FINAL

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Murrieta

General Plan Update

Environmental Impact Report

July 2011

RBF CONSULTING

FINAL
ENVIRONMENTAL IMPACT REPORT

MURRIETA GENERAL PLAN 2035

SCH NO. 2010111084

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1) Final General Plan 2035
2) Final General Plan 2035 Environmental Impact Report
3) General Plan 2035 and General Plan 2035 Environmental Impact Report Technical Appendices

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Murrieta

General Plan Update

Section 1.0:

Executive Summary

1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

The City of Murrieta is located in southeastern Riverside County, and is comprised of 26,852 acres (41.96 square miles) of which 21,511 acres (33.61 square miles) is located within the City Limits and 5,341 acres (8.34 square miles) is located within the City's Sphere of Influence. Surrounding cities include Menifee to the north, Temecula to the south and east, Wildomar to the west, and unincorporated Riverside County to the north, south, and east. The San Diego County border is just south of Temecula, and Orange County lies on the other side of the Santa Ana Mountains to the west. Regional access to the City is provided by the Interstates 15 and 215.

1.2 PROJECT SUMMARY

The General Plan 2035 is a comprehensive update of the 1994 General Plan, which includes an update of existing elements, as well as the addition of two elements. The General Plan 2035 comprises the following State mandated and optional elements: Land Use; Economic Development; Circulation; Healthy Community; Conservation; Recreation and Open Space; Air Quality; Noise; and Safety. The Housing Element is being updated in a separate process. In addition, a Climate Action Plan (CAP) is being prepared. The CAP is an implementing action of the General Plan 2035 that describes measures intended to reduce greenhouse emissions within City operations and the community at-large.

Major components of the General Plan 2035 include:

- Update of existing conditions, with year 2009 serving as the baseline year.
- Update of General Plan development projections to the year 2035. Projections for population, residential, and non-residential development have been updated for the projected horizon year.
- Additions, deletions, or modifications to the 1994 General Plan goals, policies, and implementation.
- Update the Land Use Element with reorganized and new land use designations.
- Amendment of the remaining General Plan Elements to reflect current conditions and account for development projections to year 2035.

Before starting the General Plan 2035, the Murrieta City Council identified economic development as the City's top priority. To support that priority, the City Council established a Comprehensive Development Strategy presenting the 20-year vision that Murrieta will be a diversified business hub for Southwest Riverside County and North San Diego County.

The General Plan 2035 presented an opportunity to get the community involved in setting direction for Murrieta. Workshops, surveys, and other participation opportunities during the planning process prompted community members to articulate their hopes for the future, provide direction on land use, suggest goals, and review draft documents. This community input was translated into the following ten community priorities that describe the vision that members of the public provided for the future of their community, which guided the goals and policies in the General Plan.

Natural Environment	*Protect the natural beauty of the mountains, hills, and waterways.*
Rural Areas	*Preserve elements of Murrieta's rural heritage.*
Community Character	*Protect and foster a strong sense of community and safety, as well as the "small town" feeling.*
Recreation and Culture	*Provide abundant parks and facilities for recreational activities, and cultural amenities.*
Historic Downtown Murrieta	*Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.*
Governance	*Promote community involvement and provide for a fiscally sound future.*
Sustainable Economy	*Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.*
Transportation	*Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.*
Infrastructure and Services	*Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.*
Youth Amenities	*Provide ample activities for all ages of youth, and jobs for teens.*

PROJECTED LAND USE GROWTH

Table 1-1, *Focus Area Land Use Projections*, provides a summary of the growth over existing conditions that would occur within each Focus Area with the General Plan 2035.

Table 1-1
Focus Area Land Use Projections

Focus Area	Acres	Residential	Commercial	Professional and Office	Business Park	Industrial	Civic/ Institutional
North Murrieta Business Corridor	816.21		1,672,846	7,666,185			
Clinton Keith/Mitchell	279.56	869	265,155	1,045,404			
Golden Triangle North	218.16		244,872	2,193,678			
South Murrieta Business Corridor	580.49			3,216,582	2,393,221		
Multiple Use 3 (MU-3)	201.34	1,137	800,710	434,336	291,802		2,028
Historic Murrieta Specific Plan	250.00	512	521,413	251,102			
Los Alamos	TBD	828	157,453				
Total		**3,346**	**3,662,446**	**14,807,287**	**2,685,023**	**0**	**2,028**

The General Plan 2035 anticipates that most of the growth would occur within the focus areas. The anticipated growth in residential and non-residential uses over year 2009 conditions is:

- Addition of 3,346 dwelling units
- Addition of 21,156,784 square feet of non-residential uses

The non-residential uses include:

- Addition of 2,685,023 square feet of business park uses
- Addition of 14,807,287 square feet of professional and office uses
- Addition of 3,662,446 square feet of commercial uses
- Addition of 2,028 square feet of civic and institutional uses

Although the General Plan 2035 focuses growth within the Focus Areas, it is anticipated that additional growth would occur within the City outside of these areas. Citywide growth, including the Focus Areas, is anticipated as follows:

- Addition of 10,734 dwelling units
- Addition of 36,210,757 square feet of non-residential uses

Table 1-2, *General Plan 2035 Buildout*, provides a summary of the anticipated development conditions through buildout. The values include the additional growth anticipated with the General Plan 2035, as presented in *Table 1-1*.

Table 1-2
General Plan 2035 Buildout

Land Use Designations	Acres	Dwelling Units	Square Feet
Residential			
Large Lot Residential	3,126.87	977	
Single-Family Residential	6,517.17	31,581	
Multiple-Family Residential	611.20	11,379	100,000
Non-Residential			
Commercial	1,354.34		18,683,477
Office and Research Park	1,357.63		16,465,371
Business Park	823.40		11,403,714
Industrial	108.69		1,498,300
Civic/Institutional	999.14		1,168,369
Mixed Use	42.70		853,913
Parks and Open Space	3,220.85		16,508
Roads	3,348.89		
Total	**21,510.68**	**44,484**	**50,189,652**

In total, these efforts are anticipated to result in following scenario at buildout:

- 44,484 residential dwelling units; and
- 50,189,652 square feet of non-residential uses.

1.3 PROJECT OBJECTIVES

The City of Murrieta's objectives for the General Plan 2035 are as follows:

- Focus policy direction on economic development and establishing the City as a diversified and strong economic base.
- Provide new goals and policies to address future development and growth within the City.
- Provide comprehensive and concise land use designations that better reflect the land use vision for the City.
- Update the City's environmental baseline (i.e., existing) conditions to the year 2009.
- Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential square footage, population, and employment.
- Provide goals and policies to address the connections between health and the physical, social, and economic environment.

- Incorporate sustainability goals and policies to balance current demands with future demands as they pertain to the environment, economy, and social equity.

- Provide a basis for informative decisions when considering the 2035 development associated with implementation of the General Plan in the City of Murrieta

- Conform with *CEQA* Section 21000 et seq., which requires that environmental impacts be addressed and mitigated.

- Provide a legally defensible environmental foundation upon which discretionary actions may be evaluated.

1.4 PROJECT IMPACTS

The City of Murrieta determined that a Program EIR should be prepared pursuant to the *California Environmental Quality Act* (*CEQA*) and the *CEQA Guidelines*. The environmental issues identified by the City for assessment in the Program EIR include:

- Land Use
- Population, Employment, and Housing
- Aesthetics
- Traffic and Circulation
- Air Quality
- Greenhouse Gas Emissions
- Noise
- Geology and Seismic Hazards
- Cultural Resources
- Biological Resources
- Agricultural Resources
- Mineral Resources
- Hydrology, Drainage, and Water Quality
- Hazards and Hazardous Materials
- Water Supply
- Wastewater
- Fire Protection
- Police Protection
- School Facilities
- Parks and Recreational Facilities
- Solid Waste
- Electricity and Natural Gas

Section 5.0, Environmental Analysis, of this Program EIR provides a description of potential environmental impacts of the proposed General Plan 2035 and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. After implementation of General Plan 2035 goals and policies and the recommended mitigation measures, most of the significant or potentially significant impacts associated with implementation of the proposed General Plan 2035 would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant unavoidable impacts associated with implementation of the proposed General Plan 2035.

TRAFFIC AND CIRCULATION

- **Roadway Segments (Project and Cumulative Impacts).** Even with installation of the recommended improvements, implementation of the proposed General Plan 2035 would result in unacceptable levels of service on the roadway segments shown as LOS D in green, LOS E in yellow, and LOS F in red on *Exhibit 5.4-14*. Thus, impacts are concluded to be significant unavoidable impacts for the roadway segments shown as LOS D, LOS E, and LOS F on *Exhibit 5.4-14*.

- **Intersections (Project and Cumulative Impacts).** Even with implementation of the enhanced geometrics, the following 16 intersections are projected to operate at levels of service that do not meet the City's standards, and thus result in a significant unavoidable significant impact.

  - Intersection 1: Menifee Road / Scott Road
  - Intersection 3: Winchester Road – SR-79 / Scott Road
  - Intersection 4: Antelope Road / Keller Road
  - Intersection 9: Antelope Road / Golden City Drive – Baxter Road
  - Intersection 10: Whitewood – Meadowlark / Golden City Dr – Baxter Road
  - Intersection 18: California Oaks Road / Clinton Keith Road
  - Intersection 20: I-215 NB Off-Ramp / Clinton Keith Road
  - Intersection 22: Meadowlark – Whitewood Road / Clinton Keith Road
  - Intersection 25: Winchester Road – SR-79 / Clinton Keith Road – Benton Road
  - Intersection 28: Jefferson Avenue / Murrieta Hot Springs Road
  - Intersection 44: Jefferson Avenue / Kalmia St
  - Intersection 52: Winchester Road (SR-79) / Murrieta Hot Springs Road
  - Intersection 53: Hancock Avenue / Los Alamos Road
  - Intersection 54: I-215 SB Ramps / Los Alamos Road
  - Intersection 57: Whitewood Road / Murrieta Hot Springs Road
  - Intersection 59: Nutmeg Street / Clinton Keith Road

AIR QUALITY

- Short-Term Construction Emissions
- Long-Term Mobile and Stationary Source Emissions
- Cumulative Short-Term Construction Emissions Impacts
- Cumulative Long-Term Mobile and Stationary Source Emissions

NOISE

- Cumulative Long-Term Operational Noise Impacts

PARKS AND RECREATION FACILITIES

- Parks and Recreational Facilities – Project and Cumulative Impacts

1.5 SUMMARY OF PROJECT ALTERNATIVES

Section 6.0, Alternatives, analyzes three reasonable alternatives to the proposed General Plan 2035, and evaluates the comparative merits of each alternative. Potential environmental impacts associated with the alternatives are compared to the impacts of the proposed General Plan 2035. The alternatives include: No Project/Existing General Plan; Scenario A Alternative, and Scenario B Alternative.

No Project/Existing General Plan Alternative. As required by *CEQA Guidelines* Section 15126.6 (e), the No Project/Existing General Plan Alternative describes buildout of the City of Murrieta in accordance with existing zoning and General Plan land use designations and policies of the current General Plan, which was adopted in 1994 with amendments in 2006. This Alternative assumes that the existing General Plan would continue to provide outdated information regarding several issues, such as land uses, traffic conditions, community noise levels, air quality data, public services and utilities levels of service, and population, employment and housing.

Scenario A Alternative. The Scenario A Alternative assumes that the proposed General Plan 2035, including all goals and policies would be adopted; however, the land use plan within the Clinton Keith/Mitchell, North Murrieta Business Corridor, and Multiple Use Area 3 (MU-3) Focus Areas would provide for greater residential dwelling units and less non-residential square footage when compared to the proposed General Plan 2035. Citywide growth and anticipated growth within the remaining Focus Areas would be the same for both the Scenario A Alternative and the proposed General Plan 2035.

The anticipated growth over existing conditions within the Focus Areas with the Scenario A Alternative would be:

- 10,890 dwelling units; and
- 18,333,890 square feet of non-residential uses.

When compared to the proposed General Plan 2035, the Scenario A Alternative would result in the following within the Focus Areas:

- 7,544 more dwelling units; and
- 2,822,894 fewer square feet of non-residential uses.

Scenario B Alternative. The Scenario B Alternative assumes that the proposed General Plan 2035, including all goals and policies would be adopted; however, the land use plan within the Clinton Keith/Mitchell and North Murrieta Business Corridor Focus Areas would provide for greater residential dwelling units and less non-residential square footage when compared to the proposed General Plan 2035. Citywide growth and anticipated growth within the remaining Focus Areas would be the same for both the Scenario B Alternative and the proposed General Plan 2035.

The anticipated growth over existing conditions within the Focus Areas with the Scenario B Alternative would be:

- 10,835 dwelling units; and
- 18,149,507 square feet of non-residential uses.

When compared to the proposed General Plan 2035, the Scenario B Alternative would result in the following within the Focus Areas:

- 7,489 more dwelling units; and
- 3,007,277 fewer square feet of non-residential uses.

After evaluation and analysis of the alternatives, Section 6.5 identifies the environmentally superior alternative as the Scenario A Alternative.

1.6 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
LAND USE				
Land Use Compatibility				
Implementation of the proposed General Plan 2035 could disrupt or physically divide an established community.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-3 Policies LU-3.2 LU-3.3 LU-3.5 Goal LU-8 Policies LU-8.3 LU-8.4 Goal LU-15 Policies LU-15.1 LU-15.2 LU-15.3 LU-15.4 Goal LU-18 Policies LU-18.1 LU-18.2 LU-18.4 Goal LU-26 Policies LU-26.1 LU-26.2 Goal LU-27 Policies LU-27.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Federal and State Land Use Plans, Policies, or Regulations				
Implementation of the proposed General Plan 2035 could result in potential inconsistency impacts with Federal and State regulations.	Less Than Significant Impact.	CIRCULATION ELEMENT Goal CIR-1 Policies CIR-1.4 CIR-1.11 Goal CIR-5 Policies CIR-5.9 CIR-5.10 CIR-5.11 Goal CIR-6 Policies	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		CIR-6.1 CIR-6.2 CIR-6.3 CIR-6.4 CIR-6.5 CIR-6.6 CIR-6.7 CIR-6.11 CIR-6.13 Goal CIR-8 Policies CIR-8.1 CONSERVATION ELEMENT Goal CSV-1 Policies CSV-1.3 Goal CSV-3 Policies CSV-3.1 CSV-3.2 CSV-3.3 CSV-3.5 Goal CSV-4 Policies CSV-4.1 CSV-4.2 CSV-4.3 CSV-4.4 CSV-4.5 CSV-4.6 Goal CSV-8 Policies CSV-8.1 CSV-8.2 CSV-8.3 CSV-8.4 CSV-8.5 CSV-8.6 CSV-8.7 AIR QUALITY ELEMENT Goal AQ-1 Policies AQ-1.1 AQ-1.2 AQ-1.3 AQ-1.4 AQ-1.5 Goal AQ-3		

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		Policies AQ-3.1 AQ-3.2 AQ-3.3 AQ-3.4 Goal AQ-4 Policies AQ-4.1 AQ-4.2 AQ-4.3 AQ-4.4 Goal AQ-5 Policies AQ-5.1 AQ-5.2 AQ-5.3 AQ-5.4 AQ-5.5 AQ-5.6 AQ-5.7 Goal AQ-6 Policies AQ-6.1 AQ-6.2 AQ-6.3 AQ-6.4 AQ-6.5 AQ-6.6 AQ-6.7 Goal AQ-7 Policies AQ-7.1 AQ-7.2 AQ-7.3 AQ-7.4		
Regional/Multi-Jurisdictional Land Use Plans, Policies, or Regulations				
Southern California Association of Governments				
The proposed General Plan 2035 could result in inconsistencies with the goals of the Southern California Association of Government's Regional Comprehensive Plan, 2008 Regional Transportation Plan and the principles and strategies of the Compass Growth Visioning Program.	Less Than Significant Impact.	Refer to *Table 5.1-2* and *Table 5.1-3*.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
County of Riverside				
The proposed General Plan 2035 could result in inconsistencies with the Riverside County Airport Land Use Compatibility Plan.	Potentially Significant Impact.	Goal LU-25 Policies LU-25.8 LU-25.9 LU-25.10 LU-25.11 LU-25.12	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Less Than Significant Impact.
The proposed General Plan 2035 could result in inconsistencies with the Western Riverside County Multiple Species Habitat Conservation Plan.	Less Than Significant Impact.	CONSERVATION ELEMENT Goal CSV-8 Policies CSV-8.1 CSV-8.2 CSV-8.5 CSV-8.6 CSV-8.7	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Local Plans and Policies				
Implementation of the proposed General Plan 2035 could result in potential inconsistency impacts with local plans and policies.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-8 Policies LU-8.7 Goal LU-10 Policies LU-10.2 LU-10.5 Goal LU-12 Policies LU-12.3 LU-12.4 Goal LU-17 Policies LU-17.5 Goal LU-18 Policies LU-18.4 Goal LU-19 Policies LU-19.1 LU-19.2 Goal LU-20 Policies LU-20.6 Goal LU-23 Policies LU-23.1 Goal LU-27 Policies LU-27.1 ECONOMIC	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		DEVELOPMENT ELEMENT Goal ED-2 Policies ED-2.7 ED-2.8 Goal ED-9 Policies ED-9.1		
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable land use impacts.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.1.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
POPULATION, EMPLOYMENT, AND HOUSING				
Population Growth				
Implementation of the proposed General Plan 2035 could induce population growth in the City by allowing new homes and businesses.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-1 Policies LU-1.1 LU-1.2 LU-1.3 LU-1.4 LU-1.5 LU-1.6 LU-1.7 LU-1.8 LU-1.9 ECONOMIC DEVELOPMENT ELEMENT Goal ED-2 Policies ED-2.6 ED-2.7 ED-2.8 ED-2.9 Goal ED-5 ED-5.1 ED-5.2 ED-5.3 ED-5.4 HOUSING ELEMENT Policies Policy 1.1 Policy 1.6 Policy 5.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and Housing Element are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		Policy 5.2 Policy 5.5		
Replacement Housing				
Implementation of the proposed General Plan 2035 could displace existing housing or persons, necessitating the construction of replacement housing.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.2.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and Housing Element are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could induce population growth in the Western Riverside Council of Government's SCAG subregion.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.2.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and Housing Element are required.	Not Applicable.
AESTHETICS, LIGHT, AND GLARE				
Scenic Vistas				
Implementation of the proposed General Plan 2035 could have an adverse effect on a scenic vista.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-1 Policies LU-1.4 CONSERVATION ELEMENT Goal CSV-5 Policies CSV-5.1 CSV-5.2 RECREATION AND OPEN SPACE ELEMENT Goal ROS-7 Policies ROS-7.1 ROS-7.2 ROS-7.3	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
State Scenic Highway				
Implementation of the proposed General Plan 2035 could substantially damage scenic resources within a State scenic highway.	Less Than Significant Impact.	No goals or policies in the proposed General Plan 2035 pertain specifically to State scenic highways.	No mitigation measures are required.	Not Applicable.
Visual Character – Short-Term				
Construction activities for future development associated with implementation of the proposed General Plan 2035 could temporarily degrade the visual character of the	Potentially Significant Impact.	No goals or policies in the proposed General Plan 2035 pertain specifically to visual character during construction.	AES-1 For future development located in or immediately adjacent to residentially zoned properties, construction	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
respective development site and/or its immediate surroundings.			documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties. AES-2 Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris. AES-3 Construction worker parking may be located off-site with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.	
Visual Character – Long-Term				
Future development associated with implementation of the proposed General Plan 2035 could permanently degrade the visual character of the respective development site and its immediate surroundings.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-2 Policies LU-2.1 Goal LU-3 Policies LU-3.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		LU-3.2 LU-3.3 LU-3.4 LU-3.5 Goal LU-9 Policies LU-9.1 Goal LU-10 Policies LU-10.1 LU-10.2 LU-10.5 LU-10.7 LU-10.8 LU-10.9 Goal LU-11 Policies LU-11.1 LU-11.2 LU-11.3 LU-11.4 LU-11.5 LU-11.6 LU-11.7 LU-11.8 Goal LU-12 Policies LU-12.1 LU-12.2 LU-12.3 LU-12.4 Goal LU-20 Policies LU-20.1 LU-20.2 LU-20.3 LU-20.4 LU-20.7 LU-20.8 LU-20.9 Goal LU-21 Policies LU-21.1 Goal LU-22 Policies LU-22.1 LU-22.2 LU-22.3 LU-22.4		

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		LU-22.5 Goal LU-24 Policies LU-24.1 Goal LU-27 Policies LU-27.1 CONSERVATION ELEMENT Goal CSV-4 Policies CSV-4.1 CSV-4.2 CSV-4.3 CSV-4.4 CSV-4.5 CSV-4.6 CSV-4.7 Goal CSV-5 Policies CSV-5.1 CSV-5.2 CSV-5.3 Goal CSV-9 Policies CSV-9.1 CSV-9.2 CSV-9.3 CSV-9.4 CSV-9.5 CSV-9.6 CSV-9.8 CSV-9.9 RECREATION AND OPEN SPACE ELEMENT Goal ROS-7 Policies ROS-7.1 ROS-7.2 ROS-7.3 ROS-7.4		
Light And Glare				
Future development associated with implementation of the proposed General Plan 2035 could create new sources of light/glare that could adversely affect views in the area.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-20 Policies LU-20.10	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
Shade And Shadows				
Future development associated with implementation of the proposed General Plan 2035 could create shade and shadows that could adversely affect adjacent land uses.	Less Than Significant Impact.	No goals or policies in the proposed General Plan 2035 pertain specifically to shade or shadows.	No mitigation measures are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable aesthetics, light, and glare impacts.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.3.	Refer to Mitigation Measures AES-1 to AES-3. No additional mitigation measures are required.	Less Than Significant Impact.
TRAFFIC AND CIRCULATION				
Proposed General Plan 2035 Traffic Operations				
Implementation of the proposed General Plan 2035 could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for intersections.	Potentially Significant Impact.	CIRCULATION ELEMENT Goal CIR-1 Policies CIR-1.1 CIR-1.2 CIR-1.3 CIR-1.4 CIR-1.5 CIR-1.6 CIR-1.7 CIR-1.8 CIR-1.9 CIR-1.10 CIR-1.11 CIR-1.12 CIR-1.13 CIR-1.14 Goal CIR-2 Policies CIR-2.1 CIR-2.2 CIR-2.3 CIR-2.4 CIR-2.5 CIR-2.6 CIR-2.7 CIR-2.8 CIR-2.9 CIR-2.10 CIR-2.11 CIR-2.12 CIR-2.13 CIR-2.14	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Roadway Segments. Significant Unavoidable Impact for the roadway segments identified as LOS D, E, or F on *Exhibit 5.4-14*. Less Than Significant Impact for the roadway segments identified as LOS A, B, or C on *Exhibit 5.4-14*. Intersections. Significant Unavoidable Impacts for Intersections 1, 3, 4, 9, 10, 18, 20, 22, 25, 28, 44, 52, 53, 54, 57, 59 (refer to *Table 5.4-12*). Less Than Significant Impact for all

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		Goal CIR-3 Policies CIR-3.1 CIR-3.2 CIR-3.3 CIR-3.4 CIR-3.5 Goal CIR-4 Policies CIR-4.1 CIR-4.2 CIR-4.3 Goal CIR-5 Policies CIR-5.1 CIR-5.2 CIR-5.3 CIR-5.4 CIR-5.5 CIR-5.6 CIR-5.7 CIR-5.8 CIR-5.9 CIR-5.10 CIR-5.11 CIR-5.12 CIR-5.13 CIR-5.14 Goal CIR-6 Policies CIR-6.1 CIR-6.2 CIR-6.3 CIR-6.4 CIR-6.5 CIR-6.6 CIR-6.7 CIR-6.8 CIR-6.9 CIR-6.10 CIR-6.11 CIR-6.12 CIR-6.13 CIR-6.14 Goal CIR-7 Policies CIR-7.1 CIR-7.2 CIR-7.3		other studied intersections.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		CIR-7.4 CIR-7.5 CIR-7.6 CIR-7.7 CIR-7.8 Goal CIR-8 Policies CIR-8.1 CIR-8.2 CIR-8.3 CIR-8.4 CIR-8.5 CIR-8.6 CIR-8.7 CIR-8.8 CIR-8.9 CIR-8.10 CIR-8.11 CIR-8.12 CIR-8.13 CIR-8.14 CIR-8.15 LAND USE ELEMENT Goal LU-3 Policies LU-3.2 Goal LU-23 Policies LU-23.1 LU-23.2 AIR QUALITY ELEMENT Goal AQ-5 Policies AQ-5.1 AQ-5.2 AQ-5.3 AQ-5.4 AQ-5.5 AQ-5.6 AQ-5.7 NOISE ELEMENT Goal N-3 Policies N-3.4 SAFETY ELEMENT Goal SAF-11 Policies SAF-11.1		

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
Congestion Management Program				
Implementation of the proposed General Plan 2035 could result in conflicts with the Riverside County Congestion Management Program.	No Impact.	Refer to the goals and policies referenced above in this Section 5.4.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Design Features or Incompatible Uses				
Implementation of the proposed General Plan 2035 could result in inadequate design features or incompatible uses.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.4.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Emergency Access				
Implementation of the proposed General Plan 2035 could result in inadequate emergency access	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.4.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Pedestrian and Transit Facilities				
Implementation of the proposed General Plan 2035 could conflict with the performance of existing and/or planned transit systems serving the area and/or conflict with adopted transit, bicycle, or pedestrian policies, plans, or programs.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.4.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable traffic and circulation impacts.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.4.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Roadway Segments. Significant Unavoidable Impact for the roadway segments identified as LOS D, E, or F on *Exhibit 5.4-14*. Less Than Significant Impact for the roadway segments identified as LOS A, B, or C on *Exhibit 5.4-14*.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
				Intersections. Significant Unavoidable Impacts for Intersections 1, 3, 4, 9, 10, 18, 20, 22, 25, 28, 44, 52, 53, 54, 57, 59 (refer to *Table 5.4-12*). Less Than Significant Impact for all other studied intersections.
AIR QUALITY				
Short-Term Construction Emissions				
Citywide construction activities under the proposed General Plan 2035 could result in a considerable increase of criteria pollutants, and thus, could violate air quality standards.	Potentially Significant Impact.	AIR QUALITY ELEMENT Goal AQ-3 Policies AQ-3.1 AQ-3.2 AQ-3.3 AQ-3.4 Goal AQ-7 Policies AQ-7.1 AQ-7.2 AQ-7.3 AQ-7.4	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Significant Unavoidable Impact.
Long-Term Mobile and Stationary Source Emissions				
Implementation of the proposed General Plan 2035 could result in an overall increase in mobile and stationary source emissions within the City, which could exceed South Coast Air Quality Management District air quality standards.	Potentially Significant Impact	AIR QUALITY ELEMENT Goal AQ-1 Policies AQ-1.1 AQ-1.2 AQ-1.3 AQ-1.4 AQ-1.5 Goal AQ-2 Policies AQ-2.1 AQ-2.2 AQ-2.3 AQ-2.4 AQ-2.5 Goal AQ-4 Policies	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Significant Unavoidable Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		AQ-4.1 AQ-4.2 AQ-4.3 AQ-4.4 Goal AQ-5 Policies AQ-5.1 AQ-5.2 AQ-5.3 AQ-5.4 AQ-5.5 AQ-5.6 AQ-5.7 Goal AQ-6 Policies AQ-6.1 AQ-6.3 AQ-6.4 AQ-6.5 AQ-6.6 AQ-6.7 Goal AQ-7 Policies AQ-7.1 AQ-7.3 Goal LU-8 Policies LU-8.1 LU-8.2 <u>CIRCULATION ELEMENT</u> Goal CIR-1 Policies CIR-1.4 Goal CIR-5 Policies CIR-5.9 CIR-5.10 CIR-5.11 CIR-5.12 Goal CIR-6 Policies CIR-6.1 CIR-6.2 CIR-6.3 CIR-6.4 CIR-6.5 CIR-6.6 CIR-6.7 CIR-6.8		

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		CIR-6.9 CIR-6.10 CIR-6.11 CIR-6.12 LAND USE ELEMENT Goal LU-8 Policies LU-8.1 LU-8.2		
Odor Impacts				
Implementation of the proposed General Plan 2035 could result in an overall increase in odors within the City.	Less Than Significant Impact.	AIR QUALITY ELEMENT Goal AQ-2 Policies AQ-2.1 AQ-2.2 AQ-2.3 AQ-2.4 AQ-2.5 Goal AQ-6 Policies AQ-6.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Carbon Monoxide Hotspots				
Implementation of the proposed General Plan 2035 could result in an overall increase in carbon monoxide hotspot emissions within the City, which could exceed South Coast Air Quality Management District air quality standards.	Less Than Significant Impact.	CIRCULATION ELEMENT Goal CIR-1 Policies CIR-1.2 CIR-1.4 CIR-1.6 CIR-1.8	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Consistency with Regional Plans				
The proposed General Plan 2035 may conflict with or hinder implementation of the Southern California Association of Government's Regional Comprehensive Plan guidelines and the South Coast Air Quality Management District's Air Quality Management Plan.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.5.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Regional air quality emissions resulting from operational buildout of the proposed General Plan 2035 could impact regional air quality levels on a cumulatively considerable basis.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.5.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Significant Unavoidable for construction and regional air quality impacts. Less Than Significant for localized air

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
				quality and cumulative odor impacts.
GREENHOUSE GAS EMISSIONS				
Greenhouse Gas Emissions				
Greenhouse gas emissions generated by development associated with implementation of the proposed General Plan 2035 could have a significant impact on the environment.	Less Than Significant Impact.	LAND USE ELEMENT Goals: LU-1, LU-4, LU-5, LU-6, LU-7, LU-8, LU-9, LU-10, LU-22, LU-24, LU-25 Policies : LU-1.6, LU-4.3, LU-5.1, LU-5.2, LU-6.1, LU-7.4, LU-7.8, LU-8.1, LU-8.2, LU-8.4, LU-8.5, LU-8.6, LU-8.7 ,LU-8.8, LU-9.1, LU-9.2, LU-9.3, LU-9.4, LU-9.5, LU-9.6, LU-9.7, LU-9.8, LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.5, LU-10.6, LU-10.7, LU-10.8, LU-10.9, LU-22.6, LU-24.2, LU-24.6, LU-25.2 ECONOMIC DEVELOPMENT ELEMENT Goals: ED-3, ED-4, ED-5, ED-6, ED-8, ED-10, Policies: ED-3.1, ED-3.2, ED-3.3, ED-3.4, ED-4.2, ED-5.1, ED-6.1, ED-6.2, ED-8.1, ED-10.6 CIRCULATION ELEMENT Goals: CIR-1, CIR-2, CIR-5, CIR-6, CIR-7, CIR-8 Policies: CIR-1.1, CIR-1.9, CIR-1.11, CIR-2.3, CIR-2.5, CIR-2.6, CIR-2.7, CIR-2.12, CIR-5.9, CIR-5.10, CIR-5.11, CIR-5.14, CIR-6.1, CIR-6.2, CIR-6.3, CIR-6.4, CIR-6.5, CIR-6.6, CIR-6.12, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.4, CIR-7.5, CIR-7.6, CIR-7.7, CIR-7.8, CIR-8.1, CIR-, 8.2, CIR-8.9, CIR-8.10, CIR-8.11, CIR-8.12, CIR-8.13	No mitigation measures beyond the strategies, goals, and measures identified in the proposed Climate Action Plan are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		INFRASTRUCTURE ELEMENT Goals: INF-1, INF-2 Policies: INF-1.15, INF-2.1, INF-2.2, INF-2.3, INF-2.4, INF-2.5 HEALTHY COMMUNITY ELEMENT Goals: HC-1 Policies: HC-1.3 CONSERVATION ELEMENT Goals: CSV-1, CSV-2, CSV-9, CSV-10, CSV-12, CSV-13, CSV-14, CSV-15 Policies: CSV-1.2, CSV-1.4, CSV-2.1, CSV-2.2, CSV-2.4, CSV-9.1, CSV-9.2, CSV-9.3, CSV-9.4, CSV-9.5, CSV-9.6, CSV-9.7, CSV-9.8, CSV-9.9, CSV-10.1, CSV-10.2, CSV-10.3, CSV-10.4, CSV-10.5, CSV-10.6, CSV-10.7, CSV-10.8, CSV-12.1, CSV-12.2, CSV-12.3, CSV-12.4, CSV-12.5, CSV-12.6, CSV-12.7, CSV-12.8, CSV-13.1, CSV-13.2, CSV-13.3, CSV-13.4, CSV-13.5, CSV-13.6, CSV-13.7, CSV-14.1, CSV-14.2, CSV-14.3, CSV-14.4, CSV-15.1, CSV-15.2, CSV-15.3, CSV-15.4, CSV-15.5, CSV-15.6, CSV-15.7 RECREATION AND OPEN SPACE ELEMENT Goals: ROS-7, ROS-8, ROS-9 Policies: ROS-7.1, ROS-7.2, ROS-7.3, ROS-7.4, ROS-8.1, ROS-8.2, ROS-8.3, ROS-8.4, ROS-9.1, ROS-9.2, ROS-9.3, ROS-9.4, ROS-9.5 AIR QUALITY ELEMENT		

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		Goals: AQ-4, AQ-5, AQ-6 Policies: AQ-4.1, AQ-4.2, AQ-4.3, AQ-4.4, AQ-5.1, AQ-5.3, AQ-5.4, AQ-5.5, AQ-5.7, AQ-5.8, AQ-6.3 HOUSING ELEMENT Goals: Goal 2 Policies: Policy 2.3 Action: Action 2.5		
Consistency with Applicable GHG Plans, Policies or Regulations				
Implementation of the proposed General Plan 2035 could conflict with an applicable greenhouse gas reduction plan, policy, or regulation.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.6.	No mitigation measures beyond the strategies, goals, and measures identified in the proposed CAP are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Greenhouse gas emissions resulting from development associated with implementation of the proposed General Plan 2035 and cumulative development could impact greenhouse gas emissions on a cumulatively considerable basis.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.6.	No mitigation measures beyond the strategies, goals, and measures identified in the proposed CAP are required.	Not Applicable.
NOISE				
Short-Term Construction Noise				
Construction-related activities associated with implementation of the proposed General Plan 2035 could generate noise levels in excess of established standards.	Less Than Significant Impact.	NOISE ELEMENT Goal N-4 Policies N-4.1 N-4.2 N-4.3 N-4.4 N-4.5 N-4.6	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and adherence to the City's Noise Ordinance are required.	Not Applicable.
Construction-related activities associated with implementation of the proposed General Plan 2035 could generate or expose persons or structures to excessive groundborne vibration.	Potentially Significant Impact.	NOISE ELEMENT Goal N-4 Policies N-4.2 N-4.3	NOI-1 The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels. ▪ Pile driving within a 50-foot radius of historic structures	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
			shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). ▪ The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition. ▪ Vibration monitoring shall be conducted	

