

DRAFT
ENVIRONMENTAL IMPACT REPORT FOR
Costco/Vineyard II Retail
Development Project

State Clearinghouse No. 2018061602
Development Plan 2018-1652 (Costco)
Conditional Use Permit 2018-1653
Tentative Tract Map No. 37511
Development Plan 2018-1656 (Vineyard II)

LEAD AGENCY



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Table of Contents

<u>SECTION</u>	<u>PAGE NO.</u>
ACRONYMS AND ABBREVIATIONS.....	ACR-i
1 SUMMARY.....	1-1
1.1 Introduction.....	1-1
1.2 Project Location.....	1-1
1.3 Project Description.....	1-1
1.4 Project Objectives.....	1-2
1.5 Areas of Controversy.....	1-2
1.6 Summary of Environmental Impacts.....	1-3
1.7 Alternatives to the Proposed Project.....	1-33
1.7.1 Alternatives Considered but Eliminated.....	1-33
1.7.2 Alternatives Selected for Further Analysis.....	1-33
1.7.3 Environmentally Superior Alternative.....	1-34
2 INTRODUCTION.....	2-1
2.1 Project Description.....	2-1
2.2 Environmental Procedures.....	2-2
2.2.1 CEQA Compliance.....	2-2
2.2.2 Notice of Preparation and Scoping.....	2-2
2.3 Contents of the Project EIR.....	2-10
2.4 References.....	2-11
3 PROJECT DESCRIPTION.....	3-1
3.1 Project Location.....	3-1
3.2 Existing Project Setting.....	3-1
3.3 Project Objectives.....	3-2
3.4 Project Characteristics.....	3-3
3.4.1 Proposed Project.....	3-4
3.4.2 Project Operations.....	3-11
3.4.3 Project Construction.....	3-11
3.5 Standard Requirements and Conditions of Approval.....	3-12
3.6 Cumulative Projects.....	3-13
3.7 References Cited.....	3-14
4 ENVIRONMENTAL ANALYSIS.....	4-1
4.1 Aesthetics.....	4-1-1
4.1.1 Existing Conditions.....	4-1-1
4.1.2 Relevant Plans, Policies, and Ordinances.....	4-1-2
4.1.3 Thresholds of Significance.....	4-1-7

4.1.4	Impacts Analysis	4.1-7
4.1.5	Mitigation Measures	4.1-11
4.1.6	Level of Significance After Mitigation	4.1-11
4.1.7	Cumulative Impacts	4.1-11
4.1.8	References Cited	4.1-12
4.2	Air Quality	4.2-1
4.2.1	Existing Conditions	4.2-1
4.2.2	Relevant Plans, Policies, and Ordinances	4.2-7
4.2.3	Thresholds of Significance	4.2-18
4.2.4	Impacts Analysis	4.2-21
4.2.5	Mitigation Measures	4.2-35
4.2.6	Level of Significance After Mitigation	4.2-36
4.2.7	Cumulative Impacts	4.2-39
4.2.8	References	4.2-39
4.3	Biological Resources	4.3-1
4.3.1	Existing Conditions	4.3-1
4.3.2	Relevant Plans, Policies, and Ordinances	4.3-10
4.3.3	Thresholds of Significance	4.3-14
4.3.4	Impacts Analysis	4.3-14
4.3.5	Mitigation Measures	4.3-19
4.3.6	Level of Significance After Mitigation	4.3-20
4.3.7	Cumulative Impacts	4.3-21
4.3.8	References Cited	4.3-21
4.4	Cultural Resources	4.4-1
4.4.1	Existing Conditions	4.4-1
4.4.2	Relevant Plans, Policies, and Ordinances	4.4-13
4.4.3	Thresholds of Significance	4.4-17
4.4.4	Impacts Analysis	4.4-18
4.4.5	Mitigation Measures	4.4-19
4.4.6	Level of Significance After Mitigation	4.4-21
4.4.7	Cumulative Impacts	4.4-21
4.4.8	References Cited	4.4-22
4.5	Geology and Soils	4.5-1
4.5.1	Existing Conditions	4.5-1
4.5.2	Relevant Plans, Policies, and Ordinances	4.5-2
4.5.3	Thresholds of Significance	4.5-4
4.5.4	Impacts Analysis	4.5-5
4.5.5	Mitigation Measures	4.5-7
4.5.6	Level of Significance After Mitigation	4.5-7
4.5.7	Cumulative Impacts	4.5-7
4.5.8	References Cited	4.5-8

4.6	Greenhouse Gas Emissions.....	4.6-1
4.6.1	Existing Conditions.....	4.6-1
4.6.2	Relevant Plans, Policies, and Ordinances.....	4.6-8
4.6.3	Thresholds of Significance.....	4.6-21
4.6.4	Impacts Analysis.....	4.6-23
4.6.5	Mitigation Measures.....	4.6-58
4.6.6	Level of Significance After Mitigation.....	4.6-59
4.6.7	Cumulative Impacts.....	4.6-59
4.6.8	References Cited.....	4.6-59
4.7	Hazards and Hazardous Materials.....	4.7-1
4.7.1	Existing Conditions.....	4.7-1
4.7.2	Relevant Plans, Policies, and Ordinances.....	4.7-5
4.7.3	Thresholds of Significance.....	4.7-13
4.7.4	Impacts Analysis.....	4.7-14
4.7.5	Mitigation Measures.....	4.7-19
4.7.6	Level of Significance After Mitigation.....	4.7-19
4.7.7	Cumulative Impacts.....	4.7-19
4.7.8	References Cited.....	4.7-20
4.8	Hydrology and Water Quality.....	4.8-1
4.8.1	Existing Conditions.....	4.8-1
4.8.2	Relevant Plans, Policies, and Ordinances.....	4.8-4
4.8.3	Thresholds of Significance.....	4.8-11
4.8.4	Impacts Analysis.....	4.8-12
4.8.5	Mitigation Measures.....	4.8-18
4.8.6	Level of Significance After Mitigation.....	4.8-18
4.8.7	Cumulative Impacts.....	4.8-19
4.8.8	References Cited.....	4.8-20
4.9	Noise.....	4.9-1
4.9.1	Existing Conditions.....	4.9-1
4.9.2	Relevant Plans, Policies, and Ordinances.....	4.9-5
4.9.3	Thresholds of Significance.....	4.9-9
4.9.4	Impacts Analysis.....	4.9-10
4.9.5	Mitigation Measures.....	4.9-22
4.9.6	Level of Significance After Mitigation.....	4.9-23
4.9.7	Cumulative Impacts.....	4.9-23
4.9.8	References Cited.....	4.9-24
4.10	Population and Housing.....	4.10-1
4.10.1	Existing Conditions.....	4.10-1
4.10.2	Relevant Plans, Policies, and Ordinances.....	4.10-3
4.10.3	Thresholds of Significance.....	4.10-5
4.10.4	Impacts Analysis.....	4.10-6

4.10.5	Mitigation Measures.....	4.10-7
4.10.6	Level of Significance After Mitigation	4.10-7
4.10.7	Cumulative Impacts.....	4.10-8
4.10.8	References Cited	4.10-9
4.11	Public Services	4.11-1
4.11.1	Existing Conditions.....	4.11-1
4.11.2	Relevant Plans, Policies, and Ordinances.....	4.11-5
4.11.3	Thresholds of Significance	4.11-9
4.11.4	Impacts Analysis	4.11-10
4.11.5	Mitigation Measures.....	4.11-14
4.11.6	Level of Significance after Mitigation	4.11-14
4.11.7	Cumulative Impacts.....	4.11-15
4.11.8	References Cited	4.11-16
4.12	Recreation.....	4.12-1
4.12.1	Existing Conditions.....	4.12-1
4.12.2	Relevant Plans, Policies, and Ordinances.....	4.12-4
4.12.3	Thresholds of Significance	4.12-6
4.12.4	Impacts Analysis	4.12-6
4.12.5	Mitigation Measures.....	4.12-7
4.12.6	Level of Significance After Mitigation	4.12-7
4.12.7	Cumulative Impacts.....	4.12-8
4.12.8	References Cited	4.12-8
4.13	Transportation	4.13-1
4.13.1	Existing Conditions.....	4.13-1
4.13.2	Relevant Plans, Policies, and Ordinances.....	4.13-14
4.13.3	Thresholds of Significance	4.13-23
4.13.4	Impacts Analysis	4.13-27
4.13.5	Mitigation Measures.....	4.13-68
4.13.6	Level of Significance After Mitigation	4.13-70
4.13.7	Cumulative Impacts.....	4.13-72
4.13.8	References Cited	4.13-74
4.14	Tribal Cultural Resources.....	4.14-1
4.14.1	Existing Conditions.....	4.14-1
4.14.2	Relevant Plans, Policies, and Ordinances.....	4.14-3
4.14.3	Thresholds of Significance	4.14-7
4.14.4	Impacts Analysis	4.14-8
4.14.5	Mitigation Measures.....	4.14-9
4.14.6	Level of Significance After Mitigation	4.14-11
4.14.7	Cumulative Impacts.....	4.14-11
4.14.8	References Cited	4.14-12

4.15	Utilities and Service Systems.....	4.15-1
4.15.1	Existing Conditions.....	4.15-1
4.15.2	Relevant Plans, Policies, and Ordinances.....	4.15-7
4.15.3	Thresholds of Significance.....	4.15-18
4.15.4	Impacts Analysis.....	4.15-18
4.15.5	Mitigation Measures.....	4.15-27
4.15.6	Level of Significance After Mitigation.....	4.15-27
4.15.7	Cumulative Impacts.....	4.15-27
4.15.8	References Cited.....	4.15-30
4.16	Energy.....	4.16-1
4.16.1	Existing Conditions.....	4.16-1
4.16.2	Relevant Plan, Policies, and Ordinances.....	4.16-2
4.16.3	Thresholds of Significance.....	4.16-7
4.16.4	Impacts Analysis.....	4.16-8
4.16.5	Mitigation Measures.....	4.16-17
4.16.6	Level of Significance after Mitigation.....	4.16-17
4.16.7	Cumulative Impacts.....	4.16-18
4.16.8	References Cited.....	4.16-18
4.17	Wildfire.....	4.17-1
4.17.1	Existing Conditions.....	4.17-1
4.17.2	Relevant Plans, Policies, and Ordinances.....	4.17-3
4.17.3	Thresholds of Significance.....	4.17-9
4.17.4	Impacts Analysis.....	4.17-9
4.17.5	Mitigation Measures.....	4.17-16
4.17.6	Level of Significance After Mitigation.....	4.17-21
4.17.7	Cumulative Impacts.....	4.17-21
4.17.8	References Cited.....	4.17-22
5	OTHER CEQA CONSIDERATIONS.....	5-1
5.1	Growth Inducement and Indirect Impacts.....	5-1
5.2	Significant and Unavoidable Environmental Impacts.....	5-2
5.3	Significant Irreversible Environmental Impacts.....	5-5
5.4	Effects Found Not to Be Significant.....	5-5
5.4.1	Urban Decay.....	5-6
5.5	References Cited.....	5-21
6	ALTERNATIVES.....	6-1
6.1	Project Objectives.....	6-3
6.2	Alternatives Considered and Eliminated During the Scoping/Project Planning Process.....	6-3
6.3	Alternatives Selected for Further Analysis.....	6-6
6.3.1	Alternative 1: No Project/No Development Alternative.....	6-6
6.3.2	Alternative 2: Reduced Project/Reduced Vineyard II Development Alternative.....	6-13

6.3.3 Alternative 3: Reduced Project/No Vineyard II Development Alternative 6-21

6.4 Environmentally Superior Alternative 6-28

6.5 References Cited 6-30

7 LIST OF PREPARERS..... 7-1

7.1 City of Murrieta 7-1

7.2 Costco 7-1

7.3 Retail Development Advisors..... 7-1

7.4 Dudek..... 7-1

7.5 Subconsultants..... 7-1

APPENDICES

A Initial Study/NOP and Comments Received

B Air Quality and Greenhouse Gas Emissions Report

C Biological Resources Report

D Cultural Resources Report

E Geotechnical Reports

F Phase I Environmental Site Assessment

G Hydrology Reports

H Noise Report

I Traffic Impact Analysis

J Master Water and Sewer Reports

K Fire Assessment Summary Letter

L Urban Decay Analysis

FIGURES

3-1 Project Location..... 3-15

3-2 Site Plan..... 3-17

3-3 Surrounding Land Uses 3-19

3-4 Grading Plan 3-21

3-5 Proposed Storm Drain System 3-23

3-6 Building Elevations for Costco Warehouse 3-25

3-7 Building Elevations for Costco Fuel..... 3-27

3-8 Building Elevations for Connected Vineyard Buildings 3-29

3-9 Building Elevations for Vineyard Shops 3-31

3-10 Building Elevations for Vineyard Fast Food 3-33

3-11 Landscape Plan 3-35

3-12 Cumulative Projects 3-37

4.1-1 Photometric Plan 4.1-13

4.3-1	Biological Resources.....	4.3-23
4.3-2	Western Riverside MSHCP.....	4.3-25
4.3-3	Impacts.....	4.3-27
4.8-1	Existing Site Drainage.....	4.8-23
4.9-1	Noise Measurement and Modeling Locations.....	4.9-27
4.13-1	Study Intersections.....	4.13-75
4.13-2	Existing Traffic Volumes Weekday PM Peak Hour.....	4.13-77
4.13-3	Existing Traffic Volumes Saturday MIDDAY Peak Hour.....	4.13-79
4.13-4	Trip Distribution Costco Project.....	4.13-81
4.13-5	Costco Trip Distribution at Site Accesses with Creighton Avenue Access.....	4.13-83
4.13-6	Costco Trip Distribution at Site Accesses without Creighton Avenue Access.....	4.13-85
4.13-7	Trip Distribution Vineyard II Project.....	4.13-87
4.13-8	Trip Distribution at Site Accesses Vineyard II Project.....	4.13-89
4.13-9	Total Project Trip Assignment Weekday PM Peak Hour with Creighton Avenue Access.....	4.13-91
4.13-10	Total Project Trip Assignment Saturday MIDDAY Peak Hour with Creighton Avenue Access.....	4.13-93
4.13-11	Total Project Trip Assignment Weekday PM Peak Hour without Creighton Avenue Access.....	4.13-95
4.13-12	Total Project Trip Assignment Saturday Peak Hour without Creighton Avenue Access.....	4.13-97
4.13-13	Year 2021 Project Completion Traffic Volumes with Creighton Avenue Access, Weekday PM Peak Hour.....	4.13-99
4.13-14	Year 2021 Project Completion Traffic Volumes with Creighton Avenue Access, Saturday MIDDAY Peak Hour.....	4.13-101
4.13-15	Year 2021 Project Completion Traffic Volumes without Creighton Avenue Access, Weekday PM Peak Hour.....	4.13-103
4.13-16	Year 2021 Project Completion Traffic Volumes without Creighton Avenue Access, Saturday MIDDAY Peak Hour.....	4.13-105
4.13-17	Year 2021 Cumulative Traffic Volumes with Creighton Avenue Access, Weekday PM Peak Hour.....	4.13-107
4.13-18	Year 2021 Cumulative Traffic Volumes with Creighton Avenue Access, Saturday MIDDAY Peak Hour.....	4.13-109
4.13-19	Year 2021 Cumulative Traffic Volumes without Creighton Avenue Access, Weekday PM Peak Hour.....	4.13-111
4.13-20	Year 2021 Cumulative Traffic Volumes without Creighton Avenue Access, Saturday MIDDAY Peak Hour.....	4.13-113
4.13-21	Year 2035 Cumulative Traffic Volumes, Weekday PM Peak Hour.....	4.13-115
4.17-1	Fire Hazard Severity Zones.....	4.17-25
5-1	Primary and Secondary Market Area Map.....	5-23
5-2	Location of Primary and Secondary Competitive Supply.....	5-25

TABLES

1-1	Summary of Project Impacts	1-4
2-1	Summary of Comments Received in Response to the NOP	2-3
3-1	Construction Scenario Assumptions	3-12
3-2	Cumulative Projects	3-13
4.2-1	Ambient Air Quality Standards.....	4.2-8
4.2-2	South Coast Air Basin Attainment Classification.....	4.2-14
4.2-3	Local Ambient Air Quality Data	4.2-16
4.2-4	South Coast Air Quality Management District Air Quality Significance Thresholds.....	4.2-18
4.2-5	Construction Localized Significance Thresholds for Source Receptor Area 26 (Temecula Valley)	4.2-20
4.2-6	Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Unmitigated.....	4.2-25
4.2-7	Estimated Maximum Daily Operational Criteria Air Pollutant Emissions – Unmitigated	4.2-26
4.2-8	Localized Significance Thresholds Analysis for Project Construction	4.2-28
4.2-9	CALINE4 Predicted Carbon Monoxide Concentrations	4.2-30
4.2-10	Construction Health Risk Assessment Results – Unmitigated.....	4.2-31
4.2-11	Operational Health Risk Assessment Results – Unmitigated	4.2-31
4.2-12	Estimated Maximum Daily Construction Criteria Air Pollutant Emissions – Mitigated	4.2-37
4.2-13	Localized Significance Thresholds Analysis for Project Construction – Mitigated	4.2-38
4.2-14	Construction Health Risk Assessment Results – Mitigated	4.2-38
4.3-1	Vegetation Communities and Land Covers within the Project Site, Off-Site Grading Area, Off-Site Storm Drain Lines, and Associated Study Area.....	4.3-2
4.3-2	Impacts to Land Covers on the Project Site, Off-Site Grading Area, and Off-Site Storm Drain Lines.....	4.3-15
4.3-3	Habitat Conservation Plan Consistency Analysis Summary	4.3-18
4.4-1	Previously Conducted Cultural Resource Studies within the Record Search Area	4.4-1
4.4-2	Previously Recorded Cultural Resources within the Record Search Area	4.4-7
4.6-1	Greenhouse Gas Emissions Sources in California	4.6-4
4.6-2	Greenhouse Gas Emissions Sources in City of Murrieta	4.6-5
4.6-3	Estimated Annual Construction Greenhouse Gas Emissions.....	4.6-25
4.6-4	Estimated Annual Operational Greenhouse Gas Emissions (2021)	4.6-26
4.6-5	Estimated Annual Operational Greenhouse Gas Emissions (2023) With Solar	4.6-26
4.6-6	Applicable Greenhouse Gas-Related Laws and Regulations.....	4.6-27
4.6-7	Consistency with City of Murrieta’s Climate Action Plan Strategies.....	4.6-41
4.6-8	Consistency with City of Murrieta’s Climate Action Plan Strategy Goals	4.6-43
4.6-9	Consistency with City of Murrieta’s General Plan Policies.....	4.6-50
4.6-10	Project Consistency with Scoping Plan Greenhouse Gas Emission Reduction Strategies	4.6-51
4.7-1	Review of Historical Photographs.....	4.7-2
4.7-2	Review of Historical Topographic Maps.....	4.7-3

