property from wildfires, and incorporates

mitigation measures from the General Plan EIR MMRP mitigation measures (MM FP-1 through MM FP-4) which require the preparation of fuel modification plans and sufficient water supply during construction. The 2020 SEIR concluded that with the implementation of applicable General Plan policies and mitigation measures, impacts would be less than significant.

The 2020 SEIR determined that future development pursuant to the Update would result in the development of the same land analyzed in the 2011 EIR, and could expose people or structures to risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Development associated with the General Plan Update would be subject to the MMC and applicable General Plan policies, including new policies in the General Plan Update to reduce wildfire related risks, and the 2020 SEIR concluded that impacts would be less than significant.

Cumulative impacts related to wildfires were determined to be less than significant with the implementation of General Plan EIR MMRP mitigation measures MM FP-1 through MM FP-4.

The analysis from the 2011 EIR is incorporated by reference in this document.

2.20.6 Applicable General Plan EIR Mitigation Measures Incorporated to the Project

Refer to General Plan EIR MMRP mitigation measures MM FP-1 through FP-4 in Section 2.15.2.

2.20.7 Project Environmental Review

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, 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?***	☐	☒	☐	☐	☐

Environmental Issue Areas Examined	Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐	☐

The Project site is located within the limits of the City of Murrieta and is, therefore, not within a State Responsibility Area[16]. According to Figure 12-8, *High Fire Hazard Zones*, of the General Plan Update, the Project site is not within a high fire hazard zone (City of Murrieta, 2011). Additionally, according to CAL FIRE, the Project site is not within a very high fire hazard severity zone (VHFHSZ) (CAL FIRE, 2022). However, the Project site within proximity to areas within a designated VHFHSZ. Specifically, the area west of the Project site (west of I-215), and the area south of the Project site (south of Running Rabbit Road) are identified as within a CAL FIRE designated VHFHSZ.

The physical impact area for the Innovation Development Scenario 1 and Development Scenario 2 is the same; therefore, the analysis of impacts related to wildfire below applies to both Innovation development scenarios.

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Project Impact Adequately Addressed in Previous Documentation. The City of Murrieta EOP was adopted June 2017 and is the City's current emergency response plan (City of Murrieta, 2017). The City's EOP addresses the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents. In addition, the EOP describes the City's EOC operations, the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities.

The Project site is not identified as an emergency facility or serve as an emergency evacuation route. The City has not defined evacuation routes; however, the WRCOG identifies I-15 and I-215 as evacuation routes within the City. The Project does not propose any changes to the identified emergency evacuation routes. The Project would not obstruct emergency ingress/egress to and through the Project's vicinity due to road closures or other Project actions. Rather, as discussed in Section 2.17, Transportation, of this document, the Project involves the construction of new roadways and improvements to existing roadways within and adjacent to the Project site. These roadway improvements would adhere to City roadway design standards and would serve to improve emergency access and evacuation in the area, including emergency access from Murrieta Fire Station No. 4, adjacent to the Project site. The improved access would also improve emergency access and evacuation routes for adjoining uses.

[16] The State Responsibility Area (SRA) is the land where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership.

Construction activities along existing roadways may temporarily restrict vehicular traffic. However, these temporary changes to the existing roadway network require the approval of the City and notification to all emergency responders. Adherence to City requirements would ensure that temporary roadway restrictions would not interfere with emergency responses.

Therefore, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan, resulting in a less than significant impact, consistent with the conclusion of the General Plan EIRs, and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

b. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. The Project site is relatively flat and would not introduce any uses or operations that would exacerbate wildfire risks. As required by General Plan EIR MMRP mitigation measures MM FP-1 and MM FP-2, a Fuel Modification Plan would be prepared and brush clearance would be implemented, as deemed necessary by the Murrieta Fire & Rescue based on the future development plans. The Project's buildings would also be designed in compliance with applicable provisions of the California Building Code and local and State fire code requirements, including provision of fire hydrants, fire flow requirements, street/aerial access for emergency vehicles, and sprinkler systems within the proposed buildings.

The proposed construction activities would involve removal of existing vegetation onsite, except for the onsite jurisdictional features. General Plan EIR MMRP mitigation measure MM FP-3 requires adequate access for emergency vehicles during the building construction process, and General Plan EIR MMRP mitigation measure MM FP-4 requires adequate water availability to service construction activities.