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
			prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.	
Long-Term Operational Impacts				
Future noise levels associated with implementation of the proposed General Plan 2035 could contribute to an exceedance of the City's noise standards resulting in potential noise impacts to sensitive receptors.	Potentially Significant Impact.	NOISE ELEMENT Goal N-1 Policies N-1.1 N-1.2 N-1.3 N-1.4 Goal N-2 Policies N-2.1 N-2.2 N-2.3 N-2.4 N-2.5 N-2.6 N-2.7 N-2.8 N-2.9 N-2.10 Goal N-3 Policies N-3.1 N-3.2 N-3.3 N-3.4 N-3.5 N-3.6 Goal LU-25 Policies	NOI-2 Residential projects located within the 55 CNEL noise contour for the French Valley Airport shall be subject to review by the Riverside County Airport Land Use Commission and shall be required to ensure interior noise levels from aircraft operations are at or below 45 dB CNEL.	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		LU-25.2 LU-25.3 LU-25.8 LU-25.9		
Cumulative Impacts and Mitigation Measures				
Cumulative Short-Term Construction Noise				
Cumulative short-term construction noise associated with implementation of the proposed General Plan 2035 could result in cumulatively considerable impacts.	Potentially Significant Impact.	Refer to Goal N-4 and Policies N-4.1 through N-4.6 referenced above in this Section 5.7.	Refer to Mitigation Measure NOI-1. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Long-Term Operational Impacts				
Cumulative long-term operational noise associated with implementation of the proposed General Plan 2035 could result in cumulatively considerable impacts.	Potentially Significant Impact.	Refer to Goal N-3 and Policies N-3.1 through N.3.6 and Goal LU-25 and Policies LU-25.2, LU-25.3, LU-25.8, and LU-25.9 referenced above in this Section 5.7.	Refer to Mitigation Measure NOI-2. No additional mitigation measures are available.	Significant Unavoidable Impact.
GEOLOGY AND SEISMIC HAZARDS				
Fault Rupture and Seismic Groundshaking				
Implementation of the proposed General Plan 2035 could expose people and structures to potentially substantial adverse effects involving fault rupture or strong seismic groundshaking.	Potentially Significant Impact.	<u>SAFETY ELEMENT</u> Goal SAF-2 Policies SAF-2.1 SAF-2.2 SAF-2.3 Goal SAF-12 Policies SAF-12.1 SAF-12.2 SAF-12.3 SAF-12.4 SAF-12.5 SAF-12.6 SAF- 12.7	GEO-1 Prior to issuance of a Grading Permit for each future development project, a registered geologist or soils engineer shall prepare an area-specific Geologic Study, which shall be submitted to the Public Works or Building and Safety Department for approval. The Geologic Study shall specify the measures necessary to mitigate impacts related to fault rupture, groundshaking, landslides, liquefaction or dynamic settling, expansive or collapsible soils, lateral spreading, and other geologic and seismic hazards, if any. All recommendations in the Geologic Study shall be implemented during area preparation, grading, and construction.	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
			GEO-2 Prior to issuance of any Grading Permit, project applicants of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study, and other such measure(s) as the City deems necessary to adequately mitigate potential seismic and geotechnical hazards.	
Ground Failure				
Implementation of the proposed general plan 2035 could expose people and structures to potential substantial adverse effects from seismic-related or other types of ground failures.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.8.	Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.	Less Than Significant Impact.
Soil Erosion/Loss of Topsoil				
Implementation of the proposed General Plan 2035 could result in impacts related to soil erosion or loss of topsoil.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.8.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Soil				
Future development resulting from implementation of the proposed General Plan 2035 could result in impacts related to expansive soils, soil strength, or the potential to support septic tanks or alternative waste water disposal systems.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.8.	Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts related to seismic, geologic, and soil conditions.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.8.	Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.	Less Than Significant Impact.
CULTURAL RESOURCES				
Historical and Archaeological Resources				
Implementation of the proposed General Plan 2035 could impact historical and archaeological resources.	Potentially Significant Impact.	CONSERVATION ELEMENT Goal CSV-9 Policies CSV-9.1 Goal CSV-11	CR-1 Future development projects shall continue to be evaluated for cultural resources by the City of Murrieta through review by the Eastern Information	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		Policies CSV-11.1 CSV-11.2 CSV-11.3 CSV-11.4 CSV-11.5 CSV-11.6 CSV-11.7 CSV-11.8 CSV-11.9 LAND USE ELEMENT Goal LU-11 Policies LU-11.1 LU-11.7 Goal LU-22 Policies LU-22.3 LU-22.4 Goal LU-24 Policies LU-24.1	Center (EIC) and notification of and consultation with the local tribes for new entitlement projects. The projects shall be evaluated for compliance with the California Environmental Quality Act (CEQA) and where feasible, avoidance of cultural resources. If, following review by the EIC and/or tribal consultation, it is determined that there is a potential for impacts to cultural resources, further cultural resources analysis by a qualified professional(s), as defined in Mitigation Measure CR-2, may be required by the City.	
Burial Sites				
Implementation of the proposed General Plan 2035 could impact unmarked burial sites.	Potentially Significant Impact.	CONSERVATION ELEMENT Goal CSV-11 Policies CSV-11.5	CR-2 In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. If not already retained due to conditions present pursuant to Mitigation Measure CR-1, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Murrieta to evaluate the	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
			significance of the find and appropriate course of action (refer to Mitigation Measures CR-1 and CR-3). If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.	
Paleontological Resources				
Implementation of the proposed General Plan 2035 could directly or indirectly impact a unique paleontological resource or site.	Potentially Significant Impact.	CONSERVATION ELEMENT Goal CSV-7 Policies CSV-7.1 CSV-7.2	Refer to Mitigation Measure CR-1. No additional mitigation measures are required.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to cultural resources.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.9.	Refer to Mitigation Measures CR-1 and CR-2. No additional mitigation measures are required.	Less Than Significant Impact.
BIOLOGICAL RESOURCES				
Special Status Species				
Implementation of the proposed General Plan 2035 could have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species.	Less Than Significant Impact.	LAND USE ELEMENT Goal LU-22 Policies LU-22.3 LU-22.4 Goal LU-25 Policies LU-25.1 CONSERVATION ELEMENT Goal CSV-3 Policies CSV-3.5 Goal CSV-4 Policies CSV-4.1 CSV-4.3	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		CSV-4.4 CSV-4.5 CSV-4.6 Goal CSV-5 Policies CSV-5.1 Goal CSV-8 Policies CSV-8.1 CSV-8.2 CSV-8.3 CSV-8.4 CSV-8.5 CSV-8.6 RECREATION AND OPEN SPACE ELEMENT Goal ROS-7 Policies ROS-7.1 ROS-7.2 ROS-7.3 ROS-7.4		
Sensitive Vegetation Communities				
Implementation of the proposed General Plan 2035 could have an adverse effect on a sensitive vegetation community, including riparian habitat and federally protected wetlands.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.10.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Wildlife Movement Corridors				
Implementation of the proposed General Plan 2035 could interfere with an established wildlife corridor.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.10.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Local Policy/Ordinance Consistency				
Implementation of the proposed General Plan 2035 could conflict with a local policy or ordinance protecting biological resources.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.10, along with the following goal and policy. CONSERVATION ELEMENT Goal CSV-9 CSV-9.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
Western Riverside County MSHCP Consistency				
Implementation of the proposed General Plan 2035 could conflict with the provisions of the Western Riverside County MSHCP.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.10.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed project and cumulative development could result in cumulatively considerable impacts to biological resources.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.10.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
AGRICULTURAL RESOURCES				
Conversion of Farmland to Non-Agricultural Use				
Implementation of the proposed General Plan 2035 could result in conversion of farmland to non-agricultural use, including land shown on the 2008 Farmland Mapping and Monitoring program, as unique farmland.	Less Than Significant Impact.	CONSERVATION ELEMENT Goal CSV-10 Policies CSV-10.1 CSV-10.2 CSV-10.3 CSV-10.4 CSV-10.5 CSV-10.6 CSV-10.7 LAND USE ELEMENT Goal LU-2 Policies LU-2.1 Goal LU-20 Policies LU-20.6 LU-20.7	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Zoning and Williamson Act Contracts				
Implementation of the proposed General Plan 2035 could conflict with existing zoning for agricultural uses, or a Williamson Act contract.	No Impact.	No goals or policies in the proposed General Plan 2035 pertain specifically to Williamson Act Contracts.	No mitigation measures are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to agricultural resources.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.11.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
MINERAL RESOURCES				
Mineral Resource Zones				
Implementation of the proposed General Plan 2035 could result in impacts to mineral resources not yet identified.	Less Than Significant Impact.	CONSERVATION ELEMENT Goal CSV-6 Policies CSV-6.1	No mitigation measures beyond the goals and policies measures identified in the proposed General Plan 2035 are required.	Not Applicable
Mineral Resource Recovery Sites				
Implementation of the proposed General Plan 2035 could result in impacts to mineral resource recovery sites.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.12.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to unknown mineral resources.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.12.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
HYDROLOGY, DRAINAGE, AND WATER QUALITY				
Water Quality				
Implementation of the proposed General Plan 2035 could violate water quality standards and waste discharge requirements.	Potentially Significant Impact.	INFRASTRUCTURE ELEMENT Goal INF-1 Policies INF-1.1 INF-1.2 INF-1.4 INF-1.6 INF-1.7 INF-1.8 INF-1.9 INF-1.10 INF-1.11 INF-1.12 INF-1.13 INF-1.14 INF-1.15 INF-1.16 INF-1.18 INF-1.19 CONSERVATION ELEMENT Goal CSV-3 Policies CSV-3.1 CSV-3.2	HYD-1 Prior to issuance of any Grading or Building Permit, and as part of the future development's compliance with the NPDES requirements, a Notice of Intent shall be prepared and submitted to the San Diego RWQCB providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Public Works and the City Engineer for water quality construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		CSV-3.3 CSV-3.4 CSV-3.5 Goal CSV-4 Policies CSV-4.1 CSV-4.2 CSV-4.3 CSV-4.4 CSV-4.5 CSV-4.6	and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential stormwater runoff impacts. HYD-2 Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan or Stormwater Mitigation Plan, which includes Best Management Practices (BMPs), in accordance with the Riverside County DAMP and the Murrieta WQMP. All recommendations in the Plan shall be implemented during post construction/operation phase. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential water quality impacts.	

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
Groundwater Depletion				
Development associated with implementation of the proposed General Plan 2035 could deplete groundwater supplies.	Less Than Significant Impact.	CONSERVATION ELEMENT Goal CSV-1 Policies CSV-1.1 CSV-1.2 CSV-1.3 CSV-1.4 CSV-1.5 CSV-1.6	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Drainage System Capacity				
Development associated with implementation of the proposed General Plan 2035 could create or contribute to runoff water which could exceed the capacity of existing or planned storm water drainage systems for provide substantial additional sources of polluted runoff.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.13.	Refer to Mitigation Measures HYD-1 and HYD-2. No additional mitigation measures are required.	Less Than Significant Impact.
Drainage Patterns				
Development associated with implementation of the proposed General Plan 2035 could result in alteration of drainage patterns of the site or area, including alteration of a stream or river, resulting in substantial erosion, flooding, or significant risk of loss.	Less Than Significant Impact.	Refer to the goals and policies referenced above and below in this Section 5.13.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Flooding				
Development associated with implementation of the proposed General Plan 2035 could result in impacts related to a 100-year flood event.	Less Than Significant Impact.	SAFETY ELEMENT Goal SAF-3 Policies SAF-3.1 SAF-3.2 SAF-3.3 SAF-3.4 SAF-3.5 SAF-3.6	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Dam Inundation				
Future development associated with implementation of the proposed General Plan 2035 could result in urban uses being located in dam inundation areas of the City.	Less Than Significant Impact.	SAFETY ELEMENT Goal SAF-4 Policies SAF-4.1 SAF-4.2 SAF-4.3	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
Inundation By Seiche, Tsunami, or Mudflow				
Development associated with implementation of the proposed General Plan 2035 could result in project inundation by seiche, tsunami, or mudflow.	Less Than Significant Impact.	There are no goals or policies that pertain specifically to seiche or tsunami. Refer to the goals and policies referenced above for flooding.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts related to hydrology, drainage, and water quality.	Potentially Significant Impact.	Refer to goals and policies referenced above in this Section 5.13.	Refer to Mitigation Measure HYD-1 and HYD-2. No additional mitigation measures are required.	Less Than Significant Impact.
HAZARDS AND HAZARDOUS MATERIALS				
Hazardous Materials Use, Generation, Transport, or Disposal				
Future development in accordance with the proposed General Plan 2035 could result in an increased risk of upset associated with the routine use, generation, transport, or disposal of hazardous materials, which may potentially pose a health or safety hazard.	Potentially Significant Impact.	<u>SAFETY ELEMENT</u> Goal SAF-1 Policies SAF-1.2 SAF-1.3 SAF-1.5 Goal SAF-8 Policies SAF-8.1 SAF-8.2 SAF-8.3 SAF-8.4 SAF-8.5 SAF-8.6 SAF-8.7 SAF-8.8 SAF-8.9 SAF-8.10 SAF8.11 SAF-8.12 SAF-8.13 SAF-8.14	HHM-1 The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials Management Division, shall provide information to businesses on viable alternatives to hazardous materials. Create an informational pamphlet with existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City. HHM-2 The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
			Management Division, provide information on viable alternatives to household hazardous materials on the City's website so households may use alternatives. Information will also educate the public to the health, safety, and environmental benefits of using non-hazardous substitutions.	
Accidental Release of Hazardous Materials				
Accidental release of hazardous materials used, stored, or transported in the City as a result of implementation of the proposed General Plan 2035 could result in a public health risk.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.14.	Refer to Mitigation Measures HHM-1 and HHM-2. In addition, the following mitigation is recommended. HHM-3 Prior to development approval on a project-by-project basis, the project applicant shall confirm the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater. If necessary, development shall undergo site characterization and remediation on a project-by-project basis, per applicable Federal, State, and/or local standards and guidelines set by the applicable regulatory agency.	Less Than Significant Impact.
Hazardous Materials Sites				
Future development associated with implementation of the proposed General Plan 2035 could impact hazardous material sites listed on government code section 65962.5 and create a significant hazard to the public or the environment.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.14.	Refer to Mitigation Measures HHM-1 though HHM-3. No additional mitigation measures are required.	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
Airport Hazards				
New structures built within the vicinity of the local airport or private airstrip could result in a safety hazard for people residing or working within the area.	Potentially Significant Impact.	LAND USE ELEMENT Goal LU-25 Policies LU-25.8 LU-25.9 LU-25.10 LU-25.11 LU-25.12	HHM-4 The project applicant shall comply with the requirements of the Federal Aviation Administration (FAA) should any portions of the development be within a height overlay review zone or encroach within an imaginary surface surrounding the French Valley Airport. A Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA in accordance with Federal Aviation Regulations Part 77.	Less Than Significant Impact.
Emergency Response				
Future development associated with implementation of the General Plan 2035 could result in interference with an adopted emergency response or evacuation plan.	No Impact.	Refer to the goals and policies referenced above in this Section 5.14.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to public health and safety.	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.14.	Refer to Mitigation Measures HHM-1 through HHM-4. No additional mitigation measures are required.	Less Than Significant Impact.
WATER SUPPLY				
Water Supply and Distribution				
Implementation of the proposed General Plan 2035 could result in increased demand for water supplies and infrastructure within the City.	Less Than Significant Impact.	CONSERVATION ELEMENT Goal CSV-1 Policies CSV-1.1 CSV-1.2 CSV-1.3 CSV-1.4 CSV-1.5 CSV-1.6 Goal CSV-2 Policies CSV-2.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		CSV-2.2 CSV-2.3 CSV-2.4 CSV-2.5 Goal CSV-9 Policies CSV-9.1 CSV-9.2 CSV-9.3 CSV-9.4 CSV-9.5 CSV-9.6 CSV-9.8 CSV-9.9 Goal CSV-15 Policies CSV-15.5 CSV-15.6 INFRASTRUCTURE ELEMENT Goal INF-1 Policies INF-1.1 INF-1.2 INF-1.3 INF-1.4 INF-1.5 INF-1.6 INF-1.7 INF-1.8 INF-1.9 INF-1.10 NF-1.21 INF-1.22 INF-1.23 INF-1.24		
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to water resources including increased demand for water supplies and infrastructure.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.15.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
WASTEWATER				
Implementation of the proposed General Plan 2035 could result in increased demand for wastewater services and infrastructure.	Potentially Significant Impact.	INFRASTRUCTURE ELEMENT Goal INF-1 Policies INF-1.1 INF-1.2 INF-1.3 INF-1.4 INF-1.5 INF-1.6 INF-1.7 INF-1.8 INF-1.9 INF-1.10 INF-1.21 CONSERVATION ELEMENT Goal CSV-1 Policies CSV-1.1 CSV-1.2 CSV-1.3 CSV-1.4 CSV-1.6	WW-1 Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to RCWD, EVMWD, WMWD, or EMWD. WW-2 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer systems and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project. WW-3 Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the RCWD, EVMWD, WMWD, or EMWD has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to	Potentially Significant Impact.	Refer to the goals and policies referenced above in this Section 5.16.	Refer to Mitigation Measures WW-1, WW-2, and WW-3. No additional mitigation measures are required.	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
wastewater systems due to increased demand and creating the need for additional facilities.				
FIRE PROTECTION				
Fire Protection Services and Facilities				
Buildout of the City in accordance with the proposed General Plan 2035 could result in the need for additional fire facilities or personnel.	Less Than Significant Impact.	SAFETY ELEMENT Goal SAF-5 Policies SAF-5.1 SAF-5.2 SAF-5.3 SAF-5.4 SAF-5.5 Goal SAF-6 Policies SAF-6.1 SAF-6.2 SAF-6.3 SAF-6.4 SAF-6.5 SAF-6.6 SAF-6.7 SAF-6.8 SAF-6.9	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Wildland Fire Hazards				
Buildout of the City in accordance with the proposed General Plan 2035 could increase the number of homes or businesses susceptible to wildland fire hazards.	Potentially Significant Impact.	SAFETY ELEMENT Goal SAF-7 Policies SAF-7.1 SAF-7.2 SAF-7.3 SAF-7.4 SAF-7.5	FP-1 The Murrieta Fire Department shall review future development projects to determine if a Fuel Modification Plan is required. If required, project applicants shall prepare the Fuel Modification Plan in accordance with Fire Department requirements prior to the issuance of a grading or building permit. FP-2 Brush clearance shall be conducted prior to initiation of construction activities in accordance with Murrieta Fire Department requirements. FP-3 Adequate access to all buildings on the project site shall be provided for	Less Than Significant Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
			emergency vehicles during the building construction process. FP-4 Adequate water availability shall be provided to service construction activities.	
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to fire protection personnel, services, and facilities.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.17.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
POLICE PROTECTION				
Buildout of the City in accordance with the proposed General Plan 2035 could result in the need for additional police facilities or personnel.	Less Than Significant Impact.	SAFETY ELEMENT Goal SAF-9 Policies SAF-9.1 SAF-9.2 SAF-9.3 SAF-9.4 SAF-9.5 SAF-9.6 SAF-9.7 SAF-9.8 Goal SAF-10 Policies SAF-10.1 SAF-10.2 SAF-10.3 SAF-10.4 Goal SAF-11 Policies SAF-11.1 SAF-11.2 SAF-11.3 SAF-11.4	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to police protection personnel, services, and facilities.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.18.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
SCHOOL FACILITIES				
Buildout of the City in accordance with the proposed General Plan 2035 could result in adverse physical impacts to facilities within the Murrieta Valley Unified School District, Menifee Unified School District, Perris Unified School District, and Hemet Unified School.	Potentially Significant Impact.	No goals or policies in the proposed General Plan 2035 pertain specifically to school facilities.	SCH-1 Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Murrieta that legally required school impact mitigation fees have been paid per the mitigation established by the applicable school district.	Less Than Significant Impact.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to school facilities.	Potentially Significant Impact.	No goals or policies in the proposed General Plan 2035 pertain specifically to school facilities.	Refer to Mitigation Measure SCH-1. No additional mitigation measures are required.	Less Than Significant Impact.
PARKS AND RECREATIONAL FACILITIES				
Implementation of the proposed General Plan 2035 could result in impacts to the adequate availability of parkland, recreational facilities, and trails within the City.	Potentially Significant Impact.	RECREATION AND OPEN SPACE ELEMENT Goal ROS-1 Policies ROS-1.1 ROS-1.2 ROS-1.3 ROS-1.4 Goal ROS-2 Policies ROS-2.1 ROS-2.2 ROS-2.3 Goal ROS-3 Policies ROS-3.1 ROS-3.2 ROS-3.3 ROS-3.4 ROS-3.5 ROS-3.6 ROS-3.7 Goal ROS-4 Policies ROS-4.1 ROS-4.2 ROS-4.3 ROS-4.4	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Significant Unavoidable Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
		Goal ROS-5 Policies ROS-5.1 ROS-5.2 ROS-5.3 ROS-5.4 Goal ROS-6 Policies ROS-6.1 ROS-6.2 ROS-6.3 ROS-6.4 ROS-6.5 Goal ROS-7 Policies ROS-7.1 ROS-7.2 ROS-7.3 ROS-7.4 Goal ROS-8 Policies ROS-8.1 ROS-8.2 ROS-8.3 ROS-8.4 Goal ROS-9 Policies ROS-9.1 ROS-9.2 ROS-9.3 ROS-9.4 ROS-9.5 <u>CIRCULATION ELEMENT</u> Goal CIR-8 Policies CIR-8.11 CIR-8.12		
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to parks and recreational facilities.	Potentially Significant Impact.	Refer to goals and policies referenced above in this Section 5.20.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.	Significant Unavoidable Impact.

Impacts	Level of Significance Before Mitigation	Goals and Policies in the Proposed General Plan 2035	Mitigation Measures	Level of Significance After Mitigation
SOLID WASTE				
Landfill Capacity				
Implementation of the proposed General Plan 2035 could result in demands on local landfills in exceedance of capacity current capacity constraints.	Less Than Significant Impact.	CONSERVATION ELEMENT Goal CSV-13 Policies CSV-13.1 CSV-13.2 CSV-13.3 CSV-13.4 CSV-13.5 CSV-13.6 CSV-13.7	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts related to solid waste disposal services and landfill disposal capacity.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.21.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
ELECTRICITY AND NATURAL GAS				
Electricity				
Implementation of the proposed General Plan 2035 could result in increased demand for electricity provided within the City.	Less Than Significant Impact.	INFRASTRUCTURE ELEMENT Goal INF-1 Policies INF-1.2 INF-1.5 INF-1.7 CONSERVATION ELEMENT Goal CSV-12 Policies CSV-12.1	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Natural Gas				
Implementation of the proposed General Plan 2035 could result in increased demand for natural gas provided within the City.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.22.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.
Cumulative Impacts and Mitigation Measures				
Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to electrical and/or natural gas services and facilities.	Less Than Significant Impact.	Refer to the goals and policies referenced above in this Section 5.22.	No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.	Not Applicable.

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Murrieta

General Plan Update

Section 2.0

Introduction and Purpose

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE OF THE EIR

The *California Environmental Quality Act* (*CEQA*) requires that all State and local agencies consider the environmental consequences of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the environmental effects of a proposed project, possible ways to reduce or avoid the possible environmental damage and identify alternatives to the project. An EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; as well as significant cumulative impacts of all past, present and reasonably anticipated future projects.

The purpose of this Program EIR is to review the existing conditions, analyze potential environmental impacts, identify General Plan 2035 goals and policies that serve as mitigation, and identify additional mitigation measures to reduce potentially significant effects of the proposed General Plan 2035 (proposed project). Additional details and benefits about Program EIRs are explained further in Section 2.3.2.

A key assumption for both the General Plan 2035 and General Plan 2035 EIR is that the goals and policies identified in the General Plan 2035 will be implemented. With that as an underlying assumption, a conservative approach was employed for this Program EIR where goals and policies have been included as mitigation measures, as noted above. This method further ensures the execution of goals and policies to address development-related and environmental impacts associated with growth under the General Plan 2035.

In addition, the EIR documents background information for the General Plan 2035. Each jurisdiction must prepare supporting environmental documentation for goals and policies contained in the General Plan. This information will be adopted as part of the General Plan 2035.

2.2 AUTHORITY

The City of Murrieta is the Lead Agency under *CEQA* and is responsible for preparing the Program EIR for the Murrieta General Plan 2035 (State Clearinghouse No. 20100111084). This Program EIR has been prepared in conformance with *CEQA* (*California Public Resources Code* [PRC] Section 21000 et seq.); *CEQA Guidelines* (*California Code of Regulations* [CCR], *Title 14*, Section 15000 et seq.); and the rules, regulations, and procedures for implementation of *CEQA*, as adopted by the City of Murrieta. The principal *CEQA Guidelines* sections governing

content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports), and Section 15168 (Program EIR).

2.3 APPROACH

State law specifies the basic contents of the General Plan. However, it permits each jurisdiction to use any format deemed appropriate or convenient. General Plans are traditionally organized into a collection of required and optional elements. These elements contain a policy component and supporting documentation. The City of Murrieta intends for the General Plan to be used primarily as a policy document, with supporting documentation for the General Plan to be included in the Program EIR and Technical Appendices.

2.3.1 GENERAL PLAN

Government Code Section 65300 requires that each jurisdiction prepare and adopt a comprehensive, long-term plan for the physical development of the county or city. *Government Code* Section 65302 provides that "the general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals." The General Plan is required to include the following State mandated elements:

- Land Use;
- Circulation;
- Housing;
- Conservation;
- Open Space;
- Noise; and
- Safety,

In order to minimize redundancies or to better address local issues, general plans may merge or consolidate elements. A city or county may adopt other elements not required by law that address the physical development of the city or county. Although these elements are optional, once adopted they become an integral part of the general plan with the same force and effect as the required elements. All general plan elements have equal legal status and no element takes precedence over any other.

The Murrieta General Plan 2035 consists of the following 11 State mandated and optional elements:

- Land Use;
- Economic Development;
- Circulation;

- Infrastructure;
- Healthy Community;
- Conservation;
- Recreation and Open Space;
- Air Quality;
- Noise;
- Safety; and
- Housing.

2.3.2 PROGRAM ENVIRONMENTAL IMPACT REPORT AND APPENDICES

The General Plan 2035 Program EIR includes background data and environmental analysis, and the Technical Appendices includes technical reports on specific topics such as traffic, air quality, and noise.

Both the *Public Resource Code* and the *CEQA Guidelines* discuss the use of "tiering" environmental impact reports by lead agencies. *Public Resources Code* Section 21068.5 defines "tiering" as:

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

The Murrieta General Plan 2035 Program EIR is intended to serve as a Program EIR or "first tier EIR." *CEQA Guidelines* Section 15168 states that a Program EIR can be prepared in connection with the *"issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program."* The Program EIR has been prepared for the General Plan 2035.

CEQA Guidelines Section 15168 (a) states that a Program EIR is appropriate for evaluating *". . . a series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways."*

According to *CEQA Guidelines* Section 15168 (b), the advantages of a Program EIR include the following: 1) provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; 2) ensure consideration of cumulative

impacts that might be slighted in a case-by-case analysis; 3) avoid duplicative reconsideration of basic policy considerations; 4) allow the Lead Agency to consider broad policy alternatives with program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and 5) allow reduction in paperwork.

Subsequent development projects proposed within the City must be reviewed in the context of this Program EIR to determine if additional environmental documentation is required. If the subsequent project would have environmental effects not addressed in the Program EIR, additional environmental review will be required. Where no new effects and no new mitigation measures are involved, the subsequent project can be approved without additional environmental documentation. Where an EIR is required for a subsequent project, the EIR should implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site-specific issues not previously addressed.

2.4 COMPLIANCE WITH CEQA

2.4.1 EIR SCOPING PROCESS

In compliance with the *CEQA Guidelines*, the City of Murrieta has maximized opportunities for the public to participate in the environmental review process. During preparation of the General Plan 2035 Program EIR, efforts were made to contact various Federal, State, regional and local government agencies and other interested parties to solicit comments on the proposed project.

Due to the decision to prepare a Program Environmental Impact Report, an Initial Study Environmental Checklist was not prepared. This option is permitted under *CEQA Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.

The Program EIR will focus on the following environmental issues:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing

- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems

NOTICE OF PREPARATION

Pursuant to the provision of *CEQA Guidelines* Section 15082, as amended, the City of Murrieta circulated a Notice of Preparation (NOP) to public agencies, special districts and members of the public who had requested such notice for a 30-day period, beginning November 22, 2010 and ending December 21, 2010. The purpose of the NOP was to formally announce that the City is preparing a Draft Program EIR for the City of Murrieta General Plan 2035, and that as Lead Agency, was soliciting input regarding the scope and content of the environmental information to be included in the General Plan 2035 Program EIR. An Initial Study Checklist was not circulated with the NOP. The NOP is provided in Appendix A.

NOP AND SCOPING RESULTS

The City of Murrieta received NOP comments from the following individuals, groups, and agencies:

- California Emergency Management Agency (Cal EMA)
- Citizens for Quality Life in Murrieta (CQLM)
- City of Menifee
- County of Riverside Transportation and Land Management Agency
- Department of Toxic Substances Control (DTSC)
- Jim Kelly, Murrieta Property Owner
- Johnson & Sedlack Attorney at Law
- MaryAnn Shushan Miller, Murrieta Resident
- Pechanga Cultural Resources
- Regional Conservation Authority (RCA)
- Riverside County Flood Control and Water Conservation District
- Riverside Transit Agency (RTA)
- Robert D. Wheeler, Ph.D, Murrieta Resident
- Santa Margarita Group/Sierra Club
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit
- United States Department of the Interior Fish and Wildlife Service

The specific environmental concerns outlined below in *Table 2.1*, *NOP Comments* were raised in responses to the NOP for the proposed General Plan 2035. The table briefly summarizes the comment(s), the relevant EIR section where the topic is addressed, topics that are relevant to be addressed in the Program EIR, and topics that are relevant to the addressed in the General Plan 2035. All NOP comment letters are provided in Appendix B.

Table 2.1
NOP Comments

Individual, Group or Agency	Comment	EIR Section[1]	General Plan 2035[2]
California Emergency Management Agency (Cal EMA)	Examine the sections of state planning law that involve potential hazards the City may face and determine if there are hazard issues within the community which the GP should address.	Not Applicable to EIR	X
Citizen for Quality Life in Murrieta (CQLM)	Include the draft policies and goals for the Los Alamos Hills Specific Plan.	Not Applicable to EIR	X
	Remove two very high density projects within the community and from the Housing Element, General Plan Update, and EIR.	Not Applicable to EIR	X
	Analyze how the City's growth would affect the provision of water and sewer services, change traffic patterns and safety, Police and Fire response times, pedestrian and trail safety, air quality impacts, and the provision of public open space versus private property rights in the Los Alamos Hills area.	Section 5.1, Land Use Section 5.2, Population, Employment, and Housing Section 5.4, Traffic and Circulation Section 5.5, Air Quality Section 5.8, Geology and Seismic Hazards Section 5.13, Hydrology, Drainage, and Water Quality Section 5.14, Hazards and Hazardous Materials, Section 5.15, Water Supply Section 5.16, Wastewater Section 5.17, Fire Protection Section 5.18, Police Protection Section 5.20, Parks and Recreational Facilities	
	Analyze the financial impacts of implementing the goals and policies of the General Plan on a neighborhood-by-neighborhood basis, including Los Alamos Hills.	Not Applicable to EIR	X
	Evaluate all possible funding tools and mechanisms legally available to the City and each neighborhood which might help mitigate the financial burden resulting from implementation of the General Plan 2035.	Not Applicable to EIR	X
	There should be goals and policies to encourage City staff to actively pursue all Federal, State, and County grant opportunities as well as other funding sources.	Not Applicable to EIR	X
City of Menifee	Potential impacts to regional transportation corridors within the project vicinity, specifically possible impacts to the interchanges along Interstate 215. The DEIR should identify mitigation measures for impacts to regional transportation corridors.	Section 5.4, Traffic and Circulation	

Table 2.1 [continued]
NOP Comments

Individual, Group or Agency	Comment	EIR Section[1]	General Plan 2035[2]
County of Riverside Transportation and Land Management Agency	Traffic study to address potential impacts and mitigation measures on all roadways in the County General Plan that might be affected.	Section 5.4, Traffic and Circulation	
	If a modeling process is to be used, model inputs and assumptions should be thoroughly documented. The recently developed RIVTAM is the suggested model.	Section 5.4, Traffic and Circulation	
Department of Toxic Substances Control (DTSC)	Evaluate whether conditions within the project area may pose a threat to human health or environment.	Section 5.14, Hazards and Hazardous Materials	
	Identify the mechanism to initiate any required investigations and/or remediation for any site that may be contaminated. If necessary, DTSC would require an oversight agreement in order to review.	Section 5.14, Hazards and Hazardous Materials	
	Environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan and the findings should be summarized.	Section 5.14, *Hazards and Hazardous Materials*	
	If any demolition, an investigation should be conducted for the presence of other hazardous materials. If other hazardous materials are identified, proper precautions should be taken during demolition activities and contaminants should be remediated in compliance with California environmental regulations and policies.	Section 5.14, Hazards and Hazardous Materials	
	If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils.	Section 5.14, Hazards and Hazardous Materials	
	Human health and the environment of sensitive receptors should be protected during any construction or demolition.	Section 5.14, Hazards and Hazardous Materials	
	If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law and Hazardous Waste Control Regulations.	Section 5.14, Hazards and Hazardous Materials	
Jim Kelly, Murrieta Property Owner	Remove two very high density projects within the community and from the Housing Element, General Plan 2035 and EIR.	Not Applicable to EIR	X
Johnson & Sedlack Attorney at Law (on behalf of the Elsinore Murrieta Anza Resource Conservation District and Sierra Club	Provide a range of alternatives. Concerned with changes to the implementation of the MSHCP as well as maintaining connectivity of natural areas.	Section 6.0, Alternatives	
	Include a climate action plan.	Section 5.5, Air Quality Section 5.6, Greenhouse Gas Emissions	X
	Do not just consider the "natural beauty" of natural areas but also their functionality for wildlife, wildlife corridors and functional riparian areas. Discuss plans for recharge of aquifers and methods of preventing overdraft of existing aquifers.	Section 5.3, Aesthetics Section 5.10, Biological Resources Section 5.13, Hydrology, Drainage, and Water Quality.	
	Evaluate the health effects of diesel particulates.	Section 5.5, Air Quality	
	Evaluate policies designed to ensure that there will be adequate funding for development of transportation resources.	Not Applicable to EIR	X

Table 2.1 [continued]
NOP Comments

Individual, Group or Agency	Comment	EIR Section[1]	General Plan 2035[2]
	Provide policies to ensure noise emissions, including during construction, do not exceed thresholds.	Not Applicable to EIR	X
MaryAnn Shushan Miller, Murrieta Resident	Analysis of impacts for the MSHCP, RCA report on conservation, affordable housing.	Not Applicable to EIR	X
	Analysis of Los Alamos Hills Specific Plan	Not Applicable to EIR	X
Pechanga Cultural Resources	Must include involvement of and consultation with the Pechanga Tribe. Cultural resources should be evaluated in the DEIR.	Section 5.9, Cultural Resources	
Regional Conservation Authority (RCA)	City will need to ensure the DEIR is consistent with the MSHCP, including Reserve Assembly and special survey requirements. Land designations shown on Exhibit 2 of the General Plan 2035 Focus Areas included with the NOP should not conflict with the Reserve Assembly Goals of the MSHCP. City should be aware that Proposed Constrained Linkage 16 is located within areas designated as Professional and Office on Exhibit 2.	Section 5.9, Cultural Resources Section 5.10, Biological Resources	
Riverside County Flood Control and Water Conservation District	The DEIR should fully evaluate any potential impacts to proposed MDP facilities.	Section 5.8, Geology and Seismic Hazards Section 5.13, Hydrology, Drainage, and Water Quality.	
Riverside Transit Agency (RTA)	Allow bus stops the proper space for buses to board and align passengers.	Section 5.4, Traffic and Circulation	X
	Assure streets are constructed to accommodate buses.	Section 5.4, Traffic and Circulation	X
	Construct sidewalks that are ADA compliant.	Section 5.4, Traffic and Circulation	X
	Include installation of bus stop amenities at waiting locations such as shelters, benches, and trash receptacles.	Section 5.4, Traffic and Circulation	X
	Provide right-of-way for pedestrian connectivity for easy access to stops and mobility throughout.	Section 5.4, Traffic and Circulation	X
Robert Wheeler, Ph.D, Murrieta Resident	MSHCP process.	Not Applicable to EIR	X
	Water quality and supply concerns.	Section 5.13, Hydrology, Drainage, and Water Quality Section 5.15, Water Supply Section 5.16, Wastewater	
Santa Margarita Group/Sierra Club	Incorporate the recommendations made in the County City Arroyo Committee report of 2006 to ensure water quality and preservation of waterways.	Section 5.13, Hydrology, Drainage, and Water Quality Section 5.15, Water Supply Section 5.16, Wastewater	X
	City creates a comprehensive map of the City's watercourses that would include the owners, conservations efforts and managers.	Not Applicable to EIR	X
	City develops methods to steward and protect these stretches so that HOAs, landowners, groups, and youth can participate and become educated in preserving these watercourses.	Not Applicable to EIR	X

Table 2.1 [continued]
NOP Comments

Individual, Group or Agency	Comment	EIR Section[1]	General Plan 2035[2]
South Coast Air Quality Management District	Identify any potential adverse air quality impacts (construction and operations) that could occur from all phases of the project and all air pollutant sources related to the project. Quantify PM 2.5 emissions and compare the results to the recommended PM 2.5 significance thresholds. Analyze regional air quality impacts. Calculate localized air quality impacts and compare to results to LSTs. Perform a mobile source health risk assessment. Identify possible mitigation measures.	Section 5.5, Air Quality	
Southern California Association of Governments (SCAG)	The proposed project is regionally significant. Use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in table format. Use the SCAG List of Mitigation Measures extracted from the RTP.	Section 5.1, Land Use Section 5.2, Population, Employment, and Housing Section 5.4, Traffic and Circulation Section 5.5, Air Quality	
United States Department of the Interior Fish and Wildlife Service	The MSHCP Guidelines Pertaining to the Urban Wildlands Interface require that the quantity and quality of runoff discharged to the MSHCP Conservation Area not be altered in an adverse way when compared with existing conditions. DEIR to address any potential effects from land use changes under the proposed General Plan 2035 to the quantity and quality of surface water available to Warm Springs and Murrieta Creeks.	Section 5.1, Land Use Section 5.10, Biological Resources Section 5.13, Hydrology, Drainage, and Water Quality Section 5.15, Water Supply Section 5.16, Wastewater	

1 = The EIR section in which the analysis is provided.
2 = The comment is relevant for the General Plan 2035, not the General Plan 2035 EIR.