4.7-3	Review of Risk and Potentially Recognized Environmental Conditions	4.7-4
4.7-4	Environmental Agency Lists, Search Distance, Listings.....	4.7-4
4.9-1	Typical Sound Levels in the Environment and Industry	4.9-2
4.9-2	Short-Term Sound-Level Measurement Results.....	4.9-4
4.9-3	Land Use Compatibility for Community Noise Environments	4.9-6
4.9-4	City of Murrieta Construction Noise Standards.....	4.9-7
4.9-5	City of Murrieta Exterior and Interior Noise Limits	4.9-8
4.9-6	Measures of Substantial Increase for Community Noise Levels.....	4.9-9
4.9-7	Construction Noise Modeling Summary Results	4.9-11
4.9-8	Project-Related Traffic Noise: Existing	4.9-16
4.9-9	Project-Related Traffic Noise: Future Year 2021	4.9-17
4.9-10	Project-Related Traffic Noise: Future Year 2035	4.9-18
4.9-11	Project-Related Heating, Ventilation, and Air Conditioning Noise	4.9-19
4.9-12	Project-Related Traffic Noise: Cumulative Impacts (Future with Project vs. Existing)	4.9-24
4.10-1	Regional Growth Forecast.....	4.10-1
4.10-2	Local Growth Forecast	4.10-3
4.10-3	Fair Share Housing Needs 2014–2021, in number of dwelling-units.....	4.10-6
4.10-4	Approved/Proposed Projects List.....	4.10-8
4.11-1	Murrieta Fire and Rescue Stations and Locations.....	4.11-1
4.11-2	Murrieta Police Department Target Response Times	4.11-3
4.11-3	City of Murrieta School Districts and Enrollment	4.11-3
4.11-4	Annual Call Volume	4.11-10
4.12-1	Parks and Recreation Facility Types	4.12-1
4.13-1	Level of Service and Average Vehicular Delay Definition for Signalized Intersections	4.13-4
4.13-2	Level of Service and Average Vehicular Delay Definition for Unsignalized Intersections.....	4.13-5
4.13-3	Level of Service	4.13-6
4.13-4	Level of Service and Density Definition for Basic Freeway Segments.....	4.13-6
4.13-5	Level of Service and Density Definition for Merge/Diverge Segments.....	4.13-6
4.13-6	Level of Service and Density Definition for Weaving Segments.....	4.13-7
4.13-7	Existing Conditions Intersection Level of Service Analysis	4.13-8
4.13-8	Existing Queues	4.13-10
4.13-9	Existing Conditions Average Daily Traffic Analysis	4.13-12
4.13-10	Existing Conditions Freeway Analysis – Northbound	4.13-12
4.13-11	Existing Conditions Freeway Analysis – Southbound.....	4.13-13
4.13-12	Minimum Level of Service Standards	4.13-29
4.13-13	Project Trip Generation	4.13-30
4.13-14	Year 2021 Project Completion Intersection Level of Service Analysis – with Creighton Avenue Access.....	4.13-32

4.13-15 Year 2021 Project Completion Intersection Level of Service Analysis – without Creighton Avenue Access 4.13-33

4.13-16 Year 2021 Project Completion 95th Percentile Queues – with Creighton Access 4.13-34

4.13-17 Year 2021 Project Completion 95th Percentile Queues- without Creighton Access 4.13-37

4.13-18 Year 2021 Project Completion Average Daily Traffic Analysis – with Creighton Access..... 4.13-38

4.13-19 Year 2021 Project Completion Average Daily Traffic Analysis – without Creighton Access..... 4.13-39

4.13-20 Trip Generation for Approved/Proposed Projects 4.13-39

4.13-21 Year 2021 Cumulative Conditions Intersection Level of Service Analysis – with Creighton Avenue Access..... 4.13-40

4.13-22 Year 2021 Cumulative Conditions Intersection Level of Service Analysis – without Creighton Avenue Access 4.13-42

4.13-23 Year 2021 Cumulative Conditions Queues – with Creighton Avenue Access 4.13-43

4.13-24 Year 2021 Cumulative Conditions Queues – without Creighton Avenue Access..... 4.13-46

4.13-25 Year 2021 Cumulative Conditions Average Daily Traffic Analysis – with Creighton Avenue access..... 4.13-47

4.13-26 Year 2021 Cumulative Conditions Average Daily Traffic Analysis – without Creighton Avenue access 4.13-48

4.13-27 2035 Build-Out Conditions Intersection Level of Service Analysis 4.13-49

4.13-28 Year 2035 Project Completion 95th Percentile Queues 4.13-50

4.13-29 2035 Build-Out Conditions Average Daily Traffic Analysis 4.13-51

4.13-30 2035 Build-Out Freeway Analysis – Northbound 4.13-51

4.13-31 2035 Build-Out Conditions Freeway Analysis – Southbound..... 4.13-52

4.13-32 Intersections not Meeting LOS Standards..... 4.13-53

4.13-33 Year 2021 Cumulative Conditions Intersection LOS Analysis – Additional Eastbound Through Lane on Clinton Keith Road 4.13-56

4.13-34 Year 2021 Cumulative Conditions Intersection LOS Analysis – Clinton Keith Road Extension..... 4.13-58

4.13-35 Intersections with Queues Exceeding Determined Threshold..... 4.13-59

4.14-1 Assembly Bill 52 Native American Tribal Outreach Results4.14-2

4.15-1 EMWD Treatment Facilities – Capacity and Flow.....4.15-1

4.15-2 Supply and Demand Comparison (Acre-Feet per Year)4.15-3

4.15-3 Existing Landfills.....4.15-5

4.15-4 Project-Generated Construction Waste Estimate..... 4.15-24

4.15-5 Anticipated Solid Waste Generation 4.15-25

4.16-1 Hours of Operation for On-Site Construction Equipment..... 4.16-11

4.16-2 Construction Equipment Diesel Demand 4.16-12

4.16-3 Construction Worker Vehicle Gasoline Demand 4.16-13

4.16-4 Construction Vendor Truck Diesel Demand..... 4.16-13

4.16-5 Construction Haul Truck Diesel Demand..... 4.16-14

4.16-6 Petroleum Consumption – Operation (2021)..... 4.16-15

4.17-1 Costco Plant Pallet 4.17-17

4.17-2 Prohibited Plant List..... 4.17-18

4.17-3 Required Distance between Tree Canopies 4.17-20

5-1 Estimated Land Use Plan for Project 5-7

5-2 Estimated Distribution of Project Sales by NAICS Category by Year 2023..... 5-12

5-3 Potential Sales Impacts on Existing Retailers for Combined Primary and Secondary
Market Areas (2023 Dollars)..... 5-17

5-4 Cumulative Projects 5-18

5-5 Potential Sales Impacts from Cumulative Projects for Combined PMA and SMA (2023 dollars)..... 5-19

6-1 Comparison of Alternatives 6-29

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ADT	average daily traffic
AFY	acre-feet per year
AQMP	air quality management plan
Basin Plan	Water Quality Control Plan for the San Diego Region
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
CALINE4	California LINE Source Dispersion Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CH ₄	methane
City	City of Murrieta
CIWMB	California Integrated Waste Management Board
CMP	Congestion Management Plan
CNEL	community noise equivalent level
CNRA	California Natural Resources Agency
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
Costco	Costco Wholesale
County	County of Riverside
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
DIF	Development Impact Fee
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control

Acronym/Abbreviation	Definition
EDR	Environmental Data Resources Inc.
EMWD	Eastern Municipal Water District
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EO	Executive Order
EOP	Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
EV	electric vehicle
EVR	enhanced vapor recovery
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHSZ	fire hazard severity zone
GHG	greenhouse gas
GWP	global warming potential
HAP	hazardous air pollutant
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HFC	hydrofluorocarbon
HRA	health risk assessment
HVAC	heating, ventilation, and air conditioning
I	Interstate
in/sec	inches per second
IRWMP	Integrated Regional Water Management Plan
kBTU	thousand British thermal units
LCFS	Low Carbon Fuel Standard
L _{dn}	day-night average noise level
L _{eq}	equivalent noise level
LOS	level of service
LST	Localized Significance Threshold
MFD	Murrieta Fire Department
MM	Mitigation Measure
MMT	million metric tons
MPD	Murrieta Police Department
MS4	municipal separate storm sewer system
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MT	metric ton
MWD	Metropolitan Water District
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF ₃	nitrogen trifluoride
NHTSA	National Highway Traffic Safety Administration
NO ₂	nitrogen dioxide
NO	nitric oxide
NOP	Notice of Preparation
NO _x	oxides of nitrogen

Acronym/Abbreviation	Definition
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
OSHA	Occupational Safety and Health Administration
P-E	population to employment ratio
PCB	polychlorinated biphenyl
PDF	project design feature
PFC	perfluorocarbon
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
PMA	Primary Market Area
POC	Point of Comparison
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	California Public Resources Code
project	Costco/Vineyard Phase II Retail Development Project
RCP	Regional Comprehensive Plan
RCTC	Riverside County Transportation Commission
RFS	Renewable Fuel Standard
RIRO	right-in/right-out
RPS	Renewables Portfolio Standard
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Boards
RWRF	regional water reclamation facility
s/veh	seconds of delay per vehicle
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF ₆	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SHMA	Seismic Hazards Mapping Act
SMA	Secondary Market Area
SO ₂	sulfur dioxide
SoCalGas	Southern California Gas Company
SRA	source-receptor area
STIP	State Transportation Improvement Program
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TIA	traffic impact analysis
TMDL	total maximum daily load

Acronym/Abbreviation	Definition
TUMF	Transportation Uniform Mitigation Fee
TWSC	two-way stop control
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UWMP	Urban Water Management Plan
v/c	vehicle-to-capacity ratio
VMT	vehicle miles traveled
VOC	volatile organic compound
WDR	waste discharge requirement
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments

1 Summary

This section provides a summary for the Draft Environmental Impact Report (EIR) for the proposed Costco/Vineyard II Retail Development Project (project). In addition, this section provides a summary of the project location and proposed project; areas of known controversy and issues to be resolved; a summary of project alternatives; and a summary of all project impacts, associated mitigation measures, and the level of significance after mitigation is applied.

1.1 Introduction

This Draft EIR was prepared by the City of Murrieta (City) as lead agency pursuant to the California Environmental Quality Act (CEQA) Public Resources Code 21000 et seq., and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.). This EIR has been prepared to evaluate the environmental effects of the project. The purpose of this EIR is to focus the discussion on those potential effects on the environment of the project that the lead agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid significant environmental impacts.

1.2 Project Location

The project site is located in the northern portion of the City in Riverside County, and contains approximately 26.3 acres of vacant land composed of Assessor's Parcel Numbers 392-290-025-4, 392-290-026-5, 392-290-028-7, and 392-290-029-8, and portions of 392-270-033, 392-270-030, and 392-290-051 in the northeastern corner of the vacated Antelope Road and 250 feet north of Clinton Keith Road, east of Interstate 215 (see Figure 3-1, Project Location, in Chapter 3, Project Description, of this EIR).

The project site is surrounded by commercial development, residential development, a high school, and vacant land. Single- and multiple-family residential development occurs adjacent to the site on the east. Vacant land abuts the southern site boundary, with Clinton Keith Road south of the project site and Vista Murrieta High School south of Clinton Keith Road. Antelope Road forms the western site boundary, with Interstate 215 immediately west of Antelope Road. Vacant land occurs east of Interstate 215 and west of Antelope Road. Project location is further discussed in Chapter 3 of this EIR.

1.3 Project Description

The proposed project would include construction and operation of a new retail development consisting of 225,262 square feet of development including a Costco Wholesale (Costco) warehouse and fuel station, and in adjoining parcels, standalone retail and fitness center buildings and inline stores, one casual dining restaurant with drive-through and window service, and one drive-through fast-food restaurant. The project would include 1,215 parking spaces adjoining the retail and warehouse uses, as shown in Figure 3-2, Proposed Site Plan, in Chapter 3. The project would require a conditional use permit for the Costco tire center, a development plan, and tentative tract map.

The 153,362-square-foot Costco warehouse building and associated parking would be situated on an approximately 16.4-acre parcel on the western side of the project site. A separate gas station would be developed with a 32-pump facility with overhead canopy. The 72,000-square-foot Vineyard II retail development would be constructed concurrently to the east of the proposed Costco location, within the same shopping center. Warm

Springs Parkway, a four-lane road with bike lanes and sidewalks, would be constructed from Clinton Keith Road to the north project boundary as part of the project. The roadway would be stubbed at the north site boundary for future extension. Landscaping, lighting, stormwater drainage, and circulation improvements would also be implemented as part of the project.

1.4 Project Objectives

The project was designed to meet the following objectives:

- Provide a mix of retail, restaurant, and anchor tenants that provide residents with additional shopping, dining, and fueling options in a location that is convenient for its customers and employees to travel to shop and work
- Enhance the City with an economically viable development by establishing anchored retail required to support brick and mortar retail in the current online-oriented retail environment
- Provide a gasoline fueling station adjacent to major roadways and the regional highway system
- Generate additional revenues to the City in the form of increased sales and property tax revenues
- Create jobs in the City and improve the local job/housing balance
- Design a project that is consistent with the City's General Plan and Development Code
- Create a new opportunity for a wide range of integrated retail goods and services to meet the needs of the growing Murrieta community
- Design a site plan that minimizes circulation conflicts between automobiles and pedestrians

1.5 Areas of Controversy

A public scoping meeting was held at the City Fire Station No. 4 on July 10, 2018. The purpose of this meeting was to seek input from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the project. Approximately 12 people attended the scoping meeting. Comment letters were also received in response to the Notice of Preparation for the project. Copies of comment letters are available in Appendix A and are described in Chapter 2 of this EIR. The primary areas of controversy identified by the public and agencies included the following potential issues. The EIR section that addresses the issue raised is provided in parentheses.

- Impacts related to the scenic quality of the surrounding area, appearance of the project, nighttime use, and lighting. Further, impacts related to growth inducement and the potential to change the character and quality of the City (Section 4.1, Aesthetics; Section 4.10, Population and Housing).
- Impacts related to air quality and greenhouse gas emissions as a result of project construction and operation, such as mobile source emissions due to an increase in traffic (Section 4.2, Air Quality; Section 4.6, Greenhouse Gas Emissions; Section 4.13, Transportation).
- Impacts related to noise as a result of project construction. Additionally, operational noise impacts to nearby residents as a result of night activity, hours of operation, delivery trucks, and other project operations (Section 4.9, Noise).
- Impacts related to increased traffic. Particular concerns related to the addition of project and cumulative traffic to Clinton Keith Road, roads within neighboring jurisdictions, and Riverside County roads, and

impacts on neighboring schools. Other concerns are related to intersection delays and signal timing, and the location of the main entrances to the project. Further, site access points, accessibility via alternative transportation, the construction of Warm Springs Parkway, and future connectivity to the north are addressed (Section 4.13, Traffic and Circulation).

- Impacts to a wide variety of resources evaluated in CEQA by the Southwest Regional Council of Carpenters, including the potential for visual impacts, air quality impacts, biological resources impacts, greenhouse gas emissions impacts, and transportation impacts. These issues are evaluated in each of the respective chapters of this EIR.

1.6 Summary of Environmental Impacts

This Draft EIR was prepared to assess the potentially significant impacts on the environment that could result from implementation of the proposed project. For a detailed discussion regarding potential significant impacts, please see Chapter 4, Environmental Impact Analysis, of this EIR.