Therefore, with implementation of MMs FP-1 through FP-4, the Project would not exacerbate wildfire risks or expose Project occupants to pollutants of concentration from a wildfire or the uncontrolled spread of a wildfire. Therefore, similar to the conclusions of the 2020 SEIR, impacts would be less than significant. There are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs and no additional mitigation measures are required.

c. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. The Project does not require fuel breaks or emergency water sources; however, as previously described, the Project would involve

improvements to the surrounding roadways and the extension of Warm Springs Parkway and Running Rabbit Road on the Project site to provide access to future uses on the Project site. The Project also includes the installation of utility infrastructure onsite, and the undergrounding of overhead utility lines and poles. The undergrounding of the existing overhead utility lines and poles would reduce fire risks in the Project area by eliminating the potential for downed utility lines. These improvements would not exacerbate fire risk rather they would improve safety against wildfires.

There would not be any environmental impacts associated with the operation of onsite roadways and utility infrastructure required for fire protection services. Therefore, similar to the conclusions of the 2020 SEIR, impacts would be less than significant and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

d. Would the project 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?

Project Impact Adequately Addressed in Previous Documentation. The Project site and surrounding area is relatively flat, and would not be upslope from VHFHSZs west and south of the Project site. Further, the Project site and surrounding area is not within a flood hazard zone or an area that would be subject to landslides. Thus, the Project would not expose people or structures, onsite or offsite, to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant, consistent with the conclusions of the 2020 SEIR and there are no peculiar effects not addressed in the General Plan EIRs, no significant environmental effects of the Project that have not been "adequately addressed" in the General Plan EIRs and no new information not known at the time the 2020 SEIR was certified that shows that the Project's effects will be more significant than described in the General Plan EIRs.

2.21 Mandatory Findings of Significance

Environmental Issue Areas Examined		Potentially Significant Impact	Project Impact Adequately Addressed in Previous Documentation	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:						
a)	***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period 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. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?

Project Impact Adequately Addressed in Previous Documentation As discussed in Section 2.4, Section 2.5, and Section 2.18, impacts to biological resources, cultural resources and tribal cultural resources would be less than significant with incorporation of General Plan EIR MMRP mitigation measure and Project conditions of approval that ensure compliance with applicable development policies and regulations for the protection of these resources.

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.)

Project Impact Adequately Addressed in Previous Documentation. Based on the analysis presented in this document, with the exception of impacts related to recreation services, Project-level impacts would be mitigated to a level less than significant and would not be cumulatively considerable. The General Plan EIRs identified a significant and unavoidable Project-level and cumulative impact related to park and recreational facilities due to an overall deficit in parkland based on the City's estimated population and standard of 5 acres per 1,000 residents. As further discussed in Section 2.16 above, the parkland requirement for the Project (approximately 6.54 acres) would be met through payment of in-lieu fees in compliance with Quimby Act. Additionally, in compliance with MMC Section 16.36, the Property Owner/Developer would pay the applicable DIF collected for the purpose of constructing, expanding or rehabilitating the park facilities. Therefore, it is anticipated that the Project would result in a less than significant impact related to the need to provide new or expanded park and recreational facilities, and the potential for substantial physical deterioration of park and recreation facilities. However, although future development at the Project site is expected to have fewer units than allowed by the General Plan Update for development at the site and would mitigate the impacts of the Project to a less than significant level, the future development would contribute to the cumulative increased demand for park and recreational facilities identified in the General Plan EIRs. This impact was adequately addressed in the General Plan EIRs and Statements of Overriding Considerations were adopted by the City as part of the approval of the General Plans for the significant and unavoidable cumulative impacts related to park and recreational facilities. Therefore, cumulative impacts of the Project have been previously considered and addressed by the City in connection with its adoption of the 2035 General Plan and General Plan Update.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Project Impact Adequately Addressed in Previous Documentation. With development of the Project site, the Project could create environmental effects that would directly or indirectly cause adverse effects on human beings. These impacts include, but are not limited to, noise and air quality. As described in detail in this Initial Study, adherence to General Plan policies, implementation of applicable mitigation measures from the General Plan EIR MMRP, and Project-specific mitigation measures would reduce these impacts to less than significant levels after mitigation. No significant and unavoidable impacts on human beings would occur with the Project.

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