2.4.2 PUBLIC REVIEW OF DRAFT EIR

The Draft EIR is subject to a 45-day review period by responsible and trustee agencies and interested parties. In accordance with the provisions of *CEQA Guideline* Sections 15085(a) and 15087(a)(1), the City of Murrieta, serving as the Lead Agency, has 1) published a Notice of Availability (NOA) to the public of a Draft EIR and 2) prepared and transmitted a Notice of Completion (NOC) to the California State Clearinghouse. Proof of publication is available at the City of Murrieta.

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the Lead Agency at the address on the NOC prior to the end of the public review period. The Lead Agency will evaluate and prepare responses to all written comments received from both citizens and public agencies during the public review period.

2.4.3 FINAL EIR

The Final EIR will consist of the Draft EIR, revisions to the Draft EIR, comments received in the review process, a list of persons commenting and responses to comments. After the Final EIR is completed, and at least 10 days prior to the certification hearing, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies.

2.5 INTENDED USES OF THIS EIR

The City of Murrieta, as the Lead Agency for this project, will use this Program EIR in consideration of the proposed General Plan 2035. This document will provide environmental information to several other agencies affected by the project, or which are likely to have an interest in the project.

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, as amended, Responsible Agencies and Trustee Agencies are respectively defined as follows:

> *"Responsible Agency" means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term "responsible agency" includes all public agencies other than the Lead Agency, which have discretionary approval power over the project. (Section 15381)*
>
> *"Trustee Agency" means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include; The California Department of Fish and Game, The State Lands Commission; The State Department of Parks and Recreation and The University of California with regard to sites within the Natural Land and Water Reserves System. (Section 15386)*

Various State and Federal agencies exercise control over certain aspects of the City and the Sphere of Influence. The various public, private, and political agencies and jurisdictions with particular interest in the proposed project include, but are not limited to the following:

- Adelphia Cable
- Audubon Society
- Building Industry Association
- Cahuilla Band of Indians

- California Air Resources Board (CARB)
- California Department of Conservation
- California Department of Fish and Game (CDFG)
- California Department of Transportation (Caltrans) District 8
- California Department of Toxic Substances Control (DTSC)
- California Highway Patrol (CHP)
- California Environmental Protection Agency (CalEPA)
- California Regional Water Quality Control Board (CRWQB)
- Cal-Tech/Mount Palomar Observatory
- City of Murrieta Fire Department (CMFD)
- City of Murrieta Police Department (CMPD)
- City of Lake Elsinore
- City of Menifee
- City of Temecula
- City of Wildomar
- Department of Toxic Substances Control (DTSC)
- Eastern Information Center Anthropology Department, University of California
- Eastern Municipal Water District (EMWD)
- Elsinore-Murrieta-Anza Resource Conservation District
- Elsinore Valley Municipal Water District (EVMWD)
- Endangered Habitats League
- Los Alamos Neighborhood Association
- Menifee Unified School District (MUSD)
- Menifee Valley Un-inc. Community
- Metropolitan Water District of Southern California (MWD)
- Murrieta Valley Unified School District (MVUSD)
- Pechanga Band of Luiseno Indians
- Rancho California Water District (RCWD)
- Riverside County Airport Land Use Commission
- Riverside County Department of Environmental Health
- Riverside County Flood Control District
- Riverside County Planning Department
- Riverside County Transportation Commission
- Riverside County Transportation Department (RCTD)
- Riverside Transit Agency (RTA)
- San Bernardino County Museum

- Soboba Indian Reservation
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- Southern California Association of Governments Riverside County Regional Office;
- Southern California Edison (SCE)
- Southern California Gas Company (SCG)
- State Clearinghouse Office of Planning & Research;
- United Murrieta Neighborhoods
- Union for a River Greenbelt Environment
- U.S. Department of the Army Corps of Engineers (ACOE)
- U.S. Fish & Wildlife Service (USFWS)
- U.S. Postal Service
- U.S. Environmental Protection Agency (U.S. EPA
- Verizon of California
- Waste Management of Inland Valley
- Western Municipal Water District (WMWD)
- Western Riverside Council of Governments

Some of the Federal, State or regional agencies listed above may be Responsible or Trustee Agencies, and may use this EIR in their decision-making process or for informational purposes include.

2.6 FORMAT OF THE PROGRAM EIR

Section 1.0, Executive Summary, provides a brief project description and summary of the environmental impacts and mitigation measures and alternatives.

Section 2.0, Introduction and Purpose, provides an overview of the proposed Murrieta General Plan 2035 and the scope, use and approach of the Program EIR, including CEQA compliance information.

Section 3.0, Project Description, provides a detailed project description of the General Plan 2035. This section describes the environmental setting and defines the project.

Section 4.0, Basis of Cumulative Analysis, describes the approach and methodology for the cumulative analysis.

Section 5.0, Environmental Analysis, evaluates the impacts associated with implementation of the proposed General Plan 2035. This section contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts for a number of environmental topic areas. Mitigation measures that are incorporated into the General Plan 2035 in the form of goals and policies are described and additional mitigation measures, which may be required to mitigate project impacts, are recommended.

Section 6.0, Alternatives, describes a reasonable range of alternatives to the project that could avoid or substantially lessen the significant impact of the project and still feasibly attain the basic project objectives.

Section 7.0, Other CEQA Considerations, discusses growth-inducing impacts associated with the proposed project; significant environmental changes that would be involved with the proposed project, should it be implemented; significant irreversible environmental changes that would be involved with the proposed project, should it be implemented; and energy efficiency pursuant to *CEQA Guidelines* Appendix F.

Section 8.0, Effects Found Not To Be Significant, provides an explanation of potential impacts that have been determined not to be significant.

Section 9.0, Significant Environmental Effects Which Cannot Be Avoided if the Proposed Action is Implemented, describes those impacts that remain significant and unavoidable following mitigation.

Section 10.0, References, lists the organizations and individuals contacted during the preparation of the General Plan 2035 Program EIR, report preparation personnel and a list of reference materials.

Section 11.0, Mitigation Monitoring Program, identifies responsibilities for monitoring mitigation.

Section 12.0, Comments and Responses, includes both the comment letters, and list of commentors, and responses to comments, as well as a comprehensive list of errata and changes incorporated into the Final General Plan and EIR.

The following Appendices contain the technical documentation for the General Plan 2035 and General Plan 2035 EIR:

Appendix A: Notice of Preparation
Appendix B: Notice of Preparation Comments
Appendix C: Traffic Impact Analysis
Appendix D: Air Quality Data

Appendix E: Noise Data
Appendix F: Public Service/Utility Correspondence
Appendix G: Seismic & Geologic Hazards Existing Conditions Report
Appendix H: Biological Resources Existing Conditions Report
Appendix I: Cultural Resources Existing Conditions Report
Appendix J: Riverside County Planning Department – Permitted Surface Mines
Appendix K: Parks & Open Space Available on School Sites
Appendix L: Eastern Municipal Water District Reference Materials
Appendix L1: 2005 Urban Water Management Plan
Appendix M: Elsinore Valley Municipal Water District Reference Materials
Appendix M1: 2005 Urban Water Management Plan
Appendix M2: Regional Recycled Water Project Facilities Report – 2006
Appendix M3: Water Distribution System Master Plan – 2008
Appendix M4: Sewer System Management Plan – 2008
Appendix N: Rancho California Water District Reference Materials
Appendix N1: 2005 Urban Water Management Plan
Appendix N2: Addendum to 2005 Urban Water Management Plan
Appendix N3: Water Facilities Master Plan Update – 2005
Appendix N4: Sewer System Management Plan – 2008
Appendix N5: Wastewater Facilities Master Plan – 2005
Appendix O: Western Municipal Water District Reference Materials
Appendix O1: 2005 Urban Water Management Plan
Appendix O2: Master Water Planned Facilities – 2008
Appendix P: Climate Action Plan
Appendix Q: Murrieta Office & Industrial Data Review Report
Appendix R: Murrieta Economic Trends & Conditions Report
Appendix S: Fiscal Analysis
Appendix T: Murrieta General Plan Update Retail Land Use Market Analysis

2.7 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15148, which encourages "incorporation by reference" as a means of reducing redundancy and length of environmental reports. The following documents, which are available for public review at the City of Murrieta, Community Development Department, located at One Town Square, 24601 Jefferson Avenue, Murrieta, California 90622 are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for each section of this EIR. A brief synopsis of the scope and content of these documents are provided below.

- ***City of Murrieta Municipal Code* (Municipal Code), 1995.** The *City of Murrieta Municipal Code* consists of all the regulatory, penal, and administrative ordinances of the City of Murrieta. It is the method the City uses to implement control of land uses, in accordance with Murrieta General Plan goals and policies. Murrieta's Zoning law is found in Title 16, Development Code, of the City of Murrieta Municipal Code. The City of Murrieta Zoning Code carries out the policies of the Murrieta General Plan by regulating development and land uses within the City, consistent with the General Plan. The Murrieta Zoning Code was adopted to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the City's residents and businesses. Implementation of General Plan 2035 will include necessary amendments to the Murrieta Municipal Code to maintain consistency as required by State law.

- ***City of Murrieta Official General Plan/Zoning Map,* Adopted July 20, 1999; Amended February 7, 2006.** The General Plan/Zoning Map was used to identify the zoning of the properties within the City.

- ***Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP),* Adopted June 17, 2003.** On June 17, 2003, the Riverside County Board of Supervisors approved Resolution 2003-299, which certified the MSHCP Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS), approved the MSHCP, and approved the Implementing Agreement for the MSHCP.

  The MSHCP is a multi-jurisdictional habitat conservation plan focusing on the conservation of both sensitive species and their associated habitats to address biological diversity and conservation needs in Western Riverside County, which would set aside significant areas of undisturbed land for the conservation of habitat while preserving open space and recreational opportunities. The MSHCP boundaries (or MSHCP Plan Area) encompass approximately 1,966 square miles consisting of approximately 842,500 acres of unincorporated County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as approximately 372,700 acres within the jurisdictional areas of the following incorporated cities: Banning, Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, and Temecula.

  The MSHCP establishes a framework for compliance with State and Federal endangered species regulations while accommodating future growth in Western Riverside County, including issuance of "Take" permits for certain species pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act and Section 2800 et seq. of the *California Fish and Game Code*.

  The MSHCP provides for the creation of a Conservation Area that protects and manages 500,000 acres of habitat for Covered Species (146 species). The 500,000 acres comprises of 347,000 acres of Public/Quasi-Public Lands and approximately 153,000 acres of Additional Reserve Lands. Of the 153,000 acres, Local Permitees will be responsible for

contributing approximately 97,000 acres of privately owned land, and the State and Federal contribution will be 56,000 acres. As part of the local mitigation component, 41,000 of the 97,000 acres conserved would accrue through the implementation of developer incentives and onsite set asides accomplished through the development review process. The precise boundaries of the proposed 153,000-acre reserve are not specifically identified in the MSHCP. Rather, the proposed reserve will be assembled pursuant to written criteria that describe a possible design for the 153,000-acre reserve to be established within a larger area, which is called the "Criteria Area." The conservation of 153,000 acres is anticipated to occur over the first 25 years of the program and when completed, must be in a configuration to, and include the vegetation communities that, provide for the conservation of Covered Species. Covered Activities would include, but are not limited to, public and private development (within the Plan Area) that require a discretionary and certain ministerial action by a Permittee subject to consistency with MSHCP policies, maintenance of and safety improvements on existing roads, the Circulation Elements of the Permittees, maintenance and construction of flood control facilities, single-family homes on existing legal parcels with the Criteria Area, up to 10,000 new acres of agricultural activity within the Criteria Area, and compatible uses in the Conservation Area. The MSHCP makes a provision for the inclusion of special districts and other nonpermittee entities in the permit with a certificate of inclusion.

- ***Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Final Environmental Impact Report/Environmental Impact Statement.* Adopted June 17, 2003.** On June 17, 2003, the Riverside County Board of Supervisors approved Resolution No. 2003-299, which certified the MSHCP Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS), approved the MSHCP (Proposed Action), and approved the Implementing Agreement for the MSHCP. As part of Resolution No. 2003-299, the Board of Supervisors adopted environmental findings and a Statement of Overriding Considerations.

  The EIS/EIS reviewed the Proposed Action – MSHCP and four alternatives: 1) Listed, Proposed, and Strong Candidate Species Alternative; 2) Listed and Proposed Species Alternative, 3) Existing Reserves Alternatives, and 4) No Project/No MSHCP Alternative. The following topical areas were reviewed in the EIR/EIS: Biological Resources; Agricultural and Extractive Resources; Population, Employment, and Housing; Public Services (Fire Protection and Parks); and Transportation and Circulation.

  The impact conclusions for the Proposed Action/Proposed MSHCP from the EIR/EIS (Table ES-8) are provided below. All impacts were concluded to be less than significant, except for the following three significant and unavoidable impacts:

  1) Sensitive Upland (chapparal, coastal sage scrub, desert scrub, grasslands, Riversidean alluvial fan sage scrub)

2) Non-Covered Species

3) Existing population and housing projections are substantially exceeded

Impact Category and Issue	Summary of Significance of Impacts After Incorporation of Mitigation Measures
Biology	
Sensitive Natural Vegetation Communities	
Sensitive Upland (chapparal, coastal sage scrub, desert scrub, grasslands, Riversidean alluvial fan sage scrub)	*Significant and unavoidable*
Wetland Communities (meadows and marshes, playas and vernal pools, water and riparian scrub/woodland/forest)	Less than significant
Forest Communities (montane coniferous forest, peninsular juniper woodland and scrub, woodlands and forest)	Less than significant
Listed Covered Species	Less than significant
Non-Listed Covered Species	Less than significant
Non-Covered Species	*Significant and unavoidable*
Cores and Linkages	Less than significant
Relationship to Adopted or Approved HCPs and NCCPs	Less than significant
Edge Effects	Less than significant
Agricultural and Extractive Resources	
Agriculture	
Conflict with existing agricultural designations for land within the MSHCP Plan Area or a Williamson Act contract.	Less than significant[1]
Result in the conversion of Prime, Unique, or Statewide Important farmland (collectively, "Designated Farmland") as shown on maps prepared by the Farmland Mapping and Monitoring Program, to non-agricultural uses.	Less than significant
Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Designated Farmland to non-agricultural use.	Less than significant
Mineral Resources	
Results in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State.	Less than significant
Results in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	Less than significant
Directly conflicts or results in land use incompatibility with adjacent existing and planned land uses or with the environmental goals of the general plans and community plans of the jurisdictions participating in the proposes MSHCP.	Less than significant
Population, Housing, and Employment	
Existing population and housing projections are substantially exceeded.	*Significant and unavoidable*
Displaces substantial numbers of residential units, requiring the construction of replacement housing elsewhere.	Less than significant
Displaces substantial numbers of persons, necessitating the construction of replacement housing.	Less than significant

Impact Category and Issue	Summary of Significance of Impacts After Incorporation of Mitigation Measures
Exacerbates the jobs-to-housing imbalance in western Riverside County or the Cities of western Riverside County.	Less than significant
Public Services (Fire Protection and Parks)	
Results in relocation or deletion of existing or planned fire protection facilities, adversely affecting the ability of local jurisdictions to provide fire protection in an adequate manner.	Less than significant
Results in the relocation or deletion of existing or planned park facilities, adversely affecting the ability of local jurisdictions to provide park facilities in an adequate manner.	Less than significant
Transportation and Circulation	
Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)	Less than significant
Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways	Less than significant
Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Less than significant
Result in inadequate emergency access	Less than significant
Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)	Less than significant
1. If Section 7.3.3 of the MSHCP is implemented, conversion of natural lands to agricultural use, as defined and outlined in those sections of the MSHCP, will be allowed as a covered activity within the Criteria Area, up to an established threshold of 10,000 acres over the life of the plan (the "New Agricultural Lands Cap"). If Section 7.3.3 of the MSHCP is not implemented, then there would be a significant unavoidable adverse impact on agricultural lands.	

On September 16, 2003, the City of Murrieta City Council adopted Resolution No. 03-124, which is a resolution of the City Council of the City of Murrieta making responsible agency findings pursuant to the California Environmental Quality Act for the Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan and approving the Western Riverside County Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan and Implementing Agreement, adopting the environmental findings pursuant to the California Environmental Quality Act, and adopting a Statement of Overriding Considerations. With Resolution No. 03-124, the City Council resolved:

A. The Final EIR/EIS prepared for the MSHCP has been received by the city Council and incoporated herein by this reference.

B. The City Council hereby finds and determines that the Final EIR/EIS has been completed incompliance with CEQA and the State CEQA Guidelines and, as the decision-making body for the City of Murrieta, the City Council has review and considered the information

contained in the Final EIR/EIS and related documents in the record and all of the environmental effects of the MSHCP.

C. The City Council concurs with the environmental findings in County Resolution No. 2003-299 and adopts these finding, attached hereto as Exhibit B and incorporated herein by this reference. The City Council also finds that there are no additional feasible mitigation measures or alternatives within its powers that would substantially lessen or avoid any significant effects that the MSHCP would have on the environment.

D. The City Council concurs with the statement of overriding considerations in County Resolution No. 2003-299 and adopts the statement, and finding that the benefits of the MSHCP outweigh the adverse environmental impacts not reduced to below a level of significance.

E. The City Council hereby approves the MSHCP and authorizes the Mayor to execute the Implementing Agreement.

F. The City Council hereby authorizes and directs that a Notice of Determination shall be filed with the Clerk of the County of Riverside within five (5) working days of approval of the Project.

2.8 CEQA DOCUMENT TIERING

Both the *Public Resources Code* and the *CEQA Guidelines* discuss the use of "tiering" environmental impact reports by lead agencies. *Public Resources Code* Section 21068.5 defines "tiering" as:

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

Tiering is a method to streamline EIR preparation by allowing a Lead Agency to focus on the issues that are ripe for decision and exclude from consideration issues already decided or not yet read for decisions (*CEQA Guidelines* Sections 15152 and 15385). The concept of tiering anticipates a multi-tiered approach to preparing EIRs. The first-tier EIR covers general issues in a broader program-oriented analysis, including important program resource and mitigation commitments required to be implemented at the project-level. Subsequent tiers incorporate by reference the general discussions from the broader document, concentrating on the issues specific to the proposed action being evaluated (*CEQA Guidelines* Section 15152).

When an EIR has been prepared and certified for a program or plan consistent with CEQA's tiering requirements, a Lead Agency for a later project pursuant to or consistent with the program or plan should limit the EIR on the later project to effects that were not examined as significant effects on the environment in the prior EIR. In those situations where a programmatic document does not specifically address and analyze the impacts and mitigation measures necessary for a project-level action, the project-level environmental review can be streamlined by tiering from the program-level documents. Agencies are encouraged to tier their CEQA analysis to avoid repetition of issues and to focus on the issues for decision at each level of review. Subsequent CEQA compliance involves either the preparation of an EIR or Negative Declaration.

For purposes of tiering, significant environmental effects have been "adequately addressed" in the first-tier document if the Lead Agency determines that the significant environmental effects:

- Have been mitigated or avoided as a result of the prior EIR and adopted findings in connection with that prior EIR

- Have been examined at a sufficient detail in the prior EIR to enable those effects to be mitigated or avoided by site-specific revisions, the imposition of conditions, or by other means with the approval of the later project; and

- Cannot be mitigated to avoid or substantially lessen the significant impacts despite the project proponent's willingness to accept all feasible mitigation measures, and the only purpose of including analysis of such effects in another EIR would be to put the agency in a position to adopt a statement of overriding considerations with respect to the effects.

In the case of this proposed project (General Plan 2035), a Final EIR/EIS was certified for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) in June 2003. The Final EIR/EIS analyzed the impacts associated with adopting the MSCHP, including the issuance of "Take" permits for certain species pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act and Section 2800 et seq. of the *California Fish and Game Code*. The MSCHP was previously described in Section 2.7, Incorporation by Reference, as were the five CEQA/NEPA (National Environmental Policy Act) topical areas reviewed in the Final EIR/EIS.

The Western Riverside County Multiple Species Habitat Conservation Plan Final EIR/EIS is considered a first-tier EIR. The EIR for this proposed project (General Plan 2035) is considered a second-tier EIR for the topic of biological resources. The analysis in this EIR has: 1) incorporated by reference the Western Riverside County Multiple Species Habitat Conservation Plan Final EIR/EIS and 2) will tier the analysis in this EIR to focus on impacts within the City of Murrieta not previously analyzed in the Final EIR/EIS.

This second-tier EIR for the topic of biological resources will be used by the Lead Agency (City) to evaluate the proposed General Plan 2035's environmental impacts, and can be further used to modify, approve, or deny the approval of the proposed General Plan 2035 based on the analysis it provides.

the future of southern california

Murrieta

General Plan Update

Section 3.0

Project Description

3.0 PROJECT DESCRIPTION

3.1 ENVIRONMENTAL LOCATION AND SETTING

The City of Murrieta is located in southeastern Riverside County, and is comprised of 26,852 acres (41.96 square miles) of which 21,511 acres (33.61 square miles) is located within the City limits and 5,341 acres (8.34 square miles) is located within the City's Sphere of Influence. Surrounding cities include Menifee to the north, Temecula to the south and east, Wildomar to the west, and unincorporated Riverside County to the north, south, and east. The San Diego County border is just south of Temecula, and Orange County lies on the other side of the Santa Ana Mountains to the west. Regional access to the City is provided by the Interstates 15 and 215; refer to *Exhibit 3-1*, *Regional Location Map*.

3.2 BACKGROUND

The City's existing General Plan (1994, 2006 amendments) consists of the following eight State mandated and optional elements:

- Land Use
- Housing
- Circulation
- Conservation and Open Space
- Safety
- Noise
- Air Quality
- Economic Development

Murrieta has changed significantly since its first General Plan was adopted in 1994. Subsequent updates to the Land Use Element, Circulation, and Economic Development Elements were completed in 2006. The national recession and pause in development pressure has provided an opportunity to realign City policy to prepare for the next period of growth. In 2009, the City of Murrieta initiated a comprehensive update of the General Plan.

ECONOMIC DEVELOPMENT FOUNDATION FOR GENERAL PLAN UPDATE

Prior to commencing the comprehensive update to the City's General Plan, the City Council undertook a number of steps that lead to Council's determination that economic development is the City's number one priority and how that priority would serve as the foundation for the General Plan Update.

February 2008

The City Council authorized a sub-committee of the Council, comprised of two Council members, to evaluate a land use strategy benefiting the City's economic future. The Land Use Sub-Committee's directive was to meet with staff (City Manager, Planning Director, and Economic Development Director) to discuss the City's long-term economic opportunities, to determine if land uses and development standards should be amended to meet the City's economic objectives for the generation of revenue and the promotion of jobs.

October 2008

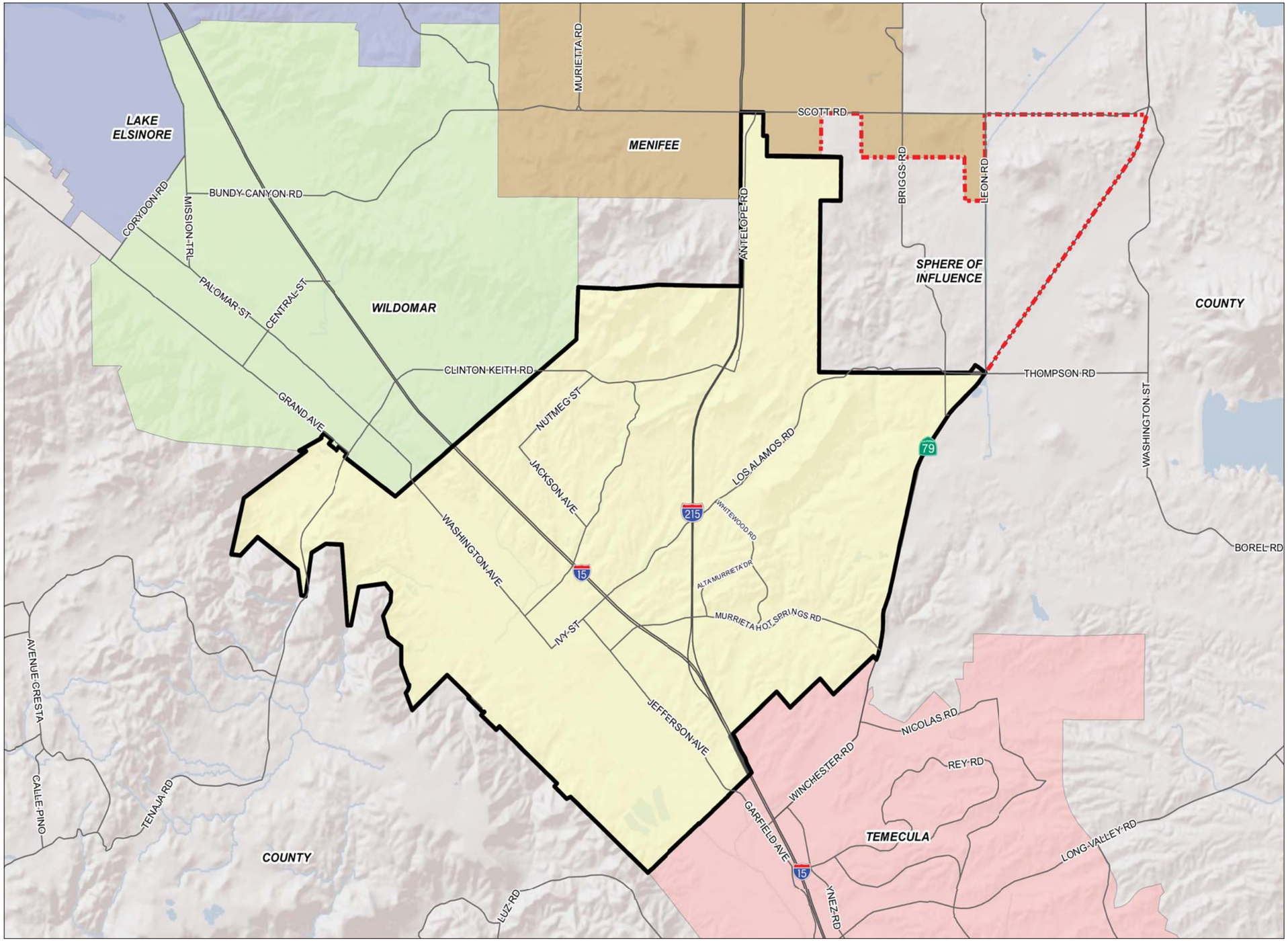
The City Council put in place Murrieta's first Comprehensive Economic Development Strategy (refer to Appendix U), which established economic development as the City Council's number one priority. The strategy is intended to diversify the City's economic base through three key purposes: 1) to serve as a roadmap for public and private actions to stimulate economic development, 2) encourage growth and diversification of the local economy, and 3) to promote the creation of higher pay jobs, income, and wealth in the community. The Strategy articulates a 20-year vision that includes both short-term and long-term actions, along with the following vision statements:

- *Murrieta to become diversified retail, corporate, and business hub for the region, offering high quality development, safe environment, and outstanding quality of life.*

- *Murrieta will become home to technologically advanced firms, higher educational facilities, wide variety of national and upscale retail, sit-down restaurants, quality hotels and new specialty auto dealerships, and a revitalized Historic Downtown.*

December 2008

A City Council workshop was conducted presenting the recommendations of the Land Use Sub-Committee and directed staff to return to the City Council with a work program and budget. The Land Use Sub-Committee determined that as land for office and research and development opportunities becomes saturated in the greater San Diego area, the City of Murrieta will provide the land for the next wave of development expansion. One intent of the general plan update is to place Murrieta in a positive position, so that when economic conditions improve, the City will be prepared to embrace that development expansion. The Land Use Sub-Committee was very sensitive to the desire to have a comprehensive update to the City's General Plan in place for the 2010/11 market. The City's first General Plan was adopted in 1994 and presented a low-intensity suburban vision that is not necessarily consistent with the economic strategy currently contemplated.



LEGEND

Murrieta

Sphere of Influence

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta, and ESRI - World Shaded Relief.

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Regional Location Map

Exhibit 3-1

Back of 11 x 17 Exhibit

The Sub-Committee recommended the primary focus of land use considerations in the General Plan Update be those areas that have the greatest potential to accept the next wave of economic expansion, including 1) Antelope Corridor (primarily east side of I-215 to Meadowlark Lane, and from Scott Road to Clinton Keith Road); 2) South Murrieta Business Corridor (generally from I-15 east to Jefferson Avenue and from Murrieta Hot Springs to the southerly City limits); 3) Murrieta Hot Springs North (generally between I-15 and I-215, between Murrieta Hot Springs and Los Alamos Roads).

April 2009

Staff gave a presentation to the City Council regarding the potential work program for comprehensive update to the General Plan, Zoning, and Development Code. The presentation identified three key questions related to Murrieta's Long-Term Vision: 1) Is it good for the City?, 2) Does it produce jobs?, and 3) Does it generate revenue?

June 2009

The City issued a Request for Proposal (RFP) for the Comprehensive General Plan Update, Redevelopment Area Land Use Analysis and Environmental Impact Report to prospective consultants. Section II of the RFP reiterates the City's focus on economic development for the general plan update.

The Murrieta City Council has designated Economic Development as its Number One Priority. The City has recently established its first Comprehensive Economic Development Strategy, which spells out the City's 20 year vision for Murrieta as a diversified business hub for Southwest Riverside County and neighboring North San Diego County. The Strategy seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth in Murrieta through economic diversification. Murrieta is seeking a full range of quality new development, including retail centers, which are anchored by department stores, national and lifestyle retailers, corporate/technology parks, hotels, and upscale restaurants. Murrieta is promoting itself, on a long term basis, as the home of technogically-advanced firms and higher educational facilities, including healthcare, medical facilities and services, software companies, engineering companies, medical device companies, biotechnology firms, defense contractors, research and development operations, green-tech, and light manufacturing. During the current economic downtown, the City is focused on creating the foundation for its future economic prosperity through public investments in its infrastructure and by adopting General Plan policies and Development Code regulations which promote the development of shovel ready sites.

In conclusion, the City Council established a Comprehensive Economic Development Strategy in October 2008, making economic development of Murrieta the number one priority for the City. The Strategy served as one of the key factors to initiate the comprehensive General Plan Update.

3.3 STATEMENT OF OBJECTIVES

The City of Murrieta's objectives for the General Plan 2035 are as follows:

- Focus policy direction on economic development and establishing the City as a diversified and strong economic base.
- Provide new goals and policies to address future development and growth within the City.
- Provide comprehensive and concise land use designations that better reflect the land use vision for the City.
- Update the City's environmental baseline (i.e., existing) conditions to the year 2009.
- Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential square footage, population, and employment.
- Provide goals and policies to address the connections between health and the physical, social, and economic environment.
- Incorporate sustainability goals and policies to balance current demands with future demands as they pertain to the environment, economy, and social equity.
- Provide a basis for informative decisions when considering the 2035 development associated with implementation of the General Plan 2035 in the City of Murrieta.
- Conform with *CEQA* Section 21000 et seq., which requires that environmental impacts be addressed and mitigated.
- Provide a legally defensible environmental foundation upon which discretionary actions may be evaluated.

3.4 ASSUMPTIONS FOR ENVIRONMENTAL ANALYSIS

The General Plan 2035 EIR analysis is based upon several assumptions regarding existing and future conditions in the City of Murrieta. Unless otherwise stated, the assumptions are identified in *Table 3-1*, *General Plan 2035 Growth Assumptions*.

Table 3-1
General Plan 2035 Growth Assumptions

Description	Existing Conditions (2009)[1]	General Plan 2035 Buildout[1]	Change
Population (persons)	101,253	133,452	32,199
Housing (dwelling units)	33,750	44,484	10,734
Household Size (persons/household)	3.0	3.0	N/A
Non-Residential Development (square feet)	13,978,895	50,189,652	36,210,757
Employment (jobs)	19,878	130,153	110,275
Vacant Acreage (acres)	7,291.23	N/A	N/A
1. The planning horizon for the General Plan 2035 extends from 2009 to 2035.			

3.5 PROJECT CHARACTERISTICS

3.5.1 COMPONENTS OF THE GENERAL PLAN 2035

The General Plan 2035 is a comprehensive update of the 1994 General Plan, which includes an update of existing elements, as well as the addition of two elements. The General Plan 2035 comprises the following State mandated and optional elements: Land Use; Economic Development; Circulation; Healthy Community; Conservation; Recreation and Open Space; Air Quality; Noise; Safety; and Housing (updated and adopted as part of a separate process).

Major components of the General Plan 2035 include:

- Update of existing conditions, with year 2009 serving as the baseline year.
- Update of General Plan development projections to the year 2035. Projections for population, employment, residential, and non-residential development have been updated for the projected horizon year.
- Additions, deletions, or modifications to the 1994 and 2006 General Plan goals, policies, and implementation.
- Update the Land Use Element with reorganized and new land use designations. This includes separating the City's currently combined Land Use and Zoning Map into two separate maps. The General Plan Land Use Policy Map will provide broad land use categories and the Zoning Map, which is being updated separately from the General Plan 2035, will define specific uses and development standards.
- Amendment of the remaining General Plan Elements to reflect current conditions and account for development projections to year 2035.

3.5.2 FOUNDATION FOR THE GENERAL PLAN 2035

Before starting the General Plan 2035, the Murrieta City Council identified economic development as the City's top priority. To support that priority, the City Council established a Comprehensive Development Strategy presenting the 20-year vision that Murrieta will be a diversified business hub for Southwest Riverside County and North San Diego County.

The General Plan 2035 presented an opportunity to get the community involved in setting direction for Murrieta. Workshops, surveys, and other participation opportunities during the planning process prompted community members to articulate their hopes for the future, provide direction on land use, suggest goals, and review draft documents. This community input was translated into the following ten community priorities that describe the vision that members of the public provided for the future of their community, which guided the goals and policies in the General Plan.

Natural Environment	*Protect the natural beauty of the mountains, hills, and waterways.*
Rural Areas	*Preserve elements of Murrieta's rural heritage.*
Community Character	*Protect and foster a strong sense of community and safety, as well as the "small town" feeling.*
Recreation and Culture	*Provide abundant parks and facilities for recreational activities, and cultural amenities.*
Historic Downtown Murrieta	*Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.*
Governance	*Promote community involvement and provide for a fiscally sound future.*
Sustainable Economy	*Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.*
Transportation	*Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.*

Infrastructure and Services	*Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.*
Youth Amenities	*Provide ample activities for all ages of youth, and jobs for teens.*

Natural Environment – Protect the natural beauty of the mountains, hills, and waterways.

Community members value the natural beauty and clean air of Murrieta. They listed mountains, hills, and waterways as treasures, with several calling out the Santa Rosa Plateau in particular. Participants cited open space as a treasure, and participants including youth expressed that natural areas should be retained in the future.

Participants cautioned that preservation would need to be balanced with development and the need to prevent flooding around waterways. Participants also expressed concerns about interference with property rights.

A workshop group that focused on open space and trails cited several benefits of quality of life, property values, sense of community, recreation, and wildlife preservation. This group suggested that connections between open space should be designed to work for people as well as for wildlife, and proposed a park with trails along the river from Wildomar to Temecula; they also suggested removing cement from the riverbed to allow groundwater recharge.

Rural Areas – Preserve elements of Murrieta's rural heritage.

Community members value the small town feel around Murrieta, although they want the preservation of rural areas to be balanced with urban growth. Workshop participants also expressed a need for additional infrastructure in rural areas, such as roads, water, and sewer.

There were several different components of this "small town" character that participants valued. Some wanted a feeling of openness, space, and country landscapes. Others cited the freedom to keep animals, ride horses, and grow food—or to have more privacy.

Residents in the Los Alamos area offered visions for their neighborhood that sought these types of rural elements, as well as large lot sizes and limited regulation, while providing more urban infrastructure.

Other participants suggested maintaining a small town feel by using elements such as split-rail fences, swales instead of curbs, greenways, and trails. One workshop group suggested ensuring compatible land uses near rural and agricultural areas. A survey participant proposed a living farm museum.

Community Character – Protect and foster a strong sense of community and safety, as well as the "small town" feeling.

Community members described Murrieta as safe, and placed importance on keeping it that way. Participants felt that Murrieta was good for families and wanted the community to be a safe, healthy environment for children in the future. Teens strongly valued the safety and sense of community they felt in Murrieta.

Residents expressed that Murrieta had a small town feel and sense of community. They valued community events and considered other people in Murrieta to be an asset.

Participants, including teens, referred to Murrieta as "clean," adding suggestions for more trees or landscaping, and image improvement. Participants expressed a desire for Murrieta to have a distinct identity.

Recreation and Culture – Provide abundant parks and facilities for recreational activities, and cultural amenities.

Many comments related to recreation and culture. Community members value parks and outdoor activities. Suggestions for additional recreational facilities included a dog park, aquatic facility, and a skating rink. One workshop group suggested building a campground and also suggested that volunteers could contribute to recreation, for instance through an "adopt a trail" program.

Participants expressed a need for more dining and night life in Murrieta. Others hoped for more arts and culture events and facilities, such as a concert hall. One workshop group wanted to see cultural amenities that would attract residents aged 18-30.

Historic Downtown Murrieta – Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.

Participants placed importance on Murrieta's historic downtown and Town Center, describing their envisioned downtown as "magical," "bustling," "prosperous," and "vibrant." They valued the historic character of downtown and suggested street lights and windmills as enhancements.

Sustainable Economy – Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.

Community members expressed a desire for economic development that would lead to more jobs, including high-paying jobs and jobs for teens and fully occupied retail centers. Participants hoped to see development in the Golden Triangle. They noticed local signs of the economic downturn, expressing concerns about commercial vacancies, foreclosures, and lower housing

values. However, participants also considered the affordability of housing in Murrieta to be an asset.

To stimulate economic development, workshop groups suggested providing higher education, infrastructure, and incentives, as well as promoting downtown. One group felt that high-speed rail could provide an opportunity. Another group suggested constructing office buildings for large employers. Some areas of growth the groups identified were medical and bio-tech industries, "green" businesses, mixed use, and hotels. Hotel locations were suggested near the Loma Linda University Medical Center and in the Golden Triangle, north of Murrieta Hot Springs Road. Participants saw opportunities for Murrieta due to assets such as freeway access and an educated workforce.

Participants recognized the role of the City and the General Plan in directing land use and growth. They expressed the need to manage growth in order to provide adequate infrastructure and services, or to preserve certain qualities of the community that they value.

Transportation – Improve roadway networks to reduce traffic, and provide a City-wide system of bicycle lanes and recreational trails that improve accessibility without a car.

Transportation systems are important to Murrieta residents to help them reach other regional destinations and to travel within the city. Participants said that Murrieta was conveniently located, but many would rather be able to work, shop, dine, and recreate in Murrieta instead of driving out of town.

Time spent in the car is clearly an issue for Murrieta residents, with many participants citing traffic as a concern, on local streets and freeway interchanges. Even teens brought up traffic as a challenge for the community. As individuals and in groups, participants suggested more connections for Clinton Keith, Diaz, Winchester, Washington, and Ynez, as well as more freeway overpasses and north/south connectivity to Temecula. Participants asked for more roads to be paved.

Community members also hoped to see a City-wide system of bicycle lanes. They sought recreational trails (including equestrian trails) that connect parks and open space, hoping that they could access these amenities without needing to drive. As discussed in the Natural Environment section above, a workshop group proposed a park with trails along the river from Wildomar to Temecula. Another group echoed this group's suggestion of linking trails to Historic Downtown.

Groups discussing transportation also suggested developing other modes of transportation: Safe Routes to School, wheelchair-accessible connectivity, a trolley, golf carts in Historic Downtown, improved bus service, and rail connections to San Diego and Orange County.

Infrastructure and Services – Improve health care within the City, and continue to provide excellent school, police, fire, library and recreation services.

Many participants considered Murrieta's school system to be a community treasure, and hoped it would continue to be strong in the future. They also valued the police and fire departments, recreation services, library and senior center.

Health care was a concern, in particular, hospital services, and participants looked forward to the new Loma Linda University Medical Center. Participants desired more opportunities for higher education. They made suggestions for infrastructure, including facilities for water, sewer, and stormwater. Services suggested by participants included services for the homeless or near-homeless, and animal shelters.

Governance – Promote community involvement and provide for a fiscally sound future.

Participants valued the opportunity to be involved in their community, including the General Plan Update workshops. They expressed concern about interference in Murrieta from special interests or excessive regulation from higher levels of government. Participants hoped for a fiscally sound future for Murrieta. They wanted leaders with vision, a responsive local government, communication with residents, and coordination with neighboring communities.

Youth Amenities – Provide ample activities for all ages of youth, and jobs for teens.

The General Plan Update Team heard directly from youth at Vista Murrieta High School, in a workshop attended by 48 students. These teens valued the schools, parks, programs and activities available in Murrieta, but felt a great need for more options in recreation, night life, and shopping. Teens wanted activities that they could do with their families, as well as with their friends. They also wanted more jobs, and opportunities to be involved in the community.

Teen participants suggested a teen night club, while a group of younger workshop participants asked for a pre-teen dance club. Another popular youth suggestion was a recreation/teen center. Teens also wished for more variety in shopping, and healthier restaurant options.

Suggestions from adults regarding youth included a teen center, activities, sports, mentoring and job skills training.

3.5.3 CONTENTS OF GENERAL PLAN 2035

The General Plan 2035 includes the legally required elements for a General Plan, as well as some optional components that the community feels it is important to address. Once adopted, the optional elements have the same legal status as the mandatory elements. Each chapter of the General Plan has a specific purpose and focus as described below. Together, they present a

consistent policy platform as required by law. No single element or subject supersedes any other, and all are internally consistent.

INTRODUCTION

The Introduction explains the purpose and contents of the General Plan, including how to use the General Plan, its relationship to California law, the planning process that was followed for the General Plan 2035, and the community priorities that shaped the General Plan goals and policies.

VISION

The Vision chapter provides the context for the General Plan, including major policy initiatives behind the General Plan 2035.

LAND USE ELEMENT

The Land Use Element establishes the anticipated patterns of development activity and land use that support, implement, and enhance the City's future vision. The Land Use Element will provide the primary guidance in the way Murrieta develops and redevelops over the next 25 years. It will serve as the City of Murrieta's primary policy guidance tool for land use decision-making and expresses the type, intensity, and general distribution of land uses. Parameters and desired locations for land uses such as residential, commercial, industrial, civic/institutional, parks, and open space are mapped and described.

ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element identifies current economic development conditions and demonstrates how the land use plan will promote business activity and employment growth within the City, consistent with the priorities identified by City leaders and the community. The Economic Development Element establishes goals and policies to promote fiscal stability, expand the City's employment base, and enhance the City's revenues in order to provide quality services to the community.

CIRCULATION ELEMENT

The Circulation Element establishes the plan for mobility and circulation within the City. This Element provides programs and policies to establish a roadway system that adequately accommodates future growth consistent with the Land Use Element. The Circulation Element seeks to provide for a safe, convenient, and efficient transportation system allowing for the movement of people and goods throughout the City and the region. Additionally, the Element supports the vision of the community to improve roadway networks to reduce traffic and provide a system of bicycle lanes and recreational trails that encourage walking and biking. The

Circulation Element includes policies for the safe and efficient management of traffic, provision of transit and other modes of transportation, as well as bicycle, pedestrian, and multi-use trails.

HEALTHY COMMUNITY ELEMENT

The purpose of the Healthy Community Element is to promote the health, safety, and general welfare of Murrieta's residents, workers, and visitors. It highlights the connections between health and the physical, social, and economic environment, and provides an overarching strategy for achieving and maintaining a healthy community. The Element describes the legal and logical basis for creating a Healthy Community Element, identifies key health conditions and determinants in Murrieta, and provides a vision and key concepts for health in Murrieta. Goals and policies promote a healthy community.

CONSERVATION ELEMENT

The Conservation Element provides direction regarding the conservation, development, and utilization of natural and cultural resources. It serves as a guide for the City of Murrieta, its residents, and its businesses to understand what natural or other resources exist in the City, how development impacts these resources, and methods to maintain, preserve, or conserve these resources. The Conservation Element considers the following resources in the natural environment: water; hills and ridges; and mineral, paleontological, and biological resources. It also considers resources within the built environment: urban ecology, farmland, cultural, energy, and solid waste.

RECREATION AND OPEN SPACE ELEMENT

The Recreation and Open Space Element describes the City's parks and open space resources, community and recreation facilities, and recreation programs available to all Murrieta residents. Goals and policies are identified to support park and recreation facilities and programs that meet the needs of the community, including youth and senior programs and facilities. Open space areas and trails that provide opportunities for residents and visitors to enjoy the natural and aesthetic beauty of Murrieta are also supported through the goals and policies. This Element is intended to be used in conjunction with the City of Murrieta Parks and Recreation Master Plan.

AIR QUALITY ELEMENT

Recognizing the importance of air quality associated with the public's health and welfare and that air quality is a regional issue that extends beyond the jurisdictional boundaries of a city, Murrieta has chosen to include Air Quality as an optional Element within its General Plan. The Air Quality Element is intended to establish policy direction and implementation measures that allow the South Coast Air Basin to attain Federal and State air quality standards, as well as to protect Murrieta residents and businesses from the harmful effects of poor air quality. The Element establishes a number of programs to reduce current pollution emissions and to require

new development to include measures to comply with air quality standards. This Element also contains provisions to address new air quality regulations and requirements. The City has also prepared a Climate Action Plan, which addresses global climate change issues and the reduction of greenhouse gas emissions.

NOISE ELEMENT

The Noise Element examines noise sources in the City to identify and assess the potential for noise conflicts and problems, and to identify ways to reduce existing and potential noise impacts. The Element addresses noise that affects the larger community, rather than noise associated with site-specific conditions. Existing and future noise from mobile and stationary sources are considered, as well as the compatibility of land uses and sensitive receptors. The Element identifies projected noise levels and contains goals and policies to maintain noise levels that are compatible with various types of land uses, as well as prevent high noise levels in sensitive areas.

SAFETY ELEMENT

The Safety Element describes hazards that exist in Murrieta and the measures that the City is taking to address them. The Element acknowledges that some naturally occurring hazards may be unavoidable, but their impacts on communities can be reduced through planning and preparation. Thus, the Safety Element addresses geologic, seismic, flood, and fire hazards. This Element also addresses hazards created by human activity: hazardous materials and waste, aircraft hazards, and incidents that call for police protection. The Safety Element describes the City's efforts to prepare for and respond to emergencies.

HOUSING ELEMENT

The Housing Element provides programs and policies that assist the community, region, and State in meeting the goal of providing housing affordable to all socioeconomic segments of the population. The Element addresses citywide housing and population demographics, regional fair-share housing allocations, and implementation strategies to assist the City in providing a full range of housing opportunities. The Housing Element is being updated in a separate process.

3.5.4 CLIMATE ACTION PLAN

California adopted Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, which requires California to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State commitment to reduce GHGs. As part of the General Plan 2035 process, the City also decided to undertake development of its first Climate Action Plan (CAP). Development of the CAP occurred simultaneously with the General

Plan 2035 to ensure that the CAP was synchronized with the direction of the Plan. The CAP is an important implementing action of the Plan that must reflect and be consistent with the overall goals of the General Plan 2035.

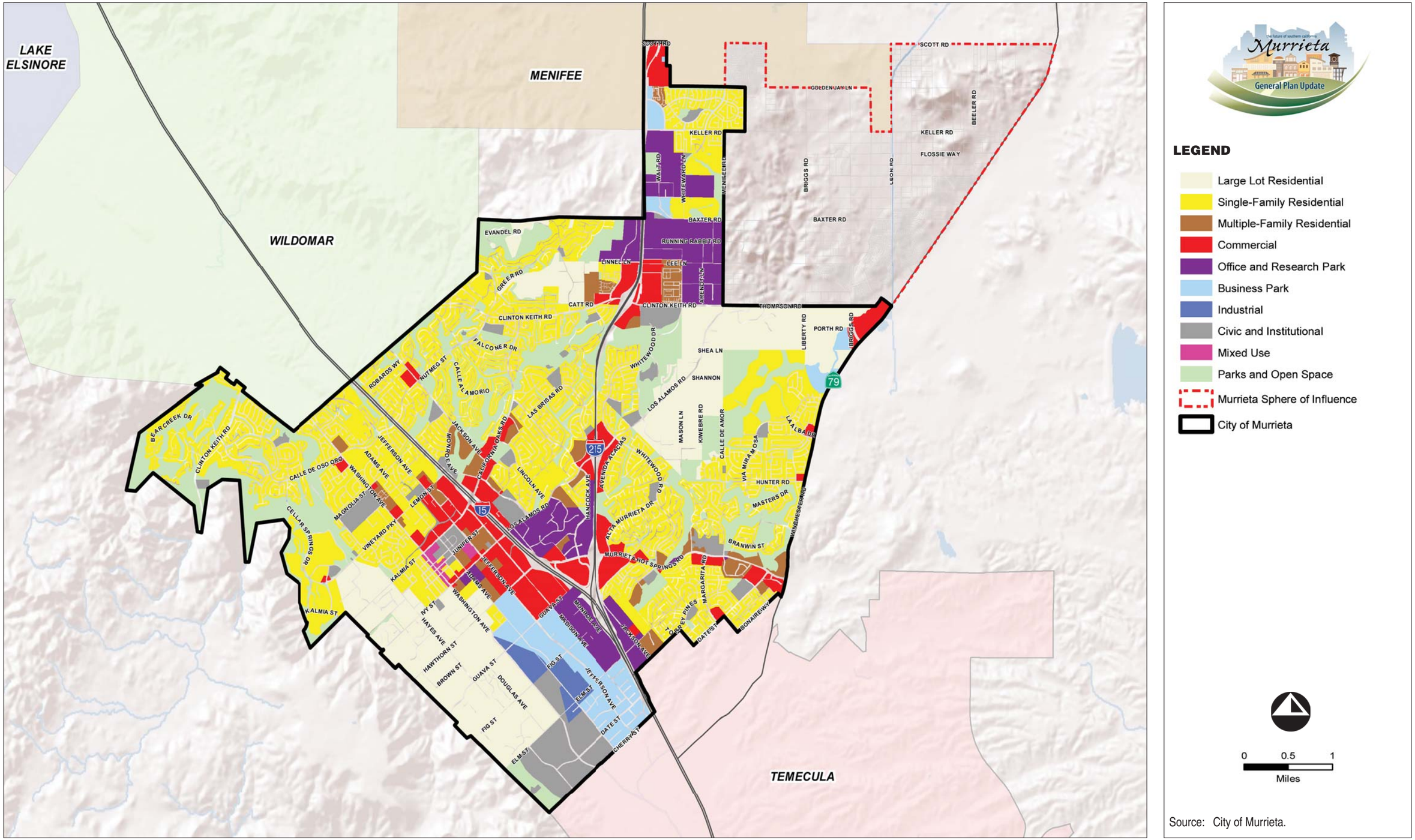
Adopted concurrently with the General Plan 2035, the CAP is an implementing action of the General Plan that describes measures intended to reduce GHG emissions within City operations and the community at-large. Overall, the goal of the CAP is to reduce Murrieta's GHG emissions by 15 percent below current 2009 emission levels by the year 2020. The CAP provides general information about climate change and how GHG emissions within the community contribute to it, as well as an analysis of the potential effects of climate change on the community. In addition, the CAP describes the baseline GHG emissions produced in Murrieta, and projects GHG emissions that could be expected if the CAP was not implemented. The CAP establishes a comprehensive, GHG emissions reduction strategy for Murrieta with regard to seven strategies: a) Community Involvement, b) Land Use and Community Vision, c) Transportation and Mobility, d) Energy Use and Conservation, e) Water Use and Efficiency, g) Waste Reduction and Recycling, and f) Open Space.

3.5.5 LAND USE PLAN

This General Plan supersedes the 1994 Murrieta General Plan and subsequent updates to the Land Use Element, Circulation, and Economic Development Elements, which most recently occurred in 2006. This update to the General Plan may contain similar goals, policies, or other components of the previous plan; however, this version has been tailored to meet the issues and needs of the City at the present time and foreseeable future. The General Plan Land Use Policy Map identifies the type, location, and density/intensity of future development within the City of Murrieta; refer to *Exhibit 3-2*, *General Plan 2035 Land Use Policy Map*.

3.5.6 LAND USE SUMMARY

Table 3-2, *Existing Land Use Summary*, provides a breakdown of existing on the ground land uses by use type for year 2008/2009 and the percentage of area within the City. Although a majority of the City is developed, approximately 34 percent of the City is currently vacant. Single-family residential uses represent approximately 31 percent of the City. Approximately six percent of the City is developed with commercial, industrial, and public/institutional uses.



Source: City of Murrieta.

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General Plan 2005 Land Use Policy Map

Exhibit 3-2

Back of 11 x 17 Exhibit

Table 3-2
Existing Land Use Summary

Land Use	Acres	Percent of Area
Single-Family Residential	6,560.08	30.50
Multiple-Family Residential	238.35	1.11
Mobile Home	1,036.26	4.82
Commercial Retail	612.15	2.85
Commercial Restaurant	28.66	0.13
Commercial Recreational	20.57	0.10
Commercial Office	127.04	0.59
Commercial Hotel/Motel	1.90	0.01
Commercial	32.64	0.15
Industrial	254.11	1.18
Public/Institutional	229.26	1.07
Parks and Recreation/Open Space	148.53	0.69
Golf Course	518.83	2.41
Miscellaneous (easements, etc.)	41.38	0.19
Cemetery	9.84	0.05
Agricultural	1,011.09	4.70
Vacant	7,291.23	33.90
Roads	3,348.69	15.57
TOTAL CITY ONLY	21,510.61	100.00
Sphere of Influence	5,340.95	
TOTAL WITH SPHERE OF INFLUENCE	26,851.56	

Notes:
(1) Existing Land Use summary based upon available Riverside County Tax Assessor Data, 2010. Uses are defined utilized county land use codes and represent a general description of the exist type of use on a parcel. Does not include the Sphere of Influence.

3.5.7 GENERAL PLAN 2035 FOCUS AREAS

In addition to the basic statutory requirements, the General Plan 2035 will focus on guiding the development of vacant land, specifically focusing on opportunities for economic development. Before starting the General Plan 2035, the Murrieta City Council identified economic development as the City's top priority. To achieve this vision, the City seeks to encourage private sector investment in the creation of higher paying jobs, generating income, and wealth through economic diversification. The City is focusing its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities. A full range of quality new development will be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants.

The General Plan 2035 aligns City policy with this emphasis on economic development by directing public investments in infrastructure and promoting the development of shovel-ready sites. It targets key locations for changes in land use and zoning that support the development of medical, educational, commercial, and business clusters. The General Plan 2035 identifies the following seven Focus Areas; refer to *Exhibit 3-3*, *General Plan 2035 Focus Areas*:

- North Murrieta Business Corridor – land use change
- Clinton Keith/Mitchell Area – land use change
- Golden Triangle North (Central Murrieta) – land use change
- South Murrieta Business Corridor – land use change
- Multiple Use Area 3 (MU-3) – land use change
- Historic Murrieta Specific Plan – no land use change; policy change only
- Los Alamos Hills – no land use change, policy change only

Although some growth is anticipated within the Historic Murrieta Specific Plan and Los Alamos Hills focus areas, no land use changes are proposed with the General Plan 2035. The remaining five focus areas have been targeted for land use change. These areas include key locations along freeway corridors that are suitable for major land development and redevelopment to carry out the City Council's economic development strategy, including areas around Loma Linda University Medical Center-Murrieta and the Murrieta Education Center. They also include rural residential areas north of Clinton Keith Road that are adjacent to major new development along I-215.

The General Plan 2035 anticipates that most of the growth would occur within the focus areas. A description of the focus areas are provided below.

NORTH MURRIETA BUSINESS CORRIDOR

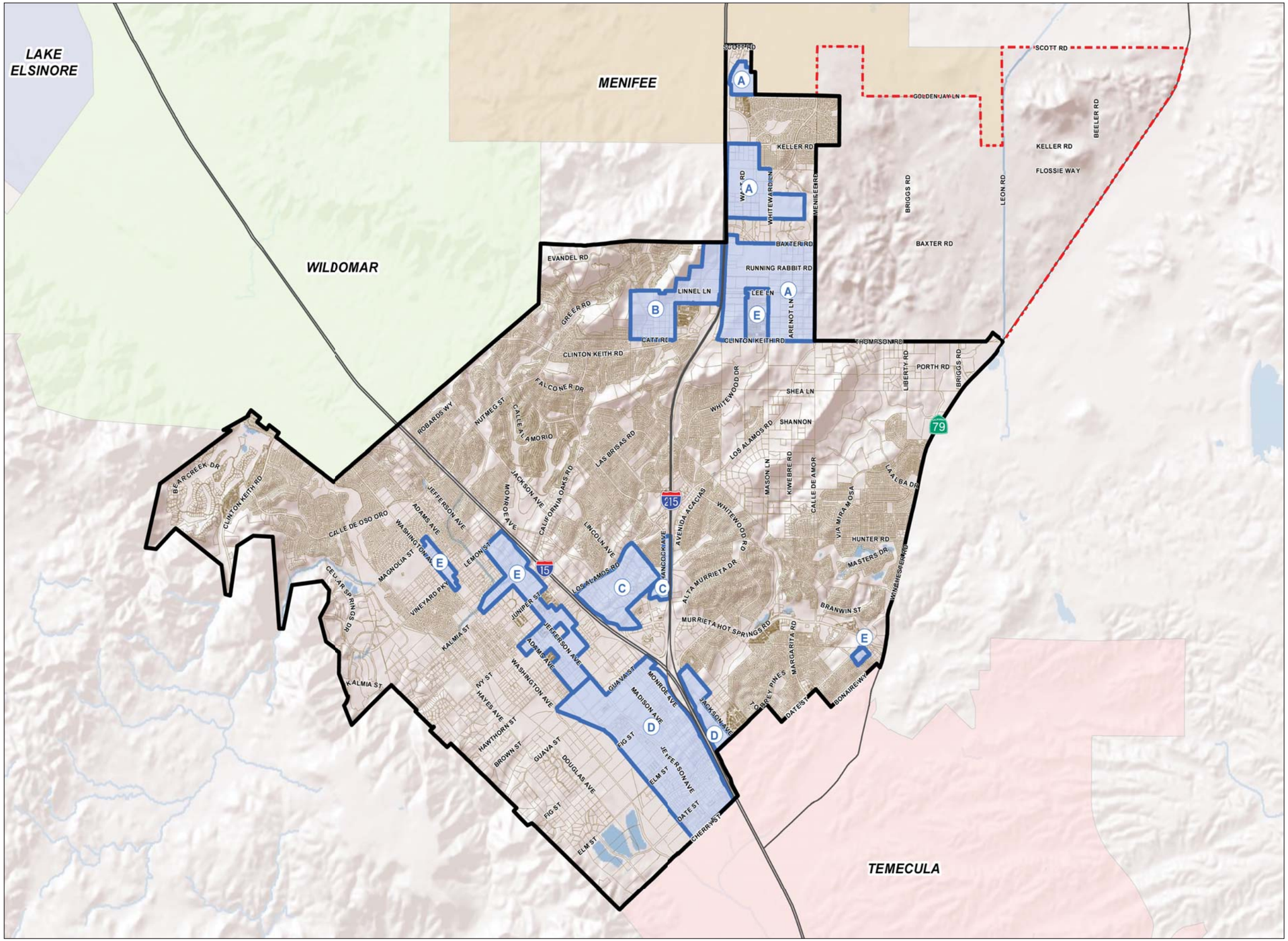
Location

The North Murrieta Business Corridor encompasses approximately 816 acres, and is located on the east side of Interstate 215 and extending to the eastern city-limit boundary, north of Clinton Keith Road, and generally south of Scott Road (but mostly south of Keller Road).

Background

The areas being considered for potential land use changes generally include vacant, underutilized, or rural residential properties.

The catalysts for reevaluating the land uses are the construction of the new Loma Linda University Medical Center and the desire to create a medical corridor and a high technology/office/research employment center, along with commercial uses that support business and employment needs, such as restaurants or hotels.



LEGEND

- (A) North Murrieta Business Corridor
- (B) Clinton Keith / Mitchell
- (C) Golden Triangle North
- (D) South Murrieta Business Corridor
- (E) Multiple Use Area (MU-3)
- Focus Areas
- Parcels
- Sphere of Influence
- City Boundary

0 750 1,500
Feet

Source: City of Murrieta.

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General Plan 2035 Focus Areas

Exhibit 3-3

Back of 11 x 17 Exhibit

Vision

The North Murrieta Business Corridor Focus Area is intended to:

- Provide a mix of Office and Research Park and Commercial uses.
- Create a signature look as the northern gateway into the City.
- Become a major employment center in the northern part of the City.
- Provide high-quality and accessible health care in the City with the Loma Linda University Medical Center and medical-related uses.
- Provide opportunities for a medical campus along with a high technology/office/research employment center in the area generally bounded by I-215 on the west, Keller Road on the north, Menifee Road on the east, and Clinton Keith Road on the south.
- Provide commercial uses that support medical, business, and employment needs in the Focus Area, such as restaurants or hotels.

It is anticipated that a range of building heights will be permitted within the Focus Area with heights of two to three stories adjacent to residential areas increasing up to maximums between five and ten stories in more centrally located areas near the five-story Loma Linda University Medical Center, along the I-215 freeway frontage, or adjacent to business park uses.

New development anticipated in this Focus Area under the General Plan 2035 includes an additional 1,672,843 square feet of commercial uses and 7,666,185 square feet of office and research uses.

CLINTON KEITH/MITCHELL

Location

The Clinton Keith/Mitchell area encompasses approximately 280 acres, and is located west of Interstate 215, north of Clinton Keith Road, and south of the Greer Ranch development.

Background

The area is developed with large-lot single-family homes and retail uses, including a regional commercial shopping center, and can be generally characterized as rural residential in nature. The catalyst for reevaluating the land uses is the encroachment of development surrounding the area and the impact of that development on the rural lifestyle.

Vision

The Clinton Keith/Mitchell Focus Area is intended to:

- Provide a mix of Large Lot, Single-Family, and Multiple-Family Residential, Commercial, and Office and Research Park uses.
- Maintain large lot residential areas generally west of Duster Road.
- Provide a mix of Single-Family and Multiple-Family residential uses generally east of Mitchell Road and south of Linnel Lane.
- Provide shopping opportunities east of McElwain Road and west of I-215.
- Provide office and research park uses north of Linnel Lane and west of I-215.

The Single-Family and Multiple-Family Residential uses will provide a transition of residential densities from the large lot residential area generally east of Mitchell Road and south of Linnel Lane to the shopping and employment centers north of Linnel Lane and east of McElwain Road.

The Office and Research Park uses have the potential to support the Loma Linda Medical Center and related uses proposed in the North Murrieta Business Corridor Specific Plan, as well as provide centers for more locally-oriented businesses. It is anticipated that building heights would be a maximum of two to three stories.

The Commercial uses have visibility and access from the I-215 freeway as well as close proximity to surrounding residential uses; thus providing both local and regional access to the shopping centers.

New development anticipated in this Focus Area under the General Plan 2035 includes 869 new residential units, and an additional 265,155 square feet of commercial/office uses and 1,045,404 square feet of office and research uses.

GOLDEN TRIANGLE NORTH (CENTRAL MURRIETA)

Location

The Golden Triangle North (Central Murrieta) area encompasses approximately 218 acres, and is an area located between Interstates 15 and 215, south of Los Alamos Road and generally north of Murrieta Hot Springs Road.

Background

The catalysts for reevaluating the land uses are the Crossroads Corporate Center and the Rancho Springs Medical Center. Portions of this area have been developed, but the remainder is vacant or occupied with single-family homes or small businesses on the properties.

Vision

The Golden Triangle North (Central Murrieta) Focus Area is intended to:

- Provide a mix of Multiple-Family Residential (existing), Commercial, and Office and Research Park uses.
- Become an office and technology park employment center with some areas reserved for commercial uses.
- Provide office and research park uses in Central Murrieta north of I-215, east of Los Alamos Road, and generally west of Hancock Avenue to support the Rancho Springs Medical Center and complement the Crossroads Corporate Center.
- Provide shopping opportunities to support the employment uses in the Focus Area, as well as for the community.
- Eliminate the MU-1 general plan designation and redesignate those areas in the General Plan as either Multiple-Family Residential, Office and Research Park, or Commercial.

The Office and Research Park uses have the potential to support the Rancho Springs Medical Center, as well as provide opportunities for a range of technology and research uses. It is anticipated that buildings height for the Office and Research Park uses could range in height up to a maximum between five and ten stories.

The Commercial uses have visibility from the I-15 freeway as well as close proximity to surrounding residential and employment uses; thus providing both local and regional access to the shopping centers.

New development anticipated in this Focus Area under the General Plan 2035 includes an additional 244,872 square feet of commercial uses and 2,193,678 square feet of office and research uses.

SOUTH MURRIETA BUSINESS CORRIDOR

Location

The South Murrieta Business Corridor encompasses approximately 581 acres and is located west of Interstate 15, extending to Adams Avenue to the west and south of Murrieta Hot Springs Road to the southern City boundary.

Background

The catalyst for reevaluating the land uses is the Murrieta Education Center, which introduces Class A office buildings to the area. Properties considered for land use changes are primarily vacant or underutilized.

Vision

The South Murrieta Business Corridor Focus Area is intended to:

- Create a signature look as the southern gateway into the City.
- Provide a mix of Office and Research Park, Business Park, and Industrial Uses.
- Become a major employment center in the southern part of the City.
- Provide additional opportunities for Class A office buildings.
- Maintain the Business Park designation to promote and intensify the uses along the Jefferson Avenue corridor.
- Eliminate the MU-2 general plan and zoning designations and redesignate those areas in the General Plan as either Office and Research Park or Business Park.

The Office and Research Park uses will be primarily located west of the I-15 freeway, south of Guava Street, east of Madison Avenue, and north of Elm Street. The buildings heights in this area could range in height up to a maximum of five to six stories.

The Business Park and Industrial uses will occupy the remainder of the Focus Area. The maximum buildings heights would be consistent with existing business park and industrial uses, ranging from two to three stories.

New development anticipated in this Focus Area under the General Plan 2035 includes an additional 3,126,582 square feet of office and research uses and 2,393,221 square feet of business park uses.

MULTIPLE USE AREA 3 (MU-3)

Location

The MU-3 area encompasses approximately 201 acres, and is primarily located on the west of Interstate 15.

Background

This area is developed with both commercial and multi-family uses, and most of the area is presently developed.

The catalyst for reevaluating the land uses is the past interpretations of how this designation has or should be developed; these interpretations has resulted in parcels with 100 percent commercial or 100 percent multi-family developed on individual parcels, as opposed to a true mix of multiple uses on a parcel.

Land uses considered for the developed areas are consistent with actual uses. There are a number of parcels that are vacant, single-family residential, underdeveloped, or a combination of single-family and commercial businesses. Land uses considered for those parcels are intended to be compatible with existing development.

Vision

This Focus Area is intended to:

- Provide for mix of Multiple-Family Residential, Commercial, Office and Research Park, Business Park, and Institutional uses.
- Redesignate parcels with land uses that are consistent with actual uses on parcels (i.e., residential, office, commercial).
- Redesignate parcels that are vacant or underdeveloped to uses that are compatible with on-site and surrounding uses.
- Eliminate the Multiple Use 3 (MU-3) Area designation in the General Plan.

The land uses in this Focus Area reviewed past interpretations of how the MU-3 designation has been or should be applied; these interpretations resulted in parcels with 100 percent commercial or 100 percent multi-family developed on individual parcels, as opposed to a true mix of multiple uses on a parcel.

New development anticipated in this Focus Area under the General Plan 2035 includes 1,137 new residential units, and an additional 800,710 square feet of commercial uses, 434,336 square feet of office and research uses, 291,802 square feet of business park uses, and 2,028 square feet of civic and institutional uses.

HISTORIC MURRIETA SPECIFIC PLAN

Location

The Historic Murrieta Specific Plan Area is the historic core of the City. Bounded by Kalmia Street to the north, Ivy Street to the south, Hayes Avenue to the west and Jefferson Avenue to the east, the area encompasses approximately 250 acres.

Background

The area was originally part of Juan Murrieta's Rancho and was purchased by the Temecula Land and Water Company in 1884, when the land was subdivided into a variety of individual lots. Over the years, the land was developed with a range of residential and commercial uses. The predominant use in the area remained residential, with the majority of development activity occurring around Clay Street's Fountain House Hotel and the railroad station. Commercial development began to characterize Washington Avenue during the turn of the century. Today, Washington Avenue and the entire Historic Murrieta are reminiscent of the City's past, with a mixture of historic commercial and residential buildings.

Today, the City has accomplished a number of goals for Historic Murrieta. A Civic Center, Police Station, Community Library and Senior Center are flourishing. Renewed pride, investment are evidenced by many new and successful businesses.

Key Guiding Principles of the Historic Murrieta Specific Plan area include:

- Creating of a Cultural and Governmental Center
- An Attractive Town Center
- A Historic and Pedestrian Scaled Environment
- Proactive Economic Development

The City of Murrieta seeks to continue the preservation and enhancement of the Historic Murrieta area through continued introduction of a complementary mix of residential, retail, civic and job-creating uses.

Additional development anticipated under the General Plan 2035 includes 512 new residential units, an additional 521,413 square feet of commercial uses, and an additional 251,102 square feet of office and research uses. This development potential is in addition to the development potential assumed for the Specific Plan.

LOS ALAMOS HILLS

Location

The Los Alamos Hills area is generally bounded by Clinton Keith Road on the north, Whitewood Road on the west, the Northstar Ranch and Hunter's Ridge developments on the south, and Winchester Road on the east.

Background

The Los Alamos Hills area has an important history within the Murrieta community. It has long been a unique area in the City in which to live a rural lifestyle and enjoy the natural resources within the area. The eastern portion of the Los Alamos Hills area is located close to future Commercial and Business Park developments and Winchester Road. These uses are not entirely compatible with the existing rural lifestyle west of Warm Springs Creek, therefore, future land use transitions east of Warm Springs Creek may be considered. The Los Alamos Hills area has a variety of street classification within and abutting its boundary, and is dependent upon small rural streets for internal circulation.

The property owners within the Los Alamos Hills area may develop and submit a Specific Plan that would to maintain the rural core of the Los Alamos community west of Warm Springs Creek, while providing certain needed local services. With a Specific Plan, property owners are looking to develop a land use plan that both reflects the rural character of the area, but provides for transitional land uses between the rural land uses and more intense development near Winchester Road. The existing open space, future development pattern, and circulation system established for the area is intended to maintain and preserve the majority of area as a picturesque area, whose topography and setting contribute to the rural agricultural enclave. The Specific Plan would identify the needs and providers of infrastructure.

Additional development anticipated in this area under the General Plan 2035 includes 828 new residential units and an additional 157,453 square feet of commercial uses.

FOCUS AREA LAND USE PROJECTIONS

Table 3-3, *Focus Area Land Use Projections*, provides a summary of the growth over existing conditions that would occur within each Focus Area with the General Plan 2035.

Table 3-3
Focus Area Land Use Projections

Focus Area	Acres	Residential	Commercial	Office and Research Park	Business Park	Industrial	Civic/ Institutional
North Murrieta Business Corridor	816.21		1,672,846	7,666,185			
Clinton Keith/Mitchell	279.56	869	265,155	1,045,404			
Golden Triangle North (Central Murrieta)	218.16		244,872	2,193,678			
South Murrieta Business Corridor	580.49			3,216,582	2,393,221		
Multiple Use 3 (MU-3)	201.34	1,137	800,710	434,336	291,802		2,028
Historic Murrieta Specific Plan	250.00	512	521,413	251,102			
Los Alamos	TBD	828	157,453				
Total	2,345.76	3,346	3,662,446	14,807,287	2,685,023	0	2,028

The anticipated growth in residential and non-residential uses over year 2009 conditions within the Focus Areas is:

- Addition of 3,346 dwelling units
- Addition of 21,156,784 square feet of non-residential uses

3.5.8 GENERAL PLAN BUILDOUT

Although the General Plan 2035 focuses growth within the Focus Areas, it is anticipated that additional growth would occur within the City outside of these areas. Citywide growth, including the Focus Areas, is anticipated as follows:

- Addition of 10,734 dwelling units
- Addition of 36,210,757 square feet of non-residential uses

Table 3-4, *General Plan 2035 Buildout*, provides a summary of the anticipated development conditions through buildout. The values include the additional growth anticipated with the General Plan 2035, including the Focus Areas, as presented in *Table 3-3*.

Table 3-4
General Plan 2035 Estimated Buildout

Land Use Designations	Acres	Dwelling Units	Square Feet
Residential			
Large Lot Residential	3,126.87	977	
Single-Family Residential	6,517.17	31,581	
Multiple-Family Residential	611.20	11,379	100,000
Non-Residential			
Commercial	1354.34		18,683,477
Office and Research Park	1357.63		16,465,371
Business Park	823.40		11,403,714
Industrial	108.69		1,498,300
Civic/Institutional	999.14		1,168,369
Other Land Uses			
Mixed Use	42.70		853,913
Parks and Open Space	3,220.85		16,508
Roads	3,348.69		
TOTAL CITY ONLY	21,510.68	44,484	50,189,652
Sphere of Influence	5,340.95		
TOTAL WITH SPHERE OF INFLUENCE	26,851.63		

In total, these efforts are anticipated to result in following scenario at buildout:

- 44,484 residential dwelling units; and
- 50,189,652 square feet of non-residential uses.

3.5.9 LAND USE DESIGNATIONS

State General Plan law requires the Land Use Element to indicate the standards for building intensity (i.e., residential densities and non-residential building intensities) allowed in the City. Land use designations describe the type and intensity of development allowed in a given area. While terms like "residential," "commercial," or "industrial" are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted on the General Plan Land Use Policy Map (*Exhibit 3-2*).

The proposed land use designations have been modified to reflect more generalized land use categories. The City's Zoning Map will identify the detailed zoning designations that correspond and implement the land use plan. The City's Development Code will be updated following adoption of the General Plan 2035 to reflect the new land use designations and associated zoning designations.

The Land Use Element and General Plan Land Use Policy Map contain the following land use designations.

RESIDENTIAL LAND USE DESIGNATIONS

The City of Murrieta provides a range of housing types to meet the varying needs of its residents. The following residential land use designations are established for the General Plan 2035.

Large Lot Residential (0.1 – 1.0 du/ac)

Rural Residential provides for very-low density residential development on land that may have limited access to urban services. Typical development consists of single-family detached housing and accessory buildings, often with the keeping of horses and other farm animals and/or small agricultural plantings.

Single-Family Residential (1.1 – 10.0 du/ac)

Single-Family Residential provides for traditional single-family detached and attached housing. Typical development consists of a single-family detached home for each legal lot. The Single-Family Residential designation also provides for small lot development such as zero lot line.

Multiple-Family Residential (10.1 - 30 du/ac)

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

Base Land Use Density

The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base density for the Rural Residential category is 1 unit per acre. The base densities for the Single-Family Residential and Multiple-Family Residential categories are 10 units per acre and 30 units per acre, respectively.

Housing Affordability Bonus

The City provides for the development of affordable housing for lower-income households through its affordable housing density bonus program in accordance with State law. The specific provisions of the affordable housing density bonus program are outlined in the City's Development Code. When utilizing the affordable housing density bonus program, the allowable

density is increased by up to 100 percent for senior housing and 35 percent for non-senior housing, consistent with State density bonus law, as amended.

NON-RESIDENTIAL LAND USE DESIGNATIONS

The City of Murrieta provides a range of non-residential land use designations to ensure the provision of a range of retail, civic, entertainment, service, industrial and other job-creating land uses.

Commercial (0.25 – 0.75 FAR)

The Commercial designation provides for a broad mix of commercial retail, service, and office uses that serve the local and regional consumer. Typical uses include retail stores, personal services, restaurants, motor fuels, business offices and lodging intended to meet the needs of city residents, travelers, and the daily employment population.

Office and Research Park (0.60 – 2.5 FAR)

The Office and Research Park designation provides for a variety of employment intensive uses such as business and medical offices, corporate headquarters, medical services, research and development, and technological advancement. Retail and service uses are limited to those that best meet the needs of the local businesses and their employees. Development will reflect the high freeway visibility of the areas and the appropriate buffering of adjacent residential areas.

Business Park (0.40 – 0.60 FAR)

The Business Park designation provides for employment uses, including office, research and development, educational facilities and light manufacturing. Development should create a campus-like business or industrial park setting. Retail and service uses are typically limited to areas along major streets.

Industrial (0.40 – 0.50 FAR)

The Industrial designation provides for both indoor and outdoor employment intensive industrial uses, including product assembly, warehousing/distribution and manufacturing. The designation also provides for more intensive uses, some of which may introduce potential environmental impacts such as noise, dust and other nuisances. Impacts should be mitigated through site design and appropriate screening and buffering.

Civic and Institutional (0.5 – 1.0 FAR)

The Civic and Institutional designation provides for public and quasi-public uses such as hospitals, government offices, schools, museums, libraries, public safety facilities, water and sewer treatment plants and publicly or privately owned places intended for public assembly.

MIXED USE LAND USE DESIGNATIONS

Mixed Use

This designation provides for a horizontal or vertical mix of residential and non-residential uses, and utilizes both residential density and non-residential intensity standards. Floor area ratios up to 1.0 are permitted and the base residential density is 30 units per acre.

These standards are intended to be applied separately from one another. In other words, a mixed-use designation that allows a base density of 30 du/ac and an intensity of 1.0 FAR allows for development of residential units at 30 du/ac on the same site with 1.0 FAR non-residential development. There is no equivalency calculation required.

OPEN SPACE AND RECREATION LAND USE DESIGNATIONS

The City of Murrieta provides for a variety of passive and active open space and recreational opportunities for its residents.

Parks and Open Space

The Parks and Open Space designation provides for public parks and recreational activities, private recreational facilities and passive open space areas. The designation is intended to provide for the preservation of natural open spaces, protection of wildlife habitats, maintenance of natural and scenic resources, greenbelts and protection from fire and other natural hazards. The designation includes facilities generally accessible to the public such as bicycle paths, pedestrian trails, swimming pools, golf courses, equestrian centers, playgrounds, picnic areas and sports recreational facilities.

3.5.10 INFRASTRUCTURE IMPROVEMENTS

It is anticipated that as buildout of the General Plan 2035 occurs, infrastructure improvements would be required to serve future development. The General Plan 2035 does not propose specific infrastructure improvements to water, wastewater, or storm drain facilities. However, the growth projected with the General Plan 2035 would be considered as infrastructure planning documents for the City are updated to identify additional improvements needed to accommodate

the proposed growth. Potential environmental impacts from project specific improvements would be evaluated on a case-by-case basis.

Roadway improvements are anticipated with buildout of the General Plan 2035. Future development projects would be required to identify direct project specific impacts and either construct the needed circulation improvement or make a fair-share payment toward the improvement. Potential environmental impacts from project specific improvements would be evaluated on a case-by-case basis.

3.5.11 GENERAL PLAN 2035 GOALS AND POLICIES

Each element of the General Plan 2035 contains goals and policies based upon the needs and desires of the community, as derived during the General Plan 2035 process. The following are the goals and policies that have been established for the General Plan 2035.

LAND USE ELEMENT

BALANCING COMMUNITY CHANGE WITH THE EXISTING ENVIRONMENT

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

Policies

LU-1.1 Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2035 on the General Plan Land Use Policy Map (Exhibit 3-5).

LU-1.2 Ensure future development provides for a variety of commercial, industry, and housing that serve the spectrum of incomes within the region.

LU-1.3 Establish a range of residential density and non-residential intensities to encourage a wide range of development opportunities.

LU-1.4 Provide for the development of complementary land uses, such as open space, recreation, civic, and service uses for all future residential and non-residential development.

LU-1.5 Encourage a wide variety of retail and commercial services, such as restaurants, and cultural arts/entertainment, in appropriate locations.

LU-1.6 Promote future patterns of development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.

LU-1.7 Ensure necessary capital improvements are in place prior to new development or completed concurrently.

LU-1.8 Ensure that fiscal impacts associated with growth and change are evaluated to ensure the City's ability to provide vital services is not compromised.

LU-1.9 Discourage lands designated for employment-generating uses to be converted to other uses without careful consideration of the overall economic strategy and the jobs-housing balance implications.

LU-1.10 Apply the following provisions when cases arise regarding the location of land use designation boundaries:

- Where land use designation boundaries follow street lines or other identifiable property or boundary lines, those lines shall be construed to be those of the land use designation boundary.
- Where land use designation boundaries are indicated within street lines or identifiable rights-of-way or creeks, the centerline there of shall be construed to be that of the land use designation boundary.

PRESERVATION OF RURAL COMMUNITY HERITAGE

Goal LU-2 A community that preserves its rural characteristics in appropriate locations.

Policies

LU-2.1 Provide for the keeping of horses and other livestock, as well as farming or agricultural operations, on appropriate larger lot residential property to preserve the community's heritage.

LU-2.2 Encourage provisions for the stabling of horses, including as a commercial use, for citizens who are not able to keep horses at their residences.

NEIGHBORHOOD PRESERVATION

Goal LU-3 Stable, well-maintained residential neighborhoods in Murrieta.

Policies

LU-3.1 Maintain and enhance the character of single-family residential neighborhoods.

LU-3.2 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, establish and/or maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

LU-3.3 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.

LU-3.4 Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life.

LU-3.5 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.

RESIDENTIAL DEVELOPMENT

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

Policies

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

LU-4.2 Monitor the housing needs of the existing and future labor force and engage the business community to attract employees and new businesses to Murrieta.

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

HIGH QUALITY INDUSTRIAL AREAS

Goal LU-5 Promotion of quality industrial development that provides local employment opportunities.

Policies

LU-5.1 Support redevelopment and transition of obsolete industrial and manufacturing sites for commercial, flex-tech, and/or mixed-use development, reflective of current market demand.

LU-5.2 Promote quality design and development practices that reduce environmental impacts.

LU-5.3 Monitor the appearance of industrial properties to prevent areas of decline by requiring improved maintenance or rehabilitation, as necessary.

Goal LU-6 Land use policy that encourages job retention and attraction.

Policies

LU-6.1 Encourage flexibility in land use regulations to respond to requirements of new and emerging business and industry types.

LU-6.2 Ensure land use policy is supplemented by predictable land use regulations.

LU-6.3 Continue to implement a fast-track development program that streamlines land use approvals and the permit process for businesses that promote the City's economic goals and policies.

VITAL COMMERCIAL CENTERS

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

Policies

LU-7.1 Work with property owners of vacant commercially zoned property to develop their sites into appropriate, economically viable projects.

LU-7.2 Encourage revitalization and enhancement of existing underperforming commercial areas through site planning and redevelopment to maximize use of existing development.

LU-7.3 Promote physical improvement of existing retail centers.

LU-7.4 Discourage the construction of marginal, disjointed strip center commercial development within the City.

LU-7.5 Provide convenient freeway access for regionally-serving commercial centers to attract a regional customer base.

LU-7.6 Focus commercial retail centers adjacent to major transportation corridors.

LU-7.7 Look for ways to provide incentives to encourage lot consolidation and parcel assemblage to provide expanded opportunities for coordinated commercial development.

LU-7.8 Encourage consolidation of parking and reciprocal access agreements between adjacent business and commercial center property owners.

MIXED USE AND TRANSIT-ORIENTED DEVELOPMENT

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

Policies

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

LU-8.2 Encourage workplace development in close proximity to residences in mixed use or transit-oriented development areas.

LU-8.3 Minimize the impacts of mixed use or transit-oriented development housing projects on single-family neighborhoods.

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

- Create a pleasant walking environment to encourage pedestrian activity.
- Create lively streetscapes, interesting urban spaces, and attractive landscaping.
- Provide convenient shopping opportunities for residents close to their residence.
- Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.
- Use architectural elements or themes from the surrounding area, as appropriate.
- Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts.

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

LU-8.6 Encourage higher density residential, commercial, and employment development near a future Metrolink or High Speed Rail Station, along other major public transportation routes, and at other suitable locations.

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

LU-8.8 Evaluate mixed use projects to ensure that there is an adequate mix of uses on the site and in the area.

LU-8.9 Continue to support and actively participate with the High Speed Rail Authority to plan future high-speed rail service and to address urban design, noise, and compatibility issues around the proposed Murrieta station(s).

SUSTAINABLE AND HEALTHY LAND USE PATTERNS AND URBAN DESIGN

Goal LU-9 Land use patterns and urban design that support healthy and sustainable lifestyles and businesses.

Policies

LU-9.1 Encourage human-scale urban design on the neighborhood, block, and building scale.

LU-9.2 Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial, mixed use or transit-oriented development areas.

LU-9.3 Encourage new neighborhoods to be built on a pedestrian-scale, within walking distance of parks, neighborhood-serving commercial areas, and other neighborhood amenities.

LU-9.4 Differentiate between areas zoned as neighborhood commercial and community commercial, encouraging unique, pedestrian-oriented, and neighborhood-serving uses in the neighborhood commercial zone.

LU-9.5 Promote commercial uses near residential neighborhoods that serve local residents and create neighborhood-gathering places.

LU-9.6 Provide pedestrian-oriented urban design through creative use of site development standards.

LU-9.7 Encourage development patterns to become more conducive to short, local, and walkable trips, which could increase opportunities for physical activity and decrease time spent driving.

LU-9.8 Consider infill locations for higher education facilities to capitalize upon existing or create synergies with surrounding uses.

Goal LU-10 A community that provides pedestrian-friendly environments for residential, commercial, business, and recreation uses.

Policies

LU-10.1 Prepare and use design guidelines to encourage high-quality, pedestrian-oriented design that enhances the public realm.

LU-10.2 Consider preparation and adoption of a Street Master Plan that addresses walkability and streetscape.

LU-10.3 Consider that the development of new residential block lengths are no more than 800 feet on any one side, and no longer than 600 feet on average per side, creating a street network that enables multiple routes for pedestrians, cyclists, and vehicles through a neighborhood.

LU-10.4 Discourage physical barriers, such as arterial streets, transit or utility rights-of-way, or very long blocks without through-streets, between and within neighborhoods and neighborhood centers. If physical barriers are unavoidable, provide safe and comfortable crossings for pedestrians and cyclists.

LU-10.5 Update the Development Code to create walkability, and interesting and varied pedestrian environments.

LU-10.6 Encourage new businesses to have a pedestrian-accessible main entrance that faces the street, as appropriate.

LU-10.7 Encourage well-designed covered or structured parking instead of surface parking lots.

LU-10.8 Encourage new surface off-street parking to be located behind or to the side of buildings, as appropriate.

LU-10.9 Encourage ground-floor structured parking to be buffered from the pedestrian environment through strategies such as wrapping the structure with active retail uses, placing entrances off the street, and screening with landscaping or art.

COMMUNITY DESIGN

Goal LU-11 A community that is comprehensively designed to create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity.

Policies

LU-11.1 Study and determine areas in the City where rural character can be created, enhanced, or preserved.

LU-11.2 Endeavor to establish distinctive themes and character for individual focus areas or other areas, as appropriate, within the community.

LU-11.3 Enhance the positive qualities that give residential, commercial, and industrial areas their unique identities, while also allowing flexibility for innovative design.

LU-11.4 Preserve the unique character and integrity of the City's traditional residential neighborhoods.

LU-11.5 Improve the appearance and function of regional commercial centers through improved site design, landscaping, and architectural integrity.

LU-11.6 Seek to create unique retail spaces that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable.

LU-11.7 Prepare and implement design guidelines for special districts or areas with unique character in the City of Murrieta, as appropriate.

LU-11.8 Develop a design palette for multiple-family and mixed use buildings.

REDEVELOPMENT

Goal LU-12 Effective use of redevelopment as a tool for economic development and community improvement.

Policies

LU-12.1 Continue to prioritize commercial, industrial, and residential revitalization within the redevelopment project area.

LU-12.2 Revitalize private and public lands in need of redevelopment or those that are underdeveloped due to lack of public facilities and revitalization.

LU-12.3 Provide yearly review of the City's redevelopment program under the California Community Redevelopment Law to coordinate and pursue community improvement and revitalization activities.

LU-12.4 Ensure conditions of blight are evaluated, as needed, to ensure the Redevelopment Plan is reflective of community needs.

FOCUS AREAS

Goal LU-13 A focused development and economic development strategy that emphasizes specialized land use policies within identified Focus Areas.

Policies

LU-13.1 Provide for the highest level of retail and job-creating uses in areas adjacent to the I-15 and I-215 freeways. This includes the North Murrieta Business Corridor, Golden Triangle North (Central Murrieta), and South Murrieta Business Corridor Focus Areas.

North Murrieta Business Corridor Focus Area

Goal LU-14 The North Murrieta Business Corridor will become an employment center for high-quality medical, high technology, and research jobs.

Policies

LU-14.1 Establish the North Murrieta Business Corridor as a regional center for medical services and research.

LU-14.2 Support the future development and expansion of the Loma Linda University Medical Center campus.

LU-14.3 Actively seek private sector investment of high quality job creators that support and enhance the Loma Linda University Medical Center.

LU-14.4 Encourage opportunities for complementary retail and service uses to serve local residents and the daytime employment population.

LU-14.5 Provide for Office and Research Park developments of a more intense nature in the North Murrieta Business Corridor Focus Area in terms of height than other areas of the City.

LU-14.6 Ensure that the design of buildings in the North Murrieta Business Corridor help to create a distinctive and cohesive look to reinforce this Focus Area as a major gateway into the City.

Clinton Keith/Mitchell Focus Area

Goal LU-15 The Clinton Keith/Mitchell area will provide for a mix of land uses, including high-quality residential, regional-serving commercial, and job-creating uses

Policies

LU-15.1 Ensure appropriate buffers are provided between Rural, Single-Family, and Multiple-Family Residential uses.

LU-15.2 Ensure adequate buffers are provided between residential and non-residential uses.

LU-15.3 Ensure that Office and Research Park uses are designed to reflect the natural topography.

LU-15.4 Encourage opportunities for retail, office, and research uses to complement and serve the uses in the North Murrieta Business Corridor Focus Area.

LU-15.5 Encourage a range of retail uses that serve the local residents.

Golden Triangle North (Central Murrieta) Focus Area

Goal LU-16 The Golden Triangle North (Central Murrieta) area will become a local and regional generator of commerce.

Policies

LU-16.1 Encourage the development of a job-creating center of office, research, technology, and commercial activity to complement the regional orientation of the land use plan for the area bounded by the I-15 and I-215 freeways and Murrieta Hot Springs Road.

LU-16.2 Provide for Office and Research Park developments of a more intense nature in the Golden Triangle North (Central Murrieta) Focus Area in terms height than other areas of the City.

South Murrieta Business Corridor Focus Area

Goal LU-17 The South Murrieta Business Corridor will become a center of commerce that provides a complementary mix of high-quality business park, industrial, and office development.

Policies

LU-17.1 Encourage the expansion of a job-creating center of office, research, technology, business park, and industrial activity within the area generally bounded by the I-15 freeway on the east, Cherry Street on the south, Washington Avenue on the west, and Brown Street on the north.

LU-17.2 Encourage the development of "flex tech" uses in the Business Park and Industrial use areas.

LU-17.3 Provide for Office and Research Park developments of a more intense nature in the South Murrieta Business Corridor Focus Area in terms of height than other areas of the City.

LU-17.4 Ensure that the design of buildings in the South Murrieta Business Corridor help to create a distinctive and cohesive look to reinforce this Focus Area as a major gateway into the City.

LU-17.5 Update the Development Code to limit commercial uses in the Business Park and Industrial Use areas.

Multiple Use 3 (MU-3) Area Focus Area

Goal LU-18 A mix of residential, retail, and job-creating uses

Policies

LU-18.1 Ensure appropriate buffers are provided between Rural, Single-Family, and Multiple-Family Residential uses both within and adjacent to the Multiple Use 3 Area Focus Area.

LU-18.2 Ensure adequate buffers are provided between residential and non-residential uses both within and adjacent to the Multiple Use 3 Area Focus Area.

LU-18.3 Encourage a range of retail uses that serve local residents and the region.

LU-18.4 Encourage Office and Research Park uses that are complementary to the Civic Center and the Historic Downtown Specific Plan.

Los Alamos Hills Focus Area

Future Specific Plan for Los Alamos Hills Area

Goal LU-19 Preparation of a Specific Plan for the Los Alamos Hills area.

Policies

LU-19.1 Bring together the property owners in the Los Alamos Hills area to determine the land area to be included in a future Specific Plan.

LU-19.2 Bring together the property owners to develop a consensus-based Specific Plan.

LU-19.3 Encourage the Los Alamos Hills community groups, such as the Citizens for Quality of Life in Murrieta (CQLM), and property owners to work together with infrastructure providers and the City to identify infrastructure needs and costs, as well as financing options and timing for roads, road improvements, and water and sewer infrastructure, throughout the future Los Alamos Hills Specific Plan area.

Rural Character

Goal LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

Policies

LU-20.1 Maintain the existing 2.5-acre minimum residential parcel size west of Warm Springs Creek.

LU-20.2 Establish development standards for all new construction to ensure high quality rural development in the area west of Warm Springs Creek.

LU-20.3 Establish unifying visual elements, such as split rail fencing, mature native trees, and well-spaced homes, as a means of distinguishing the Los Alamos Hills area as a rural historic enclave within Murrieta for the area west of Warm Springs Road.

LU-20.4 Encourage the construction of homes and accessory structures, west of Warm Springs Creek that are compatible with surrounding residential uses and the rural character of the Los Alamos Hills area.

LU-20.5 Consider Specific Plan land use regulations for the area west of Warm Springs Creek that allow the grouping of building sites on larger properties withsteep terrain or other site constraints, while adhering to a maximum density of one dwelling unit per each 2.5 acres of lot area.

LU-20.6 Allow the keeping of personal livestock for both commercial and non-commercial purposes pursuant to the standards in the City's Development Code, and as may be modified through a Specific Plan.

LU-20.7 Allow commercial farms, tree crops and other agricultural uses on lots of at least 2.5 acres in size consistent with Los Alamos' long history as an agricultural community.

LU-20.8 Allow for the creation of entry monuments that are rural in character to announce the arrival into the Los Alamos Hills area.

LU-20.9 Discourage features such as small lots, conventional sidewalks, or conventional street lights, west of Warm Springs Creek.

LU-20.10 Encourage the minimal use of outdoor lighting to maintain the nighttime dark sky in the rural Los Alamos Hills area.

Land Use Transitions

Goal LU-21 Appropriate land use transitions between rural land uses west of Warm Springs Creek and more intense land uses east of Warm Springs Creek.

Policies

LU-21.1 Consider the creation of a transitional density/intensity non-rural area to serve as a buffer area between the developments along Winchester Road and the rural residential land uses to the west of Warm Springs Creek.

Natural Resources

Goal LU-22 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

Policies

LU-22.1 Encourage the preservation of natural and visual resources within Los Alamos Hills, such as rock outcroppings and scenic views of the local hills and valleys, to the greatest degree practicable.

LU-22.2 Encourage new construction and landscape design that utilizes grading techniques to mimic the natural terrain.

LU-22.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.

LU-22.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.

LU-22.5 Encourage new development to replace or supplement with native tree species as opportunities arise.

LU-22.6 Encourage the development of an trail system within the Multiple Species Habitat Conservation Plan (MSHCP) and other open space areas that connects to a trails system within or adjacent to the existing and future street systems, including linkage through areas east of Warm Springs Creek (such as but not limited to a transitional buffer area) to the open space corridor along Adobe Creek. Trails adjacent to streets should allow for multiple users and provide buffers between vehicles and trail users.

Circulation

Goal LU-23 A circulation system that provides adequate access for all property owners in the Los Alamos Hills area.

Policies

LU-23.1 Support the development of a circulation plan and road standards for the existing and proposed road system within the Los Alamos Hills area that reflects the land uses and development intensity within a Specific Plan.

LU-23.2 Explore the use of traffic calming measures, as appropriate.

Historic Murrieta Specific Plan Area

Goal LU-24 Historic Murrieta as the City's cultural, civic and community center.

Policies

LU-24.1 Preserve and enhance the historic Murrieta area as the governmental and cultural focal point of the City.

LU-24.2 Continue the expansion of a traditional town development pattern with a grid street design and urban land use intensities to support a pedestrian-oriented environment.

LU-24.3 Encourage the location of civic, institutional, office uses, and other job-creating uses in Historic Murrieta. Supportive commercial activities and residential development should be encouraged.

LU-24.4 Encourage the development of community amenities such as libraries, museums, galleries, theaters, and other cultural activities within the historic Murrieta area.

LU-24.5 Encourage a broader mix of uses, including entertainment, along Washington Street, while maintaining the small-town character.

LU-24.6 Encourage mixed-use development projects within the Historic Downtown that create a pedestrian style living environment and encourage use of mass transit.

LU-24.7 Update the Historic Murrieta Specific Plan to enable the area to serve its functional role, and to carry forward a program of infrastructure development.

INTERAGENCY COORDINATION

Goal LU-25 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

Policies

LU-25.1 Provide a strong role in the development of regional planning efforts by ensuring local land use issues are adequately addressed at the regional level.

LU-25.2 Establish a strong role in the implementation of Proposition 1A with the California High Speed Rail Authority (CHSRA).

LU-25.3 Continue coordination with the California Department of Transportation (Caltrans) related to the local impacts of change and development of the I-15 and I-215 Freeways as well as other local transportation routes and areas of influence under the jurisdiction of Caltrans.

LU-25.4 Continue coordination with the Riverside County Transportation Commission (RCTC) to ensure regional and sub-regional transportation efforts reflect Murrieta's unique attributes.

LU-25.5 Comply with procedures and programs of the County of Riverside and the Local Agency Formation Commission for future annexations.

LU-25.6 Consider the future annexation of the Sphere of Influence area.

LU-25.7 Seek out the formation of multi-jurisdictional partnerships with local, State, and Federal agencies and/or private interests. The City shall cooperate with the Riverside County Flood Control and Water Conservation District (RCFCWCD), Army Corps of Engineers, and the Riverside County Board of Supervisors in the development of waterways, tributaries, detention basins, and watershed management.

LU-25.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a "hazard" by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area shall incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

DEVELOPMENT IN ADJACENT JURISDICTIONS

Goal LU-26 The City understands that development on lands adjacent to the City's corporate boundary can profoundly affect Murrieta residents and businesses.

Policies

LU-26.1 Cooperate with other jurisdictions in developing compatible land uses on lands adjacent to, or near, the City's corporate boundaries to minimize significant

impacts and potentially benefit residents, businesses, and/or infrastructure systems in Murrieta.

LU-26.2 Monitor planning and environmental assessments for development projects in adjacent jurisdictions and participate in public hearings for the projects.

CODE ENFORCEMENT

Goal LU-27 The quality and character of the City is preserved and enhanced by compliance with relevant codes and regulations.

Policies

LU-27.1 Review the Development Code and determine which sections are outdated to meet current trends, regulations, adopted community visions, and the General Plan 2035 land use designations, and revise as necessary.

LU-27.2 Provide equitable, consistent, and effective code enforcement services that resolve complaints citywide, addressing quality of life issues that come from poorly maintained properties.

LU-27.3 Ensure adequate staffing for Code Enforcement to maintain and streamline enforcement efforts.

LU-27.4 Provide public education about property maintenance and Development Code requirements.

ECONOMIC DEVELOPMENT ELEMENT

Goal ED-1 A highly visible and attractive commercial/mixed-use regional hub located at the confluence of the I-15 and I-215 Freeways in central Murrieta.

Policies

ED-1.1 Promote the City's location between two interstate freeways to create a regional hub of an intensity and scale commensurate with its regional orientation, high visibility, and gateway location.

ED-1.2 Encourage the development and integration of a mix of uses in a "main street" setting that includes retail anchored department stores, entertainment, hotel, office, retail, residential, and transit-oriented development and/or mixed uses that provide a regional draw.

ED-1.3 Encourage transit-oriented development within this area to support future transit opportunities.

Goal ED-2 **A fiscally strong governance that meets the public service demands of residents and businesses.**

Policies

ED-2.1 Conduct thorough and frequent reviews of fiscal policy in order to maintain balanced tax and fee structures and to respond to changing fiscal policies at broader governmental levels.

ED-2.2 Improve the ongoing fiscal revenue and cost structure of the City, particularly revenue growth potential associated with hotel, retail, and restaurant land use development, business activities, and redevelopment/revitalization programs.

ED-2.3 Require fiscal impact analysis, as appropriate, for any development project requesting public funding, infrastructure participation, or revenue sharing.

ED-2.4 Actively seek to replace vacating businesses with users capable of generating similar or greater fiscal revenue streams.

ED-2.5 Review the City's fiscal revenue and cost structure on a periodic basis, using the established fiscal analysis framework, so that staff-level assessment can be provided in a quick, cost-effective, and accurate manner.

ED-2.6 Review city-sponsored programs and services to ensure that residents and businesses are provided high quality services in a cost-effective manner.

ED-2.7 Create a program that allows long-range public facilities financing for projects that provide economic and other benefits to the City; link capital improvements with General Plan priorities as part of the annual CIP process.

ED-2.8 Include a financing plan for infrastructure and related capital improvements for large-scale development projects that are consistent and coordinated with the City master plans.

ED-2.9 Maintain an updated system of development impact and processing fees and charges.

ED-2.10 Strive to limit the burden of taxes and special assessment on residential development to a maximum of 2.0 percent of the total assessed value in concert with other taxing entities

Goal ED-3 **A sound, stable, and diversified economic base.**

Policies

ED-3.1 Support a diverse range of business activities including professional/technical, information, technology-focused manufacturing, research and development, including medical research and research institutions, educational services, medical/health services, and financial services.

ED-3.2 Promote Murrieta as a center for medical/health services and technology through active encouragement and recruitment of medical office, medical research, and health care facilities around the Loma Linda University Medical Center, South Murrieta Business Corridor, and confluence of the I-15/I-215 Freeways.

ED-3.3 Create incentives to attract new businesses and industries that provide employment opportunities that match the education and occupational skill levels of Murrieta residents.

ED-3.4 Develop an economic base that attracts jobs and exports products and services by capitalizing on the City's strategic location and relatively lower land prices between greater Los Angeles/Orange County metro and San Diego market regions.

ED-3.5 Encourage companies that are involved in the manufacture of products for export, including international export, to invest and locate in the City.

ED-3.6 Encourage the development of technology incubators to promote entrepreneurship and support start-up companies.

ED-3.7 Work with area universities to promote technology start-ups and encourage technology transfer-related companies to locate within the City.

Goal ED-4 Positive balance between the supply of retail opportunities and demand for goods and services.

Policies

ED-4.1 Encourage retail development projects that can realistically satisfy community-wide and regionally-based demand for goods and services.

ED-4.2 Encourage retail development, expansion, and remodeling projects that can effectively reverse or minimize outflows of local resident expenditures to retail facilities beyond the City limit.

ED-4.3 Support a concentration of retail centers in functional nodes at freeway intersection locations to maximize exposure and convenient access within the regional trade area environment.

ED-4.4 Support high-volume retail outlets along the Madison Avenue Corridor from Guava Street north to California Oaks/Kalmia Road, and on major intersecting streets.

ED-4.5 Create a unified urban design, marketing, and imaging strategy to strengthen the Madison Avenue commercial corridor.

ED-4.6 Encourage the development of a mix of moderate to high-end restaurants throughout the City, particularly in concert with business, entertainment, and cultural developments.

ED-4.7 As the economy improves, encourage continued development of a multi-dealer automotive sales center that satisfies regional demand for automotive purchases, captures sales tax, and takes advantage of the auto center's freeway exposure and access.

ED-4.8 Encourage retail developments to locate in areas where they can be most effective in terms of meeting the needs of local households and encourage mixed use which can create neighborhood centers of activity.

ED-4.9 Allow retail development, in areas not currently designated for commercial land use by the General Plan, only after a thorough evaluation of their market potential for success.

Goal ED-5 An improved jobs/housing balance.

Policies

ED-5.1 Encourage flex-tech buildings within business corridors and higher intensity office uses along freeway corridors with adequate visibility, convenient access, and future transit-oriented opportunities.

ED-5.2 Encourage the concentration of compatible employment-generating uses, such as professional office, research and development, and health-related services.

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

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

Goal ED-6 An educated and highly-skilled labor force.

Policies

ED-6.1 Encourage and support the development of institutions of higher education to serve educational pursuits of area residents and provide a highly skilled employment pool attractive to business investment and economic growth.

ED-6.2 Support the development of technical colleges and training institutions that build job skills commensurate with the growth of the economic base, particularly in the emerging health care services industry and the need for doctors, nurses, and other trained personnel.

ED-6.3 Coordinate and collaborate with the Murrieta Valley Unified School District, community colleges, and employers to develop specialized technical and vocational training programs to help match the skills of area residents with employer needs.

ED-6.4 Support professional development and continuing education programs so that working adults can expand their skills and embrace lifelong learning.

Goal ED-7 Tourism and leisure opportunities that attract residents and visitors.

Policies

ED-7.1 Encourage the development of tourist and entertainment-type facilities such as hotels, dinner house restaurants, performing arts center, museums, a music and festival park, an amusement park, mineral hot springs, golf courses, and visitor information centers.

ED-7.2 Encourage the development of business-oriented hotels that capitalize on the superior freeway locations in Murrieta and the expanding office, professional and technical job base.

ED-7.3 Encourage development and business activities that capitalize on natural amenities and resources of the area such as trail and tour guides, campgrounds, rodeos, equestrian breeding and training farms, nature and open space preserves.

ED-7.4 Promote and encourage future development of a full-service resort that incorporates local amenities and attractions, such as the mineral hot springs and the nearby vineyards and wineries.

ED-7.5 Explore opportunities to capitalize on Murrieta's proximity to Temecula Valley wine country.

Goal ED-8 Strategic Approach to Economic Growth

Policies

ED-8.1 Encourage and market to employers that provide employment opportunities commensurate with the education and skills of Murrieta residents.

ED-8.2 Support a business friendly environment for new businesses to locate in Murrieta and existing businesses to flourish.

ED-8.3 Formulate and implement strategies that are responsive to critical economic goals of the community and monitor and update these goals annually through the Economic Development Department.

ED-8.4 Explore opportunities for business assistance and incentive programs to attract businesses to the City.

ED-8.5 Establish a Business Retention and Expansion program that supports existing and future businesses.

ED-8.6 Establish a priority for implementation programs while maintaining flexibility to adjust to market-based conditions, as necessary; coordinate with General Plan priorities.

ED-8.7 Periodically assess the ability of the City to meet the growth needs of office and research and development firms.

ED-8.8 Maintain economic information and development opportunities on the City's website and creative interactive links with the real estate brokerage and development industry.

ED-8.9 Continue to work with the Murrieta Chamber of Commerce to promote the continued economic growth of the City and provide businesses with the tools and services to succeed.

ED-8.10 Continue to consult with technical networking organizations to market Murrieta and encourage new businesses and industries to locate in the City.

ED-8.11 Work with property owners to promote the vision of the community as a future job-rich center.

Goal ED-9 A coordinated and stable regional economic environment.

Policies

ED-9.1 Coordinate implementation efforts with other economic development programs carried out by other implementation agencies including, but not limited to: Murrieta Redevelopment Agency, Murrieta Chamber of Commerce, Temecula Chamber of Commerce, Riverside County Economic Development Agency, Western Riverside County Council of Governments, San Diego Association of Governments, San Diego North Economic Development Council, San Diego Regional Economic Development Corporation, Southwest California Economic Alliance, and Southwest California Economic Development Corporation.

ED-9.2 Where possible, capitalize on economic development efforts already occurring within the region and maintain active economic development partnerships with other local and regional governments and agencies.

ED-9.3 Ensure that future annexations are fiscally and economically beneficial to the City and are accomplished through a coordinated effort between the City, LAFCO, and other interested agencies.

ED-9.4 Continue to partner with Temecula to market and promote the "Twin Cities" as a job center between the Los Angeles/Orange County and San Diego metro areas.

Goal ED-10 A revitalized and economically stable Historic Downtown Murrieta.

Policies

ED-10.1 Encourage compatible economic development activities that support the historic nature and unique character of Historic Downtown Murrieta and strengthens its citywide and regional draw.

ED-10.2 Encourage the development of neighborhood level retail uses and personal services within Historic Downtown Murrieta that serve the surrounding residents and businesses.

ED-10.3 Provide opportunities for mixed-use commercial and residential development to render Historic Downtown Murrieta a commercially viable entity consistent with its functional scale.

ED-10.4 Complete development of a Civic Center complex within Historic Downtown Murrieta on the Town Square site.

ED-10.5 Consider opportunities for the development of higher-density and mixed-use residential uses to support commercial development within the Historic Downtown.

ED-10.6 Consider opportunities to incorporate entertainment and cultural/art venues and activities within Historic Downtown Murrieta.

ED-10.7 Utilize redevelopment assistance and special programs to attract retailers and encourage new mixed-use development within the area.

CIRCULATION ELEMENT

Goal CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

Policies

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

CIR-1.2 Maintain a Level of Service “D” or better at all intersections during peak hours. Maintain a Level of Service “E” or better at freeway interchanges during peak hours.

CIR-1.3 Maintain an average daily traffic (ADT) Level of Service “C” or better for all roadway segments. As an exception, LOS “D” may be allowed in the North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta Business Corridor, or the Multiple Use 3 Focus Areas, or other employment centers. LOS “D” may be allowed only at

intersections of any combination of Secondary roadways, Major roadways, Urban Arterial roadways, Expressways, conventional state highways, or freeway ramps.

CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.

CIR-1.5 Maintain a set of street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards.

CIR-1.6 Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.

CIR-1.7 Evaluate the Circulation Element roadway plan on a regular basis using the City of Murrieta Traffic Model.

CIR-1.8 Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.

CIR-1.9 Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

CIR-1.10 Limit driveway and access on major arterial streets, where feasible, to maintain a desired quality of traffic flow.

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

CIR-1.12 Maintain an effective City truck route system to ensure that movement of truck traffic is accommodated by and confined to designated streets.

CIR-1.13 Work with adjacent communities and regional agencies to identify appropriate systems for goods movement.

CIR-1.14 Review current goods movement patterns and determine if possible restrictions on hours of truck traffic may reduce impacts to area streets.

Goal CIR-2 A comprehensive circulation system that promotes safety.

Policies

CIR-2.1 Establish speed limits throughout the City that relate to the design and operating characteristics of roadways.

CIR-2.2 Maintain an ongoing maintenance program to ensure the safety of the City's roadway system.

CIR-2.3 Provide a circulation network that accommodates the safe and efficient movement of all forms of non-motorized travel.

CIR-2.4 Ensure roadway signage of adequate size to clearly convey street names or traffic control measures is installed and maintained.

CIR-2.5 Include paved shoulders on all roads in non-urban areas that can be used by cyclists and pedestrians.

CIR-2.6 Explore the use of traffic calming measures on streets with high incidences of speeding and/or history of collisions.

CIR-2.7 Publish and promote safe pedestrian and bike routes through creating an accurate citywide map and posting pedestrian/cyclist-scale wayfinding signage.

CIR-2.8 Encourage driveway consolidation and the use of shared driveways in commercial areas.

CIR-2.9 Ensure new roadways and intersections provide adequate sight distances for safe vehicular movement.

CIR-2.10 Review and comment on school district Environmental Impact Reports (EIRs) to ensure proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.

CIR-2.11 Work with the school districts to incorporate a Safe Routes to Schools program and establish a task force for school siting (including school closures) and safe routes decisions such as public works, city, county, Caltrans, law enforcement, school staff, public health, community groups and others.

CIR-2.12 Consider the development and implementation of Pedestrian Safety Guidelines that also include streetscape standards that emphasize pedestrian and cyclist safety (lighting, trees, greenery, traffic calming measures, etc.).

CIR-2.13 Work with the Murrieta Valley Unified School District and other local school districts, neighborhood associations, HOAs, and Parent Teacher Associations (PTAs) to facilitate the creation of “walking school buses,” “bike trains”, carpools and crossing guards for Murrieta schools.

CIR-2.14 Ensure that efficient and safe access for emergency vehicles is provided to all development

Goal CIR-3 Circulation systems that preserve the quality of residential neighborhoods.

Policies

CIR-3.1 Enforce speed limits and other regulatory signs in those areas defined by the California Vehicle Code as residential neighborhoods.

CIR-3.2 Review the design of all proposed new residential neighborhoods to ensure that “cut through” routes are minimized and pedestrian connections are maximized.

CIR-3.3 Discourage the flow of truck traffic and through traffic in residential neighborhoods.

CIR-3.4 Consider the development and implementation of Traffic Calming Guidelines to address safety within residential neighborhoods.

CIR-3.5 Continue to utilize the Neighborhood Traffic Management Program to provide all residential, commercial, and industrial properties sufficient and safe access for every vehicle.

Goal CIR-4 Financing programs provide adequate funding for the City's roadway system.

Policies

CIR-4.1 Identify and evaluate potential local revenue sources for financing roadway system development and improvement projects.

CIR-4.2 Pursue viable revenue sources to meet the roadway system funding needs from state, regional, and federal sources.

CIR-4.3 Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation related improvements in the Plan Area.

Goal CIR-5 A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.

Policies

CIR-5.1 Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs, including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP)..

CIR-5.2 Coordinate with adjacent jurisdictions on regional transportation planning efforts.

CIR-5.3 Coordinate with the Cities of Temecula, Wildomar, and Lake Elsinore to pursue funding for and preparation of a transportation plan for the Jefferson Avenue Corridor.

CIR-5.4 Actively pursue the construction of the French Valley Parkway connector system, south of the I-15/1-215 confluence in cooperation with Caltrans, the City of Temecula, Riverside County, and local developers.

CIR-5.5 Actively pursue the construction of a new east-west corridor and interchange at Keller Road in cooperation with Caltrans, Riverside County, and local developers.

CIR-5.6 Actively pursue the improvements to existing interchanges within the City and construction of new over-crossings, as identified in the Capital Improvements Program215, to achieve the adopted service level standards.

CIR-5.7 Support the addition of capacity improvements, such as high occupancy vehicle lanes, general purpose lanes, or auxiliary lanes on I-15 and 1-215.

CIR-5.8 Participate in programs to mitigate regional traffic congestion.

CIR-5.9 Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors, and future high speed rail service, which connect Murrieta to other population centers.

CIR-5.10 Support the siting and development of a Metrolink Station(s) within Murrieta along the I-15 and/or I-215 corridors.

CIR-5.11 Coordinate with California High Speed Rail Authority, Riverside Transit Authority, and City of Temecula on the siting and development of a California High Speed Rail Intermodal Transit Center.

CIR-5.12 Continue to work with public transportation agencies to provide adequate levels of service to Murrieta citizens.

CIR-5.13 Coordinate with adjacent jurisdictions regarding the planning and coordination of circulation improvements in the Sphere of Influence area.

CIR-5.14 Encourage new large residential, commercial, or employment developments to locate on existing and planned transit routes.

Goal CIR-6 Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.

Policies

CIR-6.1 Encourage alternatives to single-occupancy vehicle transportation such as rail, public transit, paratransit, walking, cycling, and ridesharing.

CIR-6.2 Support a variety of transit vehicle types and technologies to serve different transportation needs.

CIR-6.3 Work with the Riverside Transit Agency, Murrieta Chamber of Commerce, and/or the City's Economic Development Department to conduct a travel/commute survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

CIR-6.4 Seek opportunities for funding that goes to support alternative forms of transportation.

CIR-6.5 Support the dedication and/or construction of appropriate facilities in support of a public transportation system.

CIR-6.6 Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development of non-motorized transportation corridors and facilities (i.e., neighborhood electric vehicle routes, bikeways, pedestrian paths, sidewalks/paths).

CIR-6.7 Coordinate with the Riverside Transit Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, schools, health care facilities, and major recreation areas.

CIR-6.8 Support the construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations to maintain traffic flow and provide safe loading/unloading for bus passengers. .

CIR-6.9 Work with the Riverside Transit Agency to evaluate bus stops locations and amenities. Encourage the incorporation of transit amenities such as bus shelters and benches into existing and new bus stop locations.

CIR-6.10 Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.

CIR-6.11 Encourage employer-based incentive programs for use of public transit and improve awareness of such programs.

CIR-6.12 Increase public education about public transit options.

CIR-6.13 Continue to require new development to submit a Trip Reduction Plan, if applicable, in compliance with the Transportation Demand Management Ordinance.

CIR-6.14 Encourage employers to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).

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

Policies

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

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

CIR-7.3 Encourage safe pedestrian walkways and ensure compliance with the Americans with Disabilities Act (ADA) requirements within all developments.

CIR-7.4 Consider the development and implementation of Pedestrian Friendly Street Standards.

CIR-7.5 Provide pedestrian amenities such as benches, trees, landscaping, and shade trees to encourage people to walk to destinations.

CIR-7.6 Promote improved demand responsive transit services for elderly and disabled persons.

CIR-7.7 Ensure visibility and access for pedestrians and encourage the removal of barriers (walls, fences) to allow for safe and convenient movement.

CIR-7.8 Work with Riverside County Transportation Commission, local retirement homes, the Senior Center, and other community groups to expand affordable and reliable transportation options for older adults and disabled persons.

Goal CIR-8 Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.

Policies

CIR-8.1 Create, update, and implement a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities.

CIR-8.2 Promote bicycle and pedestrian trails along major home to work and other travel routes.

CIR-8.3 Consider roadway design guidelines for new development and for capital improvement plans that enhance bicycle and pedestrian connectivity and safety.

CIR-8.4 Consider that 6- to 8-lane arterial roads provide a 5- to 6-foot-wide tree buffer (parkway) between pedestrians and through traffic.

CIR-8.5 Separate multi-use trails from roadways where feasible, or design multi-use trail crossing to occur at controlled intersections.

CIR-8.6 Establish guidelines for new development projects to include multi-use trails that connect to schools, parks, Historic Downtown, and other neighborhoods in the community.

CIR-8.7 Review and pursue opportunities to develop a trail head from the Murrieta Equestrian Park to the Santa Rosa Plateau and other adjacent areas.

CIR-8.8 When different uses are developed adjacent to each other – such as new commercial adjacent to new residential – require them to provide high-quality pedestrian amenities and connections between each other to the greatest degree possible.

CIR-8.9 Create cyclist and pedestrian connections through cul-de-sacs and across other barriers, connecting neighborhoods with each other and the citywide trail system. When feasible, consider purchasing easements across private land for priority pedestrian connections.

CIR-8.10 Work with adjacent property owners to create an interconnected trail that extends along the public right-of-way, which will benefit business by increasing exposure and access, and benefit the community through encouraging fitness, improved access, and a connected community.

CIR-8.11 Coordinate the location of multi-use trails to connect with regional trail systems, where feasible.

CIR-8.12 Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.

CIR-8.13 Maintain a map or maps of current bikeways and multi-use trails, and make the map(s) available to the public.

CIR-8.14 Partner with schools, employers, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents about the benefits of walking and bicycling.

CIR-8.15 Consider changing the name of the "Traffic Commission" to the "Transportation Commission," and revise its scope to explicitly address all forms of transportation including automobile, bicycle, pedestrian, public transportation, and ADA enhancements.

Goal CIR-9 An adequate supply of private off-street and public parking.

Policies

CIR-9.1 Ensure development projects comply with the parking requirements identified in the Development Code.

CIR-9.2 Encourage provision of joint-use and public parking facilities where needed by special assessment districts or other mechanisms.

CIR-9.3 Work cooperatively with developers and the business community to develop funding mechanisms for the construction of future parking facilities.

CIR-9.4 Consider reducing or waiving minimum parking requirements for development projects that implement Transportation Demand Management programs and/or are located near transit nodes.

CIR-9.5 Design dense nodes of commercial and retail businesses with no off-street parking that can be served by public parking garages so people can park once for multiple purposes.

CIR-9.6 Update the City's parking requirements in the Development Code to require bicycle parking and storage for all new development or redevelopment projects.

INFRASTRUCTURE ELEMENT

Coordinated Infrastructure

Goal INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.

Policies

INF-1.1 Encourage future development to occur in areas where infrastructure for water, sewer, and storm water can most efficiently be provided.

INF-1.2 Discourage development in areas without connections to existing infrastructure, unless infrastructure is being provided.

INF-1.3 Encourage the annexation of unserved areas into water district service areas.

INF-1.4 Ensure that new development and redevelopment provides infrastructure for water, sewer, and storm water that adequately serves the proposed uses, and that has been coordinated with affected infrastructure providers.

INF-1.5 Continue to require new development and redevelopment to provide verification that energy utilities are able to accommodate the additional demand for service.

INF-1.6 Provide information to water districts, Riverside County Flood Control and Water Conservation District (RCFCWCD), and energy utilities in their planning efforts to ensure adequate infrastructure is available for anticipated development.

INF-1.7 Encourage the preparation and updates of master plans by the appropriate providers or agencies to conduct detailed long-range planning to ensure the efficient provision of public services, infrastructure, and/or utilities.

INF-1.8 Consult with water districts and Riverside County Flood Control and Water Conservation District (RCFCWCD) to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure improvements for water, sewer, and storm water.

INF-1.9 Encourage the water districts to proactively manage their assets through the maintenance, improvement, and replacement ofaging water and wastewater systems to ensure the provision of these services to all areas of the community.

INF-1.10 Encourage the water districts to improve water and wastewater services in a way that respects the natural environment.

INF-1.11 Ensure sufficient levels of storm drainage service are provided to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic or which would obstruct flows.

INF-1.12 When managed by the City, continue to maintain and replace aging storm drain systems to ensure the provision of these services to all areas of the community.

INF-1.13 Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.

INF-1.14 Continue to participate with other agencies on public education and outreach materials for countywide distribution to focus on public education and business activities with the potential to pollute. Distribute Best Management Practices (BMP) guidance for business activities, including but not limited to, mobile detailing, pool maintenance, restaurant cleaning operations, and automotive service centers.

INF-1.15 Continue to implement the City's residential informational and outreach program by providing homeowners with Best Management Practices (BMP) for activities such as, but not limited to:

- Disposal of fats, oils, and grease
- Disposal of garden waste
- Disposal of household hazardous waste
- Disposal of pet waste
- Garden care and maintenance
- Vehicular repair and maintenance
- Vehicular washing

INF-1.16 Continue to annually report the City's activities as part of its submittal to the San Diego Region Water Quality Control Board. Activities the City should report on include, but are not limited to:

- Litter Control
- Solid Waste Collection/Recycling
- Drainage Facility Maintenance
- Catch Basin Stenciling
- Street Sweeping

INF-1.17 Consider incorporating water quality features into new or redevelopment projects with sufficient land area. These features could address both project-specific and other local impacts.

INF-1.18 Minimize the adverse effects of urbanization upon drainage and flood control facilities.

INF-1.19 Encourage the City and the Riverside County Flood Control and Water Conservation District improve the storm drain system in a way that respects the environment.

INF-1.20 When considering development and City annexations, include assessment of all impacts to public facilities, services, and infrastructure, and identify any necessary mitigation.

INF-1.21 Encourage the use of specific plans, development agreements, or mechanisms that specify the nature, timing, cost, and financing mechanisms to be used to fund water, wastewater, and/or storm drainage improvements and services.

INF-1.22 Work with property owners to establish a financing mechanism, such as financing districts, to provide infrastructure and maintenance in major employment locations and corridors, such as the North Murrieta Business Corridor, South Murrieta Business Corridor, and at the confluence of the I-15 and I-215 Freeways.

INF-1.23 Utilize, where appropriate, public financing mechanisms, such as special assessment or community facilities districts to fund water improvement and service costs.

INF-1.24 Consider the use of redevelopment financing, where appropriate, to provide infrastructure in areas where the City wishes to stimulate development.

Recycled Water

Goal INF-2 Infrastructure for recycled water is expanded throughout Murrieta for irrigation and other non-potable uses.

Policies

INF-2.1 Support water district efforts to promote the use of recycled water where infrastructure is available, and to expand infrastructure where it does not currently exist.

INF-2.2 Work with the water districts to explore options for expanding recycled water pipelines to serve City parks and facilities that are near existing infrastructure, such as California Oaks Sports Park and Town Square.

INF-2.3 Continue to require installation of recycled water systems for landscaping, unless there is an exemption from the applicable water district.

INF-2.4 Encourage other major users of irrigation, such as schools and private golf courses, to connect to nearby recycled water pipelines.

INF-2.5 Coordinate with water districts to encourage innovative demonstrations of non-potable uses for recycled water and/or groundwater recharge in City facilities and industrial applications.

Capital Improvement Program

Goal INF-3 A satisfactory Capital Improvement Program.

Policies

INF-3.1 Ensure that the Capital Improvement Program (CIP) meets the City's needs.

INF-3.2 Ensure that the Capital Improvement Program (CIP) meets Measure A, or other appropriate local, regional, or State, requirements.

INF-3.3 Amend as necessary and adopt a Capital Improvement Program.

HEALTHY COMMUNITY ELEMENT

Citywide Health

Goal HC-1 Application of innovative and model best practices in the community health field.

Policies

HC-1.1 Collaborate with the Riverside County Department of Public Health's efforts to systematically collect, track, and analyze community health and social, economic, and physical environmental data.

HC-1.2 Establish procedures and tools that help the City consider health in its planning and policy decisions.

HC-1.3 Encourage that the municipal vehicle fleet achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

HC-1.4 Seek opportunities to promote healthy lifestyles, activities, and food choices at City offices and City-organized events.

HC-1.5 Promote the health and well being of City employees through health challenges (e.g., weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices, and healthy work environments, when feasible.

Goal HC-2 Health and well-being for those who live, work, and play in Murrieta.

Policies

HC-2.1 Consider community health in appropriate City actions and policies.

HC-2.2 Establish relationships and collaborate with local health officials, planners, non-profit organizations, hospitals, local health clinics, and community groups to improve community health.

HC-2.3 Seek input from the Riverside County Department of Public Health and others on proposed development projects or other land use and transportation decisions to encourage that the decisions promote health.

HC-2.4 Incentivize health promotion groups to participate at City-sponsored events (i.e., waive booth fees at fairs, etc.).

HC-2.5 Consider one or both of the following:

- Encourage developers of larger commercial/office/business park/industrial projects or projects that include sensitive uses (schools, senior centers, medical facilities, and larger residential projects) to prepare a health impact assessment (HIA) to determine potential impacts and to incorporate project-specific mitigation measures to avoid this risk.
- A Healthy Development Checklist for use in reviewing new major development projects before finalizing plans.

HC-2.6 Work with Riverside County and community groups to support the availability of substance abuse treatment services to encourage a functional and healthy workforce.

Environmental Health

Goal HC-3 Clean, breathable indoor and outdoor air.

Policies

HC3.1 Update and enforce tobacco control laws that pertain to location and retailing practices, smoking restrictions, and smoking-free home and workplace laws.

HC-3.2 Disseminate information to tenants and property owners about indoor mold growth hazards, reduction, and prevention methods.

Public Spaces for Physical Activity and Social Cohesion

Goal HC-4 Public spaces that foster positive human interaction and healthy lifestyles.

Policies

HC-4.1 Create public plazas with seating, art, and play features near shopping and business districts.

HC-4.2 Work with restaurants and cafes to create sidewalk outdoor seating areas to activate the sidewalk.

HC-4.3 Allow and encourage residents to apply for street closure permits for neighborhood block parties.

HC-4.4 Build an affordable, accessible, and flexible central gathering/meeting space that individuals and community groups can rent for a variety of social, cultural, educational, and civic purposes.

HC-4.5 Encourage the development and display of public art to promote the history, heritage, and culture of Murrieta.

HC-4.6 Consider adopting a public art ordinance that 1) provides incentives for businesses to provide public art and 2) establishes a fee for commercial and industrial projects that do not wish to install public art.

Healthy Economy

Goal HC-5 Socially and environmentally responsible businesses that provide meaningful employment opportunities to residents.

Policies

HC-5.1 Develop programs to attract and retain industries that can provide a living wage, provide health insurance benefits, and meet existing levels of workforce education.

HC-5.2 Conduct a green technology business incubator feasibility study.

HC-5.3 Engage existing business incubators and recruit green technology entrepreneurs to their facilities to develop a track record for green technology business development.

HC-5.4 Encourage local employers to adopt healthy living/healthy employee programs and practice such as health challenges (e.g. weight loss contests, stop smoking, lunchtime/worktime sponsored events, bike to work days), healthy food choices, and healthy work environments.

Access to Healthy Goods and Services

Goal HC-6 A range of choices for accessible, affordable, and nutritious foods.

Policies

HC-6.1 Encourage equitable distribution of healthy food retail and dining options in all commercial and employment areas of the City.

HC-6.2 Research and consider land use regulations to limit fast food outlet density.

HC-6.3 Identify and utilize available incentives, grants, and/or programs to encourage small grocery or convenience stores to sell basic healthy fresh food items. Programs could include grants or loans to purchase updated equipment, publicity, directories of healthy food outlets, or connecting stores to wholesale sources of healthy food.

HC-6.4 Encourage restaurants to voluntarily eliminate transfats from their menus.

HC-6.5 Identify and utilize available incentives, grants, and/or programs to encourage restaurants to create a healthier dining experience for customers by highlighting healthy dishes, offering smaller portion sizes, and disclosing nutrition facts.

HC-6.6 Support community education programs on healthy eating habits and lifestyles, including topics such as nutrition, physical activity, and vegetable gardening.

HC-6.7 Encourage larger food retailers to carry specialty ethnic food items and support the opening of smaller ethnic food stores.

Goal HC-7 A variety of businesses that help create complete neighborhoods and support community health.

Policies

HC-7.1 Encourage fitness centers such as gyms, yoga and dance studios, martial arts centers, and rock climbing facilities to open in Murrieta.

HC-7.2 Encourage safe, high quality, and affordable child care services for residents and workers in or near housing, transportation, and employment centers.

Goal HC-8 Accessible health care and preventative care.

Policies

HC-8.1 Work with local and regional health care agencies to promote preventive treatment and broad access to health care.

HC-8.2 Work with existing organizations and agencies to support high-quality affordable and convenient access to a full range of traditional and alternative primary, preventive, emergency, and specialty health care options.

HC-8.3 Partner with community groups, the Riverside County Public Health Department, and the Murrieta Valley Unified School District to encourage school-based health centers.

HC-8.4 Encourage new public facilities, schools, parks, recreational facilities, and commercial, office, and medical buildings provide drinking fountains.

CONSERVATION ELEMENT

Natural Environment

Water Supply

Goal CSV-1 A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.

Policies

CSV-1.1 Encourage the provision of a safe and sufficient water supply and distribution system.

CSV-1.2 Promote the maximization of water supplies through conservation, water recycling, and groundwater recharge.

CSV-1.3 Promote the protection of groundwater supplies from contamination.

CSV-1.4 Support water purveyors in promoting a City-wide recycled water system through project review and coordination with water districts.

CSV-1.5 Encourage the owners of hot springs to protect and enhance them

CSV-1.6 Coordinate water resource management with water districts and regional, state, and federal agencies.

Goal CSV-2 Murrieta promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures in buildings and landscaping.

Policies

CSV-2.1 Ensure that all developments comply with water efficiency requirements, as mandated by the applicable Building Code.

CSV-2.2 Work with water districts to encourage and incentivize the retrofitting of building systems, both indoor and outdoor, with water-conserving fixtures and appliances.

CSV-2.3 Continue to utilize the programs and assistance of regional and State water agencies to increase water conservation throughout the City and Sphere of Influence.

CSV-2.4 Promote water efficient landscaping practices through outreach efforts, project review, and enforcement of City, regional, or State code requirements.

CSV-2.5 Consider streamlining municipal regulations pertaining to landscaping so that applicability and requirements are easily understood.

Storm Water Management and Groundwater Recharge

Goal CSV-3 A community that participates in a multi-jurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed.

Policies

CSV-3.1 Collaborate with partner agencies and other communities to conserve and properly manage surface waters within the City and Sphere of Influence through protection of the watershed and natural drainage system.

CSV-3.2 Promote storm water management techniques that minimize surface water runoff in public and private developments.

CSV-3.3 Utilize low-impact development (LID) techniques to manage storm water through conservation, on-site filtration, and water recycling, and continue to ensure compliance with the NPDES permit.

CSV-3.4 Encourage the creation of a network of "green" streets that minimize stormwater runoff, using techniques such as on-street bio-swales, bio-retention, permeable pavement or other innovative approaches, as feasible.

CSV-3.5 Seek opportunities to restore natural watershed function as an added benefit while mitigating environmental impacts.

Goal CSV-4 Restoration of the natural function and aesthetic value of creeks, while providing flood control measures and opportunities for recreation.

Policies

CSV-4.1 Prioritize creek preservation, restoration and/or mitigation banking along creeks as mitigation for environmental impacts.

CSV-4.2 Consider alternatives to hardlined bottoms and side slopes within flood control facilities, where technically feasible.

CSV-4.3 Preserve Warm Springs Creek and Cole Creek as a wildlife corridor, while accommodating flood control measures and passive recreation.

CSV-4.4 Retain and restore natural drainage courses and their function where health and safety are not jeopardized.

CSV-4.5 Support efforts for restoration, flood control, and recreation along Murrieta Creek, in coordination with regional and federal plans.

CSV-4.6 Seek funds and provide support for creek restoration, maintenance and protection through grant and mitigation programs, development entitlements, and non-profit organizations.

CSV-4.7 Continue to support the architectural enhancement of bridges over creeks as a scenic resource.

Hills and Ridges

Goal CSV-5 Hills and ridges are protected for their environmental and aesthetic values.

Policies

CSV-5.1 Promote compliance with hillside development standards and guidelines to maintain the natural character and the environmental and aesthetic values of sloped areas.

CSV-5.2 Incorporate significant landform features into City parks and open space, where appropriate.

CSV-5.3 Maintain a register of cultural resources that includes landforms with cultural significance.

Mineral Resources

Goal CSV-6 Mineral resources are managed responsibly with minimal impact to surrounding areas.

Policies

CSV-6.1 Ensure compliance with City regulations that seek to prevent or minimize potentially adverse effects of mining, and provide for reclamation of mined lands.

Paleontological Resources

Goal CSV-7 Paleontological resources are conserved as a record of the region's natural history.

Policies

CSV-7.1 Continue development review procedures that protect paleontological resources.

CSV-7.2 Encourage local display and educational use of paleontological resources.

Biological Resources

Goal CSV-8 Conservation of biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates.

Policies

CSV-8.1 Facilitate the conservation of habitat areas and wildlife corridors under the Western Riverside Multiple Species Habitat Conservation Plan.

CSV-8.2 Address applicable policies and regulations of regional, State, and Federal agencies to achieve common goals for preservation of habitat and the protection of threatened and endangered species.

CSV-8.3 Work with public and private land owners to conserve biological resources.

CSV-8.4 Review development projects to determine their impact on biological resources, and compliance with state and federal regulations.

CSV-8.5 Address Western Riverside Multiple Species Habitat Conservation Plan policies to preserve jurisdictional, wetland, vernal pool and other areas whose hydrology supports habitat and species identified for conservation in the Plan.

CSV-8.6 Address Western Riverside Multiple Species Habitat Conservation Plan policies for an urban interface, to reduce the impacts from toxics, light, noise, invasive plant species and domestic predators (pets).

CSV-8.7 Establish an implementation program to clarify procedures for implementation of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Habitat Acquisition Negotiation Strategy (HANS) in the City and to provide incentives to facilitate conservation with the MSHCP while recognizing private property rights.

Built Environment

Urban Ecology - Trees and Landscaping

Goal CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

Policies

CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.

CSV-9.2 Consider the establishment of street tree standards and a program for street tree planting, maintenance, and replacement.

CSV-9.3 Promote the use of street trees as a buffer between pedestrians and motorized traffic.

CSV-9.4 Encourage the planting of street trees in linear planting beds rather than tree wells in order to support long-living healthy trees.

CSV-9.5 Encourage the planting of trees in private yards and properties.

CSV-9.6 Maintain a guide to preferred trees, shrubs, and ground cover plants of non-invasive species, or refer private parties to an existing guide that meets City needs to assist private landscaping efforts.

CSV-9.7 Allow edible landscaping such as fruit trees, plants that provide foraging opportunities for wildlife, and community gardens on public and private property.

CSV-9.8 Encourage any new landscaped areas requiring permits to respect and incorporate the distinctive elements of the existing community landscape, including the retention of existing trees, to the maximum extent feasible.

CSV-9.9 Promote the use of native plant species in public landscaping of parks, schools, medians and planter strips, as well as in private development throughout the City.

Agriculture

Goal CSV-10 Fresh food is grown locally and made available through multiple venues that maintain a link to the City's agricultural heritage and promote healthy eating.

Policies

CSV-10.1 Allow agricultural uses to continue in rural residential areas.

CSV-10.2 Consider ways to allow small-scale urban agriculture in parks, schools, and neighborhoods.

CSV-10.3 Ensure that residents are permitted to grow fruits and vegetables in their yards, so long as there are not significant negative impacts to adjacent property owners.

CSV-10.4 Encourage and support the use of public lands for community gardens and other food production facilities, when feasible.

CSV-10.5 Support opportunities for local food production and access, such as farmers' markets, community gardens, harvest sharing programs, and community-supported agriculture programs.

CSV-10.6 Encourage local farmers to sell fresh food locally.

CSV-10.7 Allow public facilities such as schools, libraries, and community centers to be used as Community Supported Agriculture pick-up sites, where feasible.

Cultural Resources

Goal CSV-11 Murrieta protects, enhances, and celebrates archaeological, cultural, and historic resources as a way to foster community identity.

Policies

CSV-11.1 Promote the protection and preservation of archaeological, cultural, historical, and architecturally significant sites, structures, districts, Native American resources, and natural features throughout the community, consistent with the Cultural Resource Preservation Ordinance. Preferred methods of protection include avoidance of impacts, placing resources in designated open space and allocation of local resources and/or tax credits as feasible.

CSV-11.2 Encourage appropriate adaptive reuse of historic structures and sites.

CSV-11.3 Promote the designation of eligible resources to the City Register of Cultural Resources, the County Landmarks Program, or other regional, state, or federal programs.

CSV-11.4 Encourage the development of programs to educate the community about Murrieta's historic resources and involve the community in historic preservation.

CSV-11.5 Comply with state and federal law regarding the identification and protection of archaeological and Native American resources, and consult early with the appropriate tribal governments.

CSV-11.6 Investigate the feasibility of establishing a museum or other repository to archive and display Murrieta's archaeological resources.

CSV-11.7 Maintain the position of archivist/historian at the Murrieta Public Library, and promote the Library's Heritage Room as a repository for historical information about the Murrieta area.

CSV-11.8 Promote the use of historic elements in City parks and public places.

CSV-11.9 Exercise sensitivity and respect for all human remains, including cremations, and comply with all applicable state and federal laws regulating human remains.

Energy

Goal CSV-12 Energy conservation and the generation of energy from renewable sources is prioritized as part of an overall strategy to reduce greenhouse gas emissions.

Policies

CSV-12.1 Ensure that all developments comply with energy efficiency requirements as mandated by the applicable Building Code.

CSV-12.2 Work with energy utilities to encourage and incentivize the retrofitting of building systems with energy-conserving fixtures and appliances.

CSV-12.3 Support the on-site installation and use of renewable energy generation systems for residential, commercial, institutional, and industrial uses.

CSV-12.4 Explore options for addressing aesthetic concerns about renewable energy systems that do not unreasonably restrict the use of these systems, remaining consistent with State law.

CSV-12.5 Consider non-commercial solar power generation in residential areas.

CSV-12.6 Encourage new development projects and significant rehabilitation or expansion projects to incorporate innovative energy conservation or generation amenities such as electric vehicle charging stations, solar canopies, and carports.

CSV-12.7 Support bulk purchasing or financing packages of renewable energy purchasing for residential, business and government facilities.

CSV-12.8 Promote community awareness of opportunities to conserve energy and use renewable energy.

Solid Waste

Goal CSV-13 Solid waste is diverted from landfills through waste reduction, re-use and recycling.

Policies

CSV-13.1 Continue to comply with the landfill diversion requirements of the Integrated Waste Management Program.

CSV-13.2 Ensure that non-residential and multi-family developments provide readily accessible areas for recycling (at a minimum) paper, corrugated cardboard, glass, plastics and metals, as required by California law.

CSV-13.3 Maximize community reuse and recycling of products and materials through waste management contracts and public education.

CSV-13.4 Incentivize businesses that provide solutions for recycling and re-use of specific waste streams such as food waste and cooking oils.

CSV-13.5 Work with local landfills or green waste centers to develop the infrastructure for a composting program.

CSV-13.6 Provide public outreach and education workshops and information on the composting program.

CSV-13.7 Work with local landfills or green waste centers, or other interested parties, as appropriate, to implement a community-wide food scrap collection and composting program.

Green Building

Goal CSV-14 A community that encourages and incentivizes the sustainable development of buildings and neighborhoods, particularly with respect to durability, energy and water use, and transportation impacts.

Policies

CSV-14.1 Ensure all applicable construction projects comply with the California State Green Building Standards Code.

CSV-14.2 Encourage the integration of other principles of green building into development standards and guidelines, looking for opportunities to realize other benefits such as improved health and increased bicycle transportation.

CSV-14.3 Identify and reduce regulatory barriers to green building.

CSV-14.4 Raise community awareness regarding green building methods, incentives, and benefits at community events, the planning counter, and on the City's website.

Municipal Operations

Goal CSV-15 A community taking a leadership role in resource conservation and reduction of greenhouse gas emissions by implementing programs to improve municipal operations.

Policies

CSV-15.1 Consider renewable energy generation systems on City-owned property for use in municipal operations.

CSV-15.2 Reduce fuel consumption and emissions from municipal fleet vehicles.

CSV-15.3 Continue to implement waste reduction programs at municipal facilities.

CSV-15.4 Consider retrofitting and/or installing water- and energy-efficient fixtures and appliances in municipal facilities, where appropriate and feasible.

CSV-15.5 Encourage the use of ycled water where appropriate and feasible in City parks and landscaped areas, and demonstrate preferred techniques for water-efficient landscaping, including the use of native plants.

CSV-15.6 Demonstrate cutting-edge green building techniques when constructing and retrofitting municipal buildings.

CSV-15.7 Use energy-efficient lighting in parks, streets and other public places.

Recreation and Open Space Element

PARKS, RECREATION FACILITIES, AND COMMUNITY FACILITIES

Goal ROS-1 Parkland is provided within a convenient distance from all residential areas, in a range of park types that meet different needs for active and passive recreation.

Policies

ROS-1.1 Maintain a minimum standard of 5 acres of local parkland per 1,000 population.

ROS-1.2 Create a strategy for providing sufficient parkland to accommodate needed recreation facilities through land acquisition, joint use, partnerships, and other means.

ROS-1.3 Provide City-Wide Parks, Community Parks, Neighborhood Parks, Neighborhood Play Areas, Special Use Parks, and Nature Parks in locations appropriate to their intended service areas, so that all residential areas are served by parks.

ROS-1.4 Involve the community in planning for parks.

Goal ROS-2 Facilities that support recreation needs, programs, and community events are located throughout the City.

Policies

ROS-2.1 Pursue the development of active recreation facilities through improvements to parks and existing facilities as well as the development of facilities in new parkland.

ROS-2.2 Provide community centers, gymnasiums, and courts for indoor recreation programs in convenient, accessible, and equitably distributed locations.

ROS-2.3 Ensure that recreation facilities provide access and accommodations for users with a range of physical abilities.

ROS-2.4 Consider the installation of water fountains, toilets, and sinks in parks and recreation facilities.

Goal ROS-3 City resources for parks and recreation facilities are leveraged through partnerships, joint use agreements, private facilities, outside funding, and community volunteers.

Policies

ROS-3.1 Maintain the joint use agreement with Murrieta Valley Unified School District and look for additional opportunities to partner in expanding resident access to shared facilities.

ROS-3.2 Continue to cooperate with school districts in locating schools to allow for park development adjacent to campuses.

ROS-3.3 Cooperate with federal, state, and county agencies to provide regional open space and recreation facilities for local residents.

ROS-3.4 Encourage the development of private and commercial recreation facilities.

ROS-3.5 Seek agreements and joint ventures with private entities to provide recreation facilities and activities.

ROS-3.6 Pursue support from federal, state, and private sources to assist with acquisition, design, and construction of parks and recreation facilities.

ROS-3.7 Promote a sense of community responsibility for maintaining and improving the parks and recreation system, and offer ways for individuals, groups, and businesses to invest time and resources in that effort.

RECREATION PROGRAMS

Goal ROS-4 Recreation programs enrich the lives of residents across a broad spectrum of ages, interests, and abilities.

Policies

ROS-4.1 Seek resident involvement and feedback to create recreation programming that is relevant to a broad spectrum of community members.

ROS-4.2 Offer and encourage cultural arts programs and events that provide entertainment, such as concerts, as well as those that develop skills in dancing, drama, music, and the arts.

ROS-4.3 Use recreation programming to promote physical activity, healthy eating, and other healthy lifestyle habits.

ROS-4.4 Collaborate with other providers to expand therapeutic recreation programs for residents with special needs.

Goal ROS-5 Recreation programs foster a sense of community and civic involvement, and promote interaction between residents.

Policies

ROS-5.1 Host special events that become community traditions, appealing to a range of ages.

ROS-5.2 Encourage events in the Town Square Park and Historic Downtown Murrieta.

ROS-5.3 Promote opportunities for multi-generational interaction such as youth mentoring by seniors and business people.

ROS-5.4 Create roles for volunteers to assist with recreation facilities and programs.

YOUTH FACILITIES AND PROGRAMS

Goal ROS-6 Youth are a special focus of recreation facilities and programs.

Policies

ROS-6.1 Expand recreation programs for youth and teens, including before- and after-school care, sports and fitness, outdoor activity and excursions, and arts education.

ROS-6.2 Use recreation programming to promote success in school.

ROS-6.3 Provide safe places for teens to socialize and participate in recreation activities.

ROS-6.4 Expand opportunities for youth to be involved in planning recreation programs, services, and events for youth.

ROS-6.5 Continue providing the Youth Advisory Committee for middle school and high school students.

OPEN SPACE

Goal ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

Policies

ROS-7.1 Preserve and enhance open space resources in Murrieta.

ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.

ROS-7.3 Seek opportunities to designate open space along waterways, while also providing for the development of trails.

ROS-7.4 When possible, link open space and parks for the movement of wildlife and people.

Goal ROS-8 New development is part of a coordinated system of open space, parkland, recreation facilities, and trails.

Policies

ROS-8.1 Encourage the provision of parks, recreation facilities, and/or open space in new development and redevelopment projects.

ROS-8.2 Ensure that new residential developments provide for recreation needs of residents through development fees and park dedication.

ROS-8.3 Encourage development that promotes outdoor activity.

ROS-8.4 When reviewing new development or redevelopment projects, refer to the Trails Plan to determine whether right-of-way is needed for trails on the project site.

Goal ROS-9 Public plazas or green spaces provide additional open space opportunities for existing and future residents and employees.

Policies

ROS-9.1 Continue to require that adequate, usable, and permanent private open space is provided in residential developments.

ROS-9.2 Encourage new and existing commercial, office, and industrial development to provide outdoor green spaces that may be used by employees.

ROS-9.3 Encourage new development and redevelopment projects to incorporate gardens and green spaces with various cultural influences throughout the community to bridge cultures and provide education opportunities.

ROS-9.4 Encourage green spaces planted with a diverse plant palette in order to promote natural variety, ecosystem services, and enhance the well-being of community residents.

ROS-9.5 Review and modify as necessary, open space requirements for different types of development projects.

Trails

Refer to the Circulation Element Goal CIR-8 and related policies.

Air Quality Element

Goal AQ-1 Improved air quality through participation in regional and local efforts.

Policies

AQ-1.1 Continue to work with the Western Riverside Council of Governments (WRCOG) Regional Air Quality Task Force to implement regional and local programs designed to meet federal, state, and regional air quality planning requirements.

AQ-1.2 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP), rules and regulations from South Coast Air Quality

Management District (SCAQMD), and revisions to SCAQMD's CEQA Guidelines.

AQ-1.3 Cooperate with local, regional, State, and Federal agencies to achieve better transportation facility planning and development.

AQ-1.4 Cooperate with the State and Southern California Association of Governments (SCAG) in the implementation of SB 375 – Regional Transportation Planning, Housing, CEQA and Global Warming Emission Reduction Strategies.

AQ-1.5 Provide public education and/or materials to educate and encourage residents and business owners to purchase/use low toxicity household cleaning products.

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

Policies

AQ-2.1 Locate sensitive receptors (i.e. residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

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

AQ-2.3 Consider air quality impacts from both existing and new development when making siting decisions.

AQ-2.4 Consult the California Air Resources Board's (CARB) Land Use and Air Quality Handbook and current environmental health research for the safe distances to sensitive land uses including schools, hospitals, elder and childcare facilities, or residences when new or expanded industrial land uses or other stationary sources of pollution are proposed, such as gas stations or auto body shops.

AQ-2.5 Work with developers and/or builders of the any sensitive land uses, such as hospitals, to determine compliance with California Air Resources Board (CARB) standards and to ensure any future plans or expansions are in compliance, and encourage retrofits to the facility such as plantings or air filters to improve indoor air quality, if necessary.

Goal AQ-3 Reduced emissions during construction activities.

Policies

AQ-3.1 Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.

AQ-3.2 Ensure all applicable best management practices are used in accordance with the South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

AQ-3.3 Require all construction equipment for public and private projects comply with California Air Resources Board's (CARB) vehicle standards. For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.

AQ-3.4 Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:

- Minimizing simultaneous operation of multiple construction equipment units.
- Implementation of South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust Control Measures.
- Watering the construction area to minimize fugitive dust.
- Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by California Air Resources Board (CARB).
- Minimizing idling time by construction vehicles.

Goal AQ-4 Mobile source emissions are reduced by providing a balance of jobs and housing that serve the needs of the community.

Policies

AQ-4.1 Cooperate with local, regional, State, and Federal agencies to reduce vehicle miles traveled (VMT) and consequent emissions through job creation.

AQ-4.2 Improve jobs/housing balance by encouraging the development, expansion, and retention of business.

AQ-4.3 Improve access of businesses to local institutions that provide education and job training to prepare local residents to fill the jobs local industries create.

AQ-4.4 Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.

Goal AQ-5 **Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.**

Policies

AQ-5.1 Encourage employers to implement transportation demand management (TDM) measures, such as the following programs to reduce trips and vehicle miles traveled:

- Transit subsidies
- Bicycle facilities
- Alternative work schedules
- Ridesharing
- Telecommuting and work-at-home programs
- Employee education
- Preferential parking for carpools/vanpools

AQ-5.2 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

AQ-5.3 Promote use of fuel-efficient and low-emissions vehicles, including Neighborhood Electric Vehicles.

AQ-5.4 Encourage the use of lowest emission technology buses in public transit fleets.

AQ-5.5 Provide a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

AQ-5.6 Manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

AQ-5.7 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

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

Policies

AQ-6.1 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management District (SCAQMD) air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

AQ-6.2 Encourage and support the use of innovative ideas and technology to improve air quality.

AQ-6.3 Encourage non-polluting industry and clean green technology companies to locate to the City.

AQ-6.4 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

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

AQ-6.6 Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

AQ-6.7 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet) for new developments near busy roadways with significant volumes of heavy truck traffic.

Goal AQ-7 Particulate matter and fugitive dust emissions are reduced throughout the City.

Policies

AQ-7.1 Adopt incentives, regulations, or procedures to reduce particulate matter.

AQ-7.2 Collaborate with transportation agencies, utilities, and developers to minimize fugitive dust and emissions from construction and maintenance activities.

AQ-7.3 Cooperate with local, regional, State, and Federal jurisdictions and/or agencies to better control fugitive dust from stationary, mobile, and area sources.

AQ-7.4 Consider the suspension of all grading operations, not including dust control actions, at construction projects when the source represents a public nuisance or potential safety hazard due to reduced visibility on streets surrounding the property.

NOISE ELEMENT

Goal N-1 **Noise sensitive land uses are properly and effectively protected from excessive noise generators.**

Policies

N-1.1 Comply with the Land Use Compatibility for Community Noise Environments.

N-1.2 Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.

N-1.3 Discourage new residential development where the ambient noise level exceeds the noise level standards set forth in the Noise and Land Use Compatibility Guidelines and the City Noise Ordinance.

N-1.4 Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise conflicts between land uses along the City's boundaries.

Goal N-2 **A comprehensive and effective land use planning and development review process that ensures noise impacts are adequately addressed.**

Policies

N-2.1 Review and update the Noise Ordinance to ensure that noise exposure information and specific policies and regulations are current.

N-2.2 Integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.

N-2.3 Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.

N-2.4 Encourage proper site planning and architecture to reduce noise impacts.

N-2.5 Permit only those new development or redevelopment projects that have incorporated mitigation measures, so that standards contained in the Noise Element and Noise Ordinance are met.

N-2.6 Incorporate noise reduction features for items such as, but not limited to, parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.

N-2.7 Require that new mixed-use developments be designed to limit potential noise from loading areas, refuse collection, and other activities typically associated with commercial activity through strategic placement of these sources to minimize noise levels on-site.

N-2.8 Encourage commercial uses in mixed-use developments that are not noise intensive.

N-2.9 Orient mixed-use residential units, where possible, away from major noise sources.

N-2.10 Locate balconies and operable windows of residential units in mixed-use projects away from the primary street and other major noise sources, where possible, or provide appropriate mitigation.

Goal N-3 Noise from mobile noise sources is minimized.

Policies

N-3.1 Consider noise mitigation measures in the design of all future streets and highways and when improvements occur along existing freeway and highway segments.

N-3.2 Work with CalTrans to achieve maximum noise abatement in the design of new highway projects or with improvements to interchanges along the I-15 and I-215 Freeways, and with widening of SR 79.

N-3.3 Encourage the construction of noise barriers and maintenance of existing noise barriers for sensitive receptors located along the I-15 and I-215 Freeways.

N-3.4 Enforce the use of truck routes to limit unnecessary truck traffic in residential and commercial areas. Consider requiring traffic plans for construction projects and new commercial and industrial uses.

N-3.5 Consider the use of rubberized asphalt for new roadways or roadway rehabilitation projects.

N-3.6 Coordinate with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that adjacent land uses are considered and noise attenuation measures are addressed.

Goal N-4 Reduced noise levels from construction activities.

Policies

N-4.1 Regulate construction activities to ensure construction noise complies with the City's Noise Ordinance.

N-4.2 Limit the hours of construction activity in residential areas to reduce intrusive noise in early morning and evening hours and on Sundays and holidays.

N-4.3 Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, 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.

N-4.4 Encourage municipal vehicles and noise-generating mechanical equipment purchased or used by the City to comply with noise standards specified in the City's Municipal Code, or other applicable codes.

N-4.5 Allow exceedance of noise standards on a case-by-case basis for special circumstances including emergency situations, special events, and expedited development projects.

N-4.6 Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas.

SAFETY ELEMENT

Citywide Safety

SAF-1 People and properties are provided with protection from natural and man-made hazards.

Policies

SAF-1.1 Encourage that areas be dedicated as open space when necessary and appropriate to protect property, public health, and safety from hazards such as earthquake fault zones or flood plains.

SAF-1.2 Coordinate public safety responses and planning for hazards with agencies at the County, regional, state, and federal levels.

SAF-1.3 Collect and maintain current information on local hazards, and make it available for public use.

SAF-1.4 Review public safety infrastructure and staff resources as new development is planned or proposed in Murrieta and the Sphere of Influence.

SAF-1.5 Promote coordination among City departments to provide for safety in new development and/or annexation areas.

SAF-1.6 Investigate and pursue additional funding mechanisms available to fund City safety services, facilities, and equipment.

SAF-1.7 Prioritize community education as an essential part of creating a safe community.

Geologic and Seismic Hazards

Goal SAF-2 Damage from geologic and seismic hazards is minimized by identifying and addressing these hazards during the planning and engineering of built improvements.

Policies

SAF-2.1 Prior to site development, projects located in areas where liquefaction, subsidence, landslide and fissuring are considered hazards shall be required to prepare geologic reports addressing site conditions, potential risk, and mitigation, to the satisfaction of the City Engineer.

SAF-2.2 Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.

SAF-2.3 Seek to maintain emergency access in the event of an earthquake by engineering roadways to reduce damage to them.

Flood Hazards

Goal SAF-3 Damage from flood and inundation hazards is minimized by improving flood control systems and providing adequate safety protections in areas of the City subject to inundation.

Policies

SAF-3.1 Cooperate with the Riverside County Flood Control and Water Conservation District to evaluate the effectiveness of existing flood control systems and improve these systems as necessary to meet capacity demands.

SAF-3.2 Actively participate in and strongly promote timely completion of regional drainage plans and improvement projects which affect the City.

SAF-3.3 Identify natural drainage courses and designate drainage easements to allow for their preservation, or for the construction of drainage facilities if needed to protect the health, safety, and welfare of the community.

SAF-3.4 Require new construction within the 100 year floodplain to meet National Flood Insurance Program standards.

SAF-3.5 Develop and maintain floodplain inundation evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and the Murrieta Fire Department.

SAF-3.6 Maintain an active swift water rescue response in the Murrieta Fire Department.

Dam Inundation

Goal SAF-4 Land use regulations and emergency response plans reduce potential damage resulting from dam failure.

Policies

SAF-4.1 Maintain and update mapping of dam inundation areas within the City as new studies and projects are completed.

SAF-4.2 Develop dam failure evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and the Murrieta Fire Department.

SAF-4.3 Discourage critical and essential uses as well as high-occupant-load building uses within designated dam inundation areas.

Fire Safety

Goal SAF-5 Damage from fire hazards is minimized through preventive measures, education, and fire protection services.

Policies

SAF-5.1 Continue efforts to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the City.

SAF-5.2 Provide public safety education programs through the Fire Department to reduce accidents, injuries and fires, as well as to train members of the public to respond to emergencies.

SAF-5.3 Continue to coordinate fire protection services with Riverside County, CAL FIRE, and all other agencies and districts with fire protection powers.

SAF-5.4 Ensure that outlying areas in the City can be served by fire communication systems as new development occurs.

SAF-5.5 Require that all dedicated open space or undeveloped areas meet specifications for fire safety.

Fire Response

Goal SAF-6 The Murrieta Fire Department provides a timely response to fire and other emergencies.

Policies

SAF-6.1 Respond to 90 percent of medical and fire incident calls within 6½ minutes from dispatch.

SAF-6.2 Ensure that each Paramedic Assessment Engine Company provides the capacity to treat moderate or greater injuries, transport patients to hospitals, advance a hose line for fire control, and to effect a rescue of trapped occupants.

SAF-6.3 Provide adequate levels of fire suppression personnel for all areas.

SAF-6.4 Ensure sufficient personnel and equipment to provide fire suppression for high rise buildings.

SAF-6.5 Locate, staff, and equip Fire Department units to provide service to all areas within the City within a maximum of 12 minutes total response time for 90 percent of all mass casualty incidents or major structure fires.

SAF-6.6 Evaluate the feasibility and benefits of incorporating Emergency Medical Dispatch into the dispatching system to provide emergency medical assistance to callers.

SAF-6.7 Strategically cross-train Fire Department personnel as Emergency Medical Technician Defibrillators and Paramedics as well as in Urban Search and Rescue, swift water rescue, and hazardous materials decontamination.

SAF-6.8 Maintain and implement a Fire Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.

SAF-6.9 Strive to achieve an Insurance Services Office (ISO) Public Protection Classification of 3 in areas with fire hydrants and 9 in areas that are not connected to an existing water district supply system.

Goal SAF-7 Reduced incidence of damage to life and property from wildland fires.

Policies

SAF-7.1 Continue to require development in high fire hazard areas to use fire-resistant building materials and landscaping, and to meet fire chief specifications for fuel modification, access, and water facilities.

SAF-7.2 Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.

SAF-7.3 Encourage the use of development features such as roads and irrigated/landscaped open space to buffer homes from wildland fire.

SAF-7.4 Promote community education about preventing wildfire ignition, using fire-resistant building features, and creating defensible space around homes.

SAF-7.5 Continue to implement a weed abatement program to reduce fire hazards on private properties.

Hazardous Materials and Waste

Goal SAF-8 A community that is protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.

Policies

SAF-8.1 Require geologic investigations for sites of proposed uses that manufacture, handle, or store hazardous or explosive materials.

SAF-8.2 Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses.

SAF-8.3 Designate appropriate routes for transportation of hazardous materials that are used or produced by facilities in the City.

SAF-8.4 Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent possible.

SAF-8.5 Raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.

SAF-8.6 Promote the use of integrated pest management techniques to keep City properties free of herbicides and pesticides.

SAF-8.7 Encourage and educate residents and businesses to implement integrated pest management principles and reduce or discontinue the use of pesticides and herbicides on their property.

SAF-8.8 Comply with the Riverside County Hazardous Waste Management Plan.

SAF-8.9 Support Caltrans and California Highway Patrol efforts to ensure safe transportation of hazardous materials on freeways.

SAF-8.10 Ensure that all personnel of the Murrieta Fire Department are trained and ready to operate at the level of Hazardous Materials First Responder.

SAF-8.11 Coordinate with other agencies to improve the containment and clean up of hazardous material spills.

SAF-8.12 Ensure that Fire Department personnel receiving training to achieve the Hazardous Materials Technician level.

SAF-8.13 When approving new development, ensure that the site:

- Is sufficiently surveyed for contamination and remediation, particularly for sensitive uses near existing or former toxic or industrial sites.
- Is adequately remediated to meet all applicable laws and regulations, if necessary.

- Is suitable for human habitation.
- Is protected from known hazardous and toxic materials.
- Does not pose higher than average health risks from exposure to hazardous materials.

SAF-8.14 Work with the appropriate Federal, State, regional, and local agencies to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

Police Protection

Goal SAF-9 High-quality and timely police services are provided to all residents and businesses in Murrieta.

Policies

SAF-9.1 Seek to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs, measured through established response times (as shown in General Plan *Table 12-3*, *Target Response Times*), crime statistics, crime clearance rates, and community quality of life issues.

SAF-9.2 Endeavor to respond within six minutes for all Priority 1 calls, 15 minutes for Priority 2 calls, and 35 minutes for Priority 3 calls.

SAF-9.3 Consider options for locating field stations throughout the City to improve response times for Priority 1 calls and foster relationships with local residents.

SAF-9.4 Maintain and implement a Police Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.

SAF-9.5 Explore options for funding needed facilities, staff, and equipment.

SAF-9.6 Ensure that new development can be served by police communication systems and provide for the construction of radio towers (repeater sites) in outlying areas.

SAF-9.7 Evaluate the feasibility of adding cellular services for police communication to accommodate Mobile Data Browsers (MBD) technology.

SAF-9.8 Maintain a S.W.A.T. team that can respond to barricades and other tactical response needs.

Goal SAF-10 The Police Department coordinates with neighborhoods and community members to enhance safety and continually improve services.

Policies

SAF-10.1 Collaborate with school districts, businesses, nonprofit organizations, and community members, including neighborhood watch groups, to maintain safety throughout the City.

SAF-10.2 Provide educational programs that deter unsafe and criminal behavior among youth, including the Youth Accountability Team, Youth Court, and School Resource Officers.

SAF-10.3 Maintain positive relationships with the community through communication and responsiveness to concerns.

SAF-10.4 Promote participation in the Crime Free Multi-Housing Program among existing multi-family communities.

Goal SAF-11 Design of the physical environment promotes community safety and reduces opportunities for criminal activity.

Policies

SAF-11.1 Involve the Police Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply CPTED principles.

SAF-11.2 Continue to require new apartment communities to participate in the Crime Free Multi-Housing Program.

SAF-11.3 Coordinate efforts between the Police Department and Planning Department to develop guidelines for implementation of CPTED principles.

SAF-11.4 Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress.

Emergency Preparedness

Goal SAF-12 Murrieta is prepared to coordinate effective response and recovery efforts for major emergencies.

Policies

SAF-12.1 Maintain an effective, coordinated and up-to-date Emergency Operations Plan in partnership with the Riverside County and other agencies.

SAF-12.2 Support a safe, secure, and technologically advanced Emergency Operations Center (EOC) to coordinate the City's response to disasters, and maintain training of City personnel in operation of the EOC.

SAF-12.3 Review and test the City's Emergency Operations Plan periodically to note any deficiencies or practices requiring modification.

SAF-12.4 Provide training to maintain City staff proficiency in implementation of the Emergency Operations Plan, for all staffing levels.

SAF-12.5 Provide public outreach, presentations, and information that prepares residents and businesses to safeguard life and property during and immediately after emergencies.

SAF-12.6 Participate in regularly scheduled disaster exercises to better prepare Police, Fire and other City employees with disaster responsibilities.

SAF-12.7 Continue to participate in maintaining the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan, and incorporate it into City planning efforts as appropriate.

the future of southern california
Murrieta
General Plan Update

Section 4.0:

Basis of Cumulative Analysis

4.0 BASIS OF CUMULATIVE ANALYSIS

4.1 INTRODUCTION

CEQA Guidelines Section 15355 defines cumulative impacts as "*two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts . . .*" The following elements are necessary in an adequate discussion of cumulative impacts, as noted in *CEQA Guidelines* Sections 15130(b) through 15130(e).

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other project contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of relevant past, present and probable future projects, producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted General Plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resources being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

(5) A specific analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

(c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

(d) Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided by Section 15183(j).

4.2 CUMULATIVE ANALYSIS IN THIS EIR

Cumulative impacts may be discussed in terms of proposed General Plan 2035 (proposed project) impacts, in combination with impacts anticipated for future development (including approved and planned development within the project area and surrounding affected area), and impacts associated with growth within the region. The geographic area for each impact varies, depending on the nature of the impact, whether it is regional, such as air quality, or local, such as noise.

Quantification can be difficult for cumulative impacts, as it requires speculative estimates of impacts including, but not limited to the following: the geographic diversity of impacts (impacts of future development may affect different areas); variations in time of impacts; and data for buildout projections may change following subsequent approvals. However, every attempt has

been made herein to make sound qualitative judgments of the combined effects of, and relationship between, land uses and potential impacts.

This EIR assesses the overall environmental effects of the proposed General Plan 2035 at a program level of detail. This EIR evaluates the overall (cumulative) effects of development in accordance with the land use designations, land use assumptions, and all goals, policies and implementing measures contained in the proposed General Plan 2035. Therefore, the environmental analysis in Section 5.1 through Section 5.22 of this EIR considers project impacts in combination with regional impacts, where applicable, that could be expected as other cities within Riverside County.

In compliance with *CEQA Guidelines* Section 15130(1)(b), this section of the EIR describes the environmental effects of the proposed General Plan 2035 in combination with the effects of regional buildout, as forecasted in the Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide (RCPG).

As of 2009, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic data, the City of Murrieta population is estimated to be 101,253 persons, making it the fifth most populous City of Riverside County's 26 cities. These residents receive public services from the public agencies discussed in Section 5.15 through Section 5.22. The City is anticipated to have a maximum total of 44,484 dwelling units by the year 2035, which would result in a maximum population of 133,452 persons[1] in the year 2035. Therefore, the addition of 10,734 dwelling units over the next 25-year period would result in an additional 32,199 residents in the City under implementation of the proposed General Plan 2035 conditions.

SCAG provides population, housing, and employment projections to 2035. As of January 2010, the County's population was an estimated 2,139,535 persons. According to SCAG, with a forecast population of approximately 3,596,680 persons by 2035, the County's population is projected to grow approximately 68 percent between 2010 and 2035. SCAG forecasts the City's population will increase by approximately 26.4 percent between 2009 and 2035, for a total population of approximately 127,962 persons by 2035. Comparatively, the City is forecast to grow at a much lower rate between 2009 and 2035 than the County, which is forecast to more than double in size. By 2035, SCAG forecasts the City will constitute approximately 3.6 percent of the County's population. The County's housing inventory as of January 2010 totaled 784,357 DU, with a vacancy rate of 13.01 percent and an average household size of 3.084 persons. The County's housing inventory is projected to total 1,360,038 DU by 2035, representing an increase of approximately 73.4 percent between 2010 and 2035. As of October 2010, the County's labor force totaled 910,900 persons, with an unemployment rate of 14.7 percent. Between 2000 and 2010, the unemployment rate almost doubled. According to SCAG projections, Riverside County's labor market is projected to increase from 784,998 jobs in 2010 to 1,413,552 jobs by 2035. The labor market's growth rate between 2010 and 2035 would be approximately 80 percent (628,524 jobs).

[1] This population projection is based on 44,484 DU, 100 percent occupancy, and 3.0 persons per household.

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Section 5.0:

Environmental Analysis

5.0 ENVIRONMENTAL ANALYSIS

The next subsections of the EIR contain a detailed environmental analysis of the existing conditions, project impacts (including direct and indirect, short-term and long-term, and cumulative), recommended mitigation measures, and significant unavoidable impacts. This EIR analyzes those environmental issue areas as stated in the Notice of Preparation (Appendix A, Notice of Preparation) where potentially significant impacts have the potential to occur.

The EIR will examine the following environmental factors:

5.1 Land Use and Planning
5.2 Population, Employment, and Housing
5.3 Aesthetics
5.4 Traffic and Circulation
5.5 Air Quality
5.6 Greenhouse Gas Emissions
5.7 Noise
5.8 Geology and Seismic Hazards
5.9 Cultural Resources
5.10 Biological Resources
5.11 Agricultural Resources
5.12 Mineral Resources
5.13 Hydrology, Drainage, and Water Quality
5.14 Hazards and Hazardous Materials
5.15 Water Supply
5.16 Wastewater
5.17 Fire Protection
5.18 Police Protection
5.19 School Facilities
5.20 Parks and Recreation Facilities
5.21 Solid Waste
5.17 Electricity and Natural Gas
5.18 Cultural Resources
5.19 Biological Resources
5.20 Agriculture Resources
5.21 Mineral Resources

Each environmental issue is addressed in a separate section of the EIR, and is organized into seven sections, as follows:

"Regulatory Setting" describes the federal, state, regional, or local regulations and plans that are applicable.

"Environmental Setting" describes the physical conditions that exist at this time and that may influence or affect the issue under investigation.

"Significance Threshold Criteria" provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the *CEQA Guidelines* Appendix G, Environmental Checklist.

Major sources used in crafting criteria include the *CEQA Guidelines*; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds. *". . . An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting."* (*CEQA Guidelines* Section 15064[b]). Principally, *". . . a substantial, or potentially substantial adverse change in any of the physical conditions within an area affected by the project, including land, air, water, flora, fauna, ambient noise, and objects of historic and aesthetic significance"* constitutes a significant impact (*CEQA Guidelines* Section 15382).

"Impacts and Mitigation Measures" evaluates the project's environmental impacts in consideration of all phases, including planning, acquisition, development, and operation. This subsection also discusses the potential changes to the existing physical environmental conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and affect relationship between the proposed project and the potential changes in the environment. All of the potential direct and reasonably foreseeable indirect effects are considered. The exact magnitude, duration, extent, frequency, range, or other parameters are ascertained, to the extent possible, to determine their significance.

The project's environmental effects are categorized as either "less than significant" or "potentially significant impact". The effects found not to be significant category provides a brief discussion of the reasons that various possible significant effects of the Project were found not to be significant. The potentially significant category identifies and focuses on the significant environmental effects of the proposed project. Direct and indirect significant effects of the project on the environment are clearly identified and described, giving due consideration to both the short-term and long-term effects.

"Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

The "Level of Significance" presents the significance determination. This statement identifies which impacts would remain after the application of mitigation measures and whether the remaining impacts are or are not considered significant. When impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "unavoidable significant impacts."

"Cumulative Impacts and Mitigation Measures" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned and approved future projects producing related or cumulative impacts, as set forth in Section 4.0. A cumulative impact analysis is provided only for those thresholds that result in a less than significant, potentially significant, or significant unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to be Significant, which result in no project-related impacts.

"Significant Unavoidable Impacts" describes impacts that would be significant and cannot be feasibly mitigated to less than significant, so would therefore be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (*CEQA Guidelines* Section 15093[a]).

"Sources Cited" lists all documents, reference materials, or other information utilized, such as websites, in the section.

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Section 5.1

Land Use

5.1 LAND USE

5.1.1 REGULATORY SETTING

REGIONAL/MULTI-JURISDICTIONAL PLANS AND POLICIES

Southern California Association of Governments Regional Comprehensive Plan

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Murrieta.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and including 184 cities. The region encompasses a population exceeding 15 million persons in an area of more than 38,000 square miles.

SCAG has 14 subregional organizations; Murrieta is a member agency of the Western Riverside Council of Governments (WRCOG). The purpose of WRCOG is to unify Western Riverside County agencies to coordinate on the following activities: interagency coordination and planning, regional legislative platform, subregional representation to regional agencies including SCAG, and inter-regional partnership development. In addition, WRCOG addresses regional transportation, community growth and development, and environmental issues. With respect to transportation, WRCOG developed and administers the Western Riverside County's Transportation Uniform Mitigation Fee or TUMF, which ensures that new development pays its fair share for the increased transportation demand it creates. WRCOG is also engaged in transportation issues of regional importance in the areas of goods movement, rail crossings, and growth.

As the designated Metropolitan Planning Organization, the Federal government mandates SCAG to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. These mandates led SCAG to prepare comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP). SCAG is responsible for the development of

demographic projections, and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for portions of the South Coast Air Quality Management Plan (AQMP).

SCAG 2008 Regional Comprehensive Plan (RCP) addresses regional issues such as housing, traffic/transportation, water, and air quality. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP presents a vision of how Southern California can balance resource conservation, economic vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region.

SCAG's Intergovernmental Review (IGR) Section is responsible for performing a consistency review of local plans, projects, and programs with regional plans. There are two sets of minimum criteria for classification of projects as regionally significant: Criteria 1 through 12 are recommended for use by the *CEQA Guidelines* Section 15206; and Criteria 13 through 22 reflect SCAG's mandates and regionally significant projects that directly relate to policies and strategies contained in the 2008 RCP. Based on SCAG's criteria, the proposed General Plan 2035 is considered regionally significant.

2008 Regional Transportation Plan (2008 RTP)

State law requires that Regional Transportation Plans (RTP) be developed to address long-range transportation issues, and to help local and state decision makers shape the future of California's transportation infrastructure. The RTP provides a framework for transportation improvement projects that will allow the region to meet future mobility goals and air quality requirements in a financially-constrained environment.

The Regional Transportation Plan (RTP) is developed, maintained, and updated by SCAG, and encompasses the six counties in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. On May 8, 2008, the 2008 RTP: Making the Connections was adopted by the Regional Council of the Southern California Association of Governments.

The RTP project list is divided into three sections. At the center is the Regional Transportation Improvement Program (RTIP), which forms the foundation of the RTP project investment strategy and represents the first six years of already-committed funding. The RTP also contains an additional financially constrained set of transportation projects above and beyond the RTIP. Finally, the Strategic Plan (contained in Chapter VII) represents an unconstrained, illustrative list of potential future projects that the region would pursue given additional funding.

SCAG Compass Growth Visioning Program

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has brought together the goals and ideas of interdependent subregions, counties, cities, communities, and neighborhoods. This process is called Southern California Compass, and the result is a shared "Growth Vision" for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began Compass in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. Creating a shared regional vision is an effective way to begin addressing issues such as congestion and housing availability that may threaten the region's livability.

In the short-term, SCAG's growth visioning process has found common ground in a preferred vision for growth and has incorporated it into immediate housing allocation and transportation planning decisions. In the long-term, the Growth Vision is a framework that will help local jurisdictions address growth management cooperatively and will help coordinate regional land use and transportation planning. The result of this growth visioning effort is SCAG's Growth Vision Report (GVR).

The Growth Vision Report presents the comprehensive Growth Vision for the six-county SCAG region as well as the achievements of the Compass process. It details the evolution of the draft vision, from the study of emerging growth trends to the effects of different growth patterns on transportation systems, land consumption, and other factors. The Growth Vision Report concludes with a series of implementation steps – including tools for each guiding principle and overarching implementation strategies – that will guide Southern California toward its envisioned future.

South Coast Air Basin Air Quality Management Plan

The South Coast Air Quality Management District (SCAQMD) and SCAG are designated by the State of California to develop regional air quality plans for the South Coast Air Basin (SCAB) to ensure attainment of national and state ambient air quality standards. Every three years, the SCAQMD prepares an overall plan, or Air Quality Management Plan (AQMP), for the air quality improvement to be submitted for inclusion in the State Implementation Plan (SIP). Each iteration of the plan is an update of the previous plan. The most current SCAQMD AQMP was adopted by the AQMD Governing Board on June 1, 2007.

Strategies for controlling air pollutant emissions in the AQMP are grouped into three "tiers," based on their anticipated timing for implementation. Tier I consists of the implementation of best available current technology and management practices that can be adopted within the next five years. Tier II is based on anticipated advancements in current technology and vigorous regulatory action, and Tier III controls consist of development of new technology. In total, the three tiers include 123 recommended control measures.

In order to achieve the goals and objectives of the AQMP at the local level, all cities and counties must adopt Air Quality elements, ordinances, or plans that fully address air quality and help to implement AQMP measures for achieving compliance with state and federal standards. Local responsibilities for achieving compliance with national and state ambient air quality standards primarily focus on measures that control "indirect sources" such as "facility, building, structure, installation, real property, road, or highway which attracts, or may attract mobile sources of pollution. Such term includes parking lots, parking garages and other facilities subject to any measure for management of parking supply." Refer to Section 5.5, Air Quality.

Riverside County Airport Land Use Compatibility Plan

The French Valley Airport is a County-owned public-use airport located on SR-7, north of the City of Temecula in their Sphere of Influence, and adjacent to the Murrieta's eastern City boundary. The airport is primarily used for single engine fixed-wing general aviation aircraft. Airport activity is anticipated to increase from approximately 98,000 annual operations in 2009 to 185,000 in about 15 years. The airport's existing runway is 6,000 feet in length. Also planned is the construction of a 3,600-foot parallel runway 700 feet to the east, along with an upgraded present nonprecision instrument approach to Runway 18 (from the north).

Per the California State Aeronautics Act (*Public Utility Code* Sections 21670 et. seq.), the Riverside County Airport Land Use Commission (RCALUC) has two primary functions: 1) prepare and adopt an airport land use compatibility plan, and 2) review the plans, regulations, and other actions of local agencies and airport operations with the land use compatibility plan.

On October 14, 2004, the RCALUC adopted the *Riverside County Airport Land Use Compatibility Plan* (October 2004). The *Riverside County Airport Land Use Compatibility Plan* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development. State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan.

As adopted by the RCALUC, the Riverside County Airport Land Use Compatibility Plan Policy Document establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County, including French Valley Airport. Included in the Policy Document are Compatibility Criteria and Airport Influence Area maps for each individual airport. The Compatibility Plan details the procedural requirements associated with the compatibility review of development proposals. An "Airport Influence Area" is an area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners in their design of new development. The principal compatibility concerns involve impacts related to:

- Exposure to aircraft noise;
- Land use safety with respect both to people on the ground and the occupants of aircraft;
- Protection of airport airspace; and
- General concerns related to aircraft overflights.

The basic criteria for assessing whether a land use plan, ordinance, or development proposal is deemed compatible with a nearby airport are set forth in Table 2A of ALUC's Policy Document, *Basic Compatibility Criteria Matrix*.[1] These criteria are used in conjunction with the compatibility map and policies for each airport. The Compatibility Criteria matrix represents a compilation of compatibility criteria associated with each of the four airport impacts identified above. The Compatibility Criteria are presented according to the following Compatibility Zones, which are set forth for the purposes of assessing land use compatibility within the airport influence area:

- Zone A, *Runway Protection Zone and Within Building Restriction Line*: Noise impact is very high; and risk level is very high.
- Zone B1, *Inner Approach/Departure Zone*: Noise impact is high; risk level is high.
- Zone B2, *Adjacent to Runway Zone*: Noise impact is moderate to high; risk level is low to moderate.
- Zone C, *Extended Approach/Departure Zone*: Noise impact is moderate; risk level is moderate.
- Zone D, *Primary Traffic Patterns and Runway Buffer Area Zone*: Noise impact is moderate; risk level is low.
- Zone E, *Other Airport Environs Zone*: Noise impact is low; risk level is low.
- "*", *Height Review Overlay*: Noise impact is low; risk level is moderate.

The Compatibility Criteria in Table 2A specify the maximum residential densities and non-residential intensities, required open land, prohibited land uses, and other development conditions (i.e., aviation easement dedication, structure locations, minimum Noise Level Reductions (NLR), airspace review, and deed notice requirement). The Compatibility Criteria are discussed in detail in Chapter 2 of the ALUC's Policy Document, *Compatibility Criteria for Land Use Actions*.

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[1] http://www.rcaluc.org/filemanager/plan/new//04-%20Vol.%201%20County%20wide%20Policies.pdf, Accessed June 18, 2010.

Portions of the City are located within Zone B1, Zone B2, Zone C, Zone D, Zone E, and the height review overlay zone (refer to *Exhibit 5.1-1*, *French Valley Airport Compatibility Zones*). Uses presently existing or planned within Zones B1, B2, C, D, and E in the City include vacant land, rural and single-family residential, multiple-family residential, commercial, business park, multi-use, civic and institutional, and parks and open space.

The Compatibility Plan identifies the following prohibited uses within each of the zones:

- Zones B1 and B2 prohibit children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two above ground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight which can include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations..

- Zone C prohibits children's schools, day care centers, libraries, hospitals, nursing homes, buildings with greater than three aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, and hazards to flight.

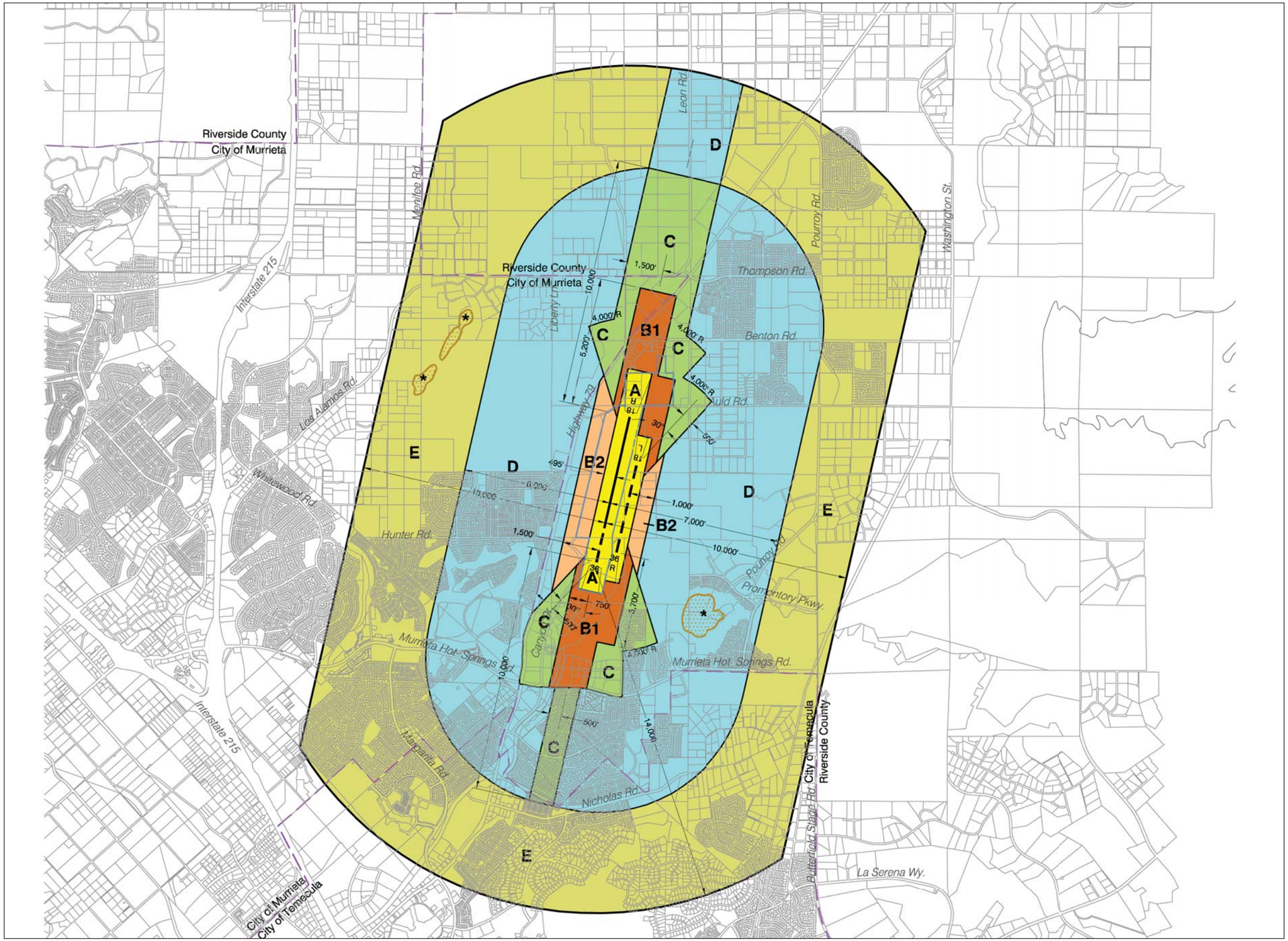
- Zone D prohibits highly noise-sensitive outdoor non-residential uses and hazards to flight.

- Zones E prohibit hazards to flight.

The Compatibility Plan identifies additional compatibility policies for specific zones that pertain to building heights, residential densities, non-residential intensities, and calculations regarding the concentration of people.

The French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration (MND) (September 2007) assesses the potential residential and non-residential displacement associated with the Compatibility Plan. Using Murrieta's existing General Plan land use designations, associated residential densities (dwelling units per acre (du/ac)) and non-residential intensities (floor area ratio (FAR)), the MND calculates the amount of development that could occur within the areas of the City that are located within each of the Airport Zones.[2] The MND compares the development potential identified by the City's General Plan to the development potential permitted under the Compatibility Plan based upon maximum densities/intensities within each Airport Zone.

[2] Refer to *The French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration* (September 2007) for a detailed discussion of the methodology used to calculate the potential residential and non-residential displacement.



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LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A (Runway Protection Zone and Within Building Restriction Line)
- Zone B1 (Inner Approach/Departure Zone)
- Zone B2 (Adjacent to Runway)
- Zone C (Extended Aproach/Departure Zone)
- Zone D (Primary Traffic Patterns and Runway Buffer Area)
- Zone E (Other Airport Environs)
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

0 0.5 1
Miles

Source: Table 2A, Basic Compatibility Criteria, Riverside County Airport Land Use Commission, October 2007.

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French Valley Airport Compatibility Zones

Exhibit 5.1-1

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Based on the City's existing *General Plan*, the MND identified a buildout potential for non-residential uses in the City of Murrieta portions of the Airport Influence Area of 3,609,788 square feet. However, using the intensities allowed by the Compatibility Plan, the MND identified a buildout potential of 2,696,116 square feet, resulting in a non-residential displacement of 913,672 square feet without mitigation.

Similarly, based on the City's existing *General Plan*, the MND identified a buildout potential for residential uses in the City of Murrieta portions of the Airport Influence Area of 971 dwelling units. However, using the densities allowed by the Compatibility Plan, the MND identified a buildout potential of 84 dwelling units, resulting in a residential displacement of 887 dwelling units without mitigation.

The MND identified potential combinations of mitigation measures (mitigation measures 1, 2, 3, or 4 plus mitigation measures 5 and/or 6) that would reduce the amount of displacement associated with the Compatibility Plan. The ALUC adopted the 2007 French Valley Compatibility Plan including Mitigation Measures 3, 5, and 6 identified in the MND.

- Mitigation Measure 3 provides additional compatibility policies that would allow for non-residential intensities of 40 persons per acre average and 80 persons per single acre with clustering in Zone B1 (rather than 25 and 50, respectively) and nonresidential intensities of 80 persons per acre average and 160 persons per single acre with clustering in Zone C (rather than 75 and 150, respectively), and both zones would allow additional intensities provided that the amount of qualifying open land is increased.

- Mitigation Measure 5 mitigates potential non-residential (primarily commercial) displacement in Airport Zone D resulting from the non-residential intensity criteria, and would allow for an average non-residential intensity of 150 persons per acre and a maximum single-acre intensity of 450 persons within any given acre, prior to application of any bonuses. This would constitute a 50 percent increase in allowable intensity, relative to the adopted criteria.

- Mitigation Measure 6 mitigates potential non-residential (primarily commercial) displacement resulting from the non-residential intensity criteria, and would establish new intensity criteria for retail sales, display, and showroom areas of one person per 115 square feet of gross floor area (without a 50 percent reduction) for such uses in buildings including restaurants or food service facilities and one person per 170 square feet of gross floor area (without a 50 percent reduction) for such uses in buildings without restaurants or food service facilities.

Adoption of Mitigation Measures 3, plus 5 and 6 would result in a total potential non-residential displacement of 405,298 square feet, which is a 508,374 square foot reduction in displacement potential without the implementation of mitigation measures.

Mitigation Measure 3 primarily impacts non-residential criteria; however, Mitigation Measure 3 would allow residential densities in Zone D to be calculated on a "net" rather than "gross" basis. Mitigation Measure 3 would enable certain projects to comply with the Compatibility Plan's density requirements that otherwise may not do so; however, the reduction in displacement that may occur would only be able to be determined at the project-level. Thus, for purposes of calculating the potential, worst-case scenario displacement, the MND determined that Mitigation Measure 3 would not reduce the potential displacement that would result from implementation of the Compatibility Plan without mitigation.

According to the Compatibility Plan, in order for a General Plan to be consistent with the Compatibility Plan no direct conflicts can exist between the two plans. Direct conflicts primarily involve general plan land use designations that do not meet the density or intensity criteria specified in the Compatibility Plan although conflicts with regard to other policies also may exist. However, a general plan cannot be found inconsistent with the Compatibility Plan because of land use designations that reflect existing land uses even if those designations conflict with the ALUC's compatibility criteria. The existing *General Plan* is not consistent with the Compatibility Plan, as the General Plan land use designations do not meet the density or intensity criteria specified in the Compatibility Plan, even with the implementation of mitigation measures identified in the MND.

A local agency general plan or specific plan that includes areas covered by an adopted ALUCP must submit its general plan or specific plan (or any amendments thereto) to the ALUC for a consistency determination. If the general plan or specific plan is considered inconsistent with the ALUCP, the local agency's governing body may "overrule" the ALUC's inconsistency determination after a hearing by a two-thirds vote. In overruling the ALUC's determination, the local agency's governing body must make findings that its general plan or specific plan is consistent with the purposes of the State Aeronautics Act, as stated in *California Public Utilities Code* Section 21670.

As of February 2011, a Master Plan is being prepared for the French Valley Airport. The primary objective of the French Valley Airport Master Plan Study is to develop and maintain a financially feasible long-term development program that will satisfy aviation demand and be compatible with community development, other transportation modes, and the environment. The accomplishment of this objective requires the evaluation of the existing airport and a determination of what actions should be taken to maintain an adequate, safe, and reliable airport facility to meet the air transportation needs of the area. The completed Master Plan will provide an outline of the necessary development and give responsible officials advance notice of future needs to aid in planning, scheduling, and budgeting. Specific objectives of the French Valley Airport Master Plan are:

- To determine the projected aviation demand and identify the facilities necessary to accommodate the demand.

- To determine projected needs of airport users for the next 20 years by which to support airport development alternatives.
- To evaluate the current and future airport design standards.
- To recommend improvements that will enhance the airport's safety and capacity to the maximum extent possible.
- To identify a suitable airport traffic control tower (ATCT) location.
- To establish a development schedule and a program for proposed improvements.
- To prioritize the airport capital improvement program.
- To prepare a new airport layout plan (ALP) in accordance with the Federal Aviation Administration (FAA) and the California Department of Transportation (Caltrans) guidelines.

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on Conservation of species and their associated Habitats in Western Riverside County. The MSHCP is intended to allow Western Riverside County and its Cities to better control local land-use decisions while addressing the requirements of the State and Federal Endangered Species Acts. The MSHCP plan area encompasses approximately 1.26 million acres (1,966 square miles); it includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the Cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto.

In June 2004, the United States Fish and Wildlife Service (USFWS) issued a Section 10(a)(1)(B) permit for the MSHCP. Additionally, the California Department of Fish and Game (CDFG) issued California Natural Community Conservation Plan Approval and Take Authorization for the MSHCP, as per California Fish and Game Code, Section 2800 et seq. The MSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit.

Under the MSHCP, local Permittees such as the City of Murrieta conduct covered activities consistent with the MSHCP, its associated Implementing Agreement, and Section 10(a)(1)(B) permit issued. The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. As such, the City has the authority to meet the Federal and State endangered species and conservation planning obligations for its jurisdiction. The City of Murrieta Community Development Department is responsible for ensuring that all development proposed is consistent with the MSHCP Species and Habitat Conservation Guidelines and Area Plan Conservation Criteria. The MSHCP, Permits, and Implementation Agreement serve as guiding documents for

the implementation of the conservation goals and land use planning parameters required by the local Permittees.

The Western Riverside County Regional Conservation Authority (RCA), a joint powers authority, was established to assist the local Permittees with MSHCP implementation. The RCA is responsible for the administration of acquisitions and conservation easement dedication, land management, biological resource monitoring, and MSHCP fee collection and accounting. In addition, the Joint Powers Agreement provides for annual audits of the permittees compliance and collection of MSHCP fees.

Exhibit 5.10-1, *MSHCP Proposed and Existing Conservation Land*, illustrates the existing Conserved Lands and the Proposed Linkages and Cores. As indicated in *Exhibit 5.10-1*, the City's existing Conserved Lands, including PQP Conserved Lands 2003 and Pre-Existing Conservation Agreements, are predominantly located east of I-215 and south of Clinton Keith Road. Additionally, some PQP Conserved Lands and Pre-Existing Conservation Agreements are located south of I-15, but predominantly within the City's southern corner. Refer also to Section 5.10, Biological Resources

LOCAL PLANS AND POLICIES

Land Use Element

The existing Land Use Element of the General Plan sets forth goals, objectives, and policies for the permitted types, intensities, and locations of land uses in the City. The existing Land Use Element contains descriptions of residential, commercial, multiple use, industrial, parks/open space uses, and civic/institutional uses, as well as specific plan and master plan overlay areas. The Element includes a Land Use Map that establishes a planned pattern of land use by designating the types of uses permitted for land and their location in the City. Objectives and policies in the existing Land Use Element are intended to provide a balance of land uses, maintain the City's rural/equestrian character, provide orderly growth with necessary public services, and provide for the preservation and development of special areas of the City including Historic Murrieta, the Los Alamos District, and the Golden Triangle. Revitalization and redevelopment are also identified.

Development Code

Zoning is the means by which cities implement their General Plan. The City of Murrieta's *Development Code* translates the long-term goals and policies of the General Plan into the regulations and guidelines used for decision-making on future developments. While the General Plan and zoning designations are consistent, the *Development Code* identifies specific uses allowed within each zoning district and provides specific development requirements, such as density, setbacks, height, size, and development character and appearance.

The City of Murrieta's *Development Code* is contained in Title 16 of the *Municipal Code*, and establishes zoning districts to achieve compatibility of uses within each district. Each district distinguishes between land uses and structures, intensity of uses and open spaces.

Specific Plans

Specific plans are designed to implement General Plan goals and policies by designating land uses, densities, and development and design standards in more specific detail. This is accomplished by designating specific locations and intensities for land uses, and specific development standards and design guidelines. A specific plan is able to address smaller areas that have unique qualities and require focused planning attention. A specific plan may be designed to implement any element of a General Plan. Currently, there are 12 adopted specific plans within the City of Murrieta:

GREER RANCH SPECIFIC PLAN (SPM 2)

The Greer Ranch Specific Plan (SPM2) was adopted in September 1995. The Greer Ranch Specific Plan area consists of approximately 555 acres located along the northerly boundary of the City, north of Clinton Keith Road and west of the I-215 Freeway. The Specific Plan area is characterized by two valleys created by three northeast to southwest trending ridgelines.

The Specific Plan permits 688 residential dwelling units in 12 planning areas, ranging from gross densities of 0.5 dwelling units per acre (du/ac) to 3.8 du/ac. The residential development area is approximately 333.1 acres (60 percent) of the site. Approximately 196.8 acres (35.5 percent) of the site would be maintained as open space, predominately comprised of natural areas. Approximately 17.9 acres (3.2 percent) of the site would be developed for recreational use, including a 4.3 acre private Community Center for the residents of Greer Ranch and a 13.6-acre public Neighborhood Park. The remaining 7.2 acres (1.3 percent) would serve the circulation system.

The purpose of the Greer Ranch Specific Plan is to provide a set of master plans, guidelines, regulations, and implementation programs for guiding and ensuring the orderly development of Greer Ranch.

THE VINEYARD SPECIFIC PLAN (SP 215)

The Vineyard Specific Plan (SP 215) was originally approved in February 1988 and then revised and certified complete in September 1988. Since then, four substantial conformances to the Specific Plan have been approved to facilitate minor modifications to planning area boundaries, to relocate uses within the planning area, and to facilitate minor modifications to the alignment of Kalmia Street, while remaining consistent with the intent of the approved Specific Plan.

The Specific Plan is located in the western portion of the City, west of Murrieta Creek and adjacent to the City's western City limit. The Vineyard Specific Plan consists of approximately

521 acres and allows for a maximum of 1,306 dwelling units on 332.5 acres. Approximately 171.7 acres of open space would be maintained, including 155.6 acres of passive open space and 16.1 acres of active park. Neighborhood commercial uses would be located on 4.8 acres. Development standards and design guidelines, including community elements, architectural guidelines, and landscape guidelines are identified in the Specific Plan.

COPPER CANYON SPECIFIC PLAN (SPM 9)

The Copper Canyon Specific Plan (SPM 9) was adopted on April 26, 1996. The Specific Plan is comprised of 579 acres located in the western portion of the City, west of Murrieta Creek and adjacent to the City's western City limit. The Copper Canyon Specific Plan proposes development of a mixed-use master planned community with up to 1,027 dwelling units on 291.5 acres, 14.1 acres of neighborhood commercial uses; 18.8 acres of recreational park areas; 55.0 acres of natural open space and 17.2 acres of roadways. A 167.3 acre 18-hole golf course and 5.1 acre golf clubhouse are also proposed along with a conference center. The golf course and clubhouse have not been constructed.

PLAZA DE MURRIETA SPECIFIC PLAN (SPM 20)

The Plaza de Murrieta Specific Plan (SPM 20) was adopted in September 2007. The Specific Plan is located on approximately 52.25 acres at the northeast corner of Jefferson Avenue and Lemon Street. The Plaza de Murrieta Specific Plan proposes a mixed-use master planned community within five planning areas with up to 95 single family detached units on 17.70 acres, 140 Townhome-1 residential units on 14.08 acres, 68 Townhome-2 residential units and 19 live/work residential units on 6.07 acres specifically designed to accommodate home-based businesses, and a Village Commercial center on 7.66 acres. Within the center of the community, a 1.03 Central Park is proposed with opportunities for active and passive recreational uses. The remaining acreage would consist of pocket parks, landscaped paseos, and roadways.

The Specific Plan includes a Pedestrian Connectivity Plan with a system of extensively landscaped paseos, sidewalks, and pedestrian pathways to facilitate walking throughout the area. The Specific Plan encourages an "Urban Village" for the commercial component of the site with a "Main Street" design concept. The Specific Plan establishes planning standards, architecture design guidelines for each planning area, and site design guidelines for the various land uses to promote a consistent and compatible development with a "French Cottage" style.

HISTORIC MURRIETA SPECIFIC PLAN (SPM 8)

The Historic Murrieta Specific Plan (SPM 8) was adopted in October 2000 and amended February 2003. The Historic Murrieta Specific Plan consists of approximately 250 acres bounded by Kalmia Street on the north, Ivy Street on the south, Hayes Avenue on the west and Jefferson Avenue on the east. The Specific Plan area is essentially the original "Murrieta Town Site" subdivided by the Temecula Land and Water Company in 1884. The Specific Plan establishes policy direction to guide future development within Historic Murrieta.

The Specific Plan includes 10 land use districts: Village Rural Residential; Village Residential – Single Family 1; Village Residential – Single Family 2; Village Residential – Multi Family 1; Village Residential – Office; Village Commercial Neighborhood; Village Mixed Use; Village Public/Civic/Institutional; Historic Preservation Overlay District; and Design Guidelines Overlay District. Site development standards and land use regulations are provided for each district. Design guidelines and a streetscape plan with text and illustrations provide an overall vision for Historic Murrieta. At buildout, the Historic Murrieta Specific Plan would allow for 982 residential dwelling units, 142,389 square feet of commercial uses, 325,611 square feet of civic/institutional uses, 607,444 square feet of mixed-uses, and 96,000 square feet of office uses.

SPECIFIC PLAN 276

Specific Plan 276 was adopted on October 30, 1990 by the County of Riverside. The Specific Plan is located generally east of the I-15 freeway, west of the I-215 freeway, and south of Murrieta Hot Springs Road, in an area known as “the triangle.”

Specific Plan 276, commonly known as the "Murrieta Springs Mall Specific Plan" proposes a plan for a 1,767,914 square foot regional shopping center/mall, comprised of retail, office, restaurant, entertainment, and hotel uses on approximately 64 acres. The Specific Plan proposes development of the area within three phases, and envisioned aRegional Mall on approximately 51.5 acres containing eight major anchor tenants, a food court, multi-screen cinema complex, and smaller retail shops. The remainder of the site is proposed to include eight free-standing building pads with restaurants, retail shops, office space, hotel, and financial services. The Specific Plan includes development standards, including Commercial Design Guidelines.

SPECIFIC PLAN 310

Specific Plan 310 was adopted in December 2001 by the County of Riverside and amended in December 2004. The purpose of the Specific Plan is to delineate a mixed-use residential development plan encompassing approximately 1,734.5 acres. Approximately 175 acres of the Specific Plan area are within Murrieta’s Sphere of Influence.

The land use concept creates a community with a historic California theme comprised of up to 4,186 residential units located within three distinct villages focused around a championship 18-hole golf course integrated into natural habitat/open space and uniquely themed, pedestrian-oriented mixed-use core areas. The Specific Plan identifies 37 planning areas supplemented by greenbelts and roadways. Overall the Specific Plan allows for 4,186 residential dwelling units on 768 acres, including 1,096 dwelling units within the residential portion of the Mixed-use designation, 200.8 acres of Mixed Use, 142.4 acres of commercial uses, including 11.4 acres of Commercial within the Mixed Use area, 147.7 acres of commercial recreation and 463.1 acres of Open Space/Recreation/School uses. The Specific Plan includes planning standards and design guidelines for the area.

CREEKSIDE VILLAGE SPECIFIC PLAN (SPM 15)

The Creekside Village Specific Plan (SPM 15) was adopted in May 2002 and amended in August 2003. The Specific Plan consists of approximately 145 acres located east of the I-215 freeway and south of Murrieta Hot Springs Road and its intersection with Whitewood Road. The Specific Plan proposes 500 residential units on 97.74 acres, 10.03 acres for an elementary school, 19.28 acres of natural creek and related vegetation, 4.43 acres for greenways/village green, and 13.64 acres for roadways and runoff treatment basins. The Specific Plan includes four potential alternatives with Alternative 3 allowing up to 780 residential units and an elementary school, and The Specific Plan includes land use regulations and design standards for the area. Alternative 4 is final negotiated plan, based upon settlement of a lawsuit and court approved agreement.

MURRIETA SPRINGS SPECIFIC PLAN (SP 309)

The Murrieta Springs Specific Plan (SP 309) was adopted in June 2002. The 697-acre Murrieta Springs Specific Plan is located east of the I-215 freeway, adjacent to the western edge of Winchester Road, north and west of Borel Road and west of the French Valley Airport Road entrance. The Specific Plan area was annexed into the City of Murrieta in July 2002. The Specific Plan proposes a master-planned community, primarily composed of residential, open space, commercial, an elementary school and recreation land uses. The Specific Plan allows for a maximum of 2,202 dwelling units on 415.3 acres, an elementary school of 12.7 acres, two active park sites totaling 22.7 acres, 209.6 acres of open space, 9.4 acres of commercial uses, 27.3 acres of primary roadways, and 5.23 acres of expanded landscape parkways. The Specific Plan includes land use development standards and design guidelines for the area.

In September 2008, the easterly 452+ acres of the Plan area were acquired by the Western Riverside County Regional Conservation Authority (RCA) for conservation. As a result, the potential number of dwelling units was reduced to 766.

MURRIETA OAKS SPECIFIC PLAN (SPM 10)

The Murrieta Oaks Specific Plan (SPM 10) was adopted on June 20, 2000. The Specific Plan is comprised of approximately 259.6 acres located in the area between the I-15 freeway and the I-215 freeway, north of Los Alamos Road, with Clinton Keith Road crossing the site at the northern edge. The Specific Plan proposes residential, open space, and recreational uses, as well as the potential for an elementary school. The land use plan proposes a cluster development to maintain significant natural features, such as the ridgeline, steep hillside areas, and drainage courses. Without an elementary school, four residential neighborhoods would contain up to 600 dwelling units. With an elementary school the four residential neighborhoods would accommodate up to 560 dwelling units. The elementary school would be located on 10.0 acres. The natural system would consist of 76.02 acres designated for natural hillside, conserved creek open space, and the natural hillside are not in slope bank, but subject to fuel modification. Modified open space would consist of 33.58 acres and include a neighborhood park (5.13 acres),

landscaped slope banks, and a trail system with picnic/rest areas, and fuel modification areas. The remaining area would consist of roadways.

GOLDEN CITY SPECIFIC PLAN (SPM 5)

The Golden City Specific Plan (SPM 5) was originally adopted in November 1996. Substantial Conformance No. 1 was approved in June 1999. Amendment No. 1 was approved in September 2008 to allow 42 acres for a professional office park district. The Golden City Specific Plan is located in the northern portion of the City. It is generally located east of Antelope Road and the I-215 freeway, west of the City's Sphere of Influence, north of Baxter Road and south of Brian's Way. The Specific Plan is comprised of approximately 248 acres. The Specific Plan allows for 502 dwelling units on 148.8 acres. Non-residential uses include professional office park (42.0 acres), fire station (5.3 acres), open space (34.3 acres), neighborhood park (11.6 acres), green belts (1.5 acres), and detention basins (4.5 acres). The development guidelines provide for a Neo-traditional planned community, providing a close integration of land uses.

MURRIETA HIGHLANDS SPECIFIC PLAN (SPM 1)

The Murrieta Highlands Specific Plan (SPM 1) was originally adopted in October 1995. Substantial Conformance No. 1 was approved in July 1999. The Specific Plan area is comprised of 419 acres generally located north of Brian's Way and Keller Road, east of Antelope Road and the I-215 freeway, west of Pitman lane, and south of Scott Road and rural residential land uses. The Specific Plan provides for 1,167 dwelling units on 277.5 acres and 67.3 acres of commercial uses. Additional uses include an elementary school (12.6 acres), neighborhood parks (22.5 acres), multi-purpose greenbelt (11.9 acres), and open space (27.2 acres). The development plan emphasizes a pedestrian-oriented environment with recreational uses that are within walking distances inside the community.

MURRIETA REDEVELOPMENT PLAN

The Original Redevelopment Plan for the City of Murrieta was adopted on June 15, 1999. The Original Project Area is comprised of seven subareas totaling 1,133 acres. On July 5, 2006, the City approved the 2006 Amendment to the Original Plan, which added approximately 1,193 acres (Added Territory) to the Original Project. Together the Original Project Area and the Added Territory are identified as the Amended Project Area; refer to *Exhibit 5.1-2*, *Amended Project Area*. The purpose of the Amended Plan is to eliminate the conditions of blight existing in the Amended Project Area. Plan objectives for the Amended Project Area include:

- Encourage employment opportunities through environmental and economic improvements resulting from the redevelopment activities.
- Provide for the rehabilitation of commercial structures and residential dwelling units.
- Provide for the participation in the redevelopment of property in the Amended Project Area by owners who agree to so participate in conformity with the Amended Plan.

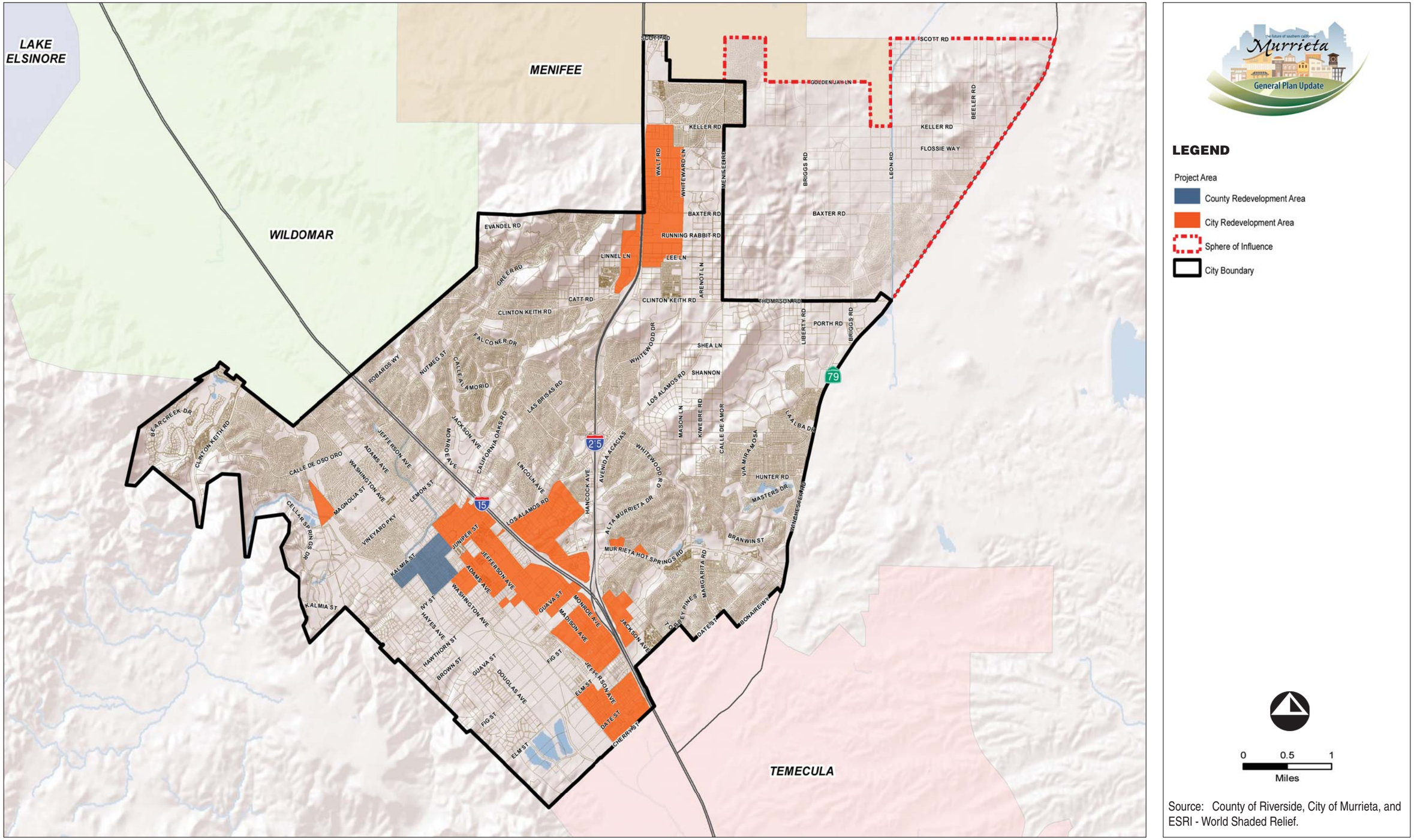
- Provide for the management of property owned or acquired by the Agency.
- Provide relocation assistance where Agency activities result in displacement.
- Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, public buildings, facilities, structures, street lighting, landscaping, and other improvements which are necessary for the effective redevelopment of the Amended Project Area.
- Increase and improve the community's supply of affordable housing.
- Acquire real property.
- Dispose of real property acquired by the Agency in the Amended Project Area, except property conveyed to it by the City.
- Encourage the redevelopment of the Amended Project Area through cooperation of private enterprise and public agencies.

The 2006 Amendment to the Redevelopment Plan identifies potential infrastructure improvement projects, community facilities programs, community development programs, and housing programs.

Other City of Murrieta Planning and Policy Documents

GOLDEN TRIANGLE DEVELOPMENT FRAMEWORK PLAN

The *Golden Triangle Development Framework Plan* (GTDFP) (adopted February 16, 1999) is a Master Development Plan for the 200-acre portion of the Golden Triangle located adjacent to and east of the I-15 freeway, west of the I-215 freeway and south of Los Alamos Road. The area addressed by the GTDFP is limited to the area designated as Multiple Use Area 1 by the General Plan. The goal of the GTDFP is to set the foundation for future development in the plan area in order to implement the General Plan goals for an urban center. The GTDFP focuses on identification of appropriate land uses and on identifying adequate infrastructure, such as streets, sewers, water, and drainage systems to serve ultimate buildout of this area. The plan area is divided into nine planning areas, defined by natural drainage courses, major streets, and site topography. The GTDFP identifies the allowable uses and permit requirements for each planning area, as well as development standards for each land use. Uses allowed within the plan area include multi-family residential, commercial, office/medical professional, and open space. Existing utility infrastructure, streets, and drainage were evaluated as part of the GTDFP and backbone systems were identified based on buildout of the plan area in accordance with the land use plan.



Source: County of Riverside, City of Murrieta, and ESRI - World Shaded Relief.

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Amended Project Area

Exhibit 5.1-2

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RETAIL CORRIDOR ACTION PLAN

The *Retail Corridor Action Plan* was originally adopted on