



Appendix A

Initial Study/NOP and Comments Received

COSTCO/VINEYARD PHASE II RETAIL DEVELOPMENT PROJECT

Initial Study

PREPARED FOR:

COSTCO WHOLESAL

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RETAIL DEVELOPMENT ADVISORS

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A Initial Study/Notice of Preparation Distribution List

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AQMD	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CO	carbon monoxide
CO ₂	carbon dioxide
DPM	diesel particulate matter
EIR	environmental impact report
ESA	Environmental Site Assessment
GHG	greenhouse gas
HVAC	heating, ventilation, and air conditioning
I-	Interstate
IS/NOP	initial study/notice of preparation
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
O ₃	ozone
PM _{2.5}	fine particulate matter
PM ₁₀	coarse particulate matter
ppm	parts per million
SCAQMD	South Coast Air Quality Management District
SKU	shop keeping unit
SMARA	State Mining and Reclamation Act
SWPPP	stormwater pollution prevention plan

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1 INTRODUCTION

1.1 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) serves as the main framework of environmental law and policy in California. CEQA emphasizes the need for public disclosure and identifying and preventing environmental damage associated with proposed projects. Unless the project or program is deemed categorically or statutorily exempt, CEQA is applicable to any project or program that must be approved by a public agency in order to be processed and established. The proposed project considered herein does not fall under any of the statutory or categorical exemptions listed in the 2018 CEQA Statute and Guidelines (California Public Resources Code, Section 21000 et seq.; 14 CCR 15000 et seq.); therefore, it must meet CEQA requirements.

The intent of this document is to provide an overview and analysis of the environmental impacts associated with the proposed Costco/Vineyard Phase II Retail Development Project (proposed project) by the City of Murrieta (City), the lead agency. The document is accessible to the public, in accordance with CEQA, in order to receive feedback on the project's potential impacts, as well as the scope of the project's environmental impact report (EIR) (14 CCR Section 15121(a)).

1.2 Availability of the Notice of Preparation and Initial Study

The initial study/notice of preparation (IS/NOP) for the proposed project is being distributed directly to numerous agencies, organizations, and interested groups and persons during the scoping period (see Appendix A for the IS/NOP distribution list). The IS/NOP is also available for review at the following locations:

City of Murrieta
Planning Division
1 Town Square
Murrieta, California 92562

Murrieta Public Library
8 Town Square
Murrieta, California 92562

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2 PROJECT DESCRIPTION

2.1 Introduction

The proposed project includes the construction of a new retail development consisting of a Costco Wholesale (Costco) warehouse and fuel station, a fitness center, a major retail pad, four smaller retail shops, one restaurant, one drive-through fast-food restaurant, two detention basins, and associated parking, on approximately 26 acres.

Costco

Warehouse

The Costco warehouse would be 152,650 square feet and would be the anchor store in the retail development. The proposed Costco would include a bakery, pharmacy, optical center with optical exams and retail optical sales, hearing aid testing exam and retail hearing aid fitting and sales center, food court, tire sales and installation, and a photo center along with the sales of over 4,000 SKUs (stock keeping units). The warehouse would also include a future carwash, which would be located on the southwest corner of the project site. Store hours are anticipated to be Monday through Friday from 10:00 a.m. to 8:30 p.m., Saturday from 9:30 a.m. to 6:00 p.m., and Sunday from 10:00 a.m. to 6:00 p.m. Costco would provide 798 parking spaces, which exceeds the City's required parking. Delivery hours will vary based on jurisdictional restrictions, but deliveries typically take place in the early morning on weekdays, with most deliveries completed before the 10:00 a.m. opening time. The Costco facility would employ up to 250 full-time employees in three shifts.

Gas Station

The Costco gas station would be separate from the main building, and the gas station area would include a 12,684-square-foot canopy with 32 pumps (expandable to 40 pumps). The gas station hours are anticipated to be daily from 5:00 a.m. to 10:00 p.m.

Retail Development

Each of the other retail pads proposed east of the Costco on the site would be one story in height with a maximum height of 50 feet and would be composed of the following proposed retailers and square footages:

- **Fitness:** 37,000 square feet (Building K)
- **Major retail:** 16,000 square feet (Building J)
- **Retail shops:** 4,200 square feet (Shop I-1); 7,700 square feet (Shop I-2)
- **Casual dining restaurant with drive-through:** 1,200 square feet (Building L)
- **Fast-food restaurant with drive-through:** 2,400 square feet (Building M)

These businesses are anticipated to collectively employ a total of 35 full-time employees.

Detention Basins

Two bio-retention detention basins would be located in the northeast and southeast corners of the site so that runoff from the proposed buildings and parking lots would be directed to the on-site basins.

Parking

The proposed parking for the retail development would be 175 spaces and would meet the City's parking code requirement for this size of development.

2.2 Project Location

The proposed project is located in the northern portion of the City of Murrieta in Riverside County. Specifically, the project site is located on a vacant lot at the northwest corner of Interstate (I-) 215 and Clinton Keith Road (Figure 1, Project Location).

2.3 Environmental Setting

City of Murrieta

The City is located in southwestern Riverside County and consists of 26,852 acres, of which 21,511 acres is located within the City limits and 5,341 acres is located within the City's sphere of influence. The City is situated between the Santa Ana Mountains and the San Jacinto Mountains. Surrounding communities include Menifee to the north, Temecula to the south, Wildomar to the west, and unincorporated Riverside County to the north, south, and east. The San Diego County border is just south of Temecula, and the Orange County border lies on the other side of the Santa Ana Mountains to the west. Regional access to the City is provided by I-215 and I-15.

Project Site

The approximately 26-acre, rectangular-shaped project site is undergoing an ongoing mass grading operation that is removing the low-lying hills on site. The City's General Plan Land Use Map designates the project site as Commercial (C) (City of Murrieta 2011a). The City's Zoning Map shows the site as being zoned Regional Commercial (RC) (City of Murrieta 2014).

Surrounding Uses

The project site is surrounded by commercial development, residential development, and a high school. Specific land uses located in the immediate vicinity of the project site include the following:

- **North:** Vacant
- **East:** Single-Family and Multifamily residential uses

- **South:** Vacant and Vista Murrieta High School
- **West:** Vacant and I-215

2.4 Project Description

The proposed project would consist of the following components, as shown on Figure 2, Proposed Site Plan:

- The construction of a new approximately 150,000-square-foot Costco warehouse, future carwash, and fueling facility on 16.5± acres, including 1.22 acres for a gas station area. Typical uses for the Costco include, without limitation, tire sales and installation; optometry exams and optical sales; hearing aid evaluation/testing and sales; food service preparation and sales; meat preparation and sales; bakery and sales of baked goods; vehicle fuel sales, including diesel; and alcohol sales and alcohol tasting,
- Future propane refueling and sales center near future carwash facility.
- Temporary outdoor sales within the parking lot adjacent to the warehouse for seasonal sales, such as Christmas trees from late November through December.
- Vehicle display at the warehouse entry for online or off-site (referred) automobile sales.
- Retail development on approximately 7.83± acres including a 37,000-square-foot fitness building, a 16,000-square-foot major retail building, two retail shops ranging in square footage from 4,200 to 7,700 square feet, a 1,200-square-foot casual dining restaurant with drive-through, and a 2,400-square-foot fast-food restaurant with drive-through.

The project would be entitled and constructed in up to three phases. The first phase would consist of the new Costco warehouse, Costco gas station, retail development pads, detention basins, and new site amenities such as landscaping, lighting, and parking lot. The carwash could be included in the first phase. If not, it would be constructed as a second phase. The gas station expansion would be the second or third phase. It is anticipated that the Murrieta Costco warehouse and gas station will employ 250 full-time employees and the fitness center, retail, and restaurant development collectively would employ 35 employees, for a total maximum of 285 employees.

Site Plan

Costco

Warehouse

The approximately 16.5-acre warehouse parcel would be developed with an approximately 150,000-square-foot warehouse building. A separate gas station parcel would initially be developed with a 32-pump facility with overhead canopy, with the potential to expand the number of pumps as needed, up to a limit of 40 pumps. The environmental analysis will study the full build-out of the gas station with 40 pumps so that the future expansion will have already been studied for environmental impacts.

The preliminary site plan depicts the main façade of the warehouse building facing southeast to provide visibility of the entry from Warm Springs Parkway. The siting of the warehouse also achieves a main goal of locating ample parking adjacent to the warehouse entrance and separating truck traffic to the perimeter drive aisles. Access to the warehouse and gas station would be provided via four driveways along the perimeter of the project site. The main entrance would be located along Warm Springs Road on the eastern portion of the site, which would include a traffic signal, and another entrance from Warm Springs Road would be located on the northeast portion of the project site. One entrance from Antelope Road would be located on the northwest, and an entrance to a private drive (Old Antelope Road vacated) would be on the southwest portion of the project site. Warm Springs Parkway would be constructed to connect to Clinton Keith Road. Approximately 798 parking stalls would be provided for the Costco warehouse, which exceeds the required parking of 764 stalls. The loading dock is located on the northernmost portion of the Costco warehouse, accessible from the northwest Antelope Road entrance and away from residences located to the east. A 30-foot drive aisle surrounds the building to provide fire access and circulation for the delivery trucks. An Americans with Disabilities Act (ADA)-compliant pedestrian pathway is required from the new warehouse to the public right-of-way to ensure connectivity throughout the site and easy access from adjacent streets and neighboring properties. To provide all members with easier accessibility to vehicles, the project provides for 781 10-foot-wide stalls and 17 accessible stalls that are larger than the minimum requirements.

Parking and site lighting would incorporate the use of cutoff lenses to keep light from overflowing beyond the project boundaries. The parking lot would be illuminated with standard downward-pointing lights, each containing two LED bulbs affixed to a 36.5-foot-tall light pole. The lighting fixtures are of a “shoe-box” style, with the height of the pole providing the optimum light distribution to reduce the total number of pole-mounted fixtures required to safely illuminate the site for pedestrians and vehicles. Lighting for the parking lot would be controlled by the warehouse’s automated energy management system to minimize lighting after the warehouse has closed and employees are gone from the warehouse, typically 1 hour after the warehouse has closed for business. To provide security and emergency lighting, parking lot lighting would remain on only along the main driveways. Lighting fixtures would also be located on the building approximately every 40 feet around the exterior of the building to provide safety and security.

The landscape plan would include a mix of drought-tolerant shrubs and grasses and a variety of shade trees to be used throughout the parking field and along the street that are appropriate for the climate in Murrieta. A system of bio-filtration planters at the perimeter of the parcel and within the parking area would provide an ecologically responsive method of on-site stormwater treatment. Costco’s goal of timeless contemporary design and efficiency would be the architectural theme for the warehouse. To minimize the visual impact of a large retail warehouse, the design of the warehouse would integrate design techniques such as location of building materials, landscaping, and the incorporation of varying parapet cap heights. Using these design elements would break up long elevations horizontally and vertically. The technique of breaking a long elevation into smaller elements would be used to create a more visually interesting building that is at a pedestrian-friendly scale. The elevations for the Costco warehouse propose parapet heights varying from 23

feet, 4 inches above finished floor at the outside food service area to a maximum proposed parapet height of 34 feet, 4 inches above finished floor. The top of the parapet height for the fuel facility is 17 feet, 6 inches. The proposed colors for this location are warm, natural earth tones consistent with the architectural detailing of the more recent buildings in the area. The building entrance design would create a visual cue to the warehouse with the architectural design, materials, and details blended together to give this location a look and feel that is specific to the context of Murrieta.

Building signage would consist of the signature Costco red-and-blue corporate colors. The signage would be scaled to the mass of the building elevations to not overwhelm but to reinforce the brand that Costco has established. The warehouse wall signage would consist of externally illuminated reverse pan channel letters, and the gas station signage would be externally illuminated.

The warehouse would have one customer entrance to the main Costco store, located at the building's southeast corner. The warehouse would include a bakery, pharmacy, optical center with optical exams and retail optical sales, hearing aid testing exam and retail hearing aid fitting and sales center, food court, and a photo center, along with the sales of over 4,000 SKUs. It would also include a future carwash, which would be located on the southwest corner of the project site.

Temporary Christmas tree sales adjacent to the warehouse would typically occur from late November through December, which may temporarily make 12 to 15 vehicle spaces unavailable.

A promotional vehicle may also be on display adjacent to the entry to the building. This vehicle would only be present to promote online or off-site vehicle sales; no vehicles would be sold on site.

The truck loading dock would be located at the north edge of the building, toward the northernmost Antelope Road driveway. The bay doors would be equipped with sealed gaskets to limit noise impacts. Five on-grade doors would be located on the west side of the building for emergency egress only, and four on the north side. The two doors on the north side of the building, adjacent to the loading docks, would be for receiving deliveries from bread companies and Federal Express-type trucks, as well as being the primary entrance for employees. The other two service doors are only for maintenance access to the fire riser and mechanical rooms. A transformer and two trash compactors would also be located along the north edge of the building. Proposed landscaping and tree planting at the perimeter of the project would provide screening of these uses.

Gas Station

The gas station would include a 12,684-square-foot canopy and would be located on the northeast portion of the project site. The gas station would dispense regular, premium, and diesel grades of fuel at each fuel pump. The gas station would include a 125-square-foot controller enclosure, which would be located to east of the fuel pumps, to house the control equipment for the gas station. The controller enclosure would be

built with steel walls and finished with paint to match the warehouse building colors. Initially there would be four covered fueling bays, each with four gas pumps, each of which can fuel two cars at once. Therefore, the gas station would have fueling capacity for 32 cars at a time, with the ability to expand to 40 pumps, with vehicle stacking as needed. The gas station would also have eight stacking lanes. The pumps would be fully automated and self-service, and would be for Costco members only, with a Costco attendant present to oversee operations and assist members with problems. Four underground fuel tanks would also be installed with the gas station. Landscaping would typically screen both the controller and Clean Air separator tank. LED lights would be recessed into the canopy and would provide both lighting during operating hours and a lower level of security lighting after hours.

Energy-Efficient Project Components

In an effort to lower operating costs, Costco would incorporate many energy-saving measures into the new facility. Below are some of the practices that Costco currently incorporates into new buildings that help conserve energy and other natural resources:

- Parking lot light standards are designed to provide even light distribution, and use less energy compared to a greater number of fixtures at lower heights. The use of LED lamps provide a color-corrected white light and a higher level of perceived brightness with less energy than other lamps.
- Parking lot and exterior lights are controlled by the building's automated energy management system.
- New and renewable building materials are typically extracted and manufactured within the region, reducing transportation costs.
- The use of pre-manufactured building components, including structural framing and metal panels, helps to minimize waste during construction.
- The main building structures use a pre-engineered system that uses 100% recycled steel materials and is designed to minimize the amount of material used.
- Pre-manufactured metal wall panels with insulation carry a higher R-Value (more resistance to heat flow) and greater solar reflectivity to help conserve energy. Building heat absorption is further reduced by a decrease in the thermal mass of the metal wall when compared to a typical masonry block wall.
- Costco uses a reflective roof material to produce lower heat absorption and thereby lower energy requirements during the hot summer months. This roofing material meets the requirements for the U.S. Environmental Protection Agency's Energy Star energy-efficiency program.
- Costco has used alternative sources of energy that are cost effective within the market for their warehouses. Costco is evaluating the use of solar energy for this warehouse and has not yet determined whether it would install solar panels with this warehouse. Costco would design the roofing structure to accommodate the additional structural load of the solar panels to allow for the flexibility for possible future installation.

- A substantial amount of the proposed plant material for the new site is native, drought tolerant, and would use less water than other common species.
- The irrigation system includes the use of deep-root watering bubblers for parking lot trees to minimize usage and ensure that water goes directly to the intended planting areas.
- Use of native species vegetation and drip irrigation systems greatly reduces potable water consumption.
- Stormwater management plans are designed to maintain quality control and stormwater discharge rates.
- Use of high-efficiency restroom fixtures achieves a 40% decrease and water savings over U.S. standards.
- Building envelopes are insulated to meet or exceed current energy code requirements.
- Heating, ventilation, and air conditioning (HVAC) comfort systems are controlled by a computerized building management system to maximize efficiency.
- HVAC units are high-efficiency, direct-ducted units.
- HVAC units have completely phased out the use of hydrochlorofluorocarbons.
- Interior lighting is controlled by the overall project energy management system. Lighting systems are designed with employee controllability in mind. Lighting is controlled by timers, but override switches are provided for employee use.
- Energy-efficient, Square D Type EE transformers are used.
- Variable-speed motors are used on make-up air units and booster pumps.
- Gas water heaters are direct vent and 94% efficiency or greater.
- Reclaim tanks capture heat released by refrigeration equipment to heat domestic water in lieu of venting heat to the outside.
- Roof material is 100% recycled standing seam metal panel, designed to maximum efficiency for spanning the structure.
- Exterior skin metal is 100% recycled.
- Construction waste is recycled whenever possible.
- Floor sealant contains no volatile organic compounds (VOCs) and represents over 80% of the floor area.
- Carbon dioxide (CO₂) is monitored throughout the warehouse.
- Costco implements an extensive recycling/reuse program for warehouse and office space, including tires, cardboard, grease, plastics, and electronic waste.
- Costco avoids using plastic shopping bags.
- Suppliers are required to reduce packaging and consider alternative packaging solutions.

- Distribution facilities are strategically located to minimize miles traveled for delivery.
- Deliveries are made in full trucks.
- All Costco trucks are equipped with an engine idle shutoff timer.

Other Retail Development

The retail development would be designed with a vineyard–California Craftsman theme.

Fitness Center

The proposed 37,000-square-foot gym would include a lap pool, indoor basketball court, showers and lockers, weight room and areas for spinning classes, yoga, and other stretching classes.

Major Retail Pad

The support retailers may include an office supply store, pet supply store, health and beauty store, shoe store, and other similar retailers.

Retail Shops

The proposed uses for these retail shops would be service-oriented businesses such as a pick up and drop off dry cleaner (no plant on site), hair salon, and phone store.

Casual Dining Restaurant

1,200-square-foot casual dining space with drive-through and window service.

Fast-Food Restaurant

This proposed 2,400-square-foot fast-food restaurant with drive-through would service customers needing to be served quickly. The design would match elements of the overall architecture of the balance of the shopping center.

2.5 Project Operations

Costco is a membership-only retail/wholesale business, selling national brands and private label merchandise for commercial and personal use. Warehouse hours are anticipated to be Monday through Friday from 10:00 a.m. to 8:30 p.m., Saturday from 9:30 a.m. to 6:00 p.m., and Sunday from 10:00 a.m. to 6:00 p.m. The gas station hours are anticipated to be daily from 5:00 a.m. to 10:00 p.m.

Costco anticipates an average of about 10 trucks delivering goods on a typical weekday. The trucks range in size from 26 feet long for single-axle trailers to 70 feet long for double-axle trailers. Receiving time

varies based on jurisdictional restrictions, but typically takes place in the early morning, with most of the deliveries completed before the 10:00 a.m. opening time. Deliveries to the warehouse are made primarily in Costco trucks from its freight consolidation facility in Tracy, California, coming to the site from I-215 and exiting at Clinton Keith Road.

It is estimated that fuel would be delivered to the gasoline facility three to four trucks per day, as needed. The largest fuel trucks are approximately 70 feet long. While delivering the fuel, the truck would be parked over the underground tanks located on the west side of the gas station. The truck would not block access to any of the fueling stations. The gas station's location at the most remote area of the Costco parcel is specifically designed to avoid traffic and queuing conflicts with the warehouse.

In order to open and operate the gas station, Costco would have to meet requirements of local, state, and federal regulators and agencies, including the City of Murrieta Fire Department, the Riverside County Department of Environmental Health, the South Coast Air Quality Management District, the State Water Resources Control Board, the California Environmental Protection Agency, and the U.S. Environmental Protection Agency.

Other Retail Development

All deliveries would be through the front doors before 10:30 a.m. except the major retail pad (Building J), which has an enclosed truck door dock to control sound in the rear of the building.

2.6 Project Approvals

The project would require the following approvals from the City:

- A site development permit
- Tentative Parcel Map
- Design review approval of the site plan, landscape, and building architecture to allow for retailing and wholesaling of general merchandise and services
- Approval of the project and certification of the EIR

Other agency approvals may include the following:

- Regional Water Quality Control Board – National Pollutant Discharge Elimination System Construction General Permit
- South Coast Air Quality Management District
 - Permit to construct a gas station
 - Permit to operate a gas station

- Riverside County Department of Environmental Health
 - Permit to Operate a Food Facility (Riverside County Code 4.52 and the California Health and Safety Code)
 - Underground storage tank installation
- Riverside County Agriculture Commissioner's Office, Weights and Measures
 - Placed-in-Service Report

3 INITIAL STUDY CHECKLIST

1. Project title:

Costco/Vineyard Phase II Retail Development

2. Lead agency name and address:

City of Murrieta
Planning Division
1 Town Square
Murrieta, California 92562

3. Contact person and phone number:

Dennis Watts
951.461.6037

4. Project location:

Northeast corner of I-215 and Clinton Keith Road

5. Project sponsor's name and address:

Costco Wholesale
9 Corporate Park, Suite 230
Irvine, California 92606

6. General plan designation:

Commercial (C)

7. Zoning:

Regional Commercial (RC)

8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):

The proposed project includes the construction of a new retail development consisting of a Costco warehouse and gas station, a fitness building, a major retail pad, two smaller retail shops, one casual

dining restaurant, one drive-through fast-food restaurant, two detention basins, and associated parking, on 26 acres. See Section 2, Project Description, for further details.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The project site is surrounded by vacant land, residential development, and a high school. Specific land uses located in the immediate vicinity of the project site include the following:

- **North:** Vacant land
- **East:** Multifamily residential uses
- **South:** Vacant land and Vista Murrieta High School
- **West:** Vacant land and I-215

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Regional Water Quality Control Board
- South Coast Air Quality Management District
- Riverside County Department of Environmental Health

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

Yes. The City of Murrieta typically receives consultation requests from five tribes. These five tribes will be notified about the project and consultation, if requested, will occur concurrent with the CEQA process.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

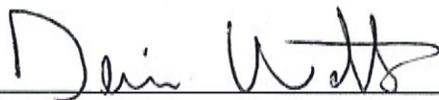
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages.

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

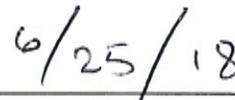
DETERMINATION: (To be completed by the Lead Agency)

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 the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature



Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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 off-site as well as on-site, 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 answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the 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 (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. 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. 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 above checklist were within the scope of and adequately 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 Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into 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.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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8. 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.
9. 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 significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES – 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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XI. MINERAL RESOURCES – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. TRIBAL CULTURAL RESOURCES				
a) 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 defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.1 Aesthetics

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

Less Than Significant Impact. The City of Murrieta General Plan EIR describes a scenic vista as “a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed” (City of Murrieta 2011b). Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features (City of Murrieta 2011b). The proposed project site is surrounded by I-215 on the west and development to the south and east, and is located on a property with two hills that are currently undergoing a mass grading operation. These hills combined cover approximately 4 acres, and rise approximately 120 feet above the surrounding land. The hills are also visible from the row of houses on the westernmost portion of the residential neighborhood that is adjacent to the project site, as well as from I-215. Under the proposed project, these hills would be removed as part of construction activities to create a level building site. Under the City General Plan’s definition of a scenic vista, these hills are not large enough to constitute an important portion of a viewshed. In addition, they are actively undergoing modification, and therefore are not undisturbed lands.

The project site also sits approximately 1.25 miles southeast of the steep ridgelines of the adjacent Greer Ranch hills. Due to the considerable distance that separates the project site from the nearest concentration of ridgelines, the proposed project would not be located in the viewshed of these identified scenic resources. In addition, given the substantial amount of manmade development that occurs between the project site and the closest ridgeline, it is unlikely that the proposed project would be visible from these scenic resources. Therefore, impacts associated with scenic vistas would be less than significant.

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

No Impact. The California Department of Transportation (Caltrans) designates official and eligible scenic highways within the state. There are no designated or proposed state scenic highways within the vicinity of the project site (Caltrans 2007). The nearest highway to the proposed site is I-215, which is an eligible state scenic highway for a 3-mile portion north of the site, but is not listed as a designated scenic highway. Therefore, implementation of the proposed project would not result in an impact related to scenic resources within a state scenic highway.

- c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact. The project site is undeveloped and surrounded by commercial development, residential development, and a high school. During construction, debris, grading, and construction equipment may temporarily affect the aesthetic quality of the immediate area.

Once construction is complete, the retail buildings and gas station would be visible from the surrounding properties and I-215. The visual character of the site would change from disturbed undeveloped land to a developed condition. Ground surfaces would be paved and landscaped. This impact would be potentially significant; therefore, the issue will be analyzed further in the EIR.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Potentially Significant Impact. Implementation of the proposed project would include the installation of new nighttime lighting, which would potentially adversely affect nighttime views in the area. Such lighting would include the following:

- Lighting along the proposed Warm Springs Road, retail buildings, and pathways
- Lighting throughout the proposed parking lots
- Illumination of storefronts and illuminated signage

The proposed project also includes two restaurants with drive-throughs on the eastern portion of the project site. The project proposes that these facilities would operate during both daytime and nighttime. Under these proposed hours of operation, vehicles lining up to use the proposed drive-through facilities could introduce a new source of light and glare, especially for opposing motorists. The proposed Costco gas station would potentially create these conditions as well.

As a result, impacts associated with nighttime light and glare would be potentially significant and will be analyzed further in the EIR.

3.2 Agriculture and Forestry Resources

- 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?*

No Impact. As indicated in the City General Plan Final EIR Important Farmland Map (City of Murrieta 2011b, Exhibit 5.11-1), the project site is designated as Grazing Land in the central and eastern portions of the site and Farmland of Local Importance in the western, northern and southern portions of the site. However, images of the project site dating back to 1938 show no signs of agricultural use on the project site (Historic Aerials 2018). The site is currently a 26-acre undeveloped infill site with ongoing mass grading operations. According to the Farmland Mapping and Monitoring Program, the northern end of the site is designated as Farmland of Local Importance, while the southern end of the site is designated as Other Land (CDOC 2018). Therefore, the project would have no impact, because there is no Prime Farmland, Unique Farmland or Farmland of Statewide Importance within the project site boundary.

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

No Impact. As stated in the City General Plan, “according to the California Department of Conservation, no Williamson Act encumbered properties are located within the City of Murrieta” (City of Murrieta 2011a). Additionally, the City General Plan Williamson Act Farmland Map (City of Murrieta 2011a, Exhibit 8-5) shows that the project site is not located within Williamson Act Lands. As indicated in the City General Plan 2035 Land Use Policy Map (City of Murrieta 2011a, Exhibit 3-5), the project site is zoned as Commercial (C). Therefore, there would be no impact related to a Williamson Act contract or existing zoning.

- 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))?*

No Impact. The project site is zoned for Commercial (C) use. The site is not zoned for forest land or timberland. The project would have no impact to existing zoning, forest resources, or timberland.

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

No Impact. The project site is currently an undeveloped infill site with ongoing mass grading operations and low-lying hills on site. The City General Plan designates the project site for Commercial (C) use. There is no forest land located on the project site. The proposed project would have no impact on forest land.

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?

Less Than Significant Impact. As stated in the responses to 3.2(b) and 3.2(c), the project site is zoned for Commercial (C) use. There is no existing agriculture, forest land, or timberland located on the project site or immediately adjacent to the project site. There is one segment of Unique Farmland to the north of the project site. At a minimum, this segment of Unique Farmland is 655 feet away from the project site. Because this segment of Unique Farmland is not immediately adjacent to the project site and has at least a 655-foot buffer, it is unlikely to be subject to indirect impacts from the proposed project. Therefore, the project would have a less than significant impact on the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

3.3 Air Quality

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

Potentially Significant Impact. The proposed project site is located in the City of Murrieta, within the South Coast Air Basin, which is a 6,745-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The project is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

If a project proposes development that is greater than that anticipated in the City's General Plan 2035 and the Southern California Association of Governments' growth projections, the proposed project may conflict with SCAQMD's 2016 Air Quality Management Plan (AQMP) and may contribute to a potentially significant cumulative impact on air quality. A consistency analysis will be conducted in the EIR to determine whether the proposed project would be consistent with the assumptions and objectives of the regional air quality plans and whether it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook (CEQA Handbook). The SCAQMD criteria

that will be evaluated in the EIR to determine whether the proposed project would potentially conflict with or obstruct implementation of the 2016 AQMP are as follows (SCAQMD 1993):

- **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 of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The proposed project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact. Construction and operation of the proposed project would result in emissions of criteria air pollutants for which the California Air Resources Board and the U.S. Environmental Protection Agency have adopted ambient air quality standards (i.e., the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS)). Projects that emit criteria air pollutants have the potential to cause or contribute to violations of these standards. SCAQMD has adopted significance thresholds, which, if exceeded, would indicate the potential to contribute to violations of the NAAQS or the CAAQS. Emissions associated with project construction and operation will be evaluated in the EIR to determine whether the proposed project would violate air quality standards or contribute to air quality violations in the region. The analysis will consist of estimating criteria air pollutants associated with the construction and operation of the proposed project, which will be compared to the SCAQMD thresholds for construction and operation, respectively.

c) *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact. Air pollution is largely a cumulative impact. The South Coast Air Basin has been designated as a federal nonattainment area for ozone (O₃) and particulate matter less than or equal to 2.5 microns in diameter (fine particulate matter, or PM_{2.5}) and a state nonattainment area for O₃, particulate matter less than or equal to 10 microns in diameter (coarse particulate matter, or PM₁₀), and PM_{2.5}. The non-attainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria air pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's

emissions would exceed SCAQMD's significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003). Further analysis will be conducted in the EIR to determine the potential for the proposed project to contribute to cumulative criteria air pollutant emissions for which the region is in non-attainment.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact. The project would expose sensitive receptors in the vicinity to emissions during construction and operations. Construction emissions would consist of criteria pollutants and toxic air contaminants, primarily diesel particulate matter (DPM). Additionally, operation of the project would lead to emissions of DPM from truck idling and truck delivery. Due to the proximity of anticipated project sources of toxic air contaminant emissions, including the proposed gas station, to the residential receptors to the east and a school located to the south, the proposed project has potential to expose sensitive receptors to substantial pollutant concentrations. An increase in traffic volumes could result in an increase in carbon monoxide (CO) hotspots, which have the potential to exceed the state 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm. Further analysis will be conducted in the EIR to determine the extent of this impact.

e) *Would the project create objectionable odors affecting a substantial number of people?*

Potentially Significant Impact. Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The proposed project would not result in the implementation of any such land use. However, further analysis will be conducted in the EIR to determine the potential for construction and operation of the proposed project to expose a substantial number of people to objectionable odors. Furthermore, the proximity of the proposed gas station to the residential receptors to the east has the potential to expose residents to objectionable odors, which will be further discussed in the EIR.

3.4 Biological Resources

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 Game or U.S. Fish and Wildlife Service?*

Potentially Significant Impact. Implementation of the proposed project would result in the grading of the project site, which may 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.¹ Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- 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 Game or U.S. Fish and Wildlife Service?*

Potentially Significant Impact. Implementation of the proposed project would result in the grading of the project site, which may have a substantial adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Potentially Significant Impact. Implementation of the proposed project would result in the grading of the project site, which may have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrologic interruption, or other means. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- 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 impede the use of native wildlife nursery sites?*

Potentially Significant Impact. Implementation of the proposed project would result in the grading of the project site, which may interfere substantially with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

¹ As of January 1, 2013, the California Department of Fish and Game (CDFG) has changed its name to the California Department of Fish and Wildlife (CDFW). Except in quoted material or when referring to guidance that pre-dates the official name change, this document uses the current name, CDFW.

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

Potentially Significant Impact. Implementation of the proposed project would result in the grading of the project site, which may conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

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

Potentially Significant Impact. The proposed project is not in a criteria cell under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but it would require a consistency analysis with the MSHCP. Therefore, impacts would be potentially significant, and this issue will be analyzed further in the EIR.

3.5 Cultural Resources

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

No Impact. The project site is currently vacant, with no structures on site. In addition, a Phase I Cultural Resources Assessment was conducted on the project site in 2004 by Jean Keller and staff at the Eastern Information Center at the University of California, Riverside. This included a records search of relevant site maps, records, and reports. Their research indicated that Rene Giansanti of LGS & Associates conducted a previous study of the project site in 1979. Their assessment found no potentially significant historic resources or historic archaeological resources within the boundaries of the subject property, and no further investigation was recommended. Therefore, the proposed project would result in no impacts to historical resources as defined in Section 15064.5 of the CEQA Guidelines.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Potentially Significant Impact. Excavation would occur to create the foundations for new buildings. Archaeological resources could be adversely altered or damaged as a result of these activities. Therefore, impacts would be potentially significant and will be analyzed further in the EIR.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Impact. Excavation and ground-disturbing activities associated with the construction of the proposed project could adversely alter geological features and paleontological resources, causing potentially significant impacts. A paleontological study will be required and will be included in the EIR.

- d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

Potentially Significant Impact. As discussed in the response to 3.5(a), a Phase I Cultural Resources Assessment was conducted on the project site in 2004, including a records search. The records search indicated that a previous study was conducted on the project site in 1979 by Rene Giansanti of LGS & Associates. The 1979 study included a check of the California Archaeological Site Survey records; a review of the pertinent archaeological, historic, and ethnographic literature; and an on-foot field investigation. The study revealed that no archaeological or historic cultural materials were discovered on the project site. However, due to the possibility of uncovering archaeological materials, paleontological materials, or human remains during construction, the impact to such resources would be potentially significant and the potential impacts will be further addressed in the EIR.

3.6 Geology and Soils

- a) *Would the project expose people or structures to 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.*

Less Than Significant Impact. The project site is not located within a designated Alquist-Priolo Fault Zone, as mapped on Exhibit 12-3 of the City General Plan's Safety Element (City of Murrieta 2011a). The Elsinore Fault Zone, which includes the local Elsinore–Temecula Fault, passes through Murrieta to the west of I-15 and is the only Alquist-Priolo Earthquake Fault Zone in the City. The Elsinore–Temecula Fault Zone is capable of generating a maximum earthquake magnitude of 6.8 per the Richter scale. The project site is located approximately 3 miles east of the Elsinore–Temecula Fault Zone. Faulting activity at these faults or other nearby faults could cause ground shaking at the project site. However, because there are no active faults mapped on site, the risk of loss, injury, or death due to

ground-surface rupture is not considered likely. The project would be designed in accordance with all seismic requirements contained in the Uniform Building Code, and would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of known earthquake faults. Impacts associated with the rupture of a known earthquake fault would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. As stated in the response to 3.6(a)(i), there are no Alquist-Priolo Earthquake Fault Zones mapped within the project site. However, the City of Murrieta is located within the seismically active Southern California region and there are several County earthquake faults mapped in the project area. Additionally, there is a County Earthquake Fault Zone approximately 1.5–2 miles south of the project site. The rupture or shaking of these nearby potentially active faults may cause ground shaking within the project site. However, the project would be constructed in accordance with the Uniform Building Code. Therefore, impacts from ground shaking events would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a secondary effect of seismic shaking that causes soils to lose the ability to support structures. The primary factors affecting the liquefaction potential of deposit are: (1) intensity and duration of earthquake shaking; (2) soil type and relative density; (3) overburden pressures; and (4) depth to groundwater. Soils most susceptible to liquefaction are clean, loose, uniformly graded, fine-grained sands, and non-plastic silts that are saturated. Silty sands, under specific site conditions, may also be susceptible to liquefaction. Based on a review of the City General Plan’s Safety Element, there are no areas of very high, high, or moderate liquefaction susceptibility mapped within the project site (City of Murrieta 2011a, Exhibit 12-3). There is one small area of moderate liquefaction susceptibility mapped northeast of the project site; however, these soils do not extend onto the project site and would not result in a project hazard. Therefore, impacts associated with liquefaction would be less than significant.

iv) Landslides?

Less Than Significant Impact. The proposed project site is characterized as lowlands between the Hogbacks to the southeast and Greer Ranch Hills to the northwest. It includes two hills that stand approximately 120 feet tall, surrounded by flat land. The project site, including the two hills, would be graded as part of the proposed project. The proposed project would include substantial cut and fill operations as well as recompaction to create a

level project site. Therefore, implementation of the proposed project would result in a less than significant impact associated with landslides.

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

Potentially Significant Impact. Ground surfaces would be temporarily exposed during construction, which could result in erosion or loss of soil during rain events. Construction projects that involve the disturbance of one or more acres of soil are required to obtain coverage under the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit). The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would contain site map(s) that depicts the location of best management practices (BMPs) such as silt fencing, sandbag berms, and general good housekeeping methods intended to prevent the off-site discharge of soil or construction materials in stormwater. Following construction of the project, ground surfaces would be stabilized by landscaping and paving. Stormwater generated on site will be directed into a water quality basin where sediment from runoff will settle out. A drainage analysis will be conducted for the site, and this issue will be analyzed further in the EIR.

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 off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

No Impact. Review of the City General Plan's Safety Element indicates that the project site is not located within an area susceptible to subsidence, liquefaction, or collapse (City of Murrieta 2011a, Exhibits 12-2, 12-3, and 12-5). During the construction phase of the project, construction crews would grade the project site to a level surface, which would eliminate the possibility of an on-site landslide. As a result, implementation of the proposed project would not result in an impact due to unstable geologic units or soils.

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

No Impact. The Uniform Building Code (1994) defines expansive soils as soils that contain high levels of clay that expand when wet and contract when dry, which can damage building foundations and other structures. The proposed project site contains loam soils, which are primarily made up of a mixture of sand, silt, and clay, rather than clay alone, and do not pose a risk of expanding and contracting in response to moisture (USDA 2018). Therefore, there would be no impact associated with expansive soils.

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

No Impact. Wastewater treatment would be provided by Eastern Municipal Water District. Implementation of the proposed project would not include septic tanks or other alternative wastewater treatment methods. Therefore, implementation of the proposed project would result in no impact associated with soils incapable of supporting septic systems or alternative wastewater treatment methods.

3.7 Greenhouse Gas Emissions

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

Potentially Significant Impact. The proposed project would result in emissions of greenhouse gases (GHGs) during construction and operation. Temporary GHG emissions would result from construction vehicle trips and operation of heavy-duty equipment on site. Additionally, operational emissions would be associated with vehicle trips generated by the proposed project, area sources, energy use, water use, and solid waste disposal. Further analysis is required to determine the impact of estimated project-generated GHG emissions. Impacts would be potentially significant; therefore, this issue will be analyzed in the EIR.

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

Potentially Significant Impact. Federal, state, and local regulatory measures aim to reduce GHG emissions. The City of Murrieta, as part of the General Plan 2035, has prepared a Climate Action Plan. The purpose of the Climate Action Plan is to address the main sources of emissions that contribute to global climate change. The proposed project would generate GHG emissions during construction and operation, which could conflict with the City's Climate Action Plan, creating a potentially significant impact. Therefore, this issue will be analyzed in the EIR.

3.8 Hazards and Hazardous Materials

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

Potentially Significant Impact. Hazardous materials are likely to be handled, transported, and used on site. Specifically, proposed project operations include the handling of gasoline, petroleum based lubricants, pool-cleaning chemicals, photo-processing chemicals, and sanitizers and disinfectants. Although all operations would comply with federal, state, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials may be potentially significant, and will be further analyzed in the EIR.

- 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?*

Potentially Significant Impact. Hazardous materials are likely to be handled, transported, and used on site. These materials may be subject to accidental spills, leaks, fires, explosions, or pressure releases, which may represent a potential threat to human health and the environment if not properly treated.

Although all operations would comply with federal, state, and local regulations, impacts associated with the handling, transport, use, and disposal of hazardous materials and their accident conditions may be potentially significant, and will be further analyzed in the EIR.

- c) *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?*

Potentially Significant Impact. The closest school to the project site is Vista Murrieta High School, which is located directly south of the proposed project site (120 feet). Impacts are potentially significant, and this issue will be analyzed further in the EIR.

- d) *Would the project be located on a site that 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?*

Less Than Significant Impact. The provisions in California Government Code Section 65962.5, is commonly referred to as the “Cortese List.” The Cortese List, or a site’s presence on the list, has bearing on the local permitting process as well as on compliance with CEQA. The California Department of Toxic Substances Control’s EnviroStor and the State Water Resources Control Board’s GeoTracker online databases are commonly searched to determine the presence or absence of hazardous materials sites included on the Cortese List.

EnviroStor is the California Department of Toxic Substances Control's data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further.

The EnviroStor database was searched to determine whether any recognized environmental conditions (RECs; e.g., active cleanup sites) are located either on site or within a 1,500-foot radius of the project site. No identified hazardous materials sites were identified on or within 1,500 feet of the project site (DTSC 2016).

GeoTracker is the State Water Resources Control Board's data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as leaking underground storage tank sites, Department of Defense sites, and cleanup program sites. GeoTracker also contains records for permitted facilities such as irrigated lands, oil and gas production, operating permitted underground storage tanks, and land disposal sites.

The GeoTracker database was also reviewed to determine whether any RECs are located either on site or within a 1,500-foot radius of the project site (SWRCB 2016). No cases or violations (either active or historical) are shown for the project site.

In addition, a Phase I Environmental Site Assessment (ESA) was performed on the project site by Kleinfelder, Inc. This ESA of the project site resulted in the following findings:

- Portions of the project site (the lowlands surrounding hills) were historically used for agricultural purposes from at least 1901 through 2004. No structures have historically been located on the site. Residual concentrations of pesticides commonly exist in shallow soils on former agricultural sites. However, since the project site is undergoing mass grading operations, the elevation has been lowered significantly. Therefore, the potential for further action to be required to address pesticides is low.
- No off-site facilities are considered likely to have affected soil, soil vapor, or groundwater beneath the site.
- No evidence of RECs, historical RECs, or controlled RECs are associated with the site.

Therefore, because the project site is not included on the Cortese List and the Phase I ESA determined the site to be free of any RECs, impacts associated with hazardous materials sites would be less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The closest public airport or public use airport to the project site is French Valley Airport, which is located approximately 2.5 miles southeast of the project site. The project site does not fall within the scope of the French Valley Airport Master Plan. Therefore, implementation of the proposed project would not create a safety hazard for people residing or working within the project area, and the project would result in no impact associated with public or public use airports.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. There are no private airstrips within the vicinity (within a 2-mile radius) of the project site. Therefore, implementation of the proposed project would not create a safety hazard for people residing or working within the project area. The project would result in no impact associated with private airstrips.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Potentially Significant Impact. As described in the City General Plan's Safety Element, there are no defined emergency routes in the City (City of Murrieta 2011a). However, I-215 may be considered an emergency route since it extends through the City and provides access from most of the primary roadways. Clinton Keith Road connects to I-215, and may serve as an emergency route for residents in the surrounding area. Because the proposed project would introduce new traffic to Clinton Keith Road and I-215, impacts would be potentially significant and this issue will be studied further in the EIR.

- h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Less Than Significant Impact. The proposed project site is surrounded by vacant land to the north, Vista Murrieta High School to the south, existing residential development to the east, and I-215 to the west. The project site is identified by the City's General Plan as occurring within a High Fire Hazard Zone (City of Murrieta 2011a, Exhibit 12-8). However, the project site is located in a predominantly urbanized area, and there are no wildlands adjacent to the project site; therefore, potential impacts resulting from the proposed project exposing people or structures to a significant risk of loss, injury, or death involving wildland fires would be less than significant.

3.9 Hydrology and Water Quality

a) *Would the project violate any water quality standards or waste discharge requirements?*

Potentially Significant Impact. The proposed project involves the construction of new structures, parking lots, and roadways on the project site. Water quality could be adversely affected by stormwater runoff from the project site. Pollutants that could come from future operations on the site include those involved in vehicle use, tire maintenance, construction, and landscaping activities. These pollutants include fuel, oil, fertilizers, paints, solvents, cleaners, loose soil, and trash. Storm events could carry pollutants to the drainage features, which could then carry pollutants into the Pacific Ocean. The proposed project would comply with necessary standards and requirements in order to obtain a Stormwater Construction Activities permit and a National Pollutant Discharge Elimination System permit from the San Diego Regional Water Quality Control Board. This requires that a SWPPP be prepared and implemented to mitigate and minimize the effects of soil erosion and loss of topsoil. The SWPPP would also contain measures that would require the proper handling, storage, and disposal of hazardous materials, preventing their release into the surrounding environment. The SWPPP would be implemented during construction of the proposed project; however, impacts associated with operations would need to be examined further. Analysis is required to determine whether water quality standards or waste discharge requirements could be violated by operation of the proposed project. Impacts would be potentially significant and will be analyzed further in the EIR.

b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

Potentially Significant Impact. The proposed project involves the construction of new structures, parking lots, and roadways on the project site. Operational uses would also create a demand on water supplies from the Eastern Municipal Water District. The increase in water demand combined with an increase in impervious surfaces could substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- 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, in a manner which would result in substantial erosion or siltation on- or off-site?*

Potentially Significant Impact. Implementation of the proposed project would involve furthering the mass grading operation currently underway on the project site. These operations could substantially alter the existing drainage pattern of the site or area in a manner that could result in substantial erosion or siltation on or off site. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- d) *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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Potentially Significant Impact. Implementation of the proposed project would involve furthering the mass grading operation currently underway on the project site. These operations could substantially alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff, in a manner that would result in flooding on or off site. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- e) *Would the project 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?*

Potentially Significant Impact. Implementation of the proposed project would involve construction of a new stormwater management system. A substantial rain event could generate runoff on the project site that could exceed the capacity of the planned stormwater drainage system. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- f) *Would the project otherwise substantially degrade water quality?*

Potentially Significant Impact. Implementation of the proposed project would change the condition of the project site from a pervious surface to an impervious surface, which would potentially generate runoff that could substantially degrade water quality. Impacts would be potentially significant; therefore, this issue will be analyzed further in the EIR.

- g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The project does not propose the construction of any new housing, and no impacts would occur. This issue will not be analyzed further in the EIR.

- h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. The Federal Emergency Management Agency Flood Map Service Center identifies the project site as Zone X, which is classified as an area of minimal flood hazard, outside of the Special Flood Hazard Area and higher than the elevation of the 0.2%-annual-chance flood (FEMA 2018). Additionally, the City of Murrieta General Plan Safety Element (City of Murrieta 2011a, Exhibit 12-6, FEMA Flood Zones) also identifies the project site as outside the 100-year flood hazard area. The project would not place structures in the 100-year flood hazard area and thus would result in no impact.

- i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. The City General Plan's Safety Element (City of Murrieta 2011a, Exhibit 12-7, Dam Inundation Map) does not place the project site within a dam inundation zone. No impact would occur, and this issue will not be analyzed further in the EIR.

- j) Would the project result in inundation by seiche, tsunami, or mudflow?*

No Impact. The project site is not located within a potential tsunami inundation area. Damage to the project site due to a seiche, a seismic-induced wave generated in a restricted body of water, is not likely at the site because no such bodies of water are located near the site. Additionally, the project is located in a developed urban area that is not prone to flooding. Therefore, no mudflow would be expected at the project site. No impact would occur, and this issue will not be analyzed further in the EIR.

3.10 Land Use and Planning

- a) Would the project physically divide an established community?*

No Impact. The project site is a 26-acre undeveloped infill site with ongoing mass grading operations. The project site is located in the northern portion of the City of Murrieta, on the northwest corner of I-215 and Clinton Keith Road. It is surrounded by multifamily residential to the east, future commercial development and I-215 to the west, vacant land to the north and south, and Vista Murrieta High School to the south. Thus, the project would not physically divide an established community, and no impacts would occur.

- b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. The City General Plan's Land Use Map (City of Murrieta 2011a) designates the project site as Commercial (C). The City's Zoning Map (City of Murrieta 2014) shows the site as being zoned Regional Commercial (RC). The City General Plan's Specific Plan Areas Map (City of Murrieta 2011a, Exhibit 3-1) shows that the project site is not within a Specific Plan or Future Specific Plan Boundary. The proposed project would not conflict with any applicable land use plan, policy, or regulation; therefore, no impact would occur.

- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

Potentially Significant Impact. The proposed project is not in a criteria cell under the MSHCP, but it would require a consistency analysis with the MSHCP. This issue will be analyzed further in the EIR.

3.11 Mineral Resources

- a) *Would the project 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?*

No Impact. The State Mining and Reclamation Act of 1975 (SMARA; California Public Resources Code Section 2710 et seq.) requires that the California State Geologist implement a mineral land classification system to identify and protect mineral resources of regional or statewide significance in areas where urban expansion or other irreversible land uses may occur, thereby potentially restricting or preventing future mineral extraction on such lands.

As mandated by SMARA, aggregate mineral resources within the state are classified by the State Mining & Geology Board through application of the Mineral Resource Zone (MRZ) system. The MRZ system is used to map all mineral commodities within identified jurisdictional boundaries, with priority given to areas where future mineral resource extraction may be prevented or restricted by land use compatibility issues, or where mineral resources may be mined during the 50-year period following their classification. The MRZ system classifies lands that contain mineral deposits and identifies the presence or absence of substantial sand and gravel deposits and crushed rock source areas (i.e., commodities used as, or in the production of, construction materials). The State Geologist classifies MRZs within a region based on the following factors:

- **MRZ-1:** Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.

- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** Areas containing mineral deposits for which the significance cannot be determined from available data.
- **MRZ-4:** Areas where available information is inadequate for assignment of any other MRZ category.

According to maps obtained through the California Department of Conservation and California Geological Survey, the project site is within an MRZ-3 zone, meaning that it is in an area where the significance of mineral deposits is undetermined. Currently, a mass grading operation exists on the site, where some materials are extracted from the site and sold as construction grade products by North County Sand and Gravel. However, current operations are classified solely as mass grading operations, and no surface mining permits have been issued by the City or the County. Furthermore, the City General Plan's Conservation Element (City of Murrieta 2011a, Exhibit 8-1, Mineral Resources) shows the locations of known resources within the City. The closest site containing mineral deposits is located approximately 1.2 miles north of the project site, and contains some gold deposits. Given the project site's lack of identification as a known resource site, and lack of issuance of any mining permit from any jurisdiction or regulatory agency, no impacts would occur from the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

- b) Would the project 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?*

No Impact. As stated above, the City General Plan's Conservation Element (City of Murrieta 2011a, Exhibit 8-1) maps the locations of known resources that are of local importance. The closest site containing mineral deposits is located approximately 1.2 miles north of the project site, and contains some gold deposits. Given the considerable distance away from the closest site containing mineral resources, no impact would occur on locally important mineral resource recovery sites.

3.12 Noise

- a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Potentially Significant Impact. Section 16.30 of the City's Development Code (Noise Ordinance) has established interior and exterior noise regulations that vary depending on time of day. The proposed project could expose persons to noise levels in excess of standards established in the local

Noise Ordinance. Construction may result in short-term ambient noise and vibration due to construction activities such as grading or demolition. In addition, the proposed project could result in the exposure of persons to excess noise levels due to operation activities and employee and customer vehicles in and around the project site. This issue will be further analyzed in the EIR.

- b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact. The proposed project could result in exposure of persons to excessive groundborne vibration or groundborne noise levels. As previously addressed, construction activities and construction vehicles have the potential to exceed noise standards established in the City's Noise Ordinance. The project may generate excessive groundborne vibration or noise levels; therefore, impacts would be potentially significant. This issue will be analyzed further in the EIR.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. The proposed project could result in a substantial permanent increase in ambient noise levels. The degree to which the increase would occur is unknown. Therefore, impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. Construction activities, including grading, demolition, and traffic associated with construction vehicles, can result in a substantial temporary or periodic increase in ambient noise levels. Impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The closest public airport or public use airport to the project site is French Valley Airport, which is located approximately 2.5 miles southeast of the project site. The project site does not fall within the scope of the French Valley Airport Master Plan; therefore, implementation of the proposed project would not expose people residing or working within the project area to excessive noise levels. No impacts associated with public or public use airports would occur.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. There are no private airstrips within the vicinity (within a 2-mile radius) of the project site. Therefore, implementation of the proposed project would not expose people residing or working in the project area to excessive noise levels. No impact associated with private airstrips would occur.

3.13 Population and Housing

- a) *Would the project induce substantial 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)?*

Potentially Significant Impact. The proposed project involves the construction of a retail center, which would include a Costco warehouse, a Costco gas station, a casual dining restaurant, a fast-food restaurant, a fitness center, and retail development. It is anticipated that the Costco warehouse and gas station would employ approximately 250 full-time employees, while the fitness center, restaurants, and retail development would employ approximately 35 full-time employees, for a maximum of 335 employees. Because this project could be growth-inducing, this issue will be analyzed further in the EIR.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed project would not displace any housing, as the site is currently vacant. Therefore, no impacts associated with displacement of housing would occur.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. The proposed project would not displace any people, as the site is currently vacant. Therefore, no impacts associated with displacing people would occur.

3.14 Public Services

- a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

Fire protection?

Potentially Significant Impact. The proposed project could have an adverse impact on fire protection providers. Because the proposed project represents new construction, with new retail uses on site, additional calls for service could result. These additional calls could affect the service ratio, response time, or other performance objectives of fire protection services. Impacts would be potentially significant; therefore, further analysis is required and this issue will be addressed in the EIR.

Police protection?

Potentially Significant Impact. The proposed project may have an adverse impact on police protection providers. Because the proposed project includes new construction with new retail uses, additional calls for service could result, which could affect the service ratio, response time, or other performance objectives of police protection services. Impacts would be potentially significant; therefore, further analysis is required and this issue will be addressed in the EIR.

Schools?

Potentially Significant Impact. The proposed project could bring approximately 335 full-time employees and their families to the area, possibly generating new permanent residents within the City who could increase the current demand on schools. Impacts would be potentially significant, and this issue will be further analyzed in the EIR.

Parks?

Potentially Significant Impact. The proposed project could bring approximately 335 full-time employees and their families to the area, possibly generating new permanent residents within the City who could increase current demand on parks. Impacts would be potentially significant, and this issue will be further analyzed in the EIR.

Other public facilities?

Potentially Significant Impact. The proposed project could bring approximately 335 full-time employees and their families to the area, possibly generating new permanent residents within the

City who could increase current demand on public libraries or other public facilities. Impacts would be potentially significant, and this issue will be further analyzed in the EIR.

3.15 Recreation

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

Potentially Significant Impact. The proposed new retail development would employ approximately 335 full-time employees. These new employees could create an increased demand for neighborhood and regional parks and other recreational facilities. Impacts associated with the increased use of existing neighborhood and regional parks would be potentially significant; therefore, this issue will be analyzed in the EIR.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Potentially Significant Impact. The proposed project does not include recreational facilities but it could require the construction or expansion of recreational facilities. Therefore, impacts would be potentially significant and this issue will be analyzed in the EIR.

3.16 Transportation and Traffic

- a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Potentially Significant Impact. The proposed project has the potential to generate new vehicle trips that could affect streets surrounding the site, which include Clinton Keith Road and Whitewood Road. An increase in vehicle trips would result in potentially significant impacts. A traffic impact analysis will be conducted and the results will be included in the EIR.

- b) *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Potentially Significant Impact. The Riverside County Transportation Commission, as the applicable designated county congestion management agency, has adopted and implemented a

Riverside County Congestion Management Program (CMP). The CMP is a state-mandated program designed to address the impact urban congestion has on local communities and on the region as a whole. The proposed project may result in an increase in traffic along Clinton Keith Road, Whitewood Road, and other regional routes and could exceed the level of service standards established in the CMP, and impacts would be potentially significant. A traffic impact analysis will be conducted and the results will be included in the EIR.

- c) ***Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. The proposed project site is located approximately 2.5 miles northwest of the French Valley Public Airport, and falls outside the airport influence area. Additionally, the proposed project would not change air traffic patterns. No impact would occur, and this issue will not be analyzed further in the EIR.

- d) ***Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Potentially Significant Impact. The proposed project would involve the construction of a new roadway, which would enable access via Clinton Keith Road (Figure 2). To ensure that this project element would not introduce hazardous circulation or design features, further analysis is needed to determine whether there is any hazard risk associated with the proposed project design. Impacts would be potentially significant. A traffic impact analysis will be conducted and the results will be included in the EIR.

- e) ***Would the project result in inadequate emergency access?***

Potentially Significant Impact. The proposed project would involve the construction of new structures, roadways, and intersections, and would generate new trips to and from the project site. These features would potentially interfere with emergency access, and impacts would be potentially significant. A traffic impact analysis will be conducted and the results will be included in the EIR.

- f) ***Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

Potentially Significant Impact. The City General Plan's Circulation Element (City of Murrieta 2011a) establishes policies regarding public transit, bicycle, and pedestrian facilities. The proposed project would involve the construction of new roadways and would generate new trips to and from the project site, which would potentially decrease the performance or safety of such facilities. Impacts would be potentially significant. A traffic impact analysis will be conducted and the results will be included in the EIR.

3.17 Tribal Cultural Resources

a) *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 defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Potentially Significant Impact. As indicated in the response to 3.5(a), the project site is currently vacant, with no structures on site. A Phase I Cultural Resources Assessment was conducted on the project site in 2004 by Jean Keller and staff at the Eastern Information Center of the University of California, Riverside. This included a records search of relevant site maps, records, and reports. Their research indicated that Rene Giansanti of LGS & Associates conducted a previous study of the project site in 1979. Their assessment found no potentially significant historic resources or historic archaeological resources within the boundaries of the subject property, and no further investigation was recommended. However, since that time, Assembly Bill 52 has gone into effect, and tribal consultation is required. Thus, this issue will be analyzed in the EIR.

ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Potentially Significant Impact. In accordance with California Assembly Bill 52 requirements, the City will need to contact tribes interested in consultation. Impacts would be potentially significant, and this issue will be analyzed in the EIR.

3.18 Utilities and Service Systems

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Potentially Significant Impact. The proposed project would involve the construction of a retail center, including a Costco warehouse. The construction would result in an increase in wastewater discharge from the project site. Further investigation is required to determine whether wastewater

treatment would exceed requirements of the Regional Water Quality Control Board. Impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact. The proposed project could require the construction of new water or wastewater treatment facilities or expansion of existing facilities, because the project site would require new wastewater hookups and services. Further analysis will be conducted to determine the projected water and wastewater demand and whether this demand would require construction of additional water and wastewater facilities. Impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact. The proposed project would require construction of new stormwater drains and infrastructure to support the newly constructed buildings and structures. Drains and infrastructure would be designed to carry stormwater flow to existing stormwater drainage facilities, and stormwater capture basins would be constructed on the site. Further analysis is required to determine whether additional stormwater flow would result from the proposed project. Impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Potentially Significant Impact. The proposed project would result in the construction of new buildings and landscaping, which would result in an increase in water demand. Further analysis is required to determine the expected water demands and whether the current water supplies are sufficient, or whether new or expanded entitlements would be needed. Impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- e) *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?*

Potentially Significant Impact. As previously discussed, the proposed project would involve construction of new buildings for new uses on a previously undeveloped site. The Eastern Municipal Water District has issued a determination, as the designated wastewater treatment provider, that it

has adequate capacity to serve the project's projected demand in addition to its existing commitments. However, additional analysis needs to be conducted to determine if there is adequate capacity to serve the project's projected demand. Impacts would be potentially significant, and this issue will be analyzed further in the EIR.

- f) ***Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Potentially Significant Impact. Once construction is completed, retail, restaurant, and fitness operations would occur on the project site. These operations would generate waste, and further analysis is required to determine the increase in solid waste generated by the project. Impacts would be potentially significant, and this issue will be analyzed in the EIR.

- g) ***Would the project comply with federal, state, and local statutes and regulations related to solid waste?***

Potentially Significant Impact. The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste. Further investigation is required to confirm that the proposed project would comply with these regulations. Impacts would be potentially significant, and this issue will be analyzed in the EIR.

3.19 Mandatory Findings of Significance

- a) ***Does the project have the potential to 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Potentially Significant Impact. The proposed project site is not known to contain state and/or federally listed species or their habitats. However, a biological analysis will be conducted to determine what species and habitats exist on site. As such, the proposed project would have the potential to substantially reduce the habitat of a fish or wildlife species, to cause a fish or wildlife population to drop below self-sustaining levels, to threaten elimination of a plant or animal community, or to reduce the number or restrict the range of a rare or threatened endangered plant or animal.

A Phase I ESA determined that there were no historic structures found on the site. As such, the proposed project would not eliminate an important example of a major period of California history.

The project site may also be underlain by fossil-bearing soils. Excavations made during construction have the potential to uncover important paleontological resources. Impacts would be potentially significant, and this issue will be analyzed in the EIR.

The Native American Heritage Commission, Eastern Information Center records, and responding Native American tribes will be consulted regarding the presence of archaeological resources at the project site or to identify areas of known cultural and tribal value. The potential for discovery of cultural resources or tribal cultural resources during construction may lead to potentially significant impacts, and tribal cultural resources will be analyzed in the EIR.

- 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)?*

Potentially Significant Impact. The proposed project may have impacts that are individually limited, but may be cumulatively considerable, depending on other current or probable future projects in the vicinity. The EIR will evaluate potential project-related cumulative impacts.

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact. As discussed in previous sections, environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, may occur from implementation of the proposed project. Further evaluation of potentially significant impacts will be conducted in the EIR relative to aesthetics, air quality (related to project operation and construction), GHG (related to project operation and construction), noise (related to project operation and construction), transportation/traffic (related to project operation and construction), and water use and waste generation (related to project operation).

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4 REFERENCES AND PREPARERS

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4.2 List of Preparers

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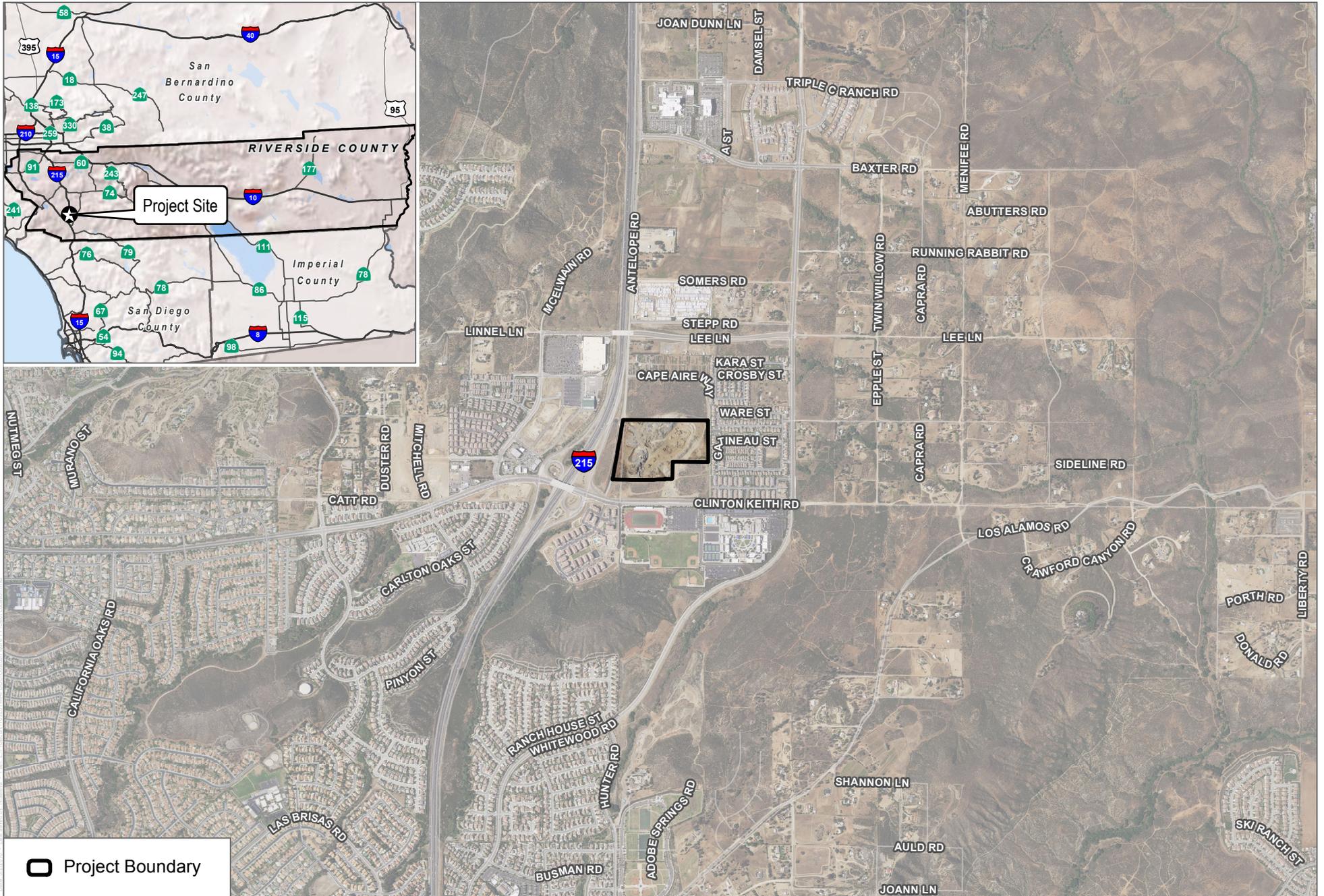
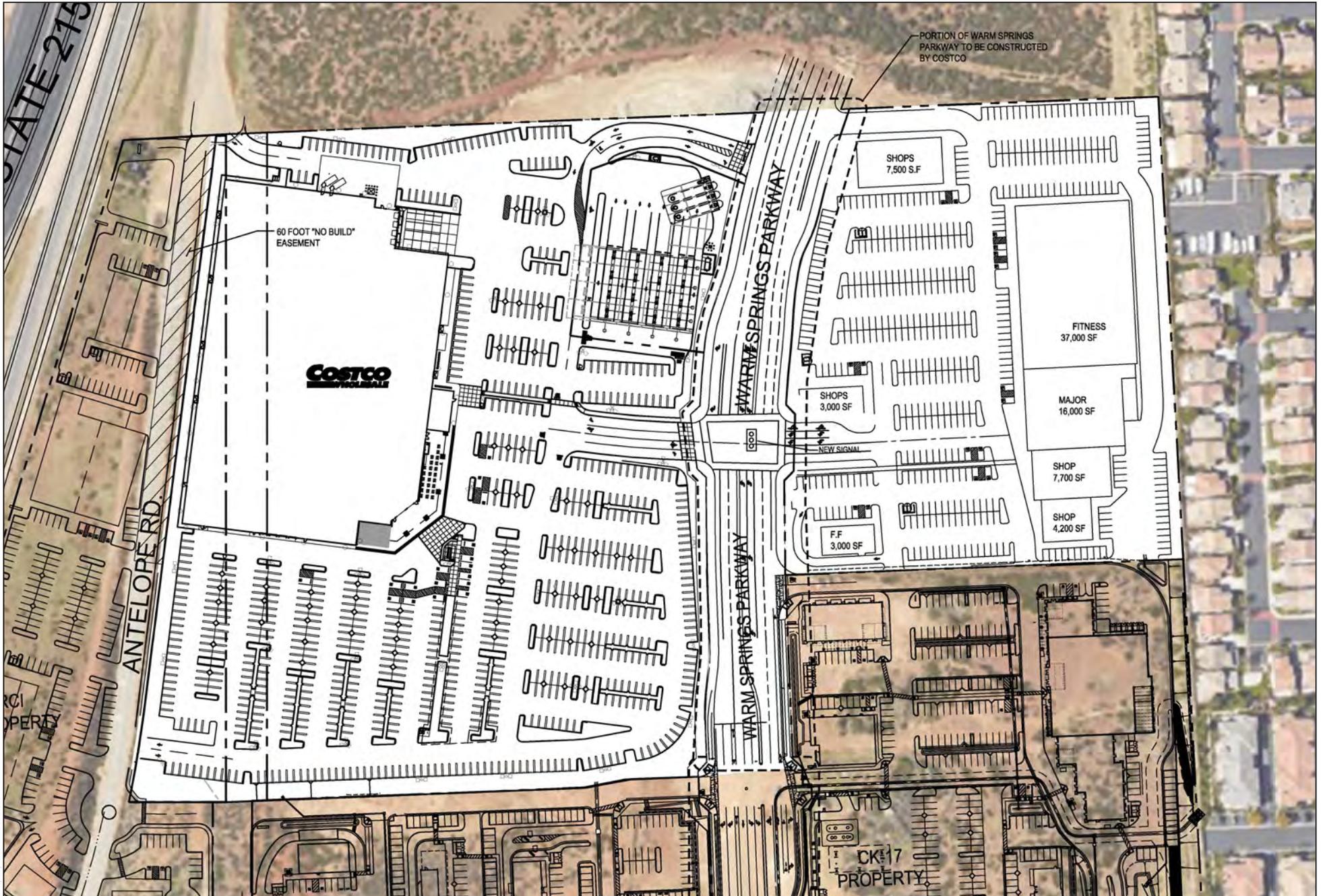


FIGURE 1

Project Location

Costco/Vineyard Phase III Retail Development Project Initial Study

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SOURCE: MG2, Inc

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APPENDIX A

Initial Study/Notice of Preparation Distribution List

Contact Information						Deliverable					
FIRST NAME	LAST NAME	COMPANY/ORGANIZATION	CITY	STATE	ZIP	Delivery Method	Package Weight (lbs.)	Public Notice (NOP)	Initial Study (hard copy)	Report (CD)	Other (NOC)
		State Clearinghouse	Sacramento	CA	95814	Fed-Ex		1	15		1
		Department of Fish and Wildlife, Region 6	Ontario	CA	91764	Certified Mail		1			
Attn: Trans. Planning Manager		Riverside Co Transportation Dept	Riverside	CA	92502-1090			1			
		Riverside Transit Agency	Riverside	CA	92517-1968			1			
Attn: Planning		Eastern Municipal Water District	Perris	CA	92572-8300			1			
Attn : Mark	Macarro, Chairperson	Pechanga Band of Luiseno Indians	Temecula	CA	92593			1			
Attn: Bill	Olien	Murrieta Valley Unified School Dist	Murrieta	CA	92562			1			
		U.S. Bureau of Land Management, Palm Springs South Coast Field Office	Palm Springs	CA	92262			1			
Attn: Planning		U.S. Department of the Army, Army Corps of Engineers Environmental Resources Branch	Los Angeles	CA	90017			1			
		Regional Water Quality Control Board, San Diego Region (9)	San Diego	CA	92123			1			
Attn: Cheryl	Leising	SCAG	Riverside	CA	92501			1			
		Riverside County, Habitat Conservation Agency	Riverside	CA	92501			1			
Attn: Technical Supervisor		Southern California Gas Co.	Redlands	CA	92373-0306			1			
Michael W. Newcomb, Director	Newcomb, Directo	Temecula-Elsinore-Murrieta-Anza, Resource Conservation Dist.	Temecula	CA	92593			1			
Attn: Ray	Johnson	Union for a River, Greenbelt Environment	Temecula	CA	92590			1			
		California Dept. of Forestry & Fire, Riverside Unit	Perris	CA	92570			1			
Karin	Cleary-Rose	U.S. Fish & Wildlife Service	Palm Springs	CA	92262			1			
Attn: Al	Baez, Program Supervisor	South Coast AQMD, Local Government-CEQA	Diamond Bar	CA	91765-4182			1			
		Western Riverside Council of Governments (WRCOG)	Riverside	CA	92501			1			
Attn: Mike	Wong	Riverside Co Flood Control District	Riverside	CA	92501			1			
Attn: Jeremy	Goldman	Southern California Edison	Wildomar	CA	92595			1			
Attn: John	Guerin	Airport Land Use Commission	Riverside	CA	92502			1			
Attn: Charles	Landry	Regional Conservation Authority	Riverside	CA	92501			1			
		California Department of Resources and Recycling	Riverside	CA	92507-2383			1			
		Riverside Co. Housing Authority	Riverside	CA	92504			1			
		Riverside Co. Transportation & Land Management Agency, Environmental Programs	Riverside	CA	92502-1629			1			
Matthew	Bassi, Planning Director	City of Wildomar	Wildomar	CA	92595			1			
Patrick	Thomas, Director of Public Works/Eng	City of Temecula	Temecula	CA	92590			1			
Chief Lisa	McConnel	Temecula Police Dept.	Murrieta	CA	92563			1			
Todd	Phillips, Fire Chief	Wildomar Fire Dept.	Wildomar	CA	92595			1			
Attention: MWD Environmental Planning		Metropolitan Water District	Los Angeles	CA	90012			1			
Attn: Planning		Riverside County Waste Mgmt. Dept	Moreno Valley	CA	92553			1			
Joseph	Ontiveros, Cultural Resource Director	Soboba Band of Luiseno Indians	San Jacinto	CA	92581			1			
		County of Riverside Planning Dept	Riverside	CA	92502-1409			1			
		Riverside Local Agency Formation Commission	Riverside	CA	92507			1			
Dan	York, Director of Public Works/Eng	City of Wildomar	Wildomar	CA	92595			1			
Sean	Hadden, Chief of Police	Murrieta Police Dept	Murrieta	CA	92562			1			
Walter	Brades, Deputy Fire Marshal	Riverside County Fire Dept. – Planning Division	Riverside	CA	92501			1			
Charlie	DeHart, Chief	Temecula Fire Dept.	Temecula	CA	92590			1			

Contact Information						Deliverable					
FIRST NAME	LAST NAME	COMPANY/ORGANIZATION	CITY	STATE	ZIP	Delivery Method	Package Weight (lbs.)	Public Notice (NOP)	Initial Study (hard copy)	Report (CD)	Other (NOC)
		Murrieta Public Library	Murrieta	CA	92562			1	2		
		California Department of Transportation District 8, Planning (MS 722)	San Bernardino	CA	92401-1400			1	1		
Jim	McPherson	Rincon Cultural Resources Department, Rincon Band of Luiseno Indians	Valley Center	CA	92082			1			
		Riverside Co. Dept. of Environmental Health	Murrieta	CA	92563			1			
Dennis	Watts, Project Planner	City of Murrieta City Hall, Planning Division	Murrieta	CA	92562			1	5		
Attn: Community Dev. Department		City of Temecula	Temecula	CA	92590			1			
Cpt. Shelley	Kennedy-Smith	Wildomar Police Dept	Lake Elsinore	CA	92530			1			
Scott	Ferguson, Fire Chief	Murrieta Fire Dept.	Murrieta	CA	92562			1			
		Waste Management of Inland Valley	Corona	CA	92879			1			
Attn: Peter	Aldana	Riverside Co. Assessor County Clerk Recorder	Riverside	CA	92502-0751			1			
Dan	Silver, Executive Director	Endangered Habitats League	Los Angeles	CA	90069-4267			1			
Raymond	Huante, Cultural Resource Specialist	Morongo Band of Mission Indians	Banning	CA	92220			1			
Patricia	Garcia, Director of Tribal Historic Preservation Office	Agua Caliente Band of Cahuilla Indians	Palm Springs	CA	92264			1			
Robert	Wolfe	Menifee Union School District	Menifee	CA	92584			1			
		Building Industry Association, Riverside County Chapter	Riverside	CA	92501			1			
		City of Menifee, Community Dev Department	Menifee	CA	92586			1			
		Perris Union High School District, District Administrative Center	Perris	CA	92570			1			
		California Native American Heritage Commission	West Sacramento	CA	95691			1			
Jonathan G.	Smith, Director of Public Works/Engineering	City of Menifee	Menifee	CA	92586			1			
		Riverside County Transportation Commission	Riverside	CA	92501			1			
		State Water Resources Control Board	Sacramento	CA	95815-0100			1			
Total								60	23	0	1

392-270-030
SCOTT-215 LP
41623 MARGARITA RD 100
TEMECULA, CA 92591

392-290-019
KING,ILLY
1102 VIA HISPANO
NEWBURY PARK, CA 91320

392-290-023
GOLDEN CITY GROUP III
17946 SUNRISE DR
ROWLAND HEIGHTS, CA 91748

392-290-025
CANDEE FAMILY
9928 OLATHE ST
COMMERCE CITY, CO 80022

392-290-051
CK 17
41623 MARGARITA RD 100
TEMECULA, CA 92591

392-360-017
MALONEY,JENNIFER
28368 WARE ST
MURRIETA, CA 92563

392-360-018
SMITH,JEREMY
28360 WARE ST
MURRIETA, CA 92563

392-360-019
LUMBRES,ELISEO L & CONCHITA N
28352 WARE ST
MURRIETA, CA 92563

392-360-020
BALADEZ,CARLOS ISMAEL &
LAUREN C
28344 WARE ST
MURRIETA, CA 92563

392-360-021
LANGE,DIANA E
28336 WARE ST
MURRIETA, CA 92563

392-360-022
SANTORO,JOHN PATRICK & MARINA
GA
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392-360-023
VAIL,RICHARD J & BARBRA E
28320 WARE ST
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392-360-024
JANUARY,CHARLES F & MIXIE
28312 WARE ST
MURRIETA, CA 92563

392-360-025
KEHLER,CHERYL K
28304 WARE ST
MURRIETA, CA 92563

392-360-026
MOHSINI,RAMIN M
28296 WARE ST
MURRIETA, CA 92563

392-360-027
KLINE,GINA & TODD
28288 WARE ST 27
MURRIETA, CA 92563

392-360-028
MCEEVERS,BRANNON L
28280 WARE ST
MURRIETA, CA 92563

392-360-029
MIRANDA,ALFREDO
28335 WARE ST
MURRIETA, CA 92563

392-360-030
PETRAITIENE,IRENA
28343 WARE ST
MURRIETA, CA 92563

392-360-031
OWENS,DWIGHT & VICKI 2017
TRUST
35986 CORTONA CT
MURRIETA, CA 92562

392-360-032
TITUS,JASON N
28359 WARE ST
MURRIETA, CA 92563

392-360-033
CALIFORNIA VENTURES GROUP LLC
2045 AVENUE
CARLSBAD, CA 92008

392-360-034
SWANEPOEL,GARETH
28375 WARE ST
MURRIETA, CA 92563

392-360-057
YEH,MICHAEL J JR LIVING TRUST
7455 SANCTUARY DR
CORONA, CA 92883

392-360-058
STEVENSON CHARITABLE
REMAINDER T
8347 WINDRIDGE WAY
WEEKI WACHEE, FL 34613

392-360-059
LUKE,DEVON
28354 BRUNING ST
MURRIETA, CA 92563

392-360-060
JIMENEZ,JONETTA E
28346 BRUNING ST
MURRIETA, CA 92563

392-360-061
LOUNDER,CONSTANCE L
28338 BRUNING ST
MURRIETA, CA 92563

392-360-062
ROSEMEYER,JACK L & LUCY E
28330 BRUNING ST
MURRIETA, CA 92563

392-360-063
OWENS,VERNON
28341 BRUNING ST
MURRIETA, CA 92563

392-360-064
FULLER,ZACHARY M & BRITNI L
28349 BRUNING ST
MURRIETA, CA 92563

392-360-065
MITCHELL,DUANE K JR &
KIMBERLEE
28357 BRUNING ST
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HAYS,PAUL J & JODIE C
30904 GREENSBORO DR
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JOHNSON,JEFF & CHRISTY
28373 BRUNING ST
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392-360-082
SKYVIEW RIDGE COMMUNITY ASSN
2020 E 1ST ST 500
SANTA ANA, CA 92705

392-360-083
SKYVIEW RIDGE COMMUNITY ASSN
2280 WARDLOW CIR 100
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392-370-016
POWERS,KENNETH & JOYCE
28347 RAVENNA ST
MURRIETA, CA 92563

392-370-017
FLETCHER,JOHNNY
28339 RAVENNA ST
MURRIETA, CA 92563

392-370-018
VITOLO,JOSEPH CARL & SUE
ELLEN T
1735 S CLAUDINA WAY
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392-370-019
CARLSON,ERIC
28323 RAVENNA ST
MURRIETA, CA 92563

392-370-020
SABHARWAL,NEGAR
643 PASEO LUNAR
CAMARILLO, CA 93010

392-370-021
MANZANARES,SAMUEL EDWARD
28307 RAVENNA ST
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392-370-022
WEBB,THOMAS DAVID & MARGARET
ANN
249 AVENIDA VISTA DEL OCEANO
SAN CLEMENTE, CA 92672

392-370-023
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28291 RAVENNA ST
MURRIETA, CA 92563

392-370-024
VAZQUEZ,VICTOR O & CELIA A
11236 WESTWIND WAY
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392-370-025
GALLAGHER,LOREN V & KATHRYN H
26721 CALIFORNIA AVE
HEMET, CA 92545

392-370-026
ZEBRACK,DAVID & AMY
26186 WHISPERING CREEK AVE
MURRIETA, CA 92562

392-370-027
FORT,BRANDON & NICOLE M
1605 E 2ND ST 205
LONG BEACH, CA 90802

392-370-028
SHAHI,PARVINDER S & RAVNEET K
911 STANISLAUS DR
CORONA, CA 92881

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KRAAL,DAVID E
35871 GATINEAU ST
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392-370-030
SHARLAK,VAHID
30025 ALICIA PKWY G270
LAGUNA NIGUEL, CA 92677

392-370-031
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35843 GATINEAU ST
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392-370-032
WEAVER,MARTHA
35829 GATINEAU ST
MURRIETA, CA 92563

392-370-033
CANSECO,LAZARO D & YESSICA
35815 GATINEAU ST
MURRIETA, CA 92563

392-370-034
FRANCO,GUSTAVO
32948 RED CARRIAGE RD
WINCHESTER, CA 92596

392-370-035
CORNIA,DANIELLE K
35787 GATINEAU ST
MURRIETA, CA 92563

392-370-036
BAGINSKI,DEREK R
35773 GATINEAU ST
MURRIETA, CA 92563

392-370-037
WALCOME,MICHAEL
35759 GATINEAU ST
MURRIETA, CA 92563

392-370-038
COVARRUBIAS,JOSE R
35745 GATINEAU ST
MURRIETA, CA 92563

392-370-039
RODERIGUES,TIMOTHY D
35731 GATINEAU ST
MURRIETA, CA 92563

392-370-040
CHAVEZ,JANNINE M
35748 GATINEAU ST
MURRIETA, CA 92563

392-370-041
CARPENTER,DEBRA J
35762 GATINEAU ST
MURRIETA, CA 92563

392-370-042
BAE,JAMES J & JENNIFER L
35776 GATINEAU ST
MURRIETA, CA 92563

392-370-043
GREEN,CHRISTOPHER F
35790 GATINEAU ST
MURRIETA, CA 92563

392-370-044
STAYNE,BRYAN
35804 GATINEAU ST
MURRIETA, CA 92563

392-370-045
TAIZAN,ADRIANA
1206 7TH ST
SAN FERNANDO, CA 91340

392-370-046
HERNANDEZ,ERBEY & KIMBERLY
28317 WELLSVILLE ST
MURRIETA, CA 92563

392-370-047
MCKELLIPS,CHARLES M
28325 WELLSVILLE ST
MURRIETA, CA 92563

392-370-048
RUSSELL,MARGARET A
40852 MOUNTAIN PRIDE DR
MURRIETA, CA 92562

392-370-049
GORS,STEVE
28341 WELLSVILLE ST
MURRIETA, CA 92563

392-370-050
RILEY,CLARENCE G
28357 WELLSVILLE ST
MURRIETA, CA 92563

392-370-051
SANPEDRO,EGBERT & ELOISA
BALMACE
2050 PSC 473
FPO, AP 96349

392-370-055
HARRIS,KELLIE A
35888 GATINEAU ST
MURRIETA, CA 92563

392-370-056
JAMES,PATRICE
42371 AVENIDA ALVARADO
TEMECULA, CA 92590

392-370-057
SPENCER,SHELLY L
35860 GATINEAU ST
MURRIETA, CA 92563

392-370-058
MONTGOMERY,AMY C
35846 GATINEAU ST
MURRIETA, CA 92563

392-370-059
MEZIN,JOSHUA DANIEL
35832 GATINEAU ST
MURRIETA, CA 92563

392-370-060
MCGOWAN,BRIDGET C
28308 TRIESE ST
MURRIETA, CA 92563

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TORREZ,TYLER J
28316 TRIESE ST
MURRIETA, CA 92563

392-370-062
LAGGREN,SHAUN
28324 TRIESE ST
MURRIETA, CA 92563

392-370-063
JIMENEZ,LORENA M
28332 TRIESE ST
MURRIETA, CA 92563

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SCHOEPPE,HEIDI
28340 TRIESE ST
MURRIETA, CA 92563

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ASTORGA,MICHAEL & KATIE
28356 TRIESE ST
MURRIETA, CA 92563

392-370-066
ZION,SMALL TRUST
5876 CIUDAD LEON CT
SAN DIEGO, CA 92120

392-370-070
PEEK,KATHRYN
28311 TRIESE ST
MURRIETA, CA 92563

392-370-071
ALLEY,SHERI
28319 TRIESE ST
MURRIETA, CA 92563

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SCAMPORLINO,DANIEL
28327 TRIESE ST
MURRIETA, CA 92563

392-370-073
VU,VINH HOANG
28335 TRIESE ST
MURRIETA, CA 92563

392-370-074
ESTRADA,MARY RENEE
28343 TRIESE ST
MURRIETA, CA 92563

392-370-075
KRAUS,ANDREW G & JAMIE L
27551 MANGROVE ST
MURRIETA, CA 92563

392-370-076
JONES,DONALD
5231 STONE MOUNTAIN PL
ALTA LOMA, CA 91737

392-370-079
SKYVIEW RIDGE COMMUNITY ASSN
PO BOX 4498
SANTA ANA, CA 92702

392-380-013
SACHAR,TOMER
28288 GATINEAU ST
MURRIETA, CA 92563

392-380-014
RAMZEN CORP
687 BATAAN PL
MONTEREY PARK, CA 91755

392-380-015
GRANDA,JOSE C & MARIA S
39739 RIDGEDALE DR
MURRIETA, CA 92563

392-380-016
PEKRUL,DARCY
28312 GATINEAU ST 55
MURRIETA, CA 92563

392-380-017
CHIDAMBARAM,VIJAYAKUMAR &
BINEET
28320 GATINEAU ST
MURRIETA, CA 92563

392-380-018
MCCLURE,TIMOTHY JAMES
28328 GATINEAU ST
MURRIETA, CA 92563

392-380-019
SWIFT,JUSTIN W & HOLLY R
28336 GATINEAU ST
MURRIETA, CA 92563

392-380-020
NEAMTU,LIVIU MIHAI
28344 GATINEAU ST
MURRIETA, CA 92563

392-380-021
PONCE,CHRISTY M
28352 GATINEAU ST
MURRIETA, CA 92563

392-380-033
FRANCISCO,FROILAN & MAGDALENA
28314 WELLSVILLE ST
MURRIETA, CA 92563

392-380-034
VESPER,SCOTT A
28322 WELLSVILLE ST
MURRIETA, CA 92563

392-380-035
WELLSVILLE,STREET TRUST
9223 STEPHANIE ST
RIVERSIDE, CA 92508

392-380-036
FRANCO,JOSHUA
28338 WELLSVILLE ST
MURRIETA, CA 92563

392-380-037
ALONZO,NATALIE
1066 PSC 557
FPO, AP 96379

392-380-038
LAMKIN,CINDY A
28354 WELLSVILLE ST
MURRIETA, CA 92563

392-390-008
SKYVIEW RIDGE COMMUNITY ASSN
119 N MAPLE ST A
CORONA, CA 92880

392-391-013
D R HORTON LOS ANGELES
HOLDING C
2280 WARDLOW CIR 100
CORONA, CA 92880

392-391-014
GLYNN FAMILY 2016 TRUST
2523 BROKEN LANCE DR
NORCO, CA 92860

392-391-015
DAVID,VICTOR A
37613 RUSHING WIND CT
MURRIETA, CA 92563

392-391-016
OLADAPO,KOFOWOROLA O
23730 WATERLEAF CIR
MORENO VALLEY, CA 92557

392-391-018
MASON,PATRICK
28314 SOCORRO ST 113
MURRIETA, CA 92563

392-391-019
NGUYEN,LYNETTE
28314 SOCORRO ST 114
MURRIETA, CA 92563

392-392-007
DOMINGUEZ,ESTELA
42699 DRENNON CT
TEMECULA, CA 92592

392-392-008
NEITZERT,EDWARD P & AUDREY A
7927 E MENDOZA AVE
MESA, AZ 85209

392-392-009
LONG,ROBERT J & MACLOVIA M
1122 FREEMAN ST
SANTA ANA, CA 92703

392-392-013
LINDSTRAND MAINTENANCE CORP
119 N MAPLE ST A
CORONA, CA 92880

392-392-014
BONAVARIES,PAUL W & SHARON L
28282 SOCORRO ST 97
MURRIETA, CA 92563

392-392-015
GARNETTI,MARIANO D & LAUREN K
5934 BIXBY VILLAGE DR 191
LONG BEACH, CA 90803

392-392-016
SEMANA, MICHAEL & LESLIE C
33892 TEMECULA CREEK RD
TEMECULA, CA 92592

392-392-017
CADENCE INV
25064 RIVER WALK LN
STEVENSON RANCH, CA 91381

392-392-018
PAREKH, NIRAJ V & ANJALI S
34392 COPPOLA ST
TEMECULA, CA 92592

392-392-019
LOPEZ, CARLOS
28282 SOCORRO ST 102
MURRIETA, CA 92563

392-392-020
NGUYEN TRUST A
28298 SOCORRO ST 103
MURRIETA, CA 92563

392-392-021
RICHARDS, LLOYD JOE & KARON
LEE
PO BOX 1046
BORREGO SPRINGS, CA 92004

392-392-022
SMITH, JACQUELINE
28298 SOCORRO ST 105
MURRIETA, CA 92563

392-392-023
BAKER, BENJAMIN A
28298 SOCORRO ST 106
MURRIETA, CA 92563

392-392-024
TORRES, JOHN & SAMANTHA
28298 SOCORRO ST 107
MURRIETA, CA 92563

392-392-025
ANDERSON, MARK
1442 OLDENBURG LN
NORCO, CA 92860

392-392-029
HARVEY, ELAINE
28269 SOCORRO ST 75
MURRIETA, CA 92563

392-392-030
THAZHICHAYIL, PRAMOD
469 E 1ST ST
TUSTIN, CA 92780

392-392-031
SEITEL, ELKE M
7096 BIRCHCREEK RD
SAN DIEGO, CA 92119

392-392-032
IRA RESOURCES INC
1905 AVOWOOD CT
FALLBROOK, CA 92028

392-392-033
PEARSON FAMILY TRUST
28253 SOCORRO ST 79
MURRIETA, CA 92563

392-392-034
GOFF, SCOTT M
28253 SOCORRO ST 80
MURRIETA, CA 92563

392-392-035
EVANS, MARK & MICKIE
28253 SOCORRO ST 81
MURRIETA, CA 92563

392-392-036
CASAS, MIGUEL & ANNABEL
28253 SOCORRO ST 82
MURRIETA, CA 92563

392-392-037
BUSK, ADRIENNE HUGGS
2019 LA ORINDA PL
CONCORD, CA 94518

392-392-038
EVANS, PORSCHA PAULA
28253 SOCORRO ST 84
MURRIETA, CA 92563

392-392-040
LEWIS, CATHIE E TRUST
28250 SOCORRO ST 85
MURRIETA, CA 92563

392-392-041
PERKINS, THOMAS
7037 GASKIN PL
RIVERSIDE, CA 92506

392-392-042
BASILE, ANISSA
23270 TWIN FLOWER AVE
VICTORVILLE, CA 92395

392-392-043
ONEIL, KELLY J
22241 SERENADE RIDGE DR
MURRIETA, CA 92562

392-392-044
CHAN, VIVIAN S
6267 AVON AVE
SAN GABRIEL, CA 91775

392-392-045
S & Y RENTALS INC
12190 WYNE CT
TUSTIN, CA 92782

392-392-046
ABDALLAH, SAMIR & MAJEDA
31915 RANCHO CALIFORNIA RD
TEMECULA, CA 92591

392-392-047
AFSHAR, MAJID K & SIMINDOKHT S
28266 SOCORRO ST 92
MURRIETA, CA 92563

392-392-048
PECK, DALE & JACQUELINE
33043 ANASAZI DR
TEMECULA, CA 92592

392-392-049
SAOUR, ELZA
31915 RANCHO CALIFORNIA RD
TEMECULA, CA 92591

392-392-050
SACHAR,AVRAM & DINA
5876 CIUDAD LEON CT
SAN DIEGO, CA 92120

392-392-051
LEE,KWANG JA
40415 ARIEL HOPE WAY
MURRIETA, CA 92563

392-400-024
ORTIZ,EDWIN J & GLADIZ T
28383 ADRIENNE ST
MURRIETA, CA 92563

392-400-025
QUINTANIA,ELIAS L
28361 ADRIENNE ST
MURRIETA, CA 92563

392-400-026
VARGAS,SERGIO & BLANCA
28339 ADRIENNE ST
MURRIETA, CA 92563

392-400-027
SANDERS,WESLEY E & WENDY LYNN
24046 CHATENAY LN
MURRIETA, CA 92562

392-400-028
MOE,LORELLE C
28295 ADRIENNE ST
MURRIETA, CA 92563

392-400-029
2017-1 IH BORROWER LP
1717 MAIN ST 2000
DALLAS, TX 75201

392-400-030
BURTON,KEVIN CURTIS &
GWENDOLYN
35767 ADRIENNE ST
MURRIETA, CA 92563

392-400-031
HAMILTON,CARRIE D
35755 ADRIENNE ST
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392-400-032
JENKINS,DAVID M
32332 SAINT MARTIN ST
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392-400-033
CURNUTT,KEVIN L & LISA
35731 ADRIENNE ST
MURRIETA, CA 92563

392-400-034
CROW,TIFFANY A
35719 ADRIENNE ST
MURRIETA, CA 92563

392-400-035
KLEIN,GERALD A
2273 DEL AMO BLVD
TORRANCE, CA 90501

392-400-102
LEFORE,GEARARD W
35722 ADRIENNE ST
MURRIETA, CA 92563

392-400-103
HERNANDEZ,JUAN F & CLAUDIA
28270 ADRIENNE ST
MURRIETA, CA 92563

392-400-104
LA,THOMAS & STEPHANIE
7842 LA MERCED RD
ROSEMEAD, CA 91770

392-400-105
CALIFORNIA LP
1717 MAIN ST 2000
DALLAS, TX 75201

392-400-106
BARTOLOME,ARTHUR D
35725 TANA AVE
MURRIETA, CA 92563

392-400-112
GRANITE GATE HOMEOWNERS ASSN
2451 IMPALA DR A
CARLSBAD, CA 92010

392-450-022
CARLMART
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CARLSBAD, CA 92011

392-450-025
CITY OF MURRIETA
1 TOWN SQ
MURRIETA, CA 92562

392-450-026
HACIENDA INV
1756 LACASSIE AVE 101
WALNUT CREEK, CA 94596

392-450-027
CALIFORNIA GOLD INV
133 OLD WARDS FERRY RD G
SONORA, CA 95370

900-030-022
MURRIETA VALLEY UNIFIED
SCHOOL D
26396 BECKMAN CT
MURRIETA, CA 92562

900-040-024
PACIFIC LANDING
11075 CARMEL MOUNTAIN RD 200
SAN DIEGO, CA 92129

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**NOTICE OF PREPARATION OF A
DRAFT ENVIRONMENTAL IMPACT REPORT
AND SCOPING MEETING**

To: Agencies and Interested Parties

From/Lead Agency: City of Murrieta Planning Division

Date: June 27, 2018

Subject: **Notice of Preparation of an Environmental Impact Report for the Costco/Vineyard II Retail Development Project**

After evaluation of an Initial Study completed for the proposed project in June 2018, the City of Murrieta (City) as the lead agency has determined that the proposed Costco/Vineyard II Retail Development Project (proposed project) may have a significant effect on the environment, and an environmental impact report (EIR) is required in compliance with the California Environmental Quality Act (CEQA).

This Notice of Preparation (NOP) provides information describing the proposed project and its potential environmental impacts in order to solicit public and agency comments as to the scope of environmental issues, reasonable alternatives, and mitigation to include in the Draft EIR. The Draft EIR will describe the project need, goals, and objectives, baseline environmental conditions in the project study area, and the potential environmental impacts associated with the implementation of the proposed project. Alternatives to the proposed project and the potential effects of those alternatives will also be described and analyzed in the Draft EIR.

Due to time limits mandated by state law, your response to this NOP must be submitted at the earliest possible date **but no later than 30 days** after receipt of this notice. The City will hold a public scoping meeting on July 10, 2018 at 5:30 p.m. at City of Murrieta Fire Station No. 4 – 28155 Baxter Road Murrieta, California 92563 to gather comments on the scope of the environmental document. Written comments on the NOP and on the contents of the forthcoming Draft EIR should be submitted to Dennis Watts, Project Planner, at the address below by July 26, 2018. Please include the name for a contact person in your agency. If you have any questions, please contact Dennis Watts at (951) 461-6060, via email at DWatts@MurrietaCA.gov, or in writing at:

City of Murrieta Planning Division
One Town Square
Murrieta, California 92562

**This NOP can be found on the City of Murrieta’s website at:
http://www.murrietaca.gov/departments/planning/public_hearing_notices/default.asp**

Notice of Preparation

PROJECT SETTING

The proposed project is located in the City of Murrieta, Riverside County, California. Specifically, the project site is located northeast of the intersection of Clinton Keith Road and Antelope Road, and east of Interstate (I-) 215. Additionally, the project site is located on the U.S. Geological Survey (USGS) 7.5-minute Murrieta quadrangle, in Section 35 of Township 6 South, Range 3 West. The project site consists of an approximately 26-acre vacant parcel that is undergoing an ongoing mass grading operation that is removing the low-lying hills on site. The project site is surrounded by existing multifamily residential development to the east, Vista Murrieta High School and a future commercial development to the south, I-215 to the west, and a vacant site to the north. The City's General Plan Land Use Map designates the project site as Commercial (C). The City's Zoning Map shows the site as being zoned Regional Commercial (RC).

PROJECT DESCRIPTION

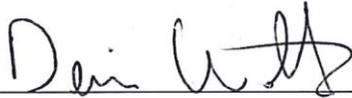
The project applicants, Costco Wholesale and Retail Development Advisors, propose the construction of a new retail development consisting of a Costco warehouse, gas station and carwash, a fitness building, a major retail pad, two smaller retail shops, one casual dining restaurant, one drive-through fast-food restaurant, two detention basins, and associated parking, on a vacant 26-acre site. The approximately 16.5-acre warehouse parcel would be developed with an approximately 150,000-square-foot warehouse building. A separate gas station parcel would initially be developed with a 32-pump facility with overhead canopy, with the potential to expand the number of pumps as needed, up to a limit of 40 pumps. The remaining retail development includes the following pads: a 37,000-square-foot fitness center, a 16,000-square-foot major retail pad that may include an office store, pet supply store, health and beauty store, shoe store, or other similar retailers, service-oriented retail shops such as a pick up and drop off dry cleaner (no plant on site), hair salon, or phone store that range from 4,200 square feet to 7,700 square feet, a 1,200-square-foot casual dining space with drive-through and window service, and a 2,400-square-foot fast-food restaurant with drive-through. The project would also involve the construction of a portion of Warm Springs Parkway from the southern site boundary to the northern site boundary. The project would be entitled and constructed in up to three phases. The first phase would consist of the new Costco warehouse, Costco gas station, retail development pads, detention basins, and new site amenities such as landscaping, lighting, and parking lot. The carwash could be included in the first phase. If not, it would be constructed as a second phase. The gas station expansion would be the second or third phase. It is anticipated that the Murrieta Costco warehouse and gas station will employ 250 full-time employees and the fitness center, retail, and restaurant development collectively would employ 35 employees, for a total maximum of 285 employees.

Notice of Preparation

ISSUES OF CONCERN

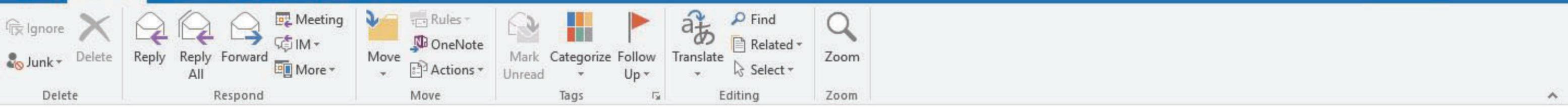
As identified in the attached Initial Study, probable environmental impacts of the project include aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and cumulative impacts. These issues will be addressed in the forthcoming Draft EIR.

Signature:



Title:

Dennis Watts, Project Planner



Rull, Paul <PRull@RIVCO.ORG> | Watts, Dennis 7/2/2018
NOP EIR Costco/Vineyard

Good Morning Dennis,

Thank you for transmitting the above reference project to ALUC for review. Please note that the project is located outside the airport influence area and therefore ALUC has no comments.

If you have any questions, please feel free to contact me.

Paul Rull
ALUC Urban Regional Planner IV



Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-6893
(951) 955-5177 (fax)
PRULL@RIVCO.ORG

www.rcaluc.org

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[County of Riverside California](#)

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING

464 WEST FOURTH STREET, 6th FLOOR, MS 725

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4147

FAX (909) 383-5936

TTY 711

www.dot.ca.gov/dist8

*Making Conservation
a California way of Life.*

July 30, 2018

RIV 215 PM 12.76

Mr. Dennis Watts
City of Murrieta
1 Town Square
Murrieta, CA 92562

Subject: Notice of Preparation (NOP) of and Environmental Impact Report (EIR) for the Costco/Vineyard II Retail Development Project

Dear Mr. Watts

The California Department of Transportation (Caltrans) has completed the review of the Initial Study submitted for the “Costco/Vineyard Phase II Retail Development” project. The proposed project includes the construction of a new retail development consisting of a Costco Wholesale (Costco) warehouse and fuel station, a fitness center, a major retail pad, four smaller retail shops, one restaurant, one drive-through fast food restaurant, two detention basins, and associated parking, on approximately 26 acres.

The proposed project is located in the northern portion of the City of Murrieta in Riverside County. Specifically, the project site is bounded by Antelope Road to the west, Clinton Keith Road to the south, Cape Aire Way to the north and Whitewood Road to the east.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when proposed development may impact our facilities. Under the California Environmental Quality Act (CEQA), we are required to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the City of Murrieta, it is also subject to the policies and regulations that govern the SHS due to the project’s potential impact to State facilities.

After reviewing the Initial Study for this proposal, we have the following comments:

Multimodal Accessibility

Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system. Furthermore, Caltrans is committed to ensuring that a multimodal transportation system serves the local development project. We take into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, goods movement, streets,

highways and freeways, pedestrian and bicycle paths, and mass transit. The following are our comments concerning multimodal accessibility:

Transportation Demand Management

- (a) We recommend the inclusion of a Transportation Demand Management Plan describing the proposed trip level and outlining proposed transportation demand management measures for the project to achieve the trip level proposed.
- (b) We recommend considering the inclusion of a park and ride facility within the project.

Transit

- (c) We recommend the City and project proponent coordinate with the Riverside Transit Agency (RTA) to identify potential routing alternatives and bus stop improvements that may be necessary in order to improve the sites transit accessibility.

Pedestrian

- (d) Policy LU-10.6, which can be found in the City's 2035 General Plan aims to "Encourage new businesses to have a pedestrian-accessible main entrance that faces the street, as appropriate." In support of this policy, we recommend the inclusion of a sidewalk on both sides of the driveway connecting the main entrances of the site to the main building entrances.

Bicycle

- (e) The City's 2035 General Plan proposes a "Class II" facility along Antelope Road from Scott Road to Clinton Keith Road. We recommend the City coordinate with the project proponent to identify the necessary right of way needed to provide the facility.
- (f) We recommend providing bicycle parking facilities near the main building entrances of each land use.

Traffic Forecasting

The primary function of the Office of Forecasting is to provide critical project travel analysis of past, present and future traffic volumes, as well as other operational characteristics. Additionally, this unit performs several technical analyses on this data in order to identify and articulate traffic and roadway efficiencies and deficiencies. After reviewing the documents submitted, the following are our comments:

Scoping Agreement for Traffic Impact Analysis (TIA)

- (a) In January of this year, we reviewed the TIA scoping agreement. The project description has since changed (**new items are in bold**). Please make sure these changes are reflected in TIA when submitted.

Project Description (Original)	Project Description (New)
151,340 SF Costco Warehouse	152,540 SF Costco Warehouse
24-Pump Fuel Station (expandable to 30 pumps)	32-Pump Fuel Station (expandable to 40 pumps)
37,000 SF Fitness Center	37,000 SF Fitness Center
3,000 SF Fast-Food Restaurant	2,400 SF Fast-Food Restaurant
39,900 SF Retail	16,000 SF Major Retail
	11,900 SF Retail Shops (4,200 SF + 7,700 SF)
	1,200 SF Casual Dining Restaurant

- (b) Page 5: Please provide more information on the Costco Warehouse database used to determine the trip generation rates. Please include the location, count year, size of store, number of fueling stations, weekday AM/PM peak hour trips, Saturday midday peak hour trips, and fueling center weekday AM/PM peak hour trips.
- (c) The following comment is in reference to another TIA prepared by Kittelson & Associates, Inc for a Costco development. It was dated February 2016 and titled “*Ridge and Costco Transportation Impact Analysis*” (see link below)

https://www.elkgrovecity.org/UserFiles/Servers/Server_109585/File/Departments/Planning/Projects/RidgeCostco/The%20Ridge%20and%20Costco%20Traffic%20Impact%20Analysis.pdf

In reference to Table D1, which can be found in Appendix D (Page 67) of the aforementioned document, it states the following:

“expanding the fuel station from 12 to 16 fueling positions would equate to an increase in activity or trip generation of 33%, expanding from 16 to 20 positions would equate to an increase of 25%, and expanding from 12 to 20 would equate to an increase of 67%. However, the actual before and after data only shows an average increase of 9.2% in daily fuel transactions.”

The proposed project proposes 32 fueling pumps which may potentially be expanded to 40 pumps. With this in mind, the trip generation rate should at minimum be increased by 9.2% for each 4 fueling stations as previous studies have indicated.

Traffic Operations

Caltrans aims to enhance the operation of the SHS to facilitate and optimize the movement of people, goods, and services in a safe and efficient manner. In regards to traffic operations, we have the following comments:

Mr. Watts
July 30, 2018
Page 4

Signal Operations

- (a) It appears that this development will connect to Clinton-Keith Road near the I-215 northbound ramps. Be sure to include how the project will impact the traffic signals at the I-215 northbound and southbound ramps.
- (b) The acceptable Level of Service (LOS) for State traffic signals is the transition between LOS C and D. Be sure to include the appropriate mitigation measures that will meet this standard.

We appreciate the opportunity to offer comments concerning this project. If this proposal is revised in any way, please forward the appropriate information to this Office so that updated recommendations for impact mitigation may be provided. If you have any questions regarding this letter, please contact Kwasi Agyakwa at (909) 806-3955 or myself at (909) 383-4557 for assistance.

Sincerely,

Original Signed by Mark Roberts

MARK ROBERTS, AICP
Office Chief
Intergovernmental Review, Community and Regional Planning



CITY OF MENIFEE

Community Development Department

Cheryl Kitzerow · Community Development Director

Bill Zimmerman
Mayor

Lesa Sobek
Mayor Pro Tem
District 3

Greg August
Councilmember
District 1

Matt Liesemeyer
Councilmember
District 2

John Denver
Councilmember
District 4

July 25, 2018

City of Murrieta Planning Division
c/o Dennis Watts
One Town Square
Murrieta, CA 92562
(Sent via US mail and E-mail)

RE: Notice of Preparation of an Environmental Impact Report for the
Costco/Vineyard II Retail Development Project

Dear Mr. Watts:

Thank you for providing an opportunity for the City of Menifee to review the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Costco/Vineyard II Retail Development Project. The City of Menifee offers the following comments concerning the NOP and EIR for the project:

1. Given the proximity of the proposed project to the City of Menifee's boundaries, the City would request that the EIR thoroughly address the project's potential impacts on Traffic, Air Quality/GHG, Land Use and Planning and Cumulative Impacts on a regional basis.
2. The City of Menifee's Community Development Department requests to receive subsequent notices on this project and any environmental documents prepared for the project.
3. The City of Menifee's staff requests to work with the City of Murrieta to identify all approved and pending projects within the City of Menifee that should be included in the cumulative analysis of the traffic study.

Sincerely,

Tamara Harrison
Senior Planner
Community Development Department

Ben J. Benoit, Mayor, District 1
Marsha Swanson, Mayor Pro Tem, District 5
Bridgette Moore, Council Member, District 4
Dustin Nigg, Council Member, District 2
Timothy Walker, Council Member, District 3



23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595
951-677-7751 Phone
951-698-1463 Fax
www.CityofWildomar.org

July 24, 2018

Mr. Dennis Watts, Project Planner
City of Murrieta Planning Department
One Town Square
Murrieta, CA 92562

Subject: Notice of Preparation (NOP) for the Costco/Vineyard II Retail Development EIR

Dear Mr. Watts,

The City of Wildomar is in receipt of the NOP for preparation of an EIR for the above referenced project. In accordance with Section 15082(b) of the California Environmental Quality Act (CEQA) Guidelines, the City of Wildomar, as a Responsible Agency, is hereby submitting a formal response to the NOP for the Costco/Vineyard II Retail Development EIR. After reviewing the NOP and project description, the City of Wildomar has just two (2) comments as follows:

- 1) As part of the Traffic Impact Analysis/Traffic Study to be prepared for this project, the city is asking that the TIA fully analyze potential environmental/traffic impacts to roadway intersections along the Clinton Keith corridor, and provide adequate mitigation measures. Specifically, we are requesting that the TIA analyze impacts to the following roadway intersections from our eastern city limits boundary to the I-15 Freeway:
 - a. Clinton Keith Road at Hoofprint Drive;
 - b. Clinton Keith Road at Smith Ranch Road;
 - c. Clinton Keith Road at Elizabeth Lane'
 - d. Clinton Keith Road at Salida Del Sol (this intersection should include analysis of the future development of the Mt. San Jacinto Community College Campus project);
 - e. Clinton Keith Road at Inland Valley Drive;
 - f. Clinton Keith Road at George Avenue
 - g. Clinton Keith Road at Arya Drive
 - h. Clinton Keith Road at the I-15 freeway on/off ramps.

- 2) As part of the TIA, the analysis should include an analysis of the cumulative projects within the City of Wildomar that could be directly affected by the Costco project. I have included as an attachment to this letter, the city's cumulative development project matrix for your traffic consultant.

If you have questions regarding our comments, please contact me at your earliest convenience at (951) 677-7751, Ext. 213. You may also email me at mbassi@cityofwildomar.org. Thank you for your consideration and we look forward to receiving the draft EIR when it is prepared.

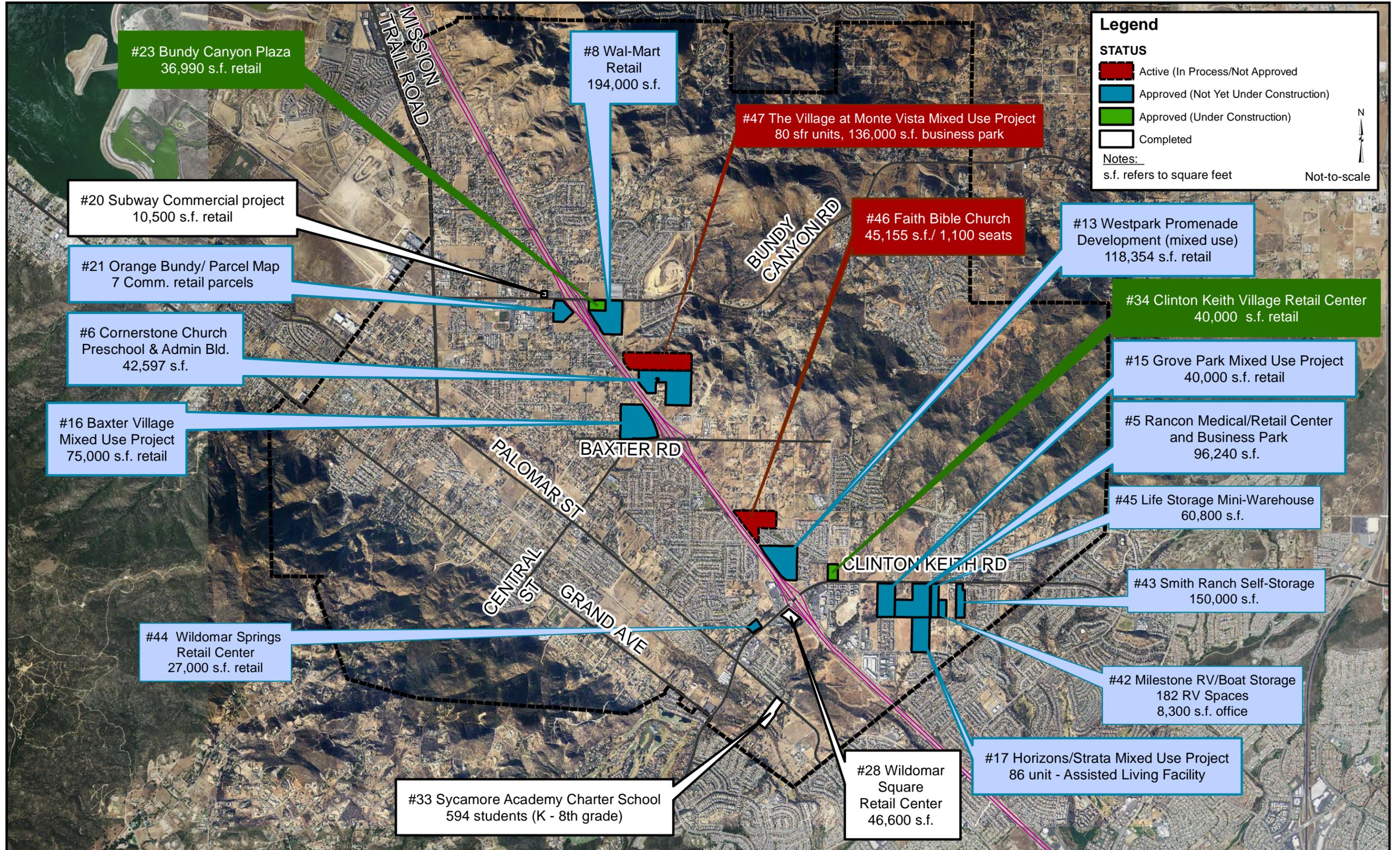
Sincerely,

Matthew C. Bassi
Planning Director

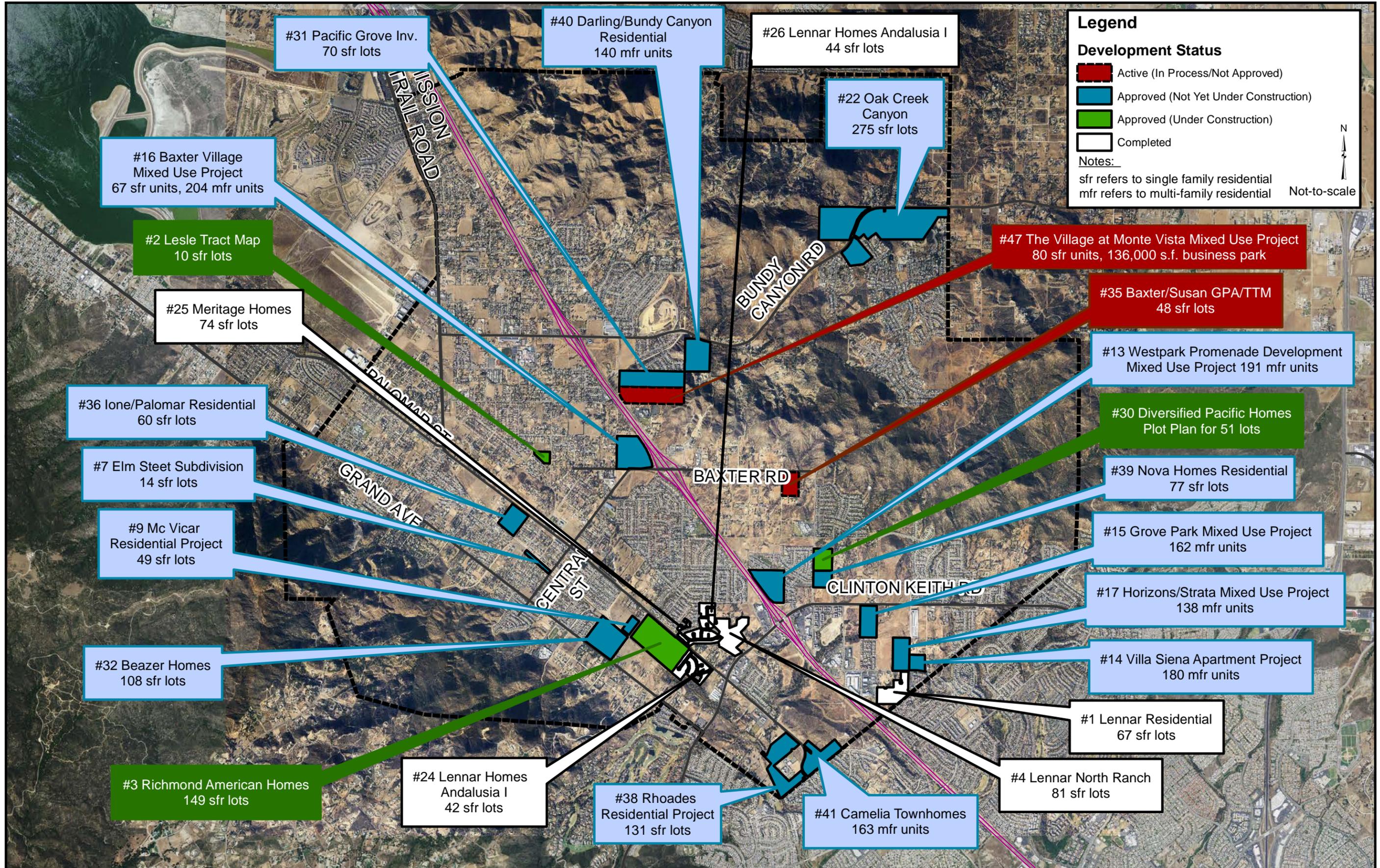
Cc: Gary Nordquist, City Manger
Dan York, Assistant City Manager / Public Works Director

City of Wildomar

Commercial Project Development List (Effective Date: July 1, 2018)



City of Wildomar Residential Project Development List (Effective Date: July 1, 2018)



CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

ACTIVE CURRENT PLANNING DEVELOPER PROJECTS (IN REVIEW BUT NOT YET APPROVED BY PC/CC)									
MAP EXHIBIT #	PLANNING APPLICATION NUMBER	PROJECT NAME	PROJECT APPLICANT & CONTACT INFORMATION	PROJECT TYPE	SINGLE FAMILY LOTS/UNITS	MULTI-FAMILY UNITS	COMMERCIAL / INDUSTRIAL SQ. FT.	APN INFORMATION.	PROJECT DESCRIPTION
35	PA 15-0051	Wildomar Trails Project	Manny Valencia, Clinton Luxury Homes (951-279-4877)	SFR	140			376-340-017 376-340-027	A proposed General Plan Amendment from VLDR to MDR, Change of Zone from R-R to R-1 & a Tentative Tract Map (TM 36956) to develop 140 single family residential lots.
46	PA 17-0111	Faith Bible Church	Francisco Martinez, FMCIVIL Engineers (951-676-8042)	Church			45,155 S.F.	376-410-002 & 024	A proposal for a proposed 45,155 square-foot (1,100 seats) church, including a 350 space parking lot and athletic field on 25.5 acres located at the terminus of Depasquale and Glaze brook Road. Project includes an EIR, GPA, Parcel Merger, & Plot Plan
47	PA 18-0034 (TM No. 37476)	The "Village at Monte Vista"	Tom Mungari, Nova Homes, Inc. (714-423-5156)	SFR / Bus. Park	80 (SFR) 4 (BP)		136,000 S.F.	367-140-008, 367-140-010 & 367-140-012	A proposal for a proposed mixed-use project consisting of the following: 1) change of zone from R-R to R-1 on 28.86 and R-R to I-P on 9.36 acres; 2) a tentative tract map (TM 37476) to subdivide 38.22 acres into 80 lots for single family development and 4 lots for commercial/industrial park development; 3) a final site plan of development (FSPOD) to build 80 single family dwellings; and 4) a plot plan to develop a 136,000 square-foot commercial/business park on 38.22 acres. Project includes an Initial Study/Mitigated Negative Declaration.

CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

APPROVED CURRENT PLANNING DEVELOPER PROJECTS (BUT NOT YET UNDER CONSTRUCTION)										
MAP EXHIBIT #	PLANNING APPLICATION NUMBER	PROJECT NAME	APPLICANT & CONTACT INFORMATION	PROJECT TYPE	SINGLE FAMILY LOTS/UNITS	MULTI-FAMILY UNITS	COMMERCIAL / INDUSTRIAL Sq. Ft.	APN(S) INFO.	PROJECT APPROVAL DATE	PROJECT DESCRIPTION
43	PA 16-0138	Smith Ranch Self Storage Project	Won Yoo, Ranpac Engineering (951-676-7000)	IND.			150,000 s.f. (1,100 units) & 10,000 s.f. office bld.	380-290-037 380-290-038 380-290-039 380-290-040	3/14/2018	An approved Zone Change, CUP & Variance to establish a 150,000 s.f. self-storage facility with RV parking and 10,000 s.f. office building on 8.35 acres in the M-SC zone.
44	PA 16-0134	Wildomar Springs Retail Center	Jim Rochelle, Mann Property Company (925-250-7118)	CR			27,000 s.f. of retail space	380-120-003 380-120-004	5/9/2018	An approved Change of Zone, Parcel Map and Plot Plan to develop a 27,000 square-foot commercial retail center with users such as Auto Zone, Dollar Tree, Wendy's restaurant with other retail uses on 3.4 acres.
41	PA 16-0070	Camelia Townhouse Project	Bill Lo, Sunbelt Communities (949-218-6023)	MFR		163		380-220-003	8/9/2017	An approved Change of Zone from R-R to R-3, a Tentative Tract Map (TM No. 37156) to subdivide 29.4 acres into 1 lot for condominium purposes, and a Plot Plan to develop a 163-unit multi-family for-sale townhome complex on 29.4 acres.
45	PA 17-0010	Life Storage Mini-Storage	Cain Garcia, Arch. (602) 955-3900	IND.			60,000 s.f.	380-290-030	12/6/2017	An approved amendment to an existing CUP to add 2-story, 60,800 square-foot mini-warehouse building in the M-SC zone on 9.56 acres.
21	PA 10-0301 (PM 30522)	Orange Bundy/ Parcel Map	Mike Sater, Sater Oil, Inc. (909-293-7588)	CR			7 parcels	367-100-024 367-100-026	7/3/2013	An approved commercial Parcel Map (PM 30522) for a 7-lot commercial subdivision.
22	PA 11-0261 (TM 36388)	Oak Creek Canyon Residential Proj.	Bill Lo, Sunbelt Communities (949-218-6023)	SFR	275		5 acre commercial parcel	362-070-001, 003, 006, 010, 013, 018, 021, 023, & 024 362-080-004, 005, 007, 008, 009 & 012 362-090-009 & 015	5/22/2013	An approved Specific Plan Amendment, General Plan Amendment, Change of Zone and Tract Map (TM 36388) to accommodate a 275 lot single family residential subdivision, and a 5-acre commercial pad with an EIR.

CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

14	PA 13-0089	Villa Sienna Apartment Project	Danny Brose, Golden Eagle Multifamily Prop, (714-874-7474)	MFR		180		380-290-029	11/12/2015	An approved GPA from MHDR (5 - 8 units/acre) to VHDR (14 - 20 units/acre), a Change of Zone from I-P (Industrial Park) to R-3 (General Residential) and a Plot Plan for the development of a 170- unit multi-family apartment project on 9.22 acres.
40	PA 16-0006	Bundy Canyon Resort Apts.	Dick Darling, Darling Dev. Group, LLC (805-379-2111)	MFR		140		367-250-008	4/12/2017	An approved Change of Zone from R-R to R-3 and a Plot Plan for the development of a 140-unit multi-family apartment complex on 28.8 acres.
31	TTM 32024	Monte Vista Ranch	Erik Lunde, Pacific Cove Inv. (714-318-3500)	SFR / CR	70		To Be Determined	367-140-007 367-140-011	4/4/2006	An approved Tentative Tract Map (TM 32024) for a 70 lot single family residential subdivision and future commercial office project on approximately 40 acres.
5	PA 12-0053 (PM 36492)	Rancon Medical & Retail Center	Dan Long, Rancon Dev. (951-200-2367)	Off. & CR			294,900 s.f.	380-250-022	10/1/2014	An approved Parcel Map No. 36492 to subdivide 1 parcel of 29.40 acres into 13 parcels for commercial/retail, industrial and open space purposes, and Plot Plan No. 12-0053 for the development of 96,240 square feet of medical, office and retail uses. Future development of the industrial lots will result in 294,900 square feet of business park uses.
8	PA 13-0086 (PM 36652)	Wal-Mart Retail Project	Matthew Nelson, Gresham Savage Nolan & Tilden (909-890-4499)	CR			193,792 s.f.	367-100-033, 367-100-034 367-100-035 367-100-039	3/11/2015	An approved Change of Zone from R-R (Rural Residential) to C-1/C- P (General Commercial), and a Plot Plan to development Wal-Mart retail building totaling 185,992 s.f. and a 7,800 s.f. retail pad on 22 acres.
32	TTM 31667	Beazer Homes	Lonnie Ellisor, Beazer Homes 951-698-1350	SFR	108			380-060-007 380-060-008	11/15/2006	An approved Tentative Tract Map (TM 31667) for a 108 lot single family residential subdivision on approximately 35.2 acres.
7	PA 08-0154 (TM 33840)	Elm Street Subdivision	Zareh Hookasian, (615-838-4820)	SFR	14			376-043-027	9/23/2015	An approved subdivision of 4.07 acres into 15 lots for future single family homes (ranging in size from 7,200 s.f. to 15,061 s.f. - average lot size of 9,000 s.f.) and a Zone Change from R-R (Rural Residential) to R-1.
6	PA 12-0194	Cornerstone Church Preschool & Admin Bld.	Jeff Rosen, Pastor (951-262-5970)	Church			42,597 s.f.	367-210-007, 008, 018, 034, 035 & 043	12/10/2014	An approved PUP to build a 2-story, 17,135 sq. ft. preschool building for 170 children; a 2,438 sq. ft. maintenance building and a future 3- story, 23,024 sq. ft. administration building and related 2 new parking lots.

CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

36	TTM 32206	Ione/Palomar Residential	Kathleen Karahalios, KR Land Comp. (951-280-4499)	SFR	60			368-080-032	4/14/2005	An approved Tentative Tract Map for the development of 60 single family residential lots ranging in size for 8,000 square feet to 20,000 square feet.
38	TTM 31896	Rhoades Residential Project	Jeff Rhoades, R&H Wildomar, LLC (951-296-3466)	SFR	131			380-210-003, 004, 005, 008, 016 and 380-160-018	1/9/2007	An approved single family residential tract map for the subdivision of 46.7 acres into 131 lots for future single family residential development.
42	PA 16-0095	Milestone RV/Boat Storage	Steve Davis, Alliance Services, LLC (619-280-0933)	Ind.			182 RV Spaces & 8,300 s.f. of office	380-290-003	4/19/2007	An approved CUP & Variance to establish a 182 space Boat/RV storage facility (with solar panels on the roof), including 64 mini- warehouse/self-storage units (approximately 8,300 s.f. in size) on 5 acres.
15	PA 14-0069	Grove Park Mixed Use Project	Eric Flodine, Strata Equity Group (858-546-0900)	Mixed Use		162	50,000 s.f.	380-250-003	2/10/2016	An approved GPA from Business Park to Commercial Retail for a 10.3 acre portion of the project site, a Change of Zone from R-R (Rural Residential) to CPS (Scenic Highway Commercial) on a 10.3 acre portion of the project site, a tentative parcel map (PM 36674) to subdivide the site into 2 parcels, and a Plot Plan to develop a 50,000 square-foot retail center (northerly portion) and a 162- unit multi-family apartment project.
16	PA 14-0002	Baxter Village Mixed Use Project	Eric Flodine, Strata Equity Group (858-546-0900)	Mixed Use	67	204	75,000 s.f.	367-180-015 367-180-043	7/13/2016	An approved 35 acre mixed-use project consisting of the following: 1) a GPA from MUPA to CR, MHDR & VHDR; 2) a Change of Zone to C-P-S, R-3 and R-4; 3) a Tentative Tract Map (TTM 36674) to subdivide 35 acres into 85 parcels to accommodate the mixed use project; and 4) a plot plan to develop a 75,000 square-foot commercial retail center, a 204 unit multi-family apartment project, and a 67-lot single family development.
17	PA 14-0040	Horizons Mixed Use Project	Eric Flodine, Strata Equity Group (858-546-0900)	Mixed Use		138	86-unit - Assisted Living Facility	380-250-023	2/10/2016	An approved GPA from Business Park to Commercial Retail (on 5.2 acres) and High Density Residential (on 10.6 acres), a Change of Zone from R-R (Rural Residential) to R-3 (General Residential) on 10.6 acres and from R-R (Rural Residential) to C-1/C-P (General Commercial (on 5.2 acres), Tract Map (36672) to subdivide the site into 3 parcels, and a Plot Plan to develop an 86-unit assisted living facility and a 138-unit multi-family townhome/condominium project.

CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

9	PA 09-0380 (TM 32035)	McVicar Residential Project	Martin Boone, Omni Financial (831-464-5021)	SFR	48			380-040-005, 007, 008, & 012	1/11/2017	An approved Change of Zone from R-R (Rural Residential) to R-1 (One Family Dwelling) & W-1 (Watercourse/Conservation) and a tentative tract map (TM 32035) to subdivide 19.2 acres into 48 lots for future single residential development.
13	PA 13-0082 (PM 36122)	Westpark Promenade Project	Danny Brose, Golden Eagle Multifamily Prop. (714-874-7474)	Mixed Use		191	118,354 s.f.	376-410-013, 023 and 025	12/14/2016	An approved mixed use project comprising the following: 1) a GPA from Commercial Office (C-O) to Commercial Retail (CR) on 13.43 acres and to Very High Density Residential (VHDR) on 14.17 acres; a change of zone from C-P-S (Scenic Highway Commercial) to R-3 (General Residential) on a 14.17 acre portion of the project site; a Tentative Parcel Map (TPM 36612) to subdivide the 27.6 acre project site into 3 parcels; 4) two (2) Tentative Tract Maps (TTM's 36781 & 36782) for condominium purposes on a 14.17 acre portion of the site; and 5) a plot plan for the development of 118,354 square feet of commercial retail on 13.43 acres, and 191 for-sale townhomes/condos on 14.17 acres.
39	PA 15-0129 (TM 36952)	Nova Homes Residential	Tom Mungari, Nova Homes, Inc. (562-355-0835)	SFR	77			362-250-001 362-250-026	2/8/2017	A proposed single family detached residential condominium project including: 1) a GPA from MUPA to MHDR (6.84 units/acre); 2) a Change of Zone from R-R to R-4; 3) a Tract Map (TM 36952) to subdivide 11.25 gross acres into one (1) lot for condominium purposes; 4) a Plot Plan to develop 77 single family detached & attached residences.

CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

APPROVED CURRENT PLANNING DEVELOPER PROJECTS (UNDER CONSTRUCTION)									
MAP EXHIBIT #	PLANNING APPLICATION #	PROJECT NAME	APPLICANT & CONTACT INFORMATION	PROJECT TYPE	SINGLE FAMILY LOTS/UNITS	MULTI-FAMILY UNITS	COMMERCIAL / INDUSTRIAL SQ. FT.	APN(S) INFO.	PROJECT DESCRIPTION
23	08-0179 (PM 32257)	Bundy Canyon Plaza	Ino Cruz, JNT Management Group (951-280-3833)	CR			36,990 s.f.	367-100-019	An approved retail project (CUP 3403) for the construction of a gasoline service station with carwash (Phase 1), and 3 drive-thru restaurants pads, & 2 retail buildings totaling approximately 36,990 square feet(Phase 2) and an approved Parcel Map (PM 32257) for the subdivision of two existing parcels into 6 commercial parcels.
2	12-0392 (TTM 36519)	Lesle Tract Map	Mike Lesle (951-522-2405)	SFR	10			367-170-029	An approved Tentative Tract Map (TM 36519) to subdivide approximately 5.4 acres into 10 lots (1/2 acre lots) for future single family residential homes.
3	TM 25122 & TM 32078	Richmond American	Sondra Harris, Richmond American Homes (949-467-2633)	SFR	149			380-080-008 380-080-009 380-140-001	An approved Tentative Tract Map for the development of 149 single family residential lots (Plot Plan No. 15-0076) located at the southwest corner of Palomar Avenue and McVicar Street.
30	14-0081 (TM 31479)	The Orchard Collection	Pete Pitassi, Diversified Pacific Homes (909-980-1361)	SFR	51			362-240-020, 023, 029, 031 & 032	An approved Plot Plan for the development of 51 single family residential lots (TM 31479) on 15 acres.
34	15-0013	Clinton Keith Village Retail Center	Reza Kassraian, PARS Global, LLC (949-250-9863)	CR			40,000 s.f.	362-250-003	A proposed Plot Plan and CUP for a 5-acre project site to develop a 40,000 square-foot commercial retail center, including a 7-Eleven gas station with alcohol sales.

CITY OF WILDOMAR - CURRENT PLANNING CUMULATIVE DEVELOPMENT PROJECTS MATRIX

CURRENT PLANNING PROJECTS – CONSTRUCTION COMPLETED									
MAP EXHIBIT #	PLANNING APPLICATION #	PROJECT NAME	APPLICANT & CONTACT INFORMATION	PROJECT TYPE	SINGLE FAMILY LOTS/UNITS	MULTI-FAMILY UNITS	COMMERCIAL / INDUSTRIAL SQ. FT.	APN(S) INFO.	PROJECT DESCRIPTION
28	08-0072 (PM 36080)	Wildomar Square Retail Center	David Horenstein, DH Holdings, LLC (310-229-5960)	CR			46,600 s.f.	380-110-045	An approved commercial/retail project consisting of six buildings totaling 46,600 square feet on a 4.8 acre site. Includes a parcel map for 6 lots.
24	12-0015 (TM 30839 & TM 30939)	Andalusia I	Jarnne Valdez, Lennar Homes (951-817-3567)	SFR	55			N/A	A Final Site Plan of Development for 55 lots within two recorded tracts (42 lots in TM 30839 & 13 lots within TTM 30939)
25	11-0099 (TM 31499)	Meritage Homes	Peter Vanek, Meritage Homes (951-547-8320)	SFR	74			380-090-033 & 034 / 380-090-038, 041	A Final Site Plan of Development package for 74 single family residential dwelling units within TM 31499.
26	12-0401 (TTM 31837)	Andalusia II	Jarnne Valdez, Lennar Homes (951-817-3567)	SFR	44			380-410-001 & 019 380-411-001 & 025	A Final Site Plan of Development for Tract Map 31837 for the development of 44 single family residential dwelling units.
20	10-0222	Subway Commercial Project	Onkar Sud (951-818-6551)	CR			10,500 s.f.	366-390-026 & 366-390-027	An approved retail project consisting of a Change of Zone from R-R to C-1/C-P and a Plot Plan for the development of a 10,500 s.f. multi-tenant retail building on 1 acre.
1	12-0364 (TM 36497)	Briarwood Community	Jarnne Valdez, Lennar Homes (951-817-3567)	SFR	67			380-280-004, 009 & 012	A proposal to change the zoning from R-R to R-4, the subdivision of approximately 24 acres into 67 lots for single family residential development (average lot size of 7,772 s.f.) and a plot plan to develop 67 single family dwelling units.
4	14-0100 TM 32535	North Ranch Community	Jarnne Valdez, Lennar Homes (951-817-3567)	SFR	84			380-110-005 380-110-006	Tentative Tract Map No. 32535 allows for the subdivision of 31.4 acres into 84 lots, and a plot plan for the development of 84 single residential dwelling units known as North Ranch.
33	14-0074	Sycamore Academy Charter School	Barbara Hale, Sycamore Academy (951-678-5217)	Edu			28,000 s.f. 401 students	380-170-020	A proposed Public Use Permit (PUP) for the development of a 28,000 square-foot charter school for 594 students (K-8 grade).

Key Notes:

SFR = Single Family Residential; MFR = Multi-Family Residential; CR = Commercial Retail; Ind. = Industrial; PO = Professional Office; Edu = Educational

Costco project - Message (HTML)

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Darcy Pekrul <usakickn@gmail.com> Watts, Dennis Tue 9:20 AM

Costco project

Hello Dennis,

My name is Darcy Pekrul. I am a home owner and also the Skyview Ridge Board President. I am emailing you today with hopes that this will be in consideration for the new Costco development project. I realize I am a little past the date but was having some health issues and was unable to get something together. I am excited for this new project and having a Costco here although my main issue with it is the traffic congestion on Clinton Keith and also the traffic on Whitewood turning onto Clinton Keith from Menifee! I, as well as many other home owners here, feel there needs to be an additional way to enter Costco Center to reduce congestion on Clinton Keith. I had understood at the presentation that Warm Springs Parkway was only being built along the Costco frontage. We, at the Skyview Community, feel the city should consider extending Warm Springs Parkway from the Costco Property Line north to an intersection at Linnel Lane, at least two lanes, to give better circulation and distributed Access for both Costco and to relieve Clinton Keith Road and Warm Springs Parkway traffic. This way people from the North can access Costco without coming all the way down Whitewood and having to congest Clinton Keith more.

Sincerely,
Darcy Pekrul
Skyview Ridge Board President

Watts, Dennis

From: El-Hage, Maroun <el-hagem@emwd.org>
Sent: Monday, July 09, 2018 5:42 PM
To: Watts, Dennis
Cc: Castellon, Diahann; Chew, Edmund; Sambito, Maria
Subject: EMWD Response, to NOP of EIR, Costco/Vineyard II Retail Development, Murrieta
Attachments: 2018_07_09_EMWD Response To NOP of EIR_Costco-Vineyard II.pdf

Good afternoon Dennis,

Please find attached EMWD's response to the NOP noted above, to assist in the City's public scoping meeting on July 10, 2018 at 5:30 PM, and help in the preparation of an Environmental Impact Report.

Please let me know if you have any questions.

Sincerely,

Maroun El-Hage, MPA, MS, PE
Senior Civil Engineer, Development Services Department
Eastern Municipal Water District
(951) 928-3777, ext. 4468
el-hagem@emwd.org

CITY OF MURRIETA

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Did you know that you can request facility drawings by contacting maps@emwd.org ? ...or online, [Click Here](#) to open the Public Map Portal or visit www.emwd.org.

Our Guiding Principles are Innovation, Responsibility, Safety, Integrity, Community, Respect, Leadership, and Transparency.



July 9, 2018

Mr. Dennis Watts
City of Murrieta - Planning Division
One Town Square
Murrieta, CA 92562

Subject: Notice of Preparation of an Environmental Impact Report for the Costco/Vineyard II Retail Development Project

Dear Mr. Watts:

Eastern Municipal Water District (EMWD) thanks you for the opportunity to review the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Costco/Vineyard II Retail Development Project. The NOP provides information describing the proposed project (Project) which consists of the construction of a new retail development including a Costco warehouse, gas station and car wash, a fitness building, a major retail pad, two smaller retail shops, one casual dining restaurant, one drive-through fast-food restaurant, two detention basins, and associated parking, on a vacant 26 acre site. The approximately 16.5 acre warehouse parcel would be developed with an approximately 150,000-square-foot warehouse building. A separate gas station parcel would initially be developed with a 32-pump facility with overhead canopy, with the potential to expand the number of pumps as needed, up to a limit of 40 pumps. The remaining retail development includes the following pads: a 37,000-square-foot fitness center, a 16,000-square-foot major retail pad that may include an office store, pet supply store, health and beauty store, shoe store, or other similar retailers, service-oriented retail shops such as pick up and drop off dry cleaner (no plant on site), hair salon, or phone store that range from 4,200 square feet to 7,700 square feet, a 1,200-square-foot fast-food casual dining space with drive-through and window service, and 4,200-square-foot fast-food restaurant with drive-through. The Project would also involve the construction of a portion of Warm Springs Parkway from the southern site boundary to the northern site boundary. EMWD offers the following comments:

To define the impact(s) on the environment and on existing EMWD facilities, the EIR shall evaluate the Project's water demands and sewer discharge, and determine if the remaining available capacity in the existing EMWD facilities can adequately serve this Project. If the existing EMWD facilities do not have enough capacity, then the EIR shall identify the necessary additional improvements and facilities to be constructed by this Project to obtain adequate service. To help

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2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
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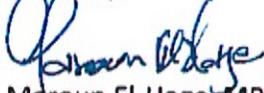
in this effort, EMWD can assist the Project proponent in formulating EMWD's Development Design Conditions (DDC), formerly known as the Plan of Service (POS), to detail all pertinent water and sewer facilities. To that end, EMWD requires beginning dialogue with the Project proponent at an early stage in the site design and development, via a one hour complementary Due Diligence meeting.

Following the Due Diligence meeting, to help define environmental impacts, EMWD's DDC must be developed by the developer's engineer and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check. The DDC process will provide the following:

1. Technical evaluation of the project's preliminary design.
2. Defined facility and easement requirements, i.e. approved DDC.
3. Potential facility oversizing and cost estimate of EMWD's participation, if applicable.

If you have questions or concerns, please do not hesitate to contact me at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

Sincerely,



Maroun El-Hage, MPA, MS, PE
Senior Civil Engineer
Development Services Department
Eastern Municipal Water District

MEH:dsc

26 JULY 2018

JUL 26 2018

James and Jennifer Bae
35776 Gatineau Street
Murrieta, CA 92563

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City of Murrieta
ATTN: Dennis Watts
One Town Square
Murrieta, CA 92562

Subject: Costco/Vineyard Phase II Planning and Environmental Impact

To whom it may concern:

As residents of the Skyview Ridge Community, we have serious concerns about the plans and potential impact of the development at the Vineyard. In particular you will find specific concerns illuminated below, however, in short please notice that all of these center on the quality of life and and enjoyment of property for all of the residents in the three neighborhoods within Skyview Ridge (Lindstrom Condominiums, Moorfield, and Avian), the apartments at Pacific Heights, and the neighborhood of Granite Gate.

Thank you for your consideration of these concerns.

Sincerely,
James and Jennifer Bae



List of Concerns by Topic:

1. Exposure of the neighborhoods to increased numbers of people
 - a. What is the expected population draw from the surrounding areas that will come to the proposed Murrieta Costco and where will they come from? Will this be a sustainable traffic volume for the current roads?
 - b. With increased traffic, there will be increased danger to pedestrians (including young children - both during and outside of school sessions), as they may or may not use allowed pedestrian or bicycle lanes.
 - c. How will the city prevent increased through traffic through residential neighborhood private roads by non-residents attempting to make U-Turns or other course corrections?
2. Traffic
 - a. What will be done to alleviate traffic gridlock through the traffic lights on Clinton Keith between Whitewood Rd and the Orchard? And how will the city manage/reduce the frustration of residents as they try to navigate the dense light

- patterns? The expected traffic pattern will lead to gridlocked turn lanes and exit ramps due to 5 lights being on a 0.5 mile length of road - 7 lights on a 0.7 mile length of road including the Orchard lights.
- b. How will the traffic pattern and density at Clinton Keith/Warm Springs as the single main entrance to the shopping area from Clinton Keith (both East and West), I-215 (from both North and South) with 10 planned lanes at that location and including high school vehicle traffic?
 - c. What will be the traffic density on Clinton Keith Road during the following times of day and how will traffic direction and management reduce the already lengthy delays in transiting Clinton Keith Road?
 - i. School drop off and pick up at Vista Murrieta High school - especially with high pedestrian foot traffic at Clinton Keith/Whitewood and across the I-215 interchange.
 - ii. During major events at Vista Murrieta High school - football games, marching band competitions, graduation ceremony, etc
 - iii. Peak AM and PM commuting hours
 - d. How will traffic be managed around the entrances to Skyview Ridge neighborhoods to allow for timely entry or exit to the residential areas without excess waiting for traffic or pedestrians? Regatta Avenue, Lindstrom Ave, Moorefield St, Greenberg Place.
 - e. Traffic density on the extension of Clinton Keith Road connecting to Briggs Road
3. Road development
- a. How will the Impact of the extension of Warm Springs Parkway to Stepp Road be managed to reduce impact on the neighborhoods due to noise and vehicle exhaust?
4. Interference with the enjoyment of the neighborhood
- a. What will be the impact and mitigation of noise pollution due to:
 - i. Late night business patrons and events
 - ii. Delivery of goods for replenishment to retail stores by large vehicles at all hours of the day
 - iii. Noise from the services for the building -
 1. Air handling and conditioning
 2. Pickup for garbage disposal from dumpsters
 - iv. Parking lot maintenance and cleaning
 - b. What will be done to mitigate smell/odor impingement from:
 - i. Smoking behind businesses by patrons or employees
 - ii. Odor from garbage dumpsters
 - iii. Exhaust from commercial kitchens in restaurants
 - c. What will be done to prevent light pollution:
 - i. From businesses store fronts
 - ii. From parking lot illumination
 - d. What will be done to maintain and prevent crime or vandalism or negative impact on the neighborhood from vacant building maintenance or vacant lot?

- e. What will be done to prevent disturbances of the peace, crime or vandalism due to having additional commercial presence in a residential area and near a school? Who will be responsible for clean up? What additional security or prevention will be applied?
5. Landscaping and environment
- a. Who will be responsible for the maintenance and repair of planted trees/vines between the Vineyard and Skyview Ridge neighborhood to ensure they are kept presentable and pleasant to look at?
 - b. What will be done to prevent intended plantings between the commercial area and the neighborhood to keep root systems and/or leaves or branches from impinging on the neighborhood properties?
 - i. Who will bear responsibility for maintenance and repair in case of roots impingement or foliage detritus from plantings into the the backyards or the separating wall between the Vineyard and Skyview Ridge neighborhood?
 - c. Who will bear responsibility and cost for additional vagrancy and/or defacing of private property (e.g. graffiti) or littering as there will be increased access to the property barriers of all residences?
 - d. What will be done to minimize the impact and take responsibility for health impacts of allergens or other health impacts from plantings or continued development (e.g. dust or pollen)?
6. What will be the expected impact on property values? Will they potentially drop due to the proximity of commercial property to residential? What analogous situations or examples show what the impact has been in other areas?
7. What will be done to ensure the appropriate and responsible sale and use of alcohol in proximity to a public school and residential neighborhoods?

CITY OF MURRIETA

JUL 17 2018

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Attn: Dennis Watts, Project Planner

I attended the Costco/Vineyard Shopping Center Public Scoping Meeting July 10th, 2018.

My Top Concerns:

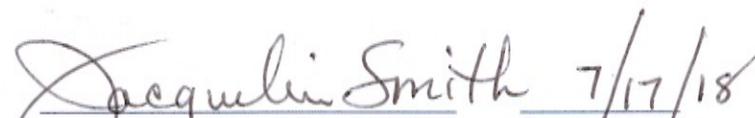
#1 TRAFFIC - There is quite a bit of traffic from the High School!! And I'm sure there will be allot more when Clinton Keith Rd opens up!! Let alone all the traffic that will come with Costco/Vineyard Shopping Center with an 8 Lane Gas Station!! Fitness Club!! Fast Food Restaurants!!

#2 Limited Entrances into the Costco Shopping Center - I was told there is one main entrance off Clinton Keith Rd - and one other entrance off Antelope Rd. for truck deliveries!! I don't understand why the City wouldn't plan on opening up Antelope Rd so there is another road for the flow of traffic to come and go from the Shopping Center.

#3 Noise Levels - I am very concerned how loud the delivery trucks will be in throughout the night hours!!

#4 Air Quality - It will be challenging to live next door to the smell of fast food restaurants all day and night!!

#5 Safety - A Shopping Center directly across from a High School does not seem like an ideal location for the children's safety!!


Jacqueline Smith Date 7/17/18
28298 Socorro Street, Murrieta, CA



41870 McAlby Court, Murrieta, CA 92563
(951) 696-1600 • www.murrieta.k12.ca.us

Board of Education
Robin Crist
Kenneth Dickson
Paul Diffley
Linda Lunn
Kris Thomasian

Patrick Kelley
Superintendent

July 2, 2018

City of Murrieta Planning Division
Dennis Watts, Project Planner
One Town Square
Murrieta, CA 92562

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RE: Comments regarding the Notice of Preparation of an Environmental Impact Report for the Costs/Vineyard II Retail Development Project

Dear Mr. Watts:

Please note for the record, Murrieta Valley Unified School District has a concern with regards to the additional vehicle traffic the above-mentioned project will bring to Clinton Keith Road. There is a potential negative impact to Vista Murrieta High School and Antelope Hills Elementary School during start and release times once this project is complete.

If you have any questions I can be reached at (951) 696-1600 ext. 1080 or lnoorigian@murrieta.k12.ca.us.

Sincerely,

Lori Noorigian
Coordinator, Facilities
Murrieta Valley Unified School District

Murrieta Valley Unified School District
41870 McAlby Court
Murrieta, CA 92562

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City of Murrieta
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

attention: Dennis Watts

92562-901701



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Alina Mullins <AMullins@aqmd.gov> Watts, Dennis; Daniel Garcia

SCAQMD Staff NOP Comments for Proposed Costco/Vineyard II Retail Development Project

1 Thu 7/26

RVC180628-03 NOP Costco - Vineyard II Retail Development Project.pdf
.pdf File

Dear Mr. Watts,

Attached are SCAQMD staff's comments on the Notice of Preparation of a Draft Environmental Impact Report for the Proposed Costco/Vineyard II Retail Development Project (SCAQMD Control Number: RVC180628-03). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. Please contact me if you have any questions regarding these comments.

Kind regards,

Alina Mullins
Assistant Air Quality Specialist, CEQA IGR
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
P. (909) 396-2402
E. amullins@aqmd.gov

**Please note that the SCAQMD is closed on Mondays.*



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA USPS AND E-MAIL:

July 26, 2018

DWatts@MurrietaCA.gov

Dennis Watts, Senior Planner
City of Murrieta, Planning Division
One Town Square
Murrieta, CA 92562

Notice of Preparation of a Draft Environmental Impact Report for the Proposed Costco/Vineyard II Retail Development Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files¹. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, SCAQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from SCAQMD's Subscription Services Department by calling (909) 396-3720. More guidance developed since this Handbook is also available on SCAQMD's website at: [http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD has also developed both regional and localized significance thresholds. SCAQMD staff requests that the Lead Agency quantify criteria pollutant emissions and compare the results to SCAQMD's CEQA regional pollutant emissions significance thresholds to determine air quality impacts.

¹ Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

SCAQMD's CEQA regional pollutant emissions significance thresholds can be found here: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>. In addition to analyzing regional air quality impacts, SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by SCAQMD staff or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis.

In the event that the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Guidance² on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

SCAQMD Staff's Recommendation for Truck Trip Rates for High Cube Warehouse Projects

SCAQMD staff recommends the use of truck trip rates from the Institute of Transportation Engineers (ITE) for high cube warehouse projects located in SCAQMD (i.e. 1.68 average daily vehicle trips per 1,000 square feet and 0.64 average daily truck trips per 1,000 square feet). Consistent with CEQA Guidelines, the Draft EIR for the Proposed Project may use a non-default trip rate if there is substantial evidence indicating another rate is more appropriate for the air quality analysis.

² In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: <https://www.arb.ca.gov/ch/landuse.htm>.

For high cube warehouse projects, SCAQMD staff has been working on a Warehouse Truck Trip Study to better quantify trip rates associated with local warehouse and distribution projects, as truck emission represent more than 90 percent of air quality impacts from these projects. Details regarding this study can be found online here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/high-cube-warehouse>.

Mitigation Measures

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project, including:

- Chapter 11 “Mitigating the Impact of a Project” of SCAQMD’s *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages available here: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD’s Mitigation Monitoring and Reporting Plan (MMRP) for the 2016 Air Quality Management Plan (2016 AQMP) available here (starting on page 86): <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf>
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Additional mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require the use of 2010 and newer haul trucks (e.g., material delivery trucks and soil import/export). In the event that that 2010 model year or newer diesel haul trucks cannot be obtained, provide documentation as information becomes available and use trucks that meet EPA 2007 model year NOx emissions requirements³, at a minimum. Additionally, consider other measures such as incentives, phase-in schedules for clean trucks, etc.
- Have truck routes clearly marked with trailblazer signs, so that trucks will not enter residential areas.
- 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 CEQA prior to allowing this land use or higher activity level.
- Provide electric vehicle (EV) Charging Stations (see the discussion below regarding EV charging stations).
- Should the Proposed Project generate significant regional emissions, the Lead Agency should require mitigation that requires accelerated phase-in for non-diesel powered trucks. For example, natural gas trucks, including Class 8 HHD trucks, are commercially available today. Natural gas trucks can provide a substantial reduction in health risks, and may be more financially feasible

³ Based on a review of the California Air Resources Board’s diesel truck regulations, 2010 model year diesel haul trucks should have already been available and can be obtained in a successful manner for the project construction California Air Resources Board. March 2016. Available at: <http://www.truckload.org/tca/files/ccLibraryFiles/Filename/00000003422/California-Clean-Truck-and-Trailer-Update.pdf> (See slide #23).

today due to reduced fuel costs compared to diesel. In the Final CEQA document, the Lead Agency should require a phase-in schedule for these cleaner operating trucks to reduce any significant adverse air quality impacts. SCAQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency.

- Trucks that can operate at least partially on electricity have the ability to substantially reduce the significant NOx 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)⁴. 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% of all vehicle parking spaces (including for trucks) include EV charging stations⁵. 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 appropriately sized to allow for future expanded use.
- Design the industrial building such that entrances and exits are such that trucks are not traversing past neighbors or other sensitive receptors.
- Design the industrial building such that any check-in point for trucks is well inside the Proposed Project site to ensure that there are no trucks queuing outside of the facility.
- Design the industrial building to ensure that truck traffic within the Proposed Project site is located away from the property line(s) closest to its residential or sensitive receptor neighbors.
- Restrict overnight parking in residential areas.
- Establish overnight parking within the industrial building where trucks can rest overnight.
- Establish area(s) within the Proposed Project site for repair needs.
- Develop, adopt and enforce truck routes both in and out of city, and in and out of facilities.
- Create a buffer zone of at least 300 meters (roughly 1,000 feet), which can be office space, employee parking, greenbelt, etc. between the Proposed Project and sensitive receptors.

Additional mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- 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 Project site to generate solar energy for the facility.
- Maximize the planting of trees in landscaping and parking lots.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Install light colored “cool” roofs and cool pavements.
- Require use of electric or alternatively fueled sweepers with HEPA filters.
- Use of water-based or low VOC cleaning products.

⁴ Southern California Association of Governments. <http://scagrtpsc.net/Pages/FINAL2016RTPSCS.aspx>.

⁵ City of Los Angeles. http://ladbs.org/LADBSWeb/LADBS_Forms/Publications/LAGreenBuildingCodeOrdinance.pdf.

Alternatives

In the event that the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a “no project” alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits and SCAQMD Rules

Based on a review of the project description, the Proposed Project would include a gasoline service station with 32-fueling pumps, with the potential to expand the service station to 40-fueling pumps, on 16.5 acres. Therefore, a permit from SCAQMD would be required. As a result, SCAQMD should be identified as a Responsible Agency for the Proposed Project in the CEQA document. The assumptions in the air quality analysis for the CEQA document will be the basis for permit conditions and limits. For more information on permits, please visit SCAQMD’s webpage at: <http://www.aqmd.gov/home/permits>. Permitting questions can be directed to SCAQMD Engineering and Permitting staff at (909) 396-3385. The CEQA document should also discuss how to comply with applicable SCAQMD Rules, including, but may not be limited to, Rule 201 – Permit to Construct, Rule 203 – Permit to Operate, and Rule 461 – Gasoline Transfer and Dispensing.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available at SCAQMD’s webpage at: <http://www.aqmd.gov>.

SCAQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and any significant impacts are mitigated where feasible. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

Sincerely,

Daniel Garcia

Daniel Garcia

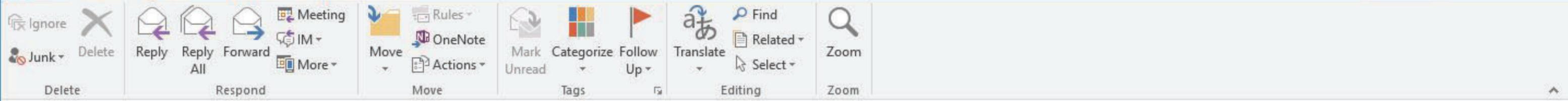
Program Supervisor

Planning, Rule Development & Area Sources

DG/AM

RVC180628-03

Control Number



Nicholas Whipps <nwhipps@wittwerparkin.com> | Watts, Dennis
Costco Vineyard Phase II Retail Development Project NOP Comments



Dear Mr. Watts:

Attached, please find comments in response to the Costco Vineyard Phase II Retail Development Project Notice of Preparation, submitted on behalf of the Southwest Regional Council of Carpenters.

Moving forward, please send all future notices relating to this Project to Nicholas Whipps at nwhipps@wittwerparkin.com. Thank you for your consideration of these comments.

Very truly yours,

NICHOLAS WHIPPS
wittwer / parkin

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July 27, 2018

Sent via Email

Dennis Watts, Senior Planner
City of Murrieta Planning Division
1 Town Square
Murrieta, CA 92562
DWatts@MurrietaCA.gov

Re: Costco Vineyard Phase II Retail Development Project

Dear Mr. Watts:

This law firm represents the Southwest Regional Council of Carpenters (Southwest Carpenters) and submits this letter on the above-referenced project on its behalf.

Southwest Carpenters represents 50,000 union carpenters in six states, including in Southern California, and has a strong interest in reducing the environmental impacts of development projects, such as the Costco Vineyard Phase II Retail Development Project (Project). The City of Murrieta (City) issued a Notice of Preparation on June 27, 2018. As indicated in its Initial Study and Notice of Preparation, the City has determined the Project may have a significant effect on the environment warranting the preparation of an Environmental Impact Report (EIR).

The Project involves a variety of proposed land uses, primarily centered around the construction of a new Costco Warehouse on a 26-acre site, including:

- 152,650-square-foot 24- to 34-foot-tall Costco Warehouse;
- 32-pump gas station (expandable to 40 pumps) with a 12,684-square-foot overhead canopy;
- 37,000-square-foot fitness center;
- 16,000-square-foot major retail pad (retailer undetermined);
- Four 4,200 to 7,700 square-foot smaller retail shops;
- 1,200-square-foot restaurant;
- 2,400-square-foot fast food restaurant;
- Car wash;
- Construction of a new road (Warm Springs Parkway) from the southern to northern site boundary;

Mr. Dennis Watts, Senior Planner
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- A 798-space parking lot; and
- Two detention basins.

Project approvals include:

- Site development permit;
- Tentative parcel map;
- Design review approval;
- RWQCB NPDES general permit;
- SCAQMD gas station permits;
- Food permits; and
- Underground storage

The City has initially determined the Project has the potential to cause significant impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology/water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service systems, and cumulative impacts.

The comments presented herein should not be interpreted as being exhaustive by any means but are preliminary concerns based on the Notice of Preparation and Initial Study. Southwest Carpenters looks forward to reviewing the Draft EIR (DEIR) and its full discussion of environmental impacts, including alternatives and mitigation.

Project Description

California Environmental Quality Act (CEQA) Guidelines define “project” as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” 14 Cal. Code Regs. § 15378(a). The Project Description must contain “A general description of the project’s technical, economic, and environmental characteristics.” 14 Cal. Code Regs. § 15124(c). Failure to adequately define the Project may invalidate EIR for the Project.

The Initial Study contains two maps of the Project, labeled “Figure 1” and “Figure 2.” Whereas Figure 1 indicates the Project will be set back hundreds of feet from Clinton Keith Road, Figure 2 contains sketches for additional development south and west of what Figure 1 identifies as the Project site. In another part of the Initial Study, the City states Vista Murrieta High School is 120 feet from the Project site, which indicates the Project involves development

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up to Clinton Keith Road. Figure 1 also does not seem to include the construction of Warm Springs Parkway as part of the Project. Please clarify whether the Project does, or should, include the additional development identified in the Figure 2 map, or beyond.

Warm Springs Parkway is shown on Figure 2 in a manner that suggests either this road will continue to the north, either as part of this Project or through a future application or action by the City. Please specify the current and future plans for this road.

The Initial Study references a Phase I Cultural Resources Assessment that took place in 2004 and an earlier cultural resources study conducted in 1979 by Rene Giansanti of LGS & Associates. Please clarify why these studies were conducted; for instance, whether these studies were conducted in furtherance of current or previous site owners obtaining permits or other approvals from the City.

The Project includes leveling of two “hills” on the Project site, which the City refers to as “grading.” In the DEIR, please describe the extent these ongoing activities are part of the Project, when these activities began, and what the height of these hills prior to the commencement of existing grading activities.

Aesthetics

The City states the two hills on the Project site are too small to be considered a scenic vista. The City further concludes the Project site is not visible from ridgelines “[d]ue to the considerable distance that separates the project site from the nearest concentration of ridgelines.”

Please provide evidence the Project site is not visible from nearby ridgelines. The City estimates the hills on the Project site are “120 feet above the surrounding land,” and the hills were taller when current grading activities began. These hills are roughly 100 feet taller than any nearby manmade structure and should be easily visible from ridgelines even two or more miles away. The loss of these hills will visually impact views from nearby ridgelines.

Agricultural

Depending on the northern boundaries of the Project site, the Project will eliminate or otherwise impact Unique Farmland or Farmland of Local Importance. In addition, the Hazards and Hazardous Materials section of the Initial Study states, “Portions of the project site (the lowlands surrounding hills) were historically used for agricultural purposes from at least 1901 through 2004.” It is unclear whether Warm Springs Parkway will continue north through land containing protected categories of farmland. The City should further disclose and evaluate the

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cumulative impacts of the Project site, such as whether the Project has the potential to contribute to impacts to this farmland by facilitating future construction in and next to these farmlands.

Hazards and Hazardous Materials

As the City recognizes, the Project is located in a Very High Fire Hazard Severity Zone. The City's Initial Study analysis of fire hazards arising from the Project only extends to whether the Project would expose "people or structures to a significant risk of loss, injury or death" involving fires along an urban-wildland interface. Regardless of the City's classification of nearby vacant lands as "wildlands," the Project site is subject to the same level of fire hazard risk. The City should consider this as a significant hazardous impact, or else clarify why it does not.

The Project may involve massive amounts of rapid grading of two hills approximately 120 feet high. Rapid grading on hills and hill slopes poses an elevated safety risk to construction workers on the Project site. The City should evaluate and mitigate these potential impacts to worker safety in the EIR.

Southwest Carpenters takes any potential impact to worker safety seriously. The City should disclose all pertinent information regarding hazards and require mitigation that reduces potential hazards to workers and the public.

Greenhouse Gases

Southwest Carpenters agrees with the initial assessment that the Project has the potential to generate significant volumes of greenhouse gas emissions, and that it may conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

In 2011, the City adopted a Climate Action Plan (CAP). Although the City states its CAP was incorporated as part of its General Plan, the CAP is provided on the City's website as "Appendix P" of the EIR for the City's General Plan Update. Please clarify the City's process in adopting the CAP and whether it was effectively adopted as a City policy.

The City set a CAP emissions reduction target of "15 percent below 2009 levels by 2020," meaning the City must reduce its 2009 greenhouse gas emissions by approximately 65,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) by 2020 to achieve its goal. In the DEIR, please clarify whether the City is on track to meet its target. Especially if City emissions

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have increased since 2011 and the Project will worsen the City's noncompliance with its CAP, the Project cannot be viewed as consistent with the CAP.

The City's CAP has become obsolete. The CAP set 2020 as its reductions target horizon, which means most or all of the Project will not have commenced until after the CAP has expired. Further, as the City's CAP was finalized in 2011, it does not include more recent regulations and laws that may apply to the City, such as SB 32, which establishes a statewide greenhouse gas emission reduction target of 40 percent below 1990 levels by 2030. The City based its CAP on AB 32, which only required a reduction in greenhouse gas emissions to 1990 levels by 2020. Thus, the CAP does not comply with SB 32.

Because the City's CAP will soon expire, the City must exercise extra care when analyzing greenhouse gas-related impacts and carefully disclose how the Project will impact statewide and local goals. The City must consider in its greenhouse gas analysis:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions

Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal. 4th 204, 217.

It is unclear whether the City has adopted a numeric threshold to evaluate Project impacts on greenhouse gas emissions. Please clarify whether the City has adopted such a threshold via resolution or ordinance that was subject to public comment.

The Initial Study makes several statements regarding the energy efficient components of the Project that appear to be generic statements prepared by the Project applicant and would not apply to the Project unless these components were required as a part of Project approval. Examples include Costco's dedication to local sourcing of new and renewable building materials, distribution facilities being strategically located to minimize vehicle miles traveled, and the potential to use alternative forms of energy production, such as solar panels. In the EIR, please provide evidence of the validity of each of these generic statements, such as by conditioning Project approval on adherence to these energy efficiency measures.

The City's ambivalence toward Costco installing solar panels on all roof and canopy surfaces is especially troubling. The Initial Study states, "Costco is evaluating the use of solar energy for this warehouse and has not yet determined whether it would install solar panels with this warehouse." To paraphrase, the City plans to let Costco decide whether to install solar panels, which would only occur if Costco determines that doing so would save it money. The City has a statutory duty to mitigate all environmental impacts to the maximum extent feasible, even if doing so may cost a large international corporation such as Costco slightly more money. The City must ensure it adopts all feasible mitigation measures, as these terms are defined by CEQA and its implementing guidelines.

Biological Resources

Southwest Carpenters agrees the Project has the potential to impact biological resources. For instance, United States Fish and Wildlife Service records indicate the Project site falls within the habitat range of at least 14 Endangered Species Act listed species and 13 migratory birds. The Project will represent an intensified land use on undeveloped or underdeveloped land and will change the geography and hydrology of the Project site.

Southwest Carpenters looks forward to reviewing the City's full analysis of biological resources in its DEIR.

Hydrology and Water Quality

The City has determined the Project may significantly impact the health of underlying or nearby aquifers. The Project may impact aquifers by reducing infiltration through altering the hydrology of the Project or through its reliance on groundwater resources to provide potable water to the Project.

In the DEIR, please identify any aquifers potentially affected by the Project and their current health (*e.g.*, overdraft status), as well as how the Project may impact these aquifers.

Air Quality

Southwest Carpenters concurs with the initial determination that the Project has the potential to significantly decrease every aspect of air quality in the region. The City is in a region that is currently in nonattainment for multiple National Ambient Air Quality Standards and California Ambient Air Quality Standards, including PM_{2.5}, PM₁₀, and Ozone. The Project, which will increase emissions, will (i) conflict with or obstruct implementation of SCAQMD Air

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Quality Management Plan, (ii) contribute substantially to an existing or projected air quality violation; and (iii) result in a cumulatively significant net increase of any criteria pollutant for which the project region is in nonattainment. Furthermore, the Project's location abutting residential development and other sensitive uses has the potential to expose sensitive receptors to substantial pollutant concentrations and create objectionable odors affecting a substantial number of people.

The Project has the potential to affect local and regional air quality. The Project involves the deconstruction of two hills, which requires the moving of untold tons and cubic yards of land offsite. This has the potential to suspend tons of particulate matter and to cause dust to migrate over to the nearby school and residential neighborhoods. In addition, the gas station has the potential to emit objectionable odors, which may drift over to these sensitive land uses. The City must evaluate and mitigate all air quality impacts caused by the Project.

The City must consider and provide mitigation for the cumulative impacts of the Project:

the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

14 Cal. Code Regs. § 15064(h).

The Initial Study indicates the City will not conduct proper environmental review of cumulative air quality impacts. The City reasons:

project-level thresholds of significance for criteria air pollutants are used in the determination of whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed SCAQMD's significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

The City must conduct a proper cumulative impacts analysis, which requires it to consider impacts from "individually minor but collectively significant projects taking place over a period of time." 14 Cal. Code Regs. § 15355(b). Failure to do so will violate CEQA.

Geology

The City claims that, “[b]ased on a review of the City General Plan’s Safety Element, there are no areas of very high, high, or moderate liquefaction susceptibility mapped within the project site.” The Safety Element is a component of a citywide General Plan, and was never intended as, and did not conduct, a site-specific analysis of the Project site. The Safety Element cannot be relied upon as an accurate statement of Project-specific conditions. To ensure the Project site has no potential risk of liquefaction, subsidence, or collapse, the City must conduct Project-specific studies. On-site testing should include, at minimum, the factors listed in the Initial Study:

- intensity and duration of earthquake shaking;
- soil type and relative density;
- overburden pressures; and
- depth to groundwater.

The City also determines Project operation would have limited to no risk of landslides:

The project site, including the two hills, would be graded as part of the proposed project. The proposed project would include substantial cut and fill operations . . . to create a level project site. Therefore, implementation of the proposed project would result in a less than significant impact associated with landslides

It is unclear from the Initial Study whether the Project site will be entirely graded to street-level. The Project may cause or contribute to the risk of landslides under various scenarios for instance: (1) if the Project will be graded to a height above street-level, unstable soils may cause portions of Project site to slide; (2) if the Project is graded to street level but the land surrounding it to the north, west, and south is not, this may create a landslide risk; and (3) if Project construction destabilizes slopes on the Project site, this may cause a landslide. The DEIR must disclose and address the extent of grading to occur as a result of the Project, and whether this grading will include lands surrounding the project.

Land Use

The City states the Project is designated in the General Plan as Commercial and is in the Regional Commercial zoning district. In the DEIR, please clarify the types and intensities of land uses permitted by these General Plan and zoning land use designations, so that commenters

Mr. Dennis Watts, Senior Planner
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may confirm whether the Project has the potential to conflict with the City's General Plan or site zoning.

Public Services

The City has determined the Project has the potential to significantly impact public services. As part of its consideration of impacts to fire and police protection services, the City should evaluate the risks posed by the location of the Project site in a High Fire Hazard Severity Zone.

Traffic

The Initial Study does not indicate whether the City plans to evaluate the traffic, air quality, and greenhouse gas impacts of the Project in terms of vehicle miles traveled (VMT). The City should consider Project impacts in terms of both Level of Service and Vehicle Miles Traveled and mitigate the Project's impacts to address impacts reflected by both of these factors.

Utilities and Service Systems

As mentioned above, the Project will include much higher volumes of grading than typical development projects. The DEIR should clarify where the Project applicant proposes to place these graded materials both temporarily and permanently, including whether the applicant proposes to dump these materials into local landfills.

Conclusion

Southwest Carpenters thanks the City for providing an opportunity to comment on the Initial Study. Moving forward, please send all future notices relating to this Project to Nicholas Whipps at nwhipps@wittwerparkin.com. Thank you for your consideration of these comments.

Very truly yours,
WITTWER PARKIN LLP



Nicholas Whipps

File Message ESET Tell me what you want to do...

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 Leif Lovegren <llovegren@riversidetransit.com> | Watts, Dennis 7/16/2018

Notice of Preparation of an EIR for Costco/Vineyard II Retail Development Project

Dennis,

In response to the Notice of Preparation of an EIR for Costco/Vineyard II Retail Development Project, RTA recommends that the existing bus stop located on westbound Clinton Keith Blvd, east of the intersection at Bronco Way, be relocated to the west side of the aforementioned intersection to provide for a safer and more efficient stop environment. In addition, it is recommended that bus stop amenities such as a shelter, bench, and trash can be installed as part of the project. For bus stop specifications and/or dimensions, please see our Bus Stop Design Guidelines at https://www.riversidetransit.com/images/stories/DOWNLOADS/PUBLICATIONS/DESIGN_GUIDES/Design%20Guidelines%20-%20Aug%202015.pdf.

Please let me know if you have any questions or need further input from RTA.

Thank you,

Leif Lovegren
Planning Analyst
Riverside Transit Agency
p: 951.565.5134 | e: llovegren@riversidetransit.com
[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)
1825 Third Street, Riverside, CA 92507



COUNTY OF RIVERSIDE
*TRANSPORTATION AND
LAND MANAGEMENT AGENCY*

Patricia Romo, P.E.
Director of Transportation

Transportation Department

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects
Richard Lantis, P.L.S.
*Deputy for Transportation/Planning and
Development*

July 11, 2018

CITY OF MURRIETA

Dennis Watts
City of Murrieta Planning Division
One Town Square
Murrieta, CA 92562

JUL 23 2018

**RECEIVED
PLANNING DEPT.**

RE: Notice of Preparation of an Environmental Impact Report for the Costco/Vineyard II Retail Development Project

Dear Mr. Watts:

Thank you for the opportunity to review and comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Costco/Vineyard II Retail Development Project. The Project is generally situated northeast of the intersection of Clinton Keith Road and Antelope Road, in the City of Murrieta, Riverside County.

The project proposes to develop a 150,000 square-foot of Costco warehouse with an initial 32 fueling-positions gas station (potentially expanding up-to 40 fueling position) and carwash, a 37,000 square-foot fitness building, a total of about 16,000 square-foot of major retail uses that may include an office, pet supply store, health and beauty store, shoe store, or other similar stores, a 1,200 square-foot casual dining space with drive-through and window service, and a 2,400 square-foot fast-food restaurant with a drive-through.

As you may be aware, the County is constructing Clinton Keith Road as a 6-lane roadway between Whitewood Road and Trois Valley Street. Once completed, this will provide a regional east-west connection between the I-215 and the area of French Valley area. This section is projected to open to traffic on July 27th. The DEIR should consider and evaluate this information in its technical analyses.

The Riverside County Transportation Department (County) requests that the traffic study for the proposed development address potential impacts and mitigation measures on any Riverside County roadways in the area included in the Riverside County General Plan. In addition, the study shall analyze County intersections where the proposed project would add 50 or more peak hourly trips. Necessary improvements to mitigate project impacts shall be identified, and responsibility for the needed improvements shall be designated. The County requests that its Traffic Study Guidelines be followed for the impact analysis for facilities within Riverside County. The most current version of the Traffic Study Guidelines can be found on the County website: <http://rctlma.org/trans/General-Information/Pamphlets-Brochures>

Thank you again for the opportunity to comment the NOP. We look forward to receiving and reviewing the DEIR for the project. Please contact me at (951) 955-2016 with questions or comments.

Sincerely,



Russell Williams
Development Review Manager

RUW: KKT/TT

cc: Juan C. Perez, Director of Transportation and Land Management
Patricia Romo, Director of Transportation
Richard Lantis, Deputy Director of Transportation

07/25/2018

City of Murrieta

Attention: Dennis Watts

1 town Square

Murrieta, California 92562

Costco/Vineyard phase II comments

Hello Dennis

CITY OF MURRIETA

JUL 30 2018

**RECEIVED
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My home backs to the space for the Costco/Vineyard project and I have several concerns. The concerns are based not only on the operation but also for the construction phase.

Based on experience of the current dirt work, there are noise and dust issues. We have been impacted by dust from the ongoing quarry/dirt work and there have been many times that the machinery has been started and used as early as 4 am.

We are worried that during the new construction there will be a lot of noise, dust and other particulate matter. Also during paving there is sure to be toxic fumes.

After construction we are worried about day to day operations of the facilities. If the information is correct our home will be near the 12 hr fitness. Having a 24 hour business that backs to residential is very problematic. There will be noise issues at night as sound carries more at night than during the day. The AC and air scrubber will run all night. There may be employee noise as most businesses have their employees park in the back of the building (closest to the residential neighborhood). Also the rear of building is usually where trash is stored. The trash facilities have strong smells (stink) and I am not sure you will make the business keep them clean.

I suggest that the project be required to have trash receptacles kept clean, that they be emptied during day times (I have seen commercial trash truck late at night)

I also suggest that a plexi glass wall extender be built on top of the existing wall to help buffer the noise and particulate issues. This wall extender should be paid for by the property development or the city. I have seen these for tract next to commercial space in Orange, San Diego, and LA counties

I hope you pay attention to our concerns

Tim Roderigues

951-834-5650

35731 Gatineau St

Murrieta, CA 92563

Timothy Rodrigues
35731 Gatineau St.
Murrieta, CA 92563

SAN BERNARDINO
CA 924
27 JUL '18
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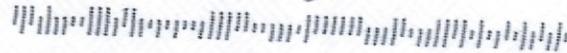
CITY OF MURRIETA

JUL 30 2018

**RECEIVED
PLANNING DEPT.**

City of murrieta
Atty Dennis Watts
one town square
MURRIETA, CA 92563

92562-792201



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RECEIVED

JUL 30 2018

CITY OF MURRIETA

Costco/Vineyard Phase II Retail Development Project
Public Scoping Meeting
July 10, 2018

Resident 1

- Resident of skyview ridge, live on Gatano St. – not happy about the project. East of project site. Concerns are light, noise, traffic (mainly traffic! – so many people excited about Clinton Keith continuation). So many people traveling to the Costco. Schools nearby, high school traffic is already bad – how will noise, traffic, etc be taken care of. Attempting to get out of Whitewood, already a 5 min wait.
- Gas station safety – what if something happens? Explosion?
- Will freeway ramps be redone? Turning right to get to the highschool
- Will there be a wall put up? Right now it only has individual backyard fencing

Resident 2

- Fitness center – concerns over operating hours
- Antelope road – will that be continued through? To get to the freeway
 - (No plans as of now to connect antelope)
- To get from her home around project site already takes 5 min
- People already use the intersection to u-turn to get to freeway
- TRAFFIC – number one concern. Only one entrance doesn't make sense. Needs to be another main entrance, not on Clinton Keith. Where are other access points? Alternatives?
- Already delay at intersections
- signals at intersections – signal on Clinton Keith at highschool does not change at night
- Need for intersection signals to be synchronized
- Landscaping - Vegetation/trees – what kind? (Torrey Pines, lower level – combination of low level evergreen shrubs - toyon, Texas Ranger – all the way along eastern edge). Expressed concern over landscaping/plant debris encroaching into backyards
- Suggested a wall along eastern side between project site and residential
- Aesthetics of back side of building on eastern side

City – plans to continue Warm Springs all the way North – not sure of timing

Resident 3

- Residents coming from south up whitewood – trying ot turn into Costco – how would that happen...
- Also exiting freeway from south to get to Costco – they will have to cut across Clinton Keith to turn into Costco
- Supply deliveries – what time of day
- Back entrances – how are delivery trucks entering – coming in at night – concerns over noise of trucks delivering at night

Resident 4

- Road opening and Costco – is there a limit or threshold for amount of development?
- Level of traffic a person has to endure – is there a threshold?
- Urban growth concerns

- Balance between industrial/commercial and residential – used to be a quiet place to live
- Does the city have limitations? (General Plan – zoning, anticipated build-out)
- Disaster of Winchester – traffic
- Shopping centers are not the only way to create jobs
- Feel bombarded – lifestyle is changing, no longer a sense of “home”
- Perris Costco – well planned/placed. Murrieta Costco – across from a high school doesn’t seem right
-

Trucks could potentially come in back way – antelope

Buildings on east side would serve as a buffer to noise and light

Noise study will be completed in EIR

84% of residents commuting outside of City for their jobs



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

Notice of Preparation

June 27, 2018

CITY OF MURRIETA
Community Development/Planning Dept.
RECEIVED

JUL - 2 2018

CASE #

To: Reviewing Agencies
Re: Costco/Vineyard II Retail Development Project
SCH# 2018061062

Attached for your review and comment is the Notice of Preparation (NOP) for the Costco/Vineyard II Retail Development Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

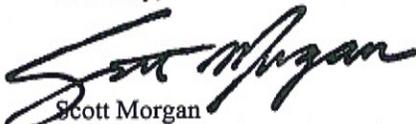
Please direct your comments to:

Dennis Watts
City of Murrieta
1 Town Square
Murrieta, CA 92562

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,



Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2018061062
Project Title Costco/Vineyard II Retail Deveopment Project
Lead Agency Murrieta, City of

Type NOP Notice of Preparation
Description The project applicants, Costco Wholesale and Retail Development Advisors, propose the construction of a retail development consisting of a Costco warehouse, gas station and carwash, a fitness building, a major retail pad, two smaller retail shops, one casual dining restaurant, one drive-through fast-food restaurant, two detention basins, and associated parking, on a vacant 26 acre lot.

Lead Agency Contact

Name Dennis Watts
Agency City of Murrieta
Phone 951-461-6060
email
Address 1 Town Sqare
City Murrieta
State CA **Zip** 92562
Fax

Project Location

County Riverside
City Murrieta
Region
Cross Streets I-215 and Clinton Keith Road
Lat / Long 33° 36' 00.8" N / 117° 10' 11.4" W
Parcel No. 392-290-025, 26, 28, 29, 51
Township 6S **Range** 3W **Section** 35 **Base**

Proximity to:

Highways I-215, I-15, SR-79
Airports French Valley Airport
Railways
Waterways
Schools Vista Murrieta High School
Land Use Commercial/Regional Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Fish and Wildlife, Region 6; Native American Heritage Commission; Caltrans, Division of Aeronautics; Caltrans, District 8; Regional Water Quality Control Board, Region 9

Date Received 06/27/2018 **Start of Review** 06/27/2018 **End of Review** 07/26/2018

2018061062

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Costco/Vineyard II Retail Development Project

Lead Agency: City of Murrieta Contact Person: Dennis Watts
Mailing Address: One Town Square Phone: (951) 461-6060
City: Murrieta Zip: 92562 County: Riverside

Project Location: County: Riverside City/Nearest Community: Murrieta
Cross Streets: Interstate 215 and Clinton Keith Road Zip Code: 92562
Longitude/Latitude (degrees, minutes and seconds): 33 ° 36 ' 00.8 " N / -117 ° 10 ' 11.4 " W Total Acres: 26
Assessor's Parcel No.: 392-290-025, 392-290-026, 392-290-028, 392-290-029, 392-290-051 Section: 35 Twp.: 6 S Range: 8 W

JUN 27 2018

Within 2 Miles: State Hwy #: I-215, I-15, SR-79 Waterways: N/A
Airports: French Valley Airport Railways: N/A

STATE CLEARINGHOUSE
Schools: Vista Murrieta High School

Document Type:

- CEQA: [X] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other:

Local Action Type:

- [] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [X] Site Plan [] Land Division (Subdivision, etc.) [] Other:

Development Type:

- [] Residential: Units Acres
[] Office: Sq.ft. Acres Employees
[X] Commercial: Sq.ft. Acres 26 Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational:
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[] Other:

Project Issues Discussed in Document:

- [X] Aesthetic/Visual [X] Fiscal [X] Recreation/Parks [X] Vegetation
[] Agricultural Land [X] Flood Plain/Flooding [X] Schools/Universities [X] Water Quality
[X] Air Quality [X] Forest Land/Fire Hazard [] Septic Systems [X] Water Supply/Groundwater
[X] Archeological/Historical [X] Geologic/Seismic [X] Sewer Capacity [] Wetland/Riparian
[X] Biological Resources [X] Minerals [X] Soil Erosion/Compaction/Grading [X] Growth Inducement
[] Coastal Zone [X] Noise [X] Solid Waste [X] Land Use
[X] Drainage/Absorption [X] Population/Housing Balance [X] Toxic/Hazardous [X] Cumulative Effects
[X] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

Commercial / Regional Commercial

Project Description: (please use a separate page if necessary)

The project applicants, Costco Wholesale and Retail Development Advisors, propose the construction of a new retail development consisting of a Costco warehouse, gas station and carwash, a fitness building, a major retail pad, two smaller retail shops, one casual dining restaurant, one drive-through fast-food restaurant, two detention basins, and associated parking, on a vacant 26 acre lot.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Regional Water Quality Control Board (RWQCB)

- RWQCB 1
Cathleen Hudson
North Coast Region (1)
- RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)
- RWQCB 3
Central Coast Region (3)
- RWQCB 4
Teresa Rodgers
Los Angeles Region (4)
- RWQCB 5S
Central Valley Region (5)
- RWQCB 5F
Central Valley Region (5)
Fresno Branch Office
- RWQCB 5R
Central Valley Region (5)
Redding Branch Office
- RWQCB 6
Lahontan Region (6)
- RWQCB 6V
Lahontan Region (6)
Victorville Branch Office
- RWQCB 7
Colorado River Basin Region (7)
- RWQCB 8
Santa Ana Region (8)
- RWQCB 9
San Diego Region (9)
- Other _____

- _____
Conservancy

- Caltrans, District 9
Gayle Rosander
- Caltrans, District 10
Tom Dumas
- Caltrans, District 11
Jacob Armstrong
- Caltrans, District 12
Maureen El Harake

Cal EPA

Air Resources Board

- Airport & Freight
Jack Wursten
- Transportation Projects
Nesamani Kalandiyur
- Industrial/Energy Projects
Mike Tollstrup
- California Department of
Resources, Recycling &
Recovery
Kevin Taylor/Jeff Esquivel
- State Water Resources Control
Board
Regional Programs Unit
Division of Financial Assistance
- State Water Resources Control
Board
Cindy Forbes – Asst Deputy
Division of Drinking Water
- State Water Resources Control
Board
Div. Drinking Water # _____
- State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality
- State Water Resources Control
Board
Phil Crader
Division of Water Rights
- Dept. of Toxic Substances
Control Reg. # _____
CEQA Tracking Center
- Department of Pesticide
Regulation
CFQA Coordinator

- Native American Heritage
Comm.
Debbie Treadway
- Public Utilities
Commission
Supervisor
- Santa Monica Bay
Restoration
Guangyu Wang
- State Lands Commission
Jennifer Deleong
- Tahoe Regional Planning
Agency (TRPA)
Cherry Jacques

Cal State Transportation Agency CalSTA

- Caltrans - Division of
Aeronautics
Philip Crimmins
- Caltrans – Planning
HQ LD-IGR
Christian Bushong
- California Highway Patrol
Suzann Ikeuchi
Office of Special Projects

Dept. of Transportation

- Caltrans, District 1
Rex Jackman
- Caltrans, District 2
Marcelino Gonzalez
- Caltrans, District 3
Susan Zanchi - North
- Caltrans, District 4
Patricia Maurice
- Caltrans, District 5
Larry Newland
- Caltrans, District 6
Michael Navarro
- Caltrans, District 7
Dianna Watson
- Caltrans, District 8
Mark Roberts

- Fish & Wildlife Region 4
Julie Vance
- Fish & Wildlife Region 5
Leslie Newton-Reed
Habitat Conservation
Program
- Fish & Wildlife Region 6
Tiffany Ellis
Habitat Conservation
Program
- Fish & Wildlife Region 6 I/M
Heidi Calvert
Inyo/Mono, Habitat
Conservation Program
- Dept. of Fish & Wildlife M
William Paznokas
Marine Region

Other Departments

- California Department of
Education
Lesley Taylor
- OES (Office of Emergency
Services)
Monique Wilber
- Food & Agriculture
Sandra Schubert
Dept. of Food and
Agriculture
- Dept. of General Services
Cathy Buck
Environmental Services
Section
- Housing & Comm. Dev.
CEQA Coordinator
Housing Policy Division

Independent Commissions, Boards

- Delta Protection
Commission
Erik Vink
- Delta Stewardship
Council
Anthony Navasero
- California Energy
Commission
Eric Knight

Resources Agency

- Resources Agency
Nadell Gayou
- Dept. of Boating &
Waterways
Denise Peterson
- California Coastal
Commission
Allyson Hitt
- Colorado River Board
Elsa Contreras
- Dept. of Conservation
Crina Chan
- Cal Fire
Dan Foster
- Central Valley Flood
Protection Board
James Herota
- Office of Historic
Preservation
Ron Parsons
- Dept of Parks & Recreation
Environmental Stewardship
Section
- S.F. Bay Conservation &
Dev't. Comm.
Steve Goldbeck
- Dept. of Water
Resources
Resources Agency
Nadell Gayou

Fish and Game

- Depart. of Fish & Wildlife
Scott Flint
Environmental Services
Division
- Fish & Wildlife Region 1
Curt Babcock
- Fish & Wildlife Region 1E
Laurie Harnsberger
- Fish & Wildlife Region 2
Jeff Drongesen
- Fish & Wildlife Region 3
Craig Weightman

State of California

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
1400 Tenth Street
Sacramento, California 95812-3044



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CA 957
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06/27/2018

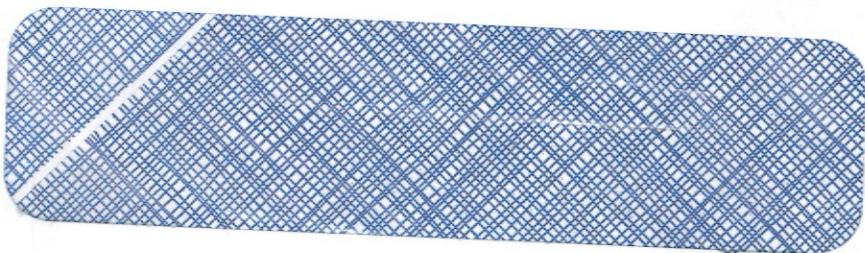
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