As required by CEQA, a summary of the proposed project's impacts is provided in Table 1-1, Summary of Project Impacts. Also provided in Table 1-1 is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in this EIR, and a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Aesthetics			
Would the project have a substantial adverse effect on a scenic vista?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	No mitigation would be required.	Less than Significant
In non-urbanized areas, would the project substantially degrade the existing visual character of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on aesthetic resources?	Less than Significant	No mitigation would be required.	Less than Significant
Agriculture and Forestry Resources			
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	No mitigation would be required.	No Impact

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact	No mitigation would be required.	No Impact
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	No mitigation would be required.	No Impact
Would the project result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	No mitigation would be required.	No Impact
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?	No Impact	No mitigation would be required.	No Impact
Air Quality			
Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant	<p>MM-AQ-1: To reduce the potential for criteria air pollutants, specifically particulate matter (PM) and oxides of nitrogen (NOx), as a result of construction of the project, the applicant shall:</p> <p>Prior to the start of construction activities, the project applicant, or its designee, shall ensure that all 75-horsepower or greater diesel-powered equipment is powered with California Air Resources Board (CARB)-certified Tier 4 Final engines, except where the project applicant establishes to the satisfaction of the City of Murrieta (City) that Tier 4 Final equipment is not available.</p>	Significant and Unavoidable

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>An exemption from these requirements may be granted by the City in the event that the City is provided with sufficient evidence that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall: (1) be required to demonstrate that two construction fleet owners/operators in Riverside County were contacted and that those owners/operators confirmed Tier 4 Final equipment could not be located within Riverside County; and (2) the proposed replacement equipment has been evaluated using the California Emissions Estimator Model or other industry standard emission estimation method and documentation provided to the City to confirm the project-generated emissions do not exceed applicable South Coast Air Quality Management District mass daily thresholds of significance and localized significance thresholds.</p> <p>MM-AQ-2: To reduce the potential impacts from criteria air emissions, specifically to reduce VOC and NOx impacts, as a result of operation of the project, the applicant shall:</p> <ul style="list-style-type: none"> A. Provide preferential parking for electric vehicles (EVs), compressed natural gas vehicles, and carpool/vanpool rideshare vehicles. B. Offer transit subsidies for 100% of employees of the project for 3 to 6 months. 	
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-	Potentially Significant	MM-AQ-1, MM-AQ-2	Significant and Unavoidable

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
attainment under an applicable federal or state ambient air quality standard?			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	MM-AQ-1	Significant and Unavoidable
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on air quality resources?	Potentially Significant	MM-AQ-1, MM-AQ-2	Significant and Unavoidable
Biological Resources			
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	<p>MM-BIO-1: General Avoidance and Minimization Measures</p> <p>The following avoidance and minimization measures shall be implemented during project construction activities:</p> <ul style="list-style-type: none"> • Construction limits along the northern boundary of the off-site grading area and western side of the northern off-site storm drain line shall be clearly flagged so that adjacent native vegetation is avoided. • Construction work and operations and maintenance areas shall be kept clean of debris, such as trash and construction materials. Fully covered trash receptacles that are animal-proof shall be installed and used during construction to contain all food, food scraps, food wrappers, beverage containers, and other miscellaneous trash. Trash contained within the receptacles shall be removed at least once a week from the project site. • Nighttime construction shall be minimized to the extent possible. However, if nighttime activity (e.g., 	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>equipment maintenance) is necessary, the speed limit shall be 10 miles per hour.</p> <ul style="list-style-type: none"> • Staging and storage areas for spoils, equipment, materials, fuels, lubricants, and solvents shall be located within the project site or adjacent developed areas. • To prevent inadvertent entrapment of wildlife during construction, all excavated steep-walled holes or trenches more than 2 feet deep shall be covered with plywood or similar materials at the close of each working day, or be provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped wildlife. If trapped animals are observed, escape ramps or structures shall be installed immediately to allow escape. • All pipes, culverts, and similar structures with a diameter of 4 inches or more that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for wildlife and nesting birds before the pipe is buried, capped, or otherwise used or moved in any way. If an animal is discovered inside a pipe, that section of pipe shall not be moved until the animal has either moved from the structure on its own accord or until the animal has been captured and relocated by a qualified biologist. <p>The following avoidance and minimization measure shall be implemented as part of project operations:</p> <ul style="list-style-type: none"> • The project landscape plan shall avoid the use of any invasive, non-native plant species rated as “high” or “moderate” by the California Invasive Plant Council’s Invasive Plant Inventory (Cal-IPC 2020). 	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • The project landscape plan shall avoid the use of any species listed in Table 6-2 of the MSHCP. <p>MM-BIO-2: Prior to initiation of construction activities, a burrowing owl pre-construction survey shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area (RCA 2006). In accordance with these instructions, the survey shall occur within 30 days prior to ground-disturbance activities. A minimum of one survey site visit within the described timeframe prior to disturbance is required to confirm presence or absence of burrowing owl on the site. Pre-construction surveys shall be conducted by a qualified biologist.</p> <p>If surveys confirm occupied burrowing owl habitat is located within the project site or within 500 feet of the project site, avoidance measures shall be implemented consistent with the requirements of the Western Riverside County Multiple Species Habitat Conservation Plan.</p> <p>MM-BIO-3: To maintain compliance with the Migratory Bird Treaty Act and California Fish and Game Code, if ground disturbance and/or vegetation clearance activities are scheduled to occur during the avian nesting season, a pre-construction nesting bird survey shall be conducted by a qualified biologist within the project site and a 300-foot buffer around the project site. Surveys shall be conducted within 3 days prior to initiation of activity and be conducted between dawn and noon.</p> <p>If an active nest is detected during the nesting bird survey, avoidance buffers shall be implemented as</p>	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		determined by a qualified biologist. The buffer shall be of a distance to ensure avoidance of adverse effects to the nesting bird by accounting for topography, ambient conditions, species, nest location, and activity type. All nests shall be monitored as determined by the qualified biologist until nestlings have fledged and dispersed, or it is confirmed that the nest has been unsuccessful or abandoned.	
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?	Less than Significant	No mitigation would be required.	Less than Significant
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?	No Impact	No mitigation would be required.	No Impact
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?	No Impact	No mitigation would be required.	No Impact

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	No mitigation would be required.	No Impact
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	MM-BIO-1, MM-BIO-2	Less than Significant
Would the project have a cumulative effect on biological resources?	Less than Significant	No mitigation would be required.	Less than Significant
Cultural Resources			
Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	No Impact	No mitigation would be required.	No Impact
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	Potentially Significant	<p>MM-TCR-1: The project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown cultural resources. Prior to grading, the project permittee/owner shall provide to the City of Murrieta verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.</p> <p>MM-TCR-2: Archaeological Monitoring: At least 30 days prior to grading permit issuance and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p>	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>The Project Archaeologist, in consultation with consulting tribes, the permittee/owner, and the City of Murrieta, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural monitoring activities that will occur on the project site during construction. Details in the plan shall include:</p> <ul style="list-style-type: none"> a. Project grading and development scheduling; b. The development of a schedule in coordination with the permittee/owner and the Project Archaeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and, c. The protocols and stipulations that the permittee/owner, City of Murrieta, tribes, and Project Archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation. <p>A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be submitted to the City of Murrieta, Eastern Information Center and the consulting tribe within 60 days of completion of monitoring.</p> <p>MM-TCR-3: Native American Monitoring: Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30</p>	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>days prior to issuance of grading permits, agreement(s) between the permittee/owner and the consulting tribe(s) shall be developed regarding tribal monitoring requirements and treatment of tribal cultural resources so as to meet the requirements of the California Environmental Quality Act. The monitoring agreement shall address the treatment of known tribal cultural resources; the designation, responsibilities, and participation of designated Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling.</p> <p>MM-TCR-4: Disposition of Cultural Resources: In the event that tribal cultural resources are discovered during the course of grading for this project, one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be submitted to the City of Murrieta Planning Department:</p> <ol style="list-style-type: none"> 1) Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource. 2) On-site reburial of the discovered items as detailed in the Monitoring Plan required pursuant to MM-TCR-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments. 3) The permittee/owner shall relinquish ownership of all cultural resources, including sacred items, burial 	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources, and adhere to the following:</p> <ul style="list-style-type: none"> a. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per Title 36 Code of Federal Regulations 800 Part 79 and therefore would be curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation. b. At the completion of grading, excavation, and ground-disturbing activities on site, a Phase IV Monitoring Report shall be submitted to the City of Murrieta documenting monitoring activities conducted by the Project Archaeologist and Native American Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be 	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>submitted to the City of Murrieta, Eastern Information Center, and Consulting Tribes.</p> <p>MM-TCR-5: Human remains: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code, Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendants(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in California Public Resources Code, Section 5097.98.</p>	
Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant	MM-TCR-5	Less than Significant
Would the project have a cumulative effect on cultural resources?	Less than Significant	No mitigation would be required.	Less than Significant
Geology and Soils			
Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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 based on other substantial evidence of as known fault. (Refer to Division of Mines and Geology Special Publication 42); strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?			
i. Faulting	No Impact	No mitigation would be required.	No Impact

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
ii. Strong seismic ground shaking	No Impact	No mitigation would be required.	No Impact
iii. Seismic related ground failure including liquefaction	No Impact	No mitigation would be required.	No Impact
iv. Landslides	No Impact	No mitigation would be required.	No Impact
Would the project result in substantial soil erosion or the loss of topsoil?	Less than Significant	No mitigation would be required.	Less than Significant Impact
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	No mitigation would be required.	No Impact
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating direct or indirect substantial risks to life or property?	No Impact	No mitigation would be required.	No Impact
Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No mitigation would be required.	No Impact
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on geological and/or soil resources?	Less than Significant	No mitigation would be required.	Less than Significant
Greenhouse Gas Emissions			
Would the project generate greenhouse gas emissions that, either directly or indirectly, may have a significant impact on the environment?	Less than Significant	No mitigation would be required.	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on greenhouse gas emissions resources?	Less than Significant	No mitigation would be required.	Less than Significant
Hazards and Hazardous Materials			
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	No mitigation would be required.	Less than Significant
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?	Less than Significant	No mitigation would be required.	Less than Significant
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?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as result, would is create a significant hazard to the public or the environment?	No Impact	No mitigation would be required.	No Impact
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 or excessive noise for people residing or working in the project area?	No Impact	No mitigation would be required.	No Impact

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less than Significant	No mitigation would be required. (Mitigation measures related to wildfire hazards are included in Section 4.17).	Less than Significant
Would the project have a cumulative effect on hazards or hazardous materials resources?	Less than Significant	No mitigation would be required.	Less than Significant
Hydrology and Water Quality			
Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would: <ul style="list-style-type: none"> i. Result in substantial erosion or siltation on or off site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site; iii. Create or contribute runoff water which would exceed the capacity of existing or 	Less than Significant	No mitigation would be required.	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows.			
In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?	No Impact	No mitigation would be required.	No Impact
Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on hydrology or water quality resources?	Less than Significant	No mitigation would be required.	Less than Significant
Land Use			
Would the project physically divide an established community?	No Impact	No mitigation would be required.	No Impact
Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact	No mitigation would be required.	No Impact
Would the project have a cumulative effect on land use resources?	No Impact	No mitigation would be required.	No Impact
Mineral Resources			
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	No mitigation would be required.	No Impact
Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local	No Impact	No mitigation would be required.	No Impact

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
general plan, specific plan or other land use plan?			
Would the project have a cumulative effect on mineral resources?	No Impact	No mitigation would be required.	No Impact
Noise			
Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant	<p>SC-NOI-1: The applicant shall ensure that construction activities be limited to no more than the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday except in the event of emergency declared by City, State, or Federal officials. These conditions shall be listed on the project's final design plans to the satisfaction of the City.</p> <p>MM-NOI-1: Prior to grading permit issuance, the applicant shall ensure the following:</p> <ul style="list-style-type: none"> • All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. • Construction noise reduction methods, such as shutting off idling equipment, maximizing the distance between construction equipment staging areas and occupied sensitive receptor areas, and use of electric air compressors and similar power tools rather than diesel equipment, shall be used where feasible. • Noise attenuation measures, which may include temporary noise barriers or noise blankets, shall be placed around stationary construction noise sources. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors. 	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise-sensitive receptors while being located on the project site or on existing developed areas. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event that the City of Murrieta receives a complaint, appropriate corrective actions (such as eliminating the use of high-noise and vibration-producing equipment or replacing with smaller equipment types or other equivalent methods) shall be implemented and a report of the action provided to the reporting party. <p>MM-NOI-2: The applicant shall require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement shall be accomplished by random field inspections by applicant personnel during construction activities to the satisfaction of the City of Murrieta Engineering Department.</p> <p>MM-NOI-3: A temporary construction noise barrier shall be constructed along the eastern boundary of the project site during construction of Vineyard II. The noise barrier shall be a minimum of 8 feet in height, shall have a surface density of at least 4 pounds per square foot, shall be free of openings and cracks, and shall be designed to achieve a noise reduction of at least 5 A-weighted decibels.</p>	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant	MM-NOI-1	Less than Significant
For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No mitigation would be required.	No Impact
Would the project have a cumulative effect on noise resources?	Less than Significant	No mitigation would be required.	Less than Significant
Population and Housing			
Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	No mitigation would be required.	No Impact
Would the project have a cumulative effect on housing and/or population resources?	Less than Significant	No mitigation would be required.	Less than Significant
Public Services			
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
i. Fire protection?	Less than Significant	No mitigation would be required.	Less than Significant
ii. Police protection?	Less than Significant	No mitigation would be required.	Less than Significant
iii. Schools?	Less than Significant	No mitigation would be required.	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
iv. Parks?	Less than Significant	No mitigation would be required.	Less than Significant
v. Other public facilities?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on public services resources?	Less than Significant	No mitigation would be required.	Less than Significant
Recreation			
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?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on recreation resources?	Less than Significant	No mitigation would be required.	Less than Significant
Transportation			
Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Potentially Significant	<p>MM-TRAF-1: California Oaks Road and Clinton Keith Road: The project applicants shall improve the intersection of California Oaks Road and Clinton Keith Road to add a third eastbound through lane between California Oaks Road and Nutmeg Street with a receiving lane east of California Oaks Road and signal detection loops at California Oaks Road.</p> <p>MM-TRAF-2: Greer Road/Murrieta Oaks Avenue and Clinton Keith Road: The project applicants shall restripe an additional 50 feet of storage for the existing southbound left turn lane for a total of 200 feet of storage at the intersection of Greer Road/Murrieta Oaks Avenue and Clinton Keith Road.</p>	Significant and Unavoidable

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>MM-TRAF-3: Mitchell Road/Murrieta Oaks Avenue and Clinton Keith Road: The project applicants shall provide an additional 100 feet of storage for the westbound turn lane for a total of 250 feet of storage at the intersection of Mitchell Road/Murrieta Oaks Avenue and Clinton Keith Road.</p> <p>MM-TRAF-4: High School West Driveway/Warm Springs Parkway and Clinton Keith Road: If Creighton Avenue access is provided at project buildout (2021), an additional 70 feet of storage shall be added to each existing eastbound left hand turn lane at the High School West Driveway/Warm Springs Parkway and Clinton Keith Road (with Creighton Avenue access) for a total of 275 feet of storage. If Creighton Avenue access is not provided at project buildout (2021), an additional 90 feet of storage in each eastbound left hand turn lane (without Creighton Avenue access) shall be added for a total of 295 feet of storage at this intersection. The City has updated the intersection design plans to add this additional storage.</p> <p>MM-TRAF-5: Whitewood Road and Clinton Keith Road: The project applicants shall extend the existing northbound and southbound left turn lanes at the Whitewood Road and Clinton Keith Road intersection to the maximum extent feasible within the available right of way and available spacing between the intersections and per the City of Murrieta requirements, and pay a fair share contribution to existing City CIP 8389 to add a second northbound and southbound left turn lane (to provide dual left turn lanes).</p> <p>MM-TRAF-6: Mitchell Road/Murrieta Oaks Avenue and Clinton Keith Road: Per the City of Murrieta requirements, the project applicants shall pay a fair</p>	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>share contribution (1) to restripe an additional eastbound travel lane on Clinton Keith Road between California Oaks Road and for approximately 1,100 linear feet to create an additional eastbound travel lane, (2) add signal detection, and (3) provide an additional 200 feet of storage for the existing westbound left turn land for a total of 350 feet of storage (and removal of the raised median as required for that extension) at the intersection of Mitchell Road/Murrieta Oaks Avenue and Clinton Keith Road.</p> <p>MM-TRAF-7: High School West Driveway/Warm Springs Parkway and Clinton Keith Road: If Creighton Avenue access is provided at project buildout (2021), the project applicants shall, per the City of Murrieta requirements, pay a fair share contribution to the City to extend the existing left hand turn lane pocket at the High School Driveway/Warm Springs Parkway and Clinton Keith Road intersection for a total of 315 feet of storage. If Creighton Avenue access is not provided at project buildout (2021), the project applicants shall, per the City of Murrieta requirements, pay a fair share contribution to the City to extend the existing left hand turn lane pocket at the High School West Driveway/Warm Springs Parkway and Clinton Keith Road intersection for a total of 345 feet of storage. The City has updated the intersection design plans to add this additional storage.</p> <p>MM-TRAF-8: Nutmeg Street and Clinton Keith Road: Per the City of Murrieta requirements, the project applicants shall pay a fair share contribution for improvements to Nutmeg Street and Clinton Keith Road to add 75 feet of storage to the existing westbound left turn lane for a total of 300 feet of storage, and an</p>	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>additional 100 feet of storage to the existing southbound left turn lane for a total of 150 feet of storage.</p> <p>MM-TRAF-9: California Oaks Road and Clinton Keith Road: Per the City of Murrieta requirements, the project applicants shall pay a fair share contribution to extend the existing westbound left turn lane by 200 feet for a total of 420 feet of storage.</p> <p>MM-TRAF-10: Bronco Way and Clinton Keith Road: Per the City of Murrieta requirements, the project applicants shall pay a fair share contribution to extend the eastbound left turn lane by 71 feet at the intersection of Bronco Way and Clinton Keith Road for a total storage of 271 feet.</p> <p>MM-TRAF-11: Whitewood Road and Clinton Keith Road: Per the City of Murrieta requirements, the project applicants shall pay a fair share contribution to extend the dual left turn lanes by 35 feet each for a total of 285 feet in each eastbound left turn lane.</p> <p>MM-TRAF-12: Whitewood and Baxter Road: Per the City of Murrieta requirements, the project applicants shall pay a fair share contribution to provide 285 feet of additional storage for the northbound left turn lane for a total of 500 feet of storage at the intersection of Whitewood Road and Baxter Road.</p>	
Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Potentially Significant	No feasible mitigation applies to reduce this impact to a less-than-significant level.	Significant and Unavoidable
Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves, or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact	No mitigation would be required.	No Impact

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project result in inadequate emergency access?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on traffic and/or circulation resources?	Potentially Significant	MM-TRAF-6, MM-TRAF-7, MM-TRAF-8, MM-TRAF-9, MM-TRAF-10, MM-TRAF-11, MM-TRAF-12	Significant and Unavoidable
<i>Tribal Cultural Resources</i>			
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:			
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	Less than Significant	No mitigation would be required.	Less than Significant
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Potentially Significant	MM-TCR-1, MM-TCR-2, MM-TCR-3, MM-TCR-4, MM-TCR-5	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
Utilities and Service Systems			
Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, or telecommunications facilities the construction of which could cause significant environmental effects?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant	No mitigation would be required.	Less than Significant
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?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals??	Less than Significant	No mitigation would be required.	Less than Significant
Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect on utilities and/or service systems resources?	Less than Significant	No mitigation would be required.	Less than Significant
Energy Consumption			
Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary	Less than Significant	No mitigation would be required.	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
consumption of energy resources, during project construction or operation?			
Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative effect related to energy?	Less than Significant	No mitigation would be required.	Less than Significant
Wildfire			
Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Potentially Significant	<p>MM-WF-1: The following design features shall be implemented to mitigate potential fire exposure to the northern portion of the development.</p> <ul style="list-style-type: none"> • Building construction shall consist of Underwriters Laboratories (UL) Approved Fire-Rated 8-inch split face concrete masonry unit (CMU) and textured insulated metal panel exterior walls along the northern side of the building. It should be noted, exterior walls composed of hollow CMU having a nominal thickness of 8-inches or greater may have a 2-hour fire rating, but can be classified as 4-hour when the hollow spaces are completely filled with grout or a material such as clay slate, slate, or sand; • The building shall include an interior National Fire Protection Association (NFPA) 13 Commercial Fire Sprinkler System which shall be installed to NFPA installation standards. A supervised fire alarm system shall also be installed pursuant to NFPA 72 and Murrieta Fire and Rescue (MFR) standards and smoke detectors shall be installed at the ceiling throughout the Costco building and in every room; 	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<ul style="list-style-type: none"> • Areas requiring ventilation to the outside environment shall require either ember-resistant roof vents or a minimum 1/16-inch mesh to a maximum 1/8-inch mesh for side ventilation (see 2019 California Building Code (CBC) Chapter 7A Section 706A-Vents, or current edition). All vents used for this project shall be approved by MFR; • The metal trash compactors to be located along the north side of the Costco building shall be fully enclosed. The enclosed metal trash compactors would prevent embers falling onto Class A fuels (e.g., paper) and igniting them. Additionally, the trash compactors shall be behind an 8-inch split face CMU exterior wall and metal gate; • The uncovered, 30-foot by 25-foot loading area located along the north side of the Costco building shall be used for small delivery trucks; • An unimpeded, all-weather pathway (minimum three feet wide) shall be included on all sides of the Costco building for firefighter access around the entire perimeter of the structure; • Any architectural projections or construction, such as canopies, on the north side of the Costco building and within the 100-foot fuel modification zone shall be of non-combustible construction, only. • Automatic or self-closing doors shall be installed along the northern side of the Costco building and conform to the exterior door assembly standards addressed in CBC Chapter 7A, Section 704A.3.2.3. <p>MM-WF-2: A fully irrigated landscape planted with drought-tolerant, fire resistive plants, as listed in Table 4.17-1, shall be planted within all fuel modification zones. No undesirable, highly flammable plant species</p>	

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
		<p>shall be planted, as listed in Table 4.17-2. The landscaping shall be routinely maintained and shall be watered by an automatic irrigation system that will maintain healthy vegetation with high moisture contents that would prevent ignition by embers from a wildfire.</p> <p>MM-WF-3: Crowns of mature trees, with the exception of oak trees, located within defensible space shall be maintained with a minimum horizontal clearance of 10 feet for fire resistant trees and 30 feet for non-fire resistant trees. Mature trees shall be pruned to remove limbs to maintain a vertical separation of three times the height of the lower vegetation or 6 feet, whichever is less, above the ground surface adjacent to the trees. Dead wood and litter shall be regularly removed from trees. Ornamental trees shall be limited to groupings of 2-3 trees with canopies for each grouping separated horizontally as described in Table 4.17-3 below (City of Murrieta Municipal Code, Chapter 15.24.290, Section 4907).</p> <p>MM-WF-4: Until such a time that the property to the west is developed and the wildfire hazard is mitigated, a 20-foot on-site Costco building setback and the 40-foot wide Antelope Road make up a 60-foot “No Build Easement” on the western side of the Costco development, which shall be used as an interim fuel modification zone. Once construction of the proposed development to the west begins, it will augment the need for off-site fuel modification zones.</p>	
Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that	Less than Significant	No mitigation would be required.	Less than Significant

Table 1-1. Summary of Project Impacts

Environmental Topic	Impact?	Mitigation Measure(s)	Level of Significance After Mitigation
may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			
Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than Significant	No mitigation would be required.	Less than Significant
Would the project have a cumulative impact related to wildfire?	Less than Significant	No mitigation would be required.	Less than Significant

1.7 Alternatives to the Proposed Project

Section 15126.6(a) of the CEQA Guidelines states that an EIR shall describe “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project,” as well as provide an evaluation of “the comparative merits of the alternatives.” Under Section 15126.6(a) of the CEQA Guidelines, an EIR does not need to consider alternatives that are not feasible, and is not required to address every conceivable alternative to the project. The range of alternatives “is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice” (14 CCR 15126.6[f]).

1.7.1 Alternatives Considered but Eliminated

The CEQA Guidelines provide that this EIR should “identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the Lead Agency’s determination” (14 CCR 15126.6[c]). The following is a discussion of the proposed project alternatives that were considered during the scoping and planning process, and the reasons they were not selected for detailed analysis in this EIR.

With respect to the feasibility of potential alternatives to the project, CEQA Guidelines Section 15126.6(t)(l) states, “[a]mong the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries . . . and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.”

In determining an appropriate range of project alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and then rejected. These include a reduced size Costco, a Vineyard II Retail Development without a Costco, a Costco without a fueling station, a residential development on the site, an office development on the site, the continuation of the mass grading operation, and other site locations.

1.7.2 Alternatives Selected for Further Analysis

A reasonable range of alternatives to the proposed project were evaluated, including a no project alternative, in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative 1: No Project/No Development Alternative
- Alternative 2: Reduced Project/Reduced Vineyard II Development
- Alternative 3: Reduced Project/No Vineyard II Development

Each alternative’s environmental impacts are compared to the proposed project and determined to have fewer impacts than the proposed project, the same or similar impacts, or more impacts than the proposed project (refer to Chapter 6, Alternatives, for further details).

No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of a no project alternative. The “purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project” (14 CCR 15126.6[e][1]). When defining the no project alternative, the analysis shall be informed by “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (14 CCR 15126.6([e][2]). In the case of the No Project/No Development Alternative, the existing site would be vacant as the mass grading operation’s permit term concluded in December 2019; even with permit renewal, limited additional grading could be carried out, since the grade requirements for the project site and Warm Springs Parkway have essentially been met. The construction of Warm Springs Parkway north of Clinton Keith is included in the Riverside County General Plan, but it is contingent upon development occurring in the vicinity to drive the need for the road. Thus, if no development occurs on the proposed project site, and there is no pending application for development to the north, construction of Warm Springs Parkway is not reasonably foreseeable. Therefore, under the No Project Alternative, the proposed project would not be built and no significant infrastructure improvements would be implemented.

Reduced Project/Reduced Vineyard II Development Alternative

The reduced project under this alternative would have a 153,362-square-foot Costco warehouse, but the retail development would be reduced by 37,000 square feet (minus the fitness center). This reduces the development footprint from 225,362 square feet to 188,362 square feet, a 16% reduction in project size. The pad that would remain undeveloped would remain unpaved with sandbags for erosion control and a soil stabilizer for dust control. This alternative would have fewer impacts than the proposed project, but it would not eliminate any of the significant and unavoidable impacts of the project.

Reduced Project/No Vineyard II Development Alternative

The reduced project under this alternative would have a Costco warehouse only; no additional retail development would be included as part of the project. This reduces the development footprint from 225,362 square feet to 153,362 square feet, a 32% reduction in size. Only the portion of the site with the Costco, west of Warm Springs Parkway would be paved. The Vineyard II site would remain ungraded and unpaved with sandbags for erosion control and application of a soil stabilizer to control dust emissions. This alternative would have fewer impacts compared to the proposed project. In particular, it would reduce operational oxides of nitrogen emissions to a less-than-significant level and would reduce other operational impacts from traffic and volatile organic compounds, although these would remain significant and unavoidable.

1.7.3 Environmentally Superior Alternative

An EIR must identify an “environmentally superior” alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6[e][2]).

As further discussed in Chapter 6, the environmentally superior alternative is the Reduced Project/No Vineyard II Development Alternative, because it reduces the proposed project’s impacts with respect to construction and operational air quality, cultural resources, greenhouse gas emissions, construction and operational noise, population and housing, public services, recreation, construction and operational traffic, tribal cultural resources,

utilities and service systems, and energy. However, as with the proposed project, this alternative would still result in significant and unavoidable impacts to construction and operational air quality (volatile organic compounds) and operational traffic, although it would reduce the level of significance for each impact. The Reduced Project/No Vineyard II Development Alternative would also reduce the operational air quality impacts of oxides of nitrogen to a less-than-significant level. As indicated above, the Reduced Project/No Vineyard II Development Alternative would not meet several of the project objectives and would result in less sales tax and property tax revenue to the City than would the proposed project.

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2 Introduction

2.1 Project Description

The project applicants, Costco and Retail Development Advisors, propose to develop a 26.3-acre undeveloped site (the site or project site) in the City of Murrieta (City) with the Costco/Vineyard II Retail Development Project (project) that would include construction and operation of approximately 225,362 square feet of new development, consisting of a Costco Wholesale (Costco) and a Costco gas station; stand-alone retail and fitness buildings and in-line stores, one casual dining restaurant with drive-through and window service, and one drive-through fast-food restaurant (Vineyard II development); and associated parking. The project site comprises 7 parcels with the following Assessor's Parcel Numbers: 392-290-025-4, 392-290-026-5, 392-290-028-7, 392-290-029-8, and portions of 392-290-051, 392-270-030, and 392-270-033. The project site is located in the City, northeast of the intersection of Interstate (I) 215 and Clinton Keith Road, as shown on the proposed site plan (see Chapter 3, Project Description, Figure 3-2). The project would require a conditional use permit for the Costco tire center, a development plan, and tentative tract map.

The Costco warehouse and a Costco gas station would be developed on 16.4 acres on the west side of a future northerly extension of Warm Springs Road. The Costco would consist of an approximately 153,362-square-foot warehouse building and a gas station on approximately 1.21 acres (which is part of the 16.4 acres) that would be developed with 32 gasoline pumps with overhead canopy. The warehouse would include a bakery and sales of baked goods, alcohol sales, pharmacy, optical center with optical exams and retail optical sales, hearing aid testing exam and retail hearing aid fitting and sales center, food service preparation and sales, meat preparation and sales, and a photo center, along with the sales of more than 4,000 products. The Costco warehouse would provide sales only to warehouse members.

The remaining retail development (Vineyard II development) would be developed on 7.83 acres of land on the east side of a future northerly extension of Warm Springs Road and would include the following proposed uses: a 37,000-square-foot fitness center; a 16,000-square-foot major retail building 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 in 11,900 square feet and 3,500 square feet buildings; 1,200-square-foot casual dining space with drive-through and window service; and 2,400-square-foot fast-food restaurant with drive-through, totaling 72,000 square feet.

The project would also include construction of two detention basins on the site, creation of a northern project slope to account for elevation differences between the proposed project and the site to the north, partial undergrounding of power lines to the north of the site, and construction of an extension of Warm Springs Parkway from the southern site boundary to the northern site boundary between the Costco and the Vineyard II development. The project would be entitled and constructed in two phases. It is anticipated that the Costco would employ 250 full-time employees, and the fitness center, retail, and restaurant developments collectively would employ 35 employees, totaling approximately 285 employees.

A mass grading operation for an 18.7-acre portion of the project site has been ongoing intermittently since approximately 2006 under permits issued by the City. This work was initially undertaken to provide fill material for the Interstate 215/Clinton Keith Road interchange improvements project and establishment of an interim cul-de-sac at the northern terminus of Antelope Road and was subsequently continued with soil and rocks removed from the site sold by the operator to surrounding construction operations as clean fill. This pre-existing grading operation

ceased on December 31, 2019, when the grading permit expired, with completion of the implementation of best management practices by January 31, 2020. Although not a part of the project, to establish a conservative, known baseline for the grading work required for the project, all mass grading remaining to be performed under this permit on the site, from September 2019 when the site was flown by Fuscoe Engineering to approval of the project, is included as part of the development project analyzed in this environmental impact report (EIR).

This draft project EIR evaluates the potential short-term, long-term, and cumulative impacts of the project. This project EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970 (California Public Resources Code, Section 21000 et seq.) and CEQA Guidelines (14 CCR 15000 et seq.). EIRs are informational documents “which inform public agency decision makers and the public of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project” (14 CCR 15121). The purpose of this project EIR is to evaluate the environmental effects of the project and it is intended for use by decision makers and the public.

2.2 Environmental Procedures

2.2.1 CEQA Compliance

CEQA requires the preparation and certification of an EIR for any project that a lead agency determines may have a significant effect on the environment. This project EIR has been prepared in compliance with criteria, standards, and procedures of the CEQA Guidelines. This document has been prepared as a project EIR (pursuant to Section 15161 of the CEQA Guidelines) and represents the independent judgment of the City as lead agency (CEQA Guidelines Section 15050).

2.2.2 Notice of Preparation and Scoping

CEQA establishes mechanisms whereby the public and decision makers can be informed about the nature of the project being proposed and the extent and types of impacts that the project and its alternatives would have on the environment should the project or alternatives be implemented. Pursuant to Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) dated June 27, 2018, was circulated to interested agencies, organizations, and individuals. The NOP was sent to 60 local and state agency departments, including the City, where a hard copy of the NOP and Initial Study were available for review. The NOP was posted at the County Clerk’s office on June 27, 2018, for 30 days. The NOP was also sent to the State Clearinghouse at the California Governor’s Office of Planning and Research. The State Clearinghouse assigned a state identification number (SCH No. 2018061062) to the project EIR. The City also mailed a notice of the project EIR scoping meeting to approximately 176 property owners, residents, and organizations located within a 1-mile radius of the project site.

The NOP is intended to encourage interagency communication regarding the proposed project so that agencies, organizations, and individuals are afforded an opportunity to respond with specific comments and/or questions regarding the scope and content of this project EIR. Pursuant to Section 15082 of the CEQA Guidelines, recipients of the NOP were requested to provide responses within 30 days after their receipt of the NOP. A public scoping meeting was held at the City Fire Station No. 4 on July 10, 2018, to gather additional public input on the scope of the environmental document. Eight staff members and approximately four community members attended the scoping meeting. The 30-day public scoping period ended on July 26, 2018. Comments received during the NOP public notice period were considered during the preparation of this project

EIR. Copies of the comment letters are included in Appendix A and are summarized in Table 2-1. Four individuals spoke during the public scoping meeting.

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
<i>NOP Letters</i>				
<i>Regional Agencies</i>				
Eastern Municipal Water District (EMWD)	7/9/18	Written	States that the project EIR shall evaluate the project's water demands and sewer discharge, and determine if EMWD's facilities can adequately serve the project. If EMWD facilities do not have the appropriate capacity, the project EIR should identify the necessary improvements and facilities to be constructed by the project to obtain adequate service. Offers to assist with formulating Development Design Conditions to detail all pertinent water and sewer facilities. Requires early involvement with the project proponent in site design and development through a 1-hour due diligence meeting. EMWD's Development Design Conditions must be developed by the developer's engineer, and EMWD must review/approve the Development Design Conditions prior to submitting improvement plans for plan check.	Section 4.8, Hydrology and Water Quality
South Coast Air Quality Management District (SCAQMD)	7/26/18	Written	Requests to be sent a copy of the draft project EIR and appendices or technical documents. Recommends that the SCAQMD CEQA Air Quality Handbook and California Emissions Estimator Model land use emissions software be used as guidance for preparing the air quality analysis. Requests that regional and localized significance thresholds are used for analysis of criteria pollutants. Recommends that a mobile source health risk assessment be conducted, including an analysis of toxic air contaminant impacts. Recommends the use of truck trip rates from the Institute of Engineers for high cube warehouse projects. Suggests mitigation measures for air quality impacts pursuant to CEQA Guidelines, Section 15126. Requires a permit from the SCAQMD for the gas	Section 4.2, Air Quality; Section 4.6, Greenhouse Gas Emissions

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
			station, and SCAQMD must be identified as a responsible agency.	
Southwest Regional Council of Carpenters	7/27/18	Written	<p>Questions the discrepancies between Figures 1 and 2, including the project boundary, proximity to Clinton Keith Road and Vista Murrieta High School, and the appearance of future development surrounding the project site. Asks for clarification regarding the current and future plans for Warm Springs Parkway, regarding whether the road will continue north either as part of the project or future action by the City. Expresses concern over the cumulative impacts to the Unique Farmland or Farmland of Local Importance to the north. Asks for clarification on the purpose of the previously conducted Phase I Cultural Resources Assessment. Questions whether the current grading activities on site are part of the project, when these activities began, and what the height of the hills was prior to existing grading activities. Expresses concern regarding aesthetic impacts of grading the “hills” and whether these are visible from nearby ridgelines. Requests clarification regarding the risks associated with locating the project in a Very High Fire Hazard Severity Zone. Expresses concern over construction worker safety involving rapid grading on site, and requests mitigation that reduces potential hazards to workers and the public. Requests clarification regarding the project’s impact on the City’s Climate Action Plan and clarification on whether the City has effectively adopted the Climate Action Plan as a policy. States that the City’s Climate Action Plan does not comply with Senate Bill 32, and it will soon expire. Requests that special consideration be given to the analysis of GHG related impacts, how the project will impact local and state goals, and whether the City has a threshold to evaluate GHG related impacts. Requests clarification regarding</p>	Section 3, Project Description; Section 4.1, Aesthetics; Section 4.2, Air Quality; Section 4.4, Cultural Resources; Section 4.5, Geology and Soils; Section 4.6, Greenhouse Gas Emissions; Section 4.7, Hazards and Hazardous Materials; Section 4.8, Hydrology and Water Quality; Section 4.13, Traffic and Circulation; Section 4.16, Energy; Section 4.17, Wildfire

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
			<p>the energy-efficient components of the project, such as solar panels, and suggests conditioning project approval on adherence to energy efficiency measures. Requests that the draft project EIR identify aquifers potentially affected by the project and their current health. Expresses concern regarding air quality impacts, specifically the potential to expose sensitive receptors to substantial pollutant concentrations and objectionable odors, dust associated with moving large amounts of land off site, and the gas station. Expresses concern over the indication that a cumulative air quality analysis will not be conducted, and states that a proper cumulative impacts analysis must be conducted. Expresses concern over the use of the General Plan Safety Element to rule out risk of liquefaction susceptibility, and suggests conducting project specific studies and on-site testing. Requests clarification on whether the site will be graded to street level, and expresses concern over the project's contribution to the risk of landslides. Requests clarification on the types and intensities of land uses permitted by the General Plan land use and zoning designations on site. Suggests that traffic should be evaluated in terms of both level of service and vehicle miles traveled. Requests information regarding where the graded materials will be disposed of temporarily and permanently.</p>	
California Department of Transportation	7/30/18	Written	<p>Recommends 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. Recommends including a park-and-ride facility within the project. Recommends coordination with Riverside Transit Authority to identify potential routing alternatives and bus</p>	Section 4.13, Transportation

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
			stop improvements. Recommends including sidewalks on both sides of the driveway connecting the main entrances of the site to the main building entrances. Recommends providing the necessary right of way for a Class II bike lane along Antelope Road, from Scott Road to Clinton Keith Road, as identified in the General Plan. Recommends providing bicycle parking facilities near the main building entrances. Requests that changes to project description since California Department of Transportation reviewed the Traffic Impact Analysis scoping agreement are reflected in the Traffic Impact Analysis when submitted. Requests more information regarding the Costco database used to determine the trip generation rates. Requests that the trip generation rate should reflect the potential increase in fueling stations. Asks that the analysis includes how the project would impact the traffic signals at the Interstate 215 on-ramps and that appropriate mitigation is included.	
Local Agencies				
Murrieta Valley Unified School District	7/2/18	Written	The school district expressed concern over the additional traffic the project would bring to Clinton Keith Road and the negative impact this would have on Vista Murrieta High School and Antelope Hills Elementary School.	Section 4.13, Transportation
City of Wildomar	7/24/18	Written	Requests that the Traffic Impact Analysis should include intersections on Clinton Keith Road from the City of Wildomar's easterly limits to the Interstate 15. States that the Traffic Impact Analysis should also include cumulative projects within the City of Wildomar (list provided).	Section 4.13, Transportation
City of Menifee	7/25/18	Written	Requests that the draft project EIR thoroughly address the potential impacts on traffic, air quality/GHG, land use and planning, and cumulative impacts on a regional basis. The City of Menifee's Community Development Department requests to receive subsequent notices and environmental documents for the	Section 4.13, Transportation; Section 4.2, Air Quality; Section 4.6, Greenhouse Gas Emissions

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
			project. Requests identifying approved and pending projects in the City of Menifee to be included in the cumulative analysis of the traffic study.	
Riverside Transit Authority	7/16/18	Written	Suggests relocating the existing bus stop located on westbound Clinton Keith Road, east of the intersection at Bronco Way, to the western side of the intersection to provide for a safer and more efficient stop environment. Recommends installing bus stop amenities such as a shelter, bench, and a trash can as part of the project, in accordance with the Riverside Transit Authority Bus Stop Design Guidelines.	Section 4.13, Transportation
County of Riverside Transportation and Land Management Agency	7/11/18	Written	Indicates that Clinton Keith Road would be constructed into a six-lane roadway from Whitewood Road to Trois Valley Street. Suggests including this future improvement in the traffic study. Requests that the traffic study address potential impacts on Riverside County roadways, Riverside County intersections where the project would add 50 or more peak hourly trips. Requests that Riverside County Traffic Study Guidelines are followed for the impact analysis for facilities within Riverside County.	Section 4.13, Transportation
Individuals				
James and Jennifer Bae	7/26/18	Written	As residents of Skyview Ridge Community, expressed concerns about impacts to quality of life. Specifically expressed concerns over population growth, traffic, safety (pedestrian safety with increased traffic, crime, security needs), noise (construction, business hours, truck deliveries, air conditioning units, trash pickup, site maintenance), air quality/GHG, aesthetics (light pollution, landscape maintenance, vandalism), property values, and sale of alcohol near a school.	Section 4.1, Aesthetics; Section 4.2, Air Quality; Section 4.6, Greenhouse Gas Emissions; Section 4.9, Noise; Section 4.10, Population and Housing; Section 4.13, Transportation
Jacqueline Smith	7/17/18	Written	Expressed concerns regarding traffic on Clinton Keith Road and limited entrances to the project site. Suggests connecting Antelope Road to Clinton Keith Road for better traffic flow. Expressed concern over the noise impacts of truck deliveries	Section 4.2, Air Quality; Section 4.9, Noise; Section 4.13, Transportation

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
			at night. Concerns regarding air quality, specifically due to the fast-food restaurants in proximity to residential area. Concerns regarding safety of high school students across the street from the project site.	
Darcy Pekrul	7/31/18	Written	Expressed concern regarding traffic congestion on Clinton Keith Road and Whitewood Road. Expressed concerns regarding the entrances to the Costco development, and suggested providing more access points. Suggests extending Warm Springs Parkway north to Linnel Lane to provide access from the north.	Section 4.13, Transportation
Tim Roderigues	7/30/18	Written	Expressed concerns regarding dust, noise, and toxic fumes during construction of the project. Expressed concerns regarding noise and hours of operation of the fitness center, as well as the potential location of trash dumpsters. Suggests requirement that trash receptacles be kept clean and are emptied during the day rather than nighttime hours. Suggests adding a plexiglass extension to heighten the wall between the project and the residential area.	Section 4.2, Air Quality; Section 4.9, Noise
Scoping Meeting Comments				
Individuals				
Resident	7/10/18	Verbal	Resident of Skyview Ridge, immediately east of the project site. Expressed concerns about light pollution, noise and traffic associated with the project. Traffic was the main concern, with traffic issues already existing along Clinton Keith Road due to the high school. The resident also expressed concern about the safety of the gas station near residential structures/families/children. Resident asked whether a wall will be constructed between the project site and the residential backyards (to the east of the project site).	Section, 4.1 Aesthetics; Section 4.7, Hazards and Hazardous Materials; Section 4.9, Noise; Section 4.13, Transportation

Table 2-1. Summary of Comments Received in Response to the NOP

Commenting Agency or Property Owner	Date	Written or Verbal Comment	Summary of Comment	EIR Chapter/Section Where Comment Is Addressed
Resident	7/10/18	Verbal	Expressed concerns over operating hours of the fitness center and whether it would be a 24-hour facility. Asked whether Antelope Road would be extended to access the freeway. Main concerns were regarding traffic (existing delays at intersections, intersections used for u-turning to get to the freeway, signals not synchronized). Expressed disapproval of the main entrance to the project being on Clinton Keith Road. Concerns over the aesthetics of the back of the retail pad facing homes to the east (landscaping, view of the back of the buildings), as well as proximity of the project site to the residential area (noise, landscaping/plant debris/root systems encroaching into residential area). Suggested/asked about possibility of constructing a wall between the project site and residential area.	Section 4.1, Aesthetics; Section 4.9, Noise; Section 4.13, Transportation
Resident	7/10/18	Verbal	Stressed major concern with traffic issues (vehicles cutting across Clinton Keith Road to get to project site, existing traffic issues with signal timing/delay). Expressed concerns over truck deliveries to the project site (time of day, noise, traffic).	Section 4.9, Noise; Section 4.13, Transportation
Resident	7/10/18	Verbal	Urban growth concerns. Stressed that quiet character of the City is an important feature. Seeking a better balance between residential and commercial/industrial, desired limitations or thresholds to extent of commercial development. No longer a sense of “home” due to the rapid changes/development. Concerns over the traffic the project would generate (project likely to attract visitors from outside the area). Disagreed with the placement of the project across the street from a high school.	Section 4.1, Aesthetics; Section 4.10, Population and Housing; Section 4.13, Transportation

2.3 Contents of the Project EIR

To describe the direct, indirect, and cumulative impacts, as well as mitigation measures and alternatives for the project, this project EIR is organized as follows:

- Chapter 1, Summary, outlines the conclusions of the environmental analysis and provides a summary of the project compared to the alternatives analyzed in the project EIR. This section also includes a table summarizing all environmental impacts identified in this project EIR along with the associated mitigation measures proposed to reduce or avoid each impact.
- Chapter 2, Introduction, serves as a foreword to the project EIR, introducing the project background, the project description, the applicable environmental review procedures, and format of the project EIR and identifying topics raised during the scoping process.
- Chapter 3, Project Description, provides a thorough description of the existing setting and baseline, project components, and required discretionary approvals and provides a list of key project objectives.
- Chapter 4, Environmental Analysis
 - The Introduction includes a discussion of the approach to the analysis of potentially significant impact areas and an overview of the organization of each of these categories.
 - Sections 4.1 through 4.17, which constitute the project’s environmental analysis, provide an analysis of the potentially significant environmental impacts identified for the project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts. The chapters also include a cumulative effects analysis, which is a summary of effects associated with the project that, when considered with other effects, create a considerable impact or compound or increase other environmental impacts. This can be a result of a single project or multiple separate projects.

The following impact areas are discussed:

4.1	Aesthetics	4.9	Noise
4.2	Air Quality	4.10	Population and Housing
4.3	Biological Resources	4.11	Public Services
4.4	Cultural Resources	4.12	Recreation
4.5	Geology and Soils	4.13	Transportation
4.6	Greenhouse Gas Emissions	4.14	Tribal Cultural Resources
4.7	Hazards and Hazardous Materials	4.15	Utilities and Service Systems
4.8	Hydrology and Water Quality	4.16	Energy Consumption
		4.17	Wildfire

- Chapter 5, Other CEQA Considerations, includes a summary of impacts found not to be significant, which includes a discussion of potential environmental topics that have been found, through the Initial Study process, to have a less-than-significant impact or no impact on the environment. This chapter also includes a summary of significant irreversible environmental changes, which addresses environmental areas where significant environmental effects cannot be avoided and any significant irreversible environmental changes that would result from implementation of the project. This chapter includes discussion of an urban decay analysis and growth-inducing impacts associated with the proposed project.

- Chapter 6, Alternatives, discusses the three alternatives to the project: No Project/No Development Alternative, which would include continuation of the existing uses on site; Reduced Project/Reduced Vineyard II Development Alternative; and Reduced Project/No Vineyard II Development Alternative.
- Chapter 7, List of Preparers. This chapter provides a list of the individuals who prepared this project EIR.
- Appendices include the following technical studies prepared for the project:
 - Appendix A, Initial Study/NOP and Comments Received
 - Appendix B, Air Quality and Greenhouse Gas Emissions Calculations, Air Quality and Greenhouse Gas Emissions Analysis Technical Report, including Health Risk Assessment
 - Appendix C, Biological Resources Report
 - Appendix D, Cultural Resources Report
 - Appendix E, Geotechnical Reports
 - Appendix F, Phase I Environmental Site Assessment
 - Appendix G, Hydrology Reports
 - Appendix H, Noise Analysis Technical Report
 - Appendix I, Traffic Impact Analysis
 - Appendix J, Utilities Reports
 - Appendix K, Fire Assessment Summary Letter
 - Appendix L, Urban Decay Analysis

2.4 References

City of Murrieta. 2019. *Environmental Review Update Checklist Form for Projects with Previously Approved Environmental Documents*. Antelope and Cape Aire Mass Grading Plan Extension (2014-372/Permit 4124). October 7, 2019.

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3 Project Description

This chapter describes the objectives of the proposed Costco/Vineyard II Retail Development Project (project), describes the existing setting and baseline conditions of the site, and provides a detailed description of the project characteristics. This chapter also discusses the required development approvals and necessary discretionary actions to implement the project.

3.1 Project Location

The project site is located in the northern portion of the City of Murrieta (City) in Riverside County (County) and contains 26.3 acres of undeveloped land composed of Assessor's Parcel Numbers 392-290-025-4, 392-290-026-5, 392-290-028-7, and 392-290-029-8, and portions of 392-270-033, 392-270-030, and 392-290-051 in the northeastern corner of the vacated Antelope Road and 250 feet north of Clinton Keith Road, east of Interstate (I) 215, as shown on the project location map and proposed site plan (see Figure 3-1, Project Location, and Figure 3-2, Site Plan).

3.2 Existing Project Setting

City of Murrieta

The City is located in southwestern Riverside County and consists of 26,852 acres, 21,511 acres of which are located within the City limits and 5,341 acres of which are 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 the City of Menifee to the north; City of Temecula to the south; City of Wildomar to the west; and unincorporated Riverside County to the north, south, and east. The San Diego County border is south of the City 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 City's General Plan Land Use Map designates the project site as Commercial (C) (City of Murrieta 2011). The City's Zoning Map shows the site as zoned Regional Commercial (RC) (City of Murrieta 2014). The site has been graded, as described below, with rock, sand, and gravel removed, and used as a source of grading materials for projects in the vicinity of the site, but the site is otherwise undeveloped.

A review of historical topographic maps and aerial photographs show that, prior to about 2009, the site was undisturbed and appeared to be used for farming. The site's ground surface generally sloped gently to the south from an elevation of approximately 1,550 feet to 1,520 feet above mean sea level. However, this southerly slope was interrupted by two prominent hills that rose up above the site approximately 100 to 130 feet, or to elevations of approximately 1,602 and 1,637 feet, south to north.

A mass grading operation for an 18.7-acre portion of the project site has been ongoing intermittently since approximately 2006 under permits issued by the City. This work was initially undertaken to provide fill material for the I-215/Clinton Keith Road interchange improvements project and establishment of an interim cul-de-sac at the northern terminus of Antelope Road and was subsequently continued with soil and rocks removed from the site

sold by the operator to surrounding construction operations as clean fill. Specifically, in 2006, the City approved an Initial Study and permit for mass grading for an 18.7-acre portion of the project site (Antelope and Cape Aire Mass Grading Plan, EA 2005-1763). The proposed mass grading plan's estimated earthwork quantities for the site were 357,000 cubic yards of cut and 69,790 cubic yards of fill, with a net 287,210 cubic yards of material to be exported from the site to various locations in southwestern Riverside County including Murrieta, Winchester, Menifee, and Perris. In 2010, the City approved an Addendum to the IS/MND and a revised permit that increased the authorized earthwork cut by 79,000 cubic yards, altered the finished grades within a 2-acre portion of the original site, added a 4.5-acre adjoining area, and authorized a total of 376,430 cubic yards of export (including the export approved in 2006). At the time of the submitted modified grading plan in 2010, only 140,000 cubic yards of soil had been exported (approximately half of the original approval). Another addendum to the permit was issued in 2019 (Antelope and Cape Aire Mass Grading Plan Extension 2014-372/Permit 4124). The updated grading plan shows a total amount of grading of 738,900 cubic yards net with a total cut of 771,300 cubic yards (i.e., a new cut of 394,870 cubic yards) (City of Murrieta 2019). This pre-existing grading operation ceased on December 31, 2019, when the grading permit expired, with completion of the implementation of best management practices by January 31, 2020. Although not a part of the project, to establish a conservative, known baseline for the grading work required for the project, all mass grading remaining to be performed under this permit on the site from September 2019 when the site was flown by Fuscoe Engineering to approval of the project is included as part of the development project analyzed in this EIR.

A review of aerial photography, provided by Google Earth through the date of this EIR, and grading plans (Excel Engineering 2016) show that most of the project site's ground surface has been disturbed by the excavation activities. The hills have been heavily excavated, with approximately 55 feet (elevation of 1,582 feet) being removed from the northernmost hill by 2016. In addition to excavation activities, there is rock-crushing equipment present, as well as stockpiles of rock, gravel, and soil. Erosional control fencing is present around the perimeter of the site.

Surrounding Uses

The project site is surrounded by commercial development, residential development, a high school, and vacant land. Figure 3-3, Surrounding Land Uses, shows specific land uses located in the immediate vicinity of the project site including the following:

- North: Vacant land
- East: Single-family and multifamily residential uses
- South: Vacant land that is under development of the Vineyard I commercial development (also commonly referred to as CK-17), Clinton Keith Road, and Vista Murrieta High School
- West: Vacant land that is proposed for development of the Vineyard III commercial development (also commonly referred to as Curci or Scott/Lambda) and I-215

3.3 Project Objectives

The project has been designed to meet the following series of objectives:

- Provide a mix of retail, restaurant, and anchor tenants that provide residents with additional shopping, dining, and fueling options in a location that is convenient for its customers and employees to travel to shop and work

- Enhance the City with an economically viable development by establishing anchored retail required to support brick and mortar retail in the current online-oriented retail environment
- Provide a gasoline fueling station adjacent to major roadways and the regional highway system
- Generate additional revenues to the City in the form of increased sales and property tax revenues
- Create jobs in the City and improve the local job/housing balance
- Design a project that is consistent with the City's General Plan and Development Code
- Create a new opportunity for a wide range of integrated retail goods and services to meet the needs of the growing Murrieta community
- Design a site plan that minimizes circulation conflicts between automobiles and pedestrians

3.4 Project Characteristics

The project applicants, Costco Wholesale and Retail Development Advisors, propose to develop an approximately 26.3-acre vacant site (the site or project site) in the City with the project; this would include construction and operation of approximately 225,362 square feet of new development, including a Costco Wholesale (Costco) and gas station and, in adjoining parcels, standalone retail and fitness center buildings and in-line stores, one casual dining restaurant with drive-through and window service, and one drive-through fast-food restaurant. The project would include 1,215 parking spaces adjoining the retail and warehouse uses.

The Costco warehouse would be developed on an approximately 16.4-acre parcel (Costco parcel) composing part of the site, and would consist of an approximately 153,362-square-foot warehouse building with tire center. A separate gas station parcel of approximately 1.21 acres (which is part of the 16.4 acres) would be developed with a 32-pump gasoline sales facility with overhead canopy. The fuel facility would contain three underground storage tanks, a fuel additive underground storage tank, fueling stations, and a pre-manufactured metal canopy. The building surroundings would consist mainly of surface parking with some landscape areas. Parking and drive areas would be paved with either Portland cement concrete or asphalt concrete pavements.

The remaining retail development would be developed on an approximately 7.83-acre parcel on the east side of the future northerly extension of Warm Springs Parkway, and would include development of approximately 72,000 square feet of retail buildings on a series of development pads, as follows: 37,000-square-foot fitness center; 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 in 11,900 square feet and 3,500 square feet buildings; 1,200-square-foot casual dining space with drive-through and window service; and 2,400-square-foot fast-food restaurant with drive-through.

Construction of the project would require additional grading activities at the site to create level pads and would include over-excavation 5 feet below Costco's finished pad grade and then backfill with imported soils to bring the site to finished pad elevation(s). Based on the baseline established in September 2019, mass grading of approximately 209,200 cubic yards of cut and 125,600 cubic yards of fill, resulting in 83,600 cubic yards of soil for export, would be required for the project. As discussed above in Section 3.2, Existing Project Setting, this grading calculation is conservative as it includes grading completed on the site between September and December 2019 pursuant to a City grading permit issued in 2006, as amended. Assuming a haul truck capacity of 16 cubic yards per truck, earth-moving activities would result in approximately 5,225 round trips (10,450 one-way truck trips) during the grading phase.

The project would also include construction of two detention basins and associated parking on the site, construction of the extension of Warm Springs Parkway from the southern site boundary to the northern site boundary of the site between the Costco parcel and the Vineyard II development,¹ a temporary terminus of that road at the northerly boundary of the site as shown on Figure 3-2, and undergrounding of 141 feet of existing power lines on Antelope Road from the north property line of the Costco parcel. The project would be entitled and constructed in two phases. It is anticipated that the Costco would employ 250 full-time employees, and the fitness center, retail, and restaurant developments collectively would employ 35 employees, totaling a maximum of 285 employees.

Figure 3-4, Grading Plan, shows slopes along the north property lines of the Costco parcel and the proposed interim terminus of Warm Spring Parkway at the northern boundary of the site. Figure 3-5, Proposed Storm Drain System, shows the storm drain line that runs through the adjoining property to the west to an existing inlet at the intersection of the vacated Antelope Road and the I-215 northbound high speed on-ramp. Figure 3-5 also shows drainage to the north and east from the Costco parcel, which runs through the parcel to the west to discharge and drain the predevelopment flows to where they flowed naturally, including the Antelope Road cul-de-sac.

As shown on Figure 3-5, along the east property line, some slopes would be constructed in an easement from the City on a strip of land between the property lines of the eastern portion of the shopping center and a residential wall. This area is currently being used as a drainage area and landscape buffer to adjoining residential homes.

3.4.1 Proposed Project

Costco

Warehouse

The approximately 16.4-acre warehouse parcel would be developed with an approximately 153,362-square-foot warehouse building.

The warehouse would have one customer entrance to the main Costco store, located at the building's southeastern corner. The warehouse would include a tire center, bakery and sales of baked goods, alcohol sales, pharmacy, optical center with optical exams and retail optical sales, hearing aid testing exam and retail hearing aid fitting and sales center, food service preparation and sales, meat preparation and sales, and a photo center, along with the sales of over 4,000 products. The Costco warehouse would provide sales only to warehouse members.

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

A promotional vehicle may also be on display adjacent to the entry to the warehouse 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 northern edge of the warehouse 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 western side of the building for emergency egress only, and four on-grade doors would be on the northern side. The two doors on the northern side of the building, adjacent to the loading docks, would be for receiving deliveries from bread companies and Federal Express-type trucks. The two doors would also

¹ The construction of Warm Springs Parkway from Clinton Keith Road to the southern boundary of this project site was analyzed in the Vineyard I Retail Development IS/MND. Vineyard I and that leg of Warm Springs Parkway is currently under construction.

be the primary entrance for employees. The other two service doors would only be 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 Costco parcel would provide screening of these uses.

Parking and Site Circulation

There would be 799 parking stalls for the Costco warehouse, which exceeds the City's development code required parking of 767 stalls. The loading dock is located on the northernmost portion of the Costco warehouse, accessible from the northwestern Antelope Road entrance and away from residences located east. A 30-foot drive aisle surrounds the warehouse to provide fire access and circulation for the delivery trucks. An Americans with Disabilities Act-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 members with easier accessibility to vehicles, the project would provide for 706 10-foot-wide stalls, 10 9-foot-wide stalls, 19 accessible stalls, and 64 10-foot-wide clean air/van pool/electric vehicle (EV) stalls. Of the 64 spaces, 3 spaces would include EV chargers.

Lighting

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 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 have left, typically 1 hour after the warehouse has closed for business. To provide security and emergency lighting, parking lot lighting would remain along the main driveways only. Lighting fixtures would also be located on the building approximately every 40 feet around the exterior of the building to provide safety and security.

Signage

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 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.

Gas Station

A Costco gas station would be located on a 1.21-acre parcel at the northeastern portion of the project site and would include a 12,684-square-foot canopy. 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 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. There would be four covered fueling bays with four gas pump terminals in each, and each would house 2 pumps. Therefore, the gas station would have fueling capacity for 32 cars at a time, 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 if they have fueling issues. Four

underground fuel tanks would also be installed with the gas station. Landscaping would typically screen the controller and Clean Air Separator tank. LED lights would be recessed into the canopy and would provide 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 and that will be incorporated into the project:

- New and renewable building materials shall be extracted and manufactured within the region whenever possible, reducing transportation emissions
- The project shall use pre-manufactured building components, including structural framing and metal panels, to help minimize waste during construction
- The main building structure shall be constructed with a pre-engineered system that uses 100% recycled steel materials and is designed to minimize the amount of material utilized
- Roof material shall be 100% recycled standing seam metal panel, designed to maximum efficiency for spanning the structure
- Exterior skin metal shall be 100% recycled
- Construction waste shall be recycled whenever possible
- Floor sealant contains no volatile organic compounds and represents over 80% of the floor area
- LED lamps shall be installed in the parking lots
- Parking lot and exterior lights are controlled by the building's automated energy management system
- Pre-manufactured metal wall panels with insulation carry a higher Resistance Value (more commonly known as R-Value), and greater solar reflectivity shall be installed 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
- The roofing structure shall be designed to accommodate the additional structural load of the solar panels to allow for the flexibility for possible future installation
- The project shall plant native, drought-tolerant vegetation that would use less water than other common species.
- The project shall install an irrigation system that uses deep-root watering bubblers for parking lot trees to minimize usage and ensure that water goes directly to the intended planting areas
- High-efficiency restroom fixtures shall be installed
- Building envelopes shall be insulated to meet or exceed current energy code requirements
- Heating, ventilation, and air conditioning (HVAC) comfort systems shall be controlled by a computerized building management system to maximize efficiency
- HVAC units shall be high-efficiency, direct-ducted units
- HVAC units shall not use hydrochlorofluorocarbons
- Interior lighting shall be controlled by the overall project energy management system
- Gas water heaters shall be direct vent and high efficiency
- Extensive recycling/reuse program shall be implemented for warehouse and office space including tires, cardboard, grease, plastics, and electronic waste

- All Costco trucks shall be equipped with an engine idle shut off timer
- Three electric vehicle (EV) charging stations shall be installed in the parking lot
- Within 2 years of opening the Costco Warehouse, a 708-kilowatt photovoltaic system shall be installed, which would generate a system output of 1,128,400 kilowatt-hours per year
- Stalls designated as clean air vehicle/van pool would encourage use of such vehicles by employees and customers

Vineyard II would incorporate the following practices to support energy conservation:

- Design the roofing structure to accommodate the additional structural load of the solar panels to allow for the flexibility for possible future installation
- LED lamps shall be installed in the parking lots and outdoor lighting fixtures
- Parking lot and exterior lights shall be controlled by a time clock and photocell device to turn lights off at dawn
- Fourteen EV charging stations shall be installed in the parking lot, four of which shall be tied to solar source from the roofs of two buildings at the time of opening
- Electrical outlets on site shall allow recharging of battery-operated landscape maintenance equipment by landscape maintenance staff
- Each trash enclosure in the retail center shall have a recycling bin slot for each tenant
- Non-potable irrigation lines shall be installed in preparation for future recycled water

Vineyard II Development

The Vineyard II Retail Development would be constructed concurrently to the east of the proposed Costco location, within the same shopping center. The square footage of these retail uses would total 72,000 square feet and 416 parking stalls would be provided for the retail uses. Fourteen of these stalls would be for EV charging. The site improvements include parking, private drive aisles, wet and dry utilities, storm drains, and water quality improvements.

Fitness Center

The proposed 37,000-square-foot gym (Building K) 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

This pad is proposed to be 16,000 square feet (Building J). 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 two retail shops are service-oriented businesses, such as a pick-up and drop-off dry cleaner (no plant on site), hair salon, and phone store. The larger pad (Building I) is proposed to be 11,900 square feet and the smaller pad (Building L) is proposed to be 3,500 square feet.

Casual Dining Restaurant

The proposed use is a 1,200-square-foot casual dining space with drive-through and window service. This restaurant would be in Building L.

Fast-Food Restaurant

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

Signage on the retail stores would be located at the top front of each store for identification purposes.

Project-Wide Components

Building Design and Landscape Plan

Costco's goal of timeless contemporary design and efficiency would be the architectural theme for the warehouse and fuel station, as shown on Figure 3-6, Building Elevations for Costco Warehouse, and Figure 3-7, Building Elevations for Costco Fuel. 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 retail development east of Warm Springs Parkway would be designed with a vineyard-California craftsman theme, as depicted on Figures 3-8 through 3-10. The proposed color palette for the retail buildings in the Vineyard II development is an array of beiges, gold, cream, and white with brown roofs and gray canopies over the storefront windows. The buildings would be constructed with a mix of materials in warm tones consistent with the architectural detailing of the Costco warehouse building.

To minimize the visual impact of large retail buildings, the design of the warehouse and the Vineyard II buildings would integrate design techniques such as the location of building materials, landscaping, and the incorporation of varying parapet cap heights. The elevations for the Costco warehouse proposed parapet heights vary from 23 feet and 4 inches above finished floor at the outside food service area to a maximum proposed parapet height of 34 feet and 4 inches above finished floor. The top of the parapet height for the fuel facility would be 17 feet and 6 inches. Buildings heights for the retail development east of Warm Springs Parkway would vary between approximately 24 feet to 39 feet and 6 inches above finished floor.

The architectural detailing used throughout the project site 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 building entrance designs would create visual cues with architectural design, materials, and details blended together to give this location a look and feel that is specific to the context of the City.

The landscape plan would include a mix of drought-tolerant and fire-resistant shrubs and grasses and a variety of shade trees to be used throughout the parking area and along the street that are appropriate for the climate in the City (Figure 3-11, Landscape Plan). 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.

Circulation Improvements

Warm Springs Parkway would be constructed from Clinton Keith Road to the north project boundary as part of the project.² In the vicinity of the site, Warm Springs Parkway has been designed to provide four vehicle travel lanes, bike lanes, and sidewalks and has been previously approved by the City with a northerly extension to Linnel Lane. The roadway would be stubbed at the north site boundary for future extension.

² The construction of Warm Springs Parkway from Clinton Keith Road to the southern project boundary was analyzed in the CEQA document for the Vineyard Phase I Development.

As shown on Figure 3-2, the main entrance to the Costco and the Vineyard II retail stores would be located along Warm Springs Parkway on the central portion of the site. This Warm Springs Road extension would bisect the site, with Costco located to the west and Vineyard II to the east of the proposed roadway. Driveways A, B, C, and D as shown on Figure 3-2 provide access to both the Costco and Vineyard II portions of the site.

The site plan depicts the main façade of the Costco 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 Costco warehouse and gas station would be provided through two driveways (labeled Driveways C and D on Figure 3-2) along Warm Springs Parkway. Two scenarios are included in the analysis with regard to Creighton Avenue: (1) opening year with Creighton Avenue access and (2) opening year without Creighton Avenue access.

The main entrance to the Vineyard II development would be through the proposed signalized intersection at Warm Springs Parkway and Driveway C, with a secondary proposed entrance located on the northern end of Warm Springs Parkway (Driveway D). As shown on Figure 3-2, inter-project circulation (the two driveways) with the retail project immediately to the south would allow customers to cross shop without the need to use the public street and allow traffic exiting the project to utilize the signal at Bronco Way and Clinton Keith Road with all turn access.

At the intersection of Clinton Keith Road and Warm Springs Parkway, the proposed design includes dual eastbound left-turn lanes, a westbound right-turn lane, dual southbound left-turn lanes, and dual southbound right-turn lanes.

A traffic signal would be provided at the main Costco and Vineyard II access driveway at Warm Springs Road and Driveway C, shown on Figure 3-2, which would have the following:

- Dual northbound left-turn lanes with 250 feet of storage
- Southbound right-turn lane with 100 feet of storage
- Dual southbound left-turn lanes with 100 feet of storage
- Dual westbound left-turn lanes
- Dual eastbound exiting lanes, including an exclusive left-turn lane and shared through/right-turn lane

A full-movement access driveway at the north Costco access (Driveway D as shown on Figure 3-2) would be provided in the near term, to be limited to right-in/right-out if Warm Springs Parkway is extended further north as part of a future project.

There would be delivery truck access at the northwest corner of the project site from Antelope Road to the truck loading bays behind Costco. Delivery truck access for Vineyard II is from Warm Springs Parkway.

The following improvements to the transportation network around the project site would also be implemented as part of the proposed project, in conjunction with other development projects, including at the intersections of Creighton Avenue and Clinton Keith Road and Vista Murrieta High School Driveway and Clinton Keith Road:

- A north leg at the intersection of Creighton Avenue and Clinton Keith Road, including changing the current U-turn arrow to a left-turn arrow, an exclusive eastbound left-turn, a westbound right-turn, an exclusive southbound left-turn, and shared southbound through/right-turn lane would be provided.

- A north leg at the intersection of Vista Murrieta High School and Clinton Keith Road, including an exclusive eastbound left-turn, westbound right-turn, exclusive southbound left-turn, shared southbound through/right-turn lane, and exclusive northbound through lane would be provided.

Section 4.13, Transportation, evaluates the transportation and circulation impacts of the project and details the mitigation that would be required to mitigate impacts of the proposed project.

Water and Wastewater Utility Improvements

Stormwater Drainage System

The proposed drainage facilities will be designed to match the existing drainage patterns to the maximum extent practical. The project would include an on-site stormwater drainage system that uses a combination of bio-filtration basins and units to manage stormwater runoff. This system would include construction of two bio-filtration basins located in the northeastern and southeastern corners of the project site. The bio-filtration basins would be depressed landscaped areas that would allow stormwater and runoff to pond, filter, and infiltrate the stormwater drainage system and then discharge into the existing City storm drain system through three existing off-site storm drain pipes (called POC-A, B, and C on Figure 3-5). The project would also use bio-filtration units, which are landscaped planter islands located throughout the project site. These landscaped planter islands would feature curb cuts to allow drainage to collect within the units and filter into the soil. Impervious surfaces would be graded to direct flows toward bio-filtration units. Some bio-filtration units would feature underground tanks to collect and store runoff in the event of significant flow events. Flows not captured by the bio-filtration facilities would be routed to the City's existing stormwater drainage system using existing drainage routes (POC-B and C). Use of bio-filtration basins and units would be used to improve water quality and keep the "development" rate of storm drainage at or below "predevelopment" levels. Some stormwater from the Costco parcel would be conveyed after treatment through a storm drain line in an easement through an adjoining site to the west. The storm drain would discharge into an existing inlet in the Caltrans right-of-way at the intersection of the vacated Antelope Road and the I-215 northbound high speed on-ramp at a predevelopment flow rate (POC-A).

Water

Within the immediate project vicinity, there is an existing 18-inch water line located within Clinton Keith Road. As part of the Vineyard I project, a 12-inch water line would be constructed within the future Warm Springs Parkway, which would be extended further within Warm Springs Parkway as part of the project. Upon final buildout, the project site would receive water from this future 12-inch water line within Warm Springs Parkway by way of the 18-inch water line within Clinton Keith Road.

Wastewater

Also within the immediate project vicinity, there is an existing 12-inch gravity sewer line located within Clinton Keith Road. As part of the Vineyard I project, an 8-inch gravity sewer line would be constructed within the future Warm Springs Parkway, which would be extended further within Warm Springs Parkway as part of the project. Upon final buildout, wastewater from the project site would be conveyed by the future 8-inch gravity sewer line into the existing 12-inch gravity sewer line in Clinton Keith Road. The 12-inch gravity sewer line within Clinton Keith Road eventually flows to a 15-inch gravity sewer line in Whitewood Road, which in turn eventually flows to the Perris Valley Regional Water Reclamation Facility. Utility improvements are described in more detail in Section 4.15, Utilities and Service Systems.

3.4.2 Project Operations

Costco

Costco is a membership-only retail/wholesale business, selling national brand 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 approximately 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 times would vary based on jurisdictional restrictions, but would typically take place in the early morning, with most deliveries completed before the 10:00 a.m. opening time. Deliveries to the warehouse would be made primarily in Costco trucks from its freight consolidation facility in Mira Loma, California, entering the site from I-215 and exiting at Clinton Keith Road.

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

To open and operate the gas station, Costco would need to meet requirements of local, state, and federal regulators and agencies, including the City's Fire Department, the 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.

Vineyard II Retail Development

Deliveries would be through the front doors before 10:30 a.m., except at the major retail pad (Building J), which has an enclosed truck door dock to control sound in the rear of the building. Operating hours for the retail development vary and are subject to the policies of each building occupant; however, operating hours for the retail uses are expected to be 8:30 a.m. to 6:00 p.m. Operating hours for the restaurant uses are expected to be 11:00 a.m. to 10:00 p.m. The fitness center is expected to operate from 6 a.m. to 11 p.m. Lighting and hours of operation will comply with the City's zoning and Green Building ordinances.

3.4.3 Project Construction

The project would be entitled and constructed in two phases. The first phase would consist of the new Costco warehouse, Costco gas station, detention basins, and new site amenities such as landscaping, lighting, parking lots, and construction of Warm Springs Parkway. The second phase, which may overlap the first phase, would consist of the Vineyard II retail development and related amenities. Conservatively, for the purposes of the analysis, the first and second phases of construction are assumed to overlap. Table 3-1 summarizes the construction phasing assumptions, see Appendix B for construction assumption details.

Table 3-1. Construction Scenario Assumptions

Construction Phase	Start Date	End Date
<i>Costco</i>		
Site Preparation	September 28, 2020	November 16, 2020
Grading	September 28, 2020	April 5, 2021
Building Construction	November 30, 2020	March 15, 2021
Paving	January 11, 2021	February 1, 2021
Architectural Coating	January 25, 2021	March 8, 2021
<i>Vineyard II Retail Development</i>		
Phase I Site Preparation	November 23, 2020	December 4, 2020
Phase I Grading and Trenching	November 23, 2020	February 19, 2021
Phase I Building Construction	January 1, 2021	June 2, 2021
Phase I Paving	April 1, 2021	May 12, 2021
Phase I Architectural Coating	April 20, 2021	May 17, 2021
Phase II Precise Grading and Footing Trenching	May 16, 2021	November 15, 2021
Phase II Building Construction	July 1, 2021	October 29, 2021
Phase II Paving	September 1, 2021	September 28, 2021
Phase II Architectural Coating	August 1, 2021	September 10, 2021
<i>Warm Springs Parkway</i>		
Grading	September 28, 2020	December 25, 2020
Paving	December 1, 2020	December 30, 2020

Source: See Appendix B for details.

3.5 Standard Requirements and Conditions of Approval

The project is consistent with existing general plan land use and zoning designations. Implementation of the project is anticipated to require, but not necessarily be limited to, the permits and approvals set forth below. This EIR may be utilized by the City and any other governmental entities, as responsible agencies, for approvals needed in connection with the project, whether or not such agencies or specific approvals are listed below.

City of Murrieta :

- Site Development Plan DP-2018-1652 (Costco)
- Site Development Plan DP-2018-1656 (Vineyard II)
- Tentative Parcel Map No. 37511 (Costco)
- Conditional Use Permit (CUP)-2018-1653 (Costco tire center)
- Design review of the site plan, landscape, and building architecture to allow for retailing and wholesaling of general merchandise and services
- Grading permit

Other agency approvals:

- Regional Water Quality Control Board
 - o National Pollutant Discharge Elimination System Construction General Permit
- South Coast Air Quality Management District
 - o Permit to construct a gas station
 - o Permit to operate a gas station
- Riverside County Department of Environmental Health
 - o Permit to Operate a Food Facility (Riverside County Code, Section 4.52, and the California Health and Safety Code)
 - o Underground storage tank installation
- Riverside County Agriculture Commissioner’s Office, Weights and Measures
 - o Placed-in-Service Report
- Riverside County Multiple Species Habitat Conservation Plan Finding of Consistency

3.6 Cumulative Projects

The Cities of Murrieta, Menifee, and Wildomar provided a list of approved/proposed cumulative projects in the project area, as described in Table 3-2. Figure 3-12, Cumulative Projects Map, shows the location of each cumulative project in relation to the proposed project.

Table 3-2. Cumulative Projects

Project Name	Description
Mitchell Crossing	331 multi-family housing dwelling units 50,000-square-foot specialty retail
The Orchard	436,735-square-foot shopping center 215,850 square feet remaining to be built; 100,000 square feet assumed to be built by 2020
Vineyard I Shopping Center ¹	78,489-square-foot shopping center 91-room hotel
Makena Hills	116,200-square-foot medical office 9,300-square-foot restaurant 206-room hotel
Adobe Springs	287 single-family detached dwelling units 208,500-square-foot business park
Alderwood	10 single-family detached dwelling units
Golden Cities Phase 3	69 single-family detached dwelling units
Golden Cities Phase 4	126 single-family detached dwelling units
Golden Cities Phase 5	119 single-family detached dwelling units
Junction (City of Menifee)	148,663-square-foot discount club 140,760-square-foot home improvement store 237,377-square-foot retail/shopping center

Table 3-2. Cumulative Projects

Project Name	Description
Walmart (City of Menifee)	205,000-square-foot discount store 6,680-square-foot automobile care center 13,800-square-foot specialty retail 6,500-square-foot high-turn-over (sit-down) restaurant 6,200-square-foot fast-food with drive-through 16,000-square-foot gas station with food mart and car wash
Vineyard III	5 positions lube/tune 5,000-square-foot bank 22,500-square-foot shopping center 2,500-square-foot fast-food with drive-through 5,500-square-foot high-turn-over (sit-down) restaurant
Clinton Keith Village (Wildomar)	5,940-square-foot fast-food with drive-through 12,840-square-foot variety store 12 fueling position convenience market with gas pumps 18,250 square feet of commercial retail

Source: Appendix I.

Note: The project list was derived from contacting the jurisdictions directly, and then the traffic engineer reviewed the list to include locations that would contribute traffic to the project's study intersections and would be open by 2020.

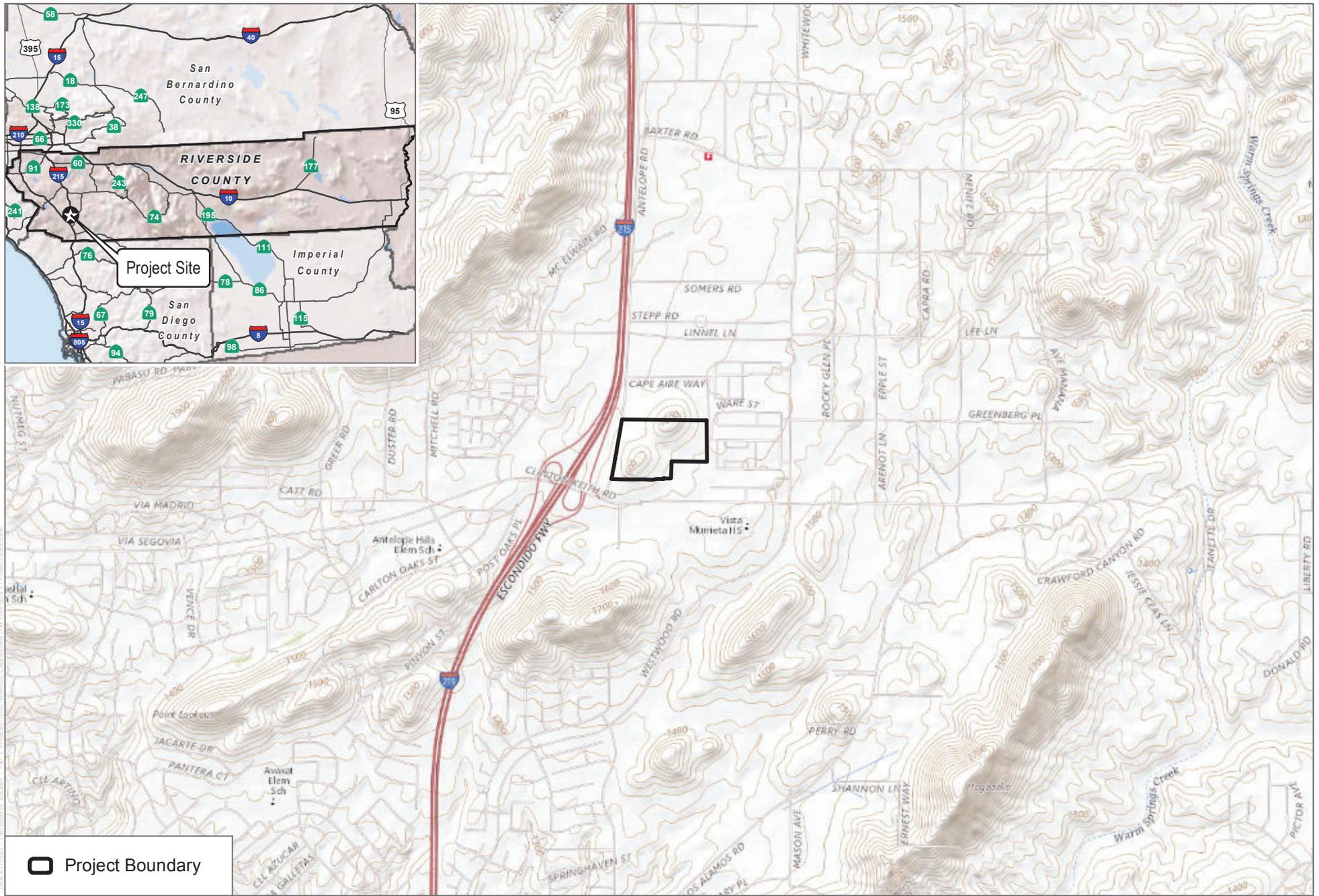
¹ Although the Vineyard Shopping Center traffic study includes a 78,489-square-foot shopping center and 91-room hotel, updated plans for the site include an approximately 32,700-square-foot shopping center and no hotel because 4.48 acres are included under Costco in this EIR. The segment of Warm Springs Parkway from Clinton Keith Road to the southern project boundary was analyzed as part of the Vineyard I Shopping Center project.

3.7 References Cited

City of Murrieta. 2011. "General Plan 2035 Land Use Map" [map]. Adopted July 19, 2011. Accessed August 2018. <https://www.murrietaca.gov/civicax/filebank/blobdload.aspx?BlobID=5668>.

City of Murrieta. 2014. "Murrieta Zoning Map" [map]. Adopted June 17, 2014. Effective July 17, 2014. Accessed August 2018. <http://www.murrietaca.gov/civicax/filebank/blobdload.aspx?blobid=6214>.

City of Murrieta. 2019. Environmental Review Update Checklist Form for Projects with Previously Approved Environmental Documents. Antelope and Cape Aire Mass Grading Plan Extension (2014-372/Permit 4124).



SOURCE: USGS National Map 2020

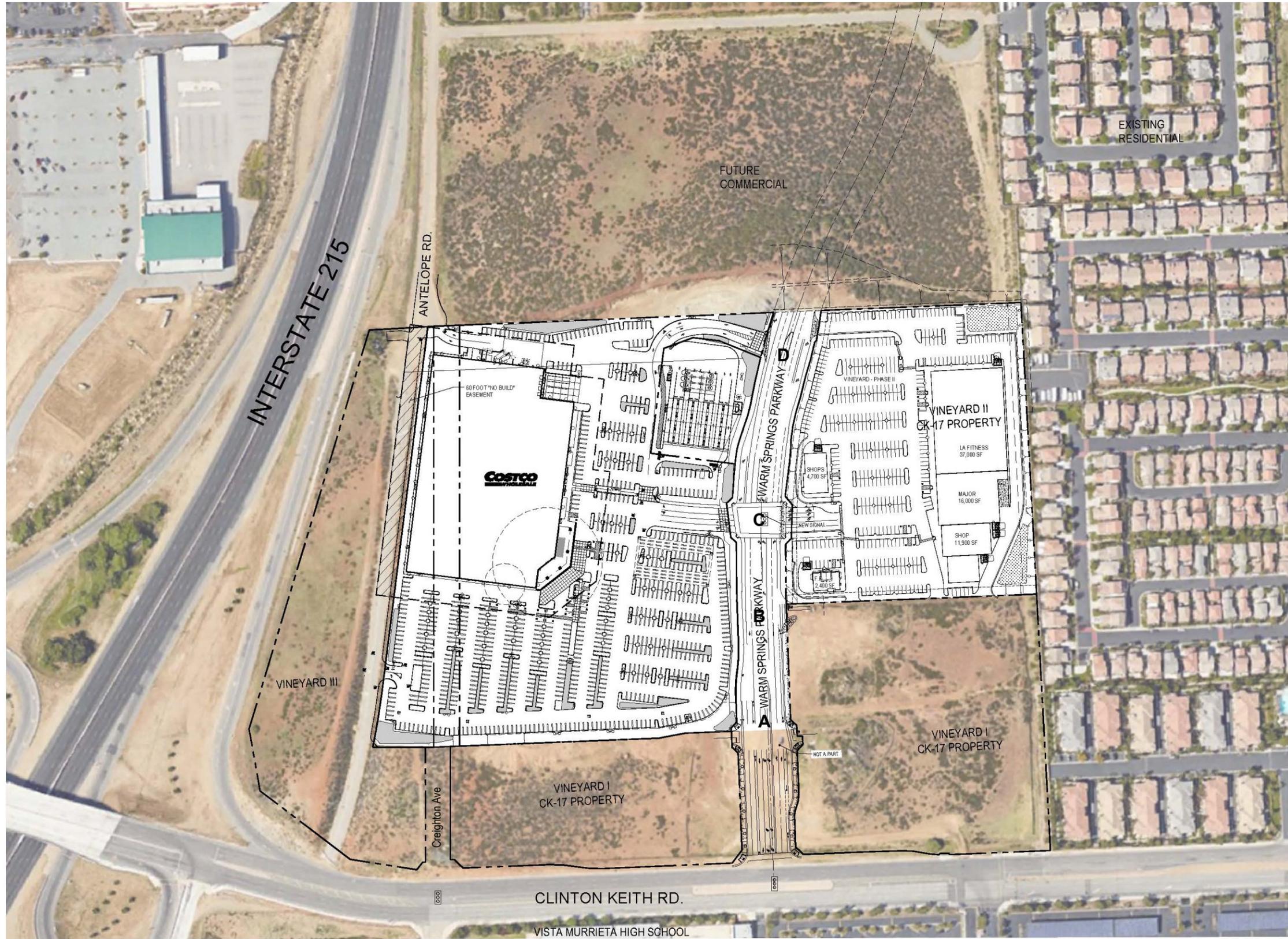


FIGURE 3-1

Project Location

Costco/Vineyard II Retail Development Project, City of Murrieta, California

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PROJECT DATA

APPLICANT:	COSTCO WHOLESALE 999 LAKE DRIVE ISSAQUAH, WA 98027
PROJECT ADDRESS:	NEC OF I-215 & CLINTON KEITH RD. MURRIETA, CA
ZONING:	REGIONAL COMMERCIAL
SETBACKS:	FRONT: 25' BLDG / 15' LANDSC. REAR: 5' BLDG / 5' LANDSC. SIDE: 5' BLDG / 5' LANDSC.

SITE DATA:

	PARCEL 1 & 2 OF TPM 37511
COSTCO SITE AREA	15.21 ACRES (662,538 SF)
COSTCO FUEL FACILITY AREA:	1.21 ACRES (52,910 SF)
TOTAL COSTCO SITE	16.42 ACRES (715,448 SF)
VINEYARD PHASE II:	
LOT "A"	1.74 ACRES (76,012 SF)
PARCEL 3	0.63 ACRES (27,573 SF)
PARCEL 4	0.71 ACRES (31,058 SF)
PARCEL 5	1.30 ACRES (56,541 SF)
PARCEL 6	3.62 ACRES (157,601 SF)
PARCEL 7	0.85 ACRES (36,952 SF)
PARCEL 8	0.73 ACRES (31,842 SF)
TOTAL GROSS SITE AREA	9.58 ACRES (417,479 SF)
TOTAL NET SITE AREA	7.84 ACRES (341,467 SF)

BUILDING DATA:

COSTCO SITE	
NET BUILDING AREA	149,856 SF
NET FIRE DEPT. ROOM	430 SF
NET MACHINE ROOM	1,488 SF
ENVELOPE/ EXTERIOR WALLS	1,588 SF
TOTAL COSTCO WAREHOUSE	153,362 SF
FUEL STATION CANOPY	12,678 SF
FUEL CONTROLLER ENCLOSURE	125 SF
TOTAL VINEYARD PHASE II SITE:	
FITNESS USE (BLDG K)	37,000 SF
RETAIL USE (BLDG J, I, & L)	31,400 SF
FOOD USE (BLDG L & M)	3,600 SF

PARKING DATA:

TOTAL COSTCO PARKING:	799 STALLS
INCLUDES:	
① 10' WIDE STALLS	706 STALLS
② 9' WIDE STALLS	10 STALLS
③ ACCESSIBLE STALLS (1 IN 6 VAN + 4 VAN REQUIRED)	19 STALLS
④ 10' WIDE CLEAN AIR/ VAN POOL/ EV STALLS (8% OF PARKING)	64 STALLS
JURISDICTION REQUIRED PARKING INSTALL / 200 S.F. (5/1000):	767 STALLS
TOTAL VINEYARD PHASE II PARKING:	416 STALLS
INCLUDES:	
FITNESS USE (BLDG K)	222 STALLS
RETAIL USE (BLDG J, I, & L)	158 STALLS
FOOD USE (BLDG L & M)	36 STALLS
JURISDICTION REQUIRED PARKING:	286 STALLS

CURRENT OWNERS:

1. CANDEE FAMILY LLC
2. CK-17, A CALIFORNIA LIMITED PARTNERSHIP
3. SCOTT-215, LP, A CALIFORNIA LIMITED PARTNERSHIP
4. LAMBDA INVESTMENTS, LLC, A DELAWARE LIMITED LIABILITY COMPANY

UTILITY COMPANIES:

ELECTRIC:	SOUTHERN CALIFORNIA EDISON (SCE) 2244 WALNUT GROVE AVENUE ROSEMead, CA 91770 (951) 249-8366
GAS:	SOUTHERN CALIFORNIA GAS COMPANY 1981 WEST LUGONIA AVENUE REDLANDS, CA 92374 800-427-2200
SEWERWATER:	EASTER MUNICIPAL WATER DISTRICT (EMWD) 2270 TRIMBLE ROAD PERRIS, CA 92570 (951) 928-3777
PHONE:	VERIZON 24520 VILLAGE WALK PL., STE A MURRIETA, CA 92562 (951) 672-9490
CABLE:	FRONTIER COMMUNICATIONS 9 S. 4TH STREET REDLANDS, CA 92373 (951) 777-9567
SCHOOL DISTRICT:	MENEFEE UNION SCHOOL DISTRICT 29775 HAUN ROAD MENEFEE, CA 92586 (951) 672-1851

*A through D

Project Driveways

SOURCE: MG2, Inc

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SOURCE: DigitalGlobe 2018



FIGURE 3-3
 Surrounding Land Uses
 Costco/Vineyard II Retail Development Project, City of Murrieta, California

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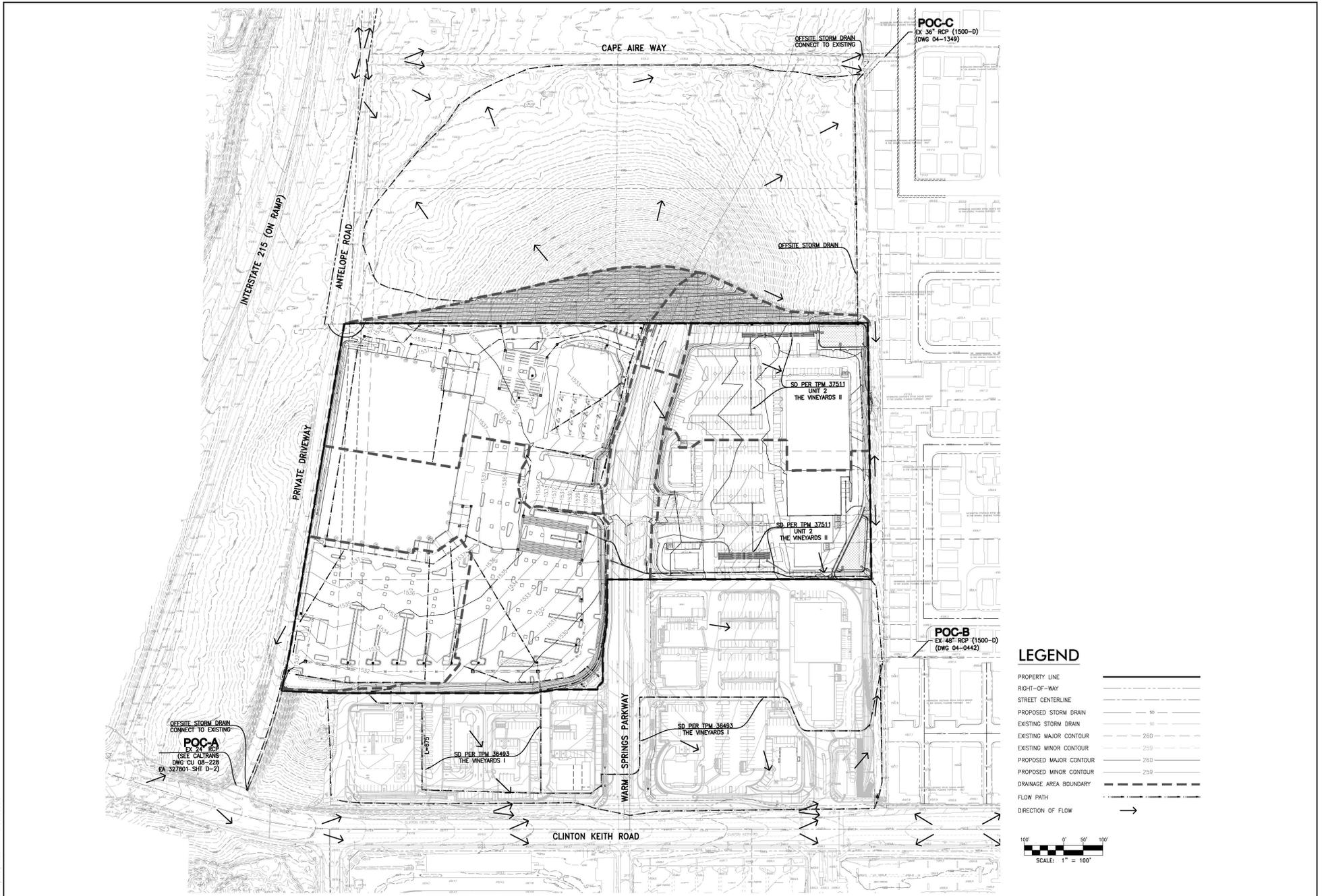
SOURCE: Fuscoe 2019



FIGURE 3-4
Grading Plan

Costco/Vineyard II Retail Development Project, City of Murrieta, California

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SOURCE: Fuscoe 2019

DUDEK

FIGURE 3-5

Proposed Storm Drain System

Costco/Vineyard II Retail Development Project, City of Murrieta, California

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1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

SPLIT FACE CMU - "SHORELINE"
 TRELLIS - "ENDURING BRONZE" SW7055
 TEXTURED INSULATED METAL PANEL - "SANDSTONE"
 HORIZONTAL METAL PANEL - "MET. CHAMPAGNE"
 TEXTURED INSULATED METAL PANEL - "SANDSTONE"



BUILDING SIGNAGE
SCALE: NTS



2 EAST ELEVATION
SCALE: 1/16" = 1'-0"

CANOPY FASCIA - "ENDURING BRONZE" SW7055
 SPLIT FACE CMU - "SANDSTONE"
 SMOOTH FACE CMU - "SHORELINE"
 VERTICAL METAL PANEL - "MET. CHAMPAGNE"
 SPLIT FACE CMU - "SHORELINE"
 VERTICAL METAL PANEL - "MET. CHAMPAGNE"



3 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

SPLIT FACE CMU - "SHORELINE"
 TEXTURED INSULATED METAL PANEL - "SANDSTONE"
 SPLIT FACE CMU - "SHORELINE"
 VERTICAL METAL PANEL - "MET. CHAMPAGNE"



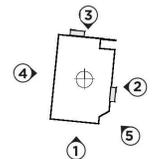
5 ENTRANCE ELEVATION
SCALE: 1/16" = 1'-0"

CANOPY FASCIA "ENDURING BRONZE" SW7055
 TEXTURED INSULATED METAL PANEL - "SANDSTONE"



4 WEST ELEVATION
SCALE: 1/16" = 1'-0"

METAL PANEL - RED STRIPES
 HORIZONTAL METAL PANEL - "MET. CHAMPAGNE"
 SPLIT FACE CMU - "SHORELINE"
 SMOOTH FACE CMU - "SANDSTONE"
 TEXTURED INSULATED METAL PANEL - "SANDSTONE"



SOURCE: MG2, Inc

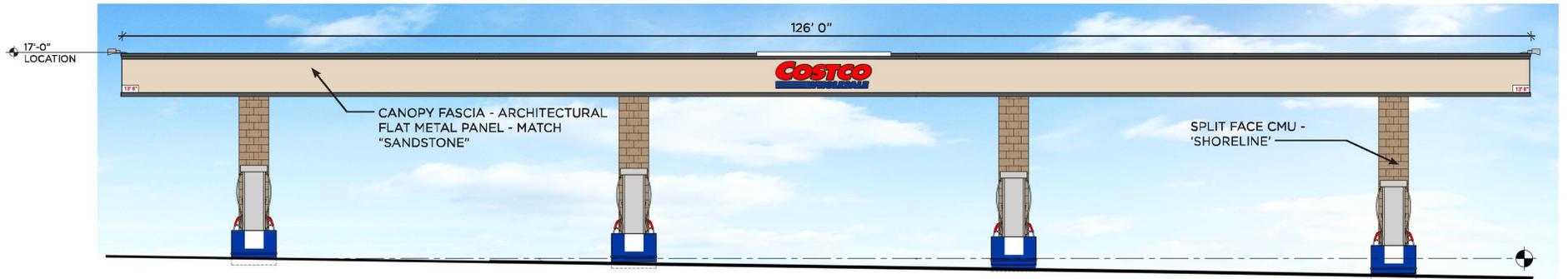
DUDEK

FIGURE 3-6

Building Elevations for Costco Warehouse

Costco/Vineyard II Retail Development Project, City of Murrieta, California

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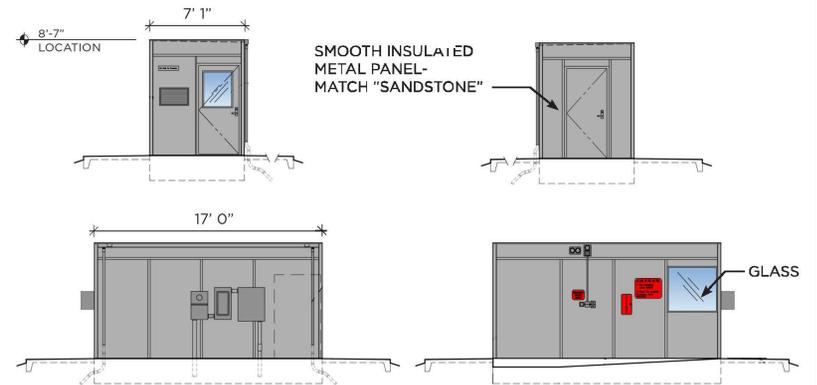
1 NORTH/SOUTH ELEVATION
SCALE: NTS



2 EAST/WEST ELEVATION
SCALE: NTS



4 FUEL PERSPECTIVE
SCALE: NTS

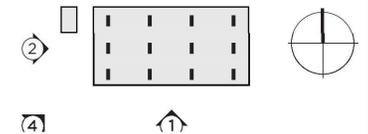


3 CONTROLLER ENCLOSURE ELEVATIONS
SCALE: NTS



SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-6"	21 SF	84 SF
			TOTAL SIGNAGE AREA	84 SF

5 FUEL SIGNAGE
SCALE: NTS



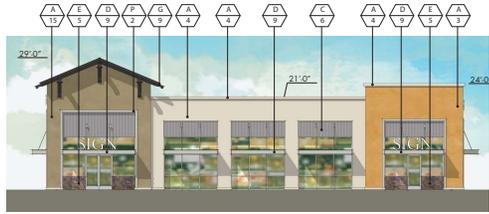
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SOURCE: Architects Orange 2018

FIGURE 3-8
Building Elevations for Connected Vineyard Buildings
Costco/Vineyard II Retail Development Project, City of Murrieta, California

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SHOPS - EAST ELEVATION
SCALE: 1/8" = 1/32'



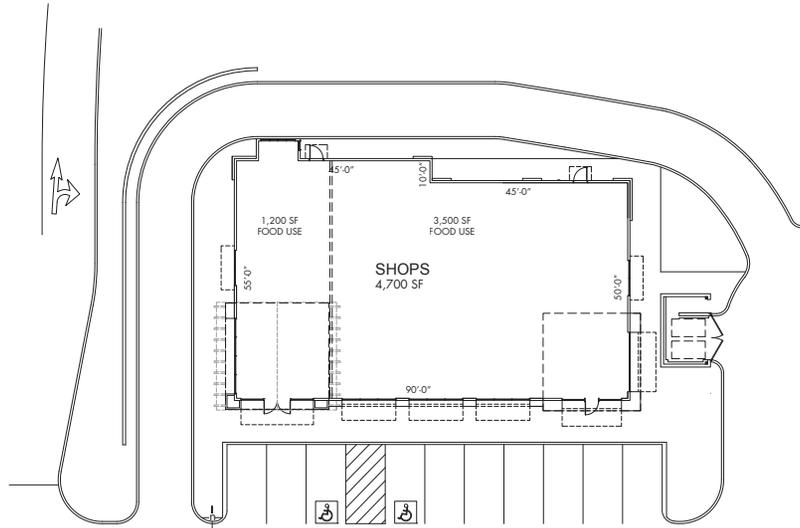
SHOPS - WEST ELEVATION
SCALE: 1/8" = 1/32'



SHOPS - SOUTH ELEVATION
SCALE: 1/8" = 1/32'



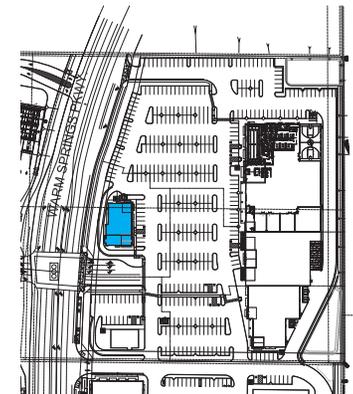
SHOPS - NORTH ELEVATION
SCALE: 1/8" = 1/32'



SHOPS - FLOOR PLAN
SCALE: 1/8" = 1/32'

MATERIALS	
A	EXTERIOR PLASTER
B	STANDING SEAM METAL ROOFING
C	METAL SIDING
D	SUSPENDED METAL ALUMINUM CANOPY
E	STONE BASE
F	STEEL WIDE FLANGE COLUMN AND BEAM
G	PLASTER TRIM
H	SCUPPER OVERFLOW
I	SIGNAGE BY TENANT
J	KWANNEER STOREFRONT
K	PPG SIGNGATE 500 FLAT GLASS
L	GLASS BLOCK PER TENANT DESIGN CRITERIA
M	DECORATIVE WALL SCONCE
N	WALL HUNG VINEAGE PANELS "GREENSCREEN"
P	DECORATIVE WOOD OUTRIGGER/RAFTER

COLOR / FINISHES	
1	GIDDEN PROFESSIONAL "DAKOTA LAND"
2	SHERWIN WILLIAMS "NIGHT OWL"
3	GIDDEN PROFESSIONAL "GOLDEN TAN"
4	GIDDEN PROFESSIONAL "ANTIQUE LINEN"
5	ELK MOUNTAIN STONE
6	PAC-CLAD ROOFING "MUSKET GREY"
7	PAC-CLAD ROOFING "MANSARD BROWN"
8	PAC-CLAD ROOFING "GRANITE"
9	MAPES SYSTEM - COLOR "SEAWOLF"
10	GIDDEN PROFESSIONAL "GREY TARRY"
11	CLEAR ANODIZED ALUMINUM STOREFRONT
12	CLEAR GLAZING
13	SHERWIN WILLIAMS "VIVA GOLD"
14	SHERWIN WILLIAMS "ROSEMARY"
15	SHERWIN WILLIAMS "FENLANDY"
16	SHERWIN WILLIAMS "TARNISHED TREASURE"
17	EXTERIOR LIGHTING "MATTE SILVER"



KEY PLAN

SOURCE: MG2, Inc

DUDEK

FIGURE 3-9
Building Elevations for Vineyard Shops
Costco/Vineyard II Retail Development Project, City of Murrieta, California

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FAST FOOD - NORTH ELEVATION
SCALE: 1/8" = 3/32"



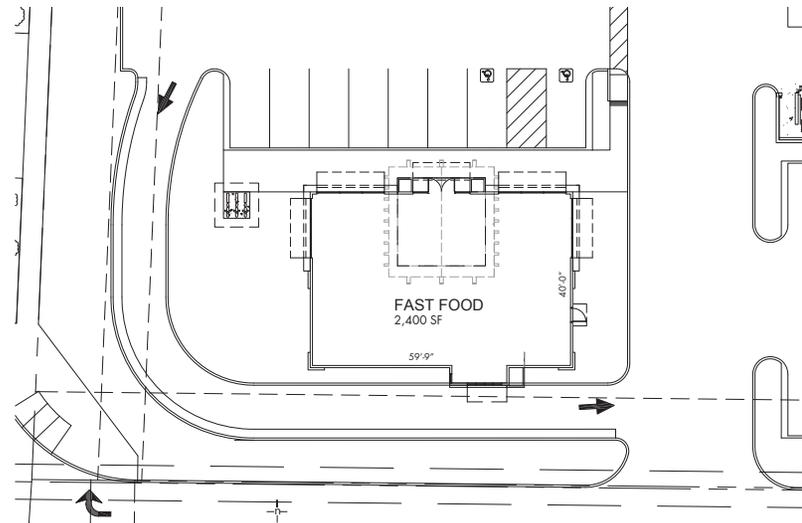
FAST FOOD - SOUTH ELEVATION
SCALE: 1/8" = 3/32"



FAST FOOD - WEST ELEVATION
SCALE: 1/8" = 3/32"



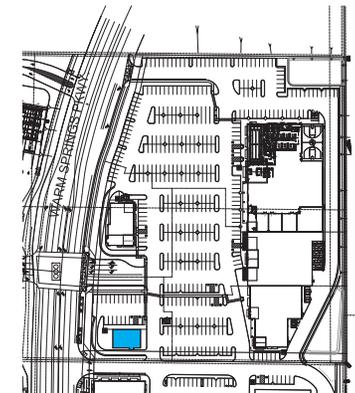
FAST FOOD - EAST ELEVATION
SCALE: 1/8" = 3/32"



FAST FOOD - FLOOR PLAN
SCALE: 1/8" = 3/32"

MATERIALS	
A	EXTERIOR PLASTER
B	STANDING SEAM METAL ROOFING
C	METAL SIDING
D	SUSPENDED METAL ALUMINUM CANOPY
E	STONE BASE
F	STEEL WIDE FLANGE COLUMN AND BEAM
G	PLASTER TRIM
H	SCUPPER OVERFLOW
I	SIGNAGE BY TENANT
J	KWANWEER STOREFRONT
K	PPG SINGATE 500 FLAT GLASS
L	GLASS BLOCK PER TENANT DESIGN CRITERIA
M	DECORATIVE WALL SCONCE
N	WALL HUNG VINEAGE PANELS "GREENSCREEN"
P	DECORATIVE WOOD OUTRIGGER/RAFTER

COLOR / FINISHES	
1	GIDDEN PROFESSIONAL "DAKOTA LAND"
2	SHERWIN WILLIAMS "NIGHT OWL"
3	GIDDEN PROFESSIONAL "GOLDEN TAN"
4	GIDDEN PROFESSIONAL "ANTIQUE LINEN"
5	ELK MOUNTAIN STONE
6	PAC-CLAD ROOFING "MUSKET GREY"
7	PAC-CLAD ROOFING "MANSARD BROWN"
8	PAC-CLAD ROOFING "GRANITE"
9	MAPES SYSTEM - COLOR "SEAWOLF"
10	GIDDEN PROFESSIONAL "GREY TARRY"
11	CLEAR ANODIZED ALUMINUM STOREFRONT
12	CLEAR GLAZING
13	SHERWIN WILLIAMS "VIVA GOLD"
14	SHERWIN WILLIAMS "ROSEMARY"
15	SHERWIN WILLIAMS "FENLAND"
16	SHERWIN WILLIAMS "TARNISHED TREASURE"
17	EXTERIOR LIGHTING "MATTE SILVER"



KEY PLAN

SOURCE: MG2, Inc

FIGURE 3-10

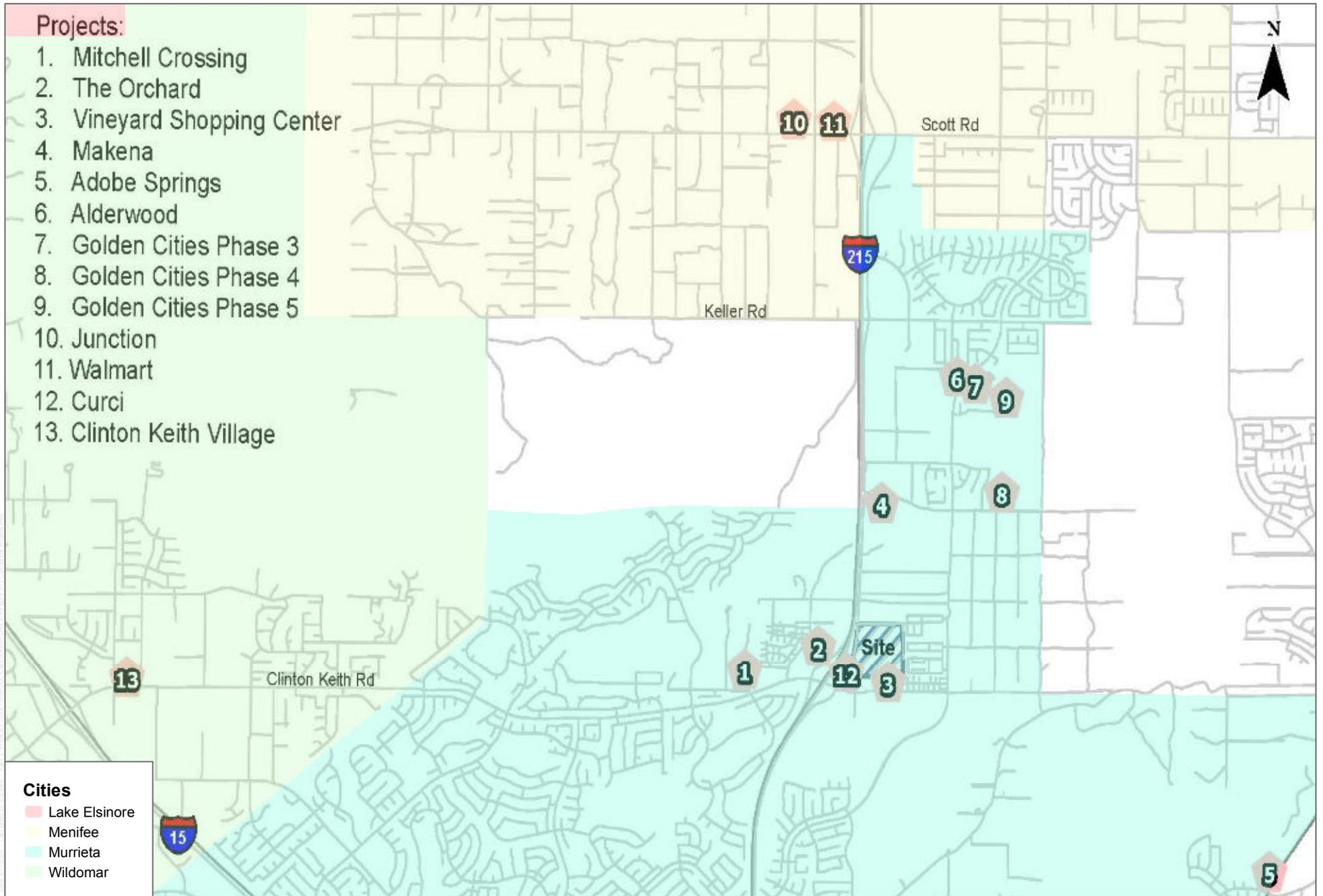
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SOURCE: Architects Orange 2019

FIGURE 3-11
Landscape Plan

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SOURCE: Kittelson & Associates 2019, Riverside County 2019

FIGURE 3-12

Cumulative Projects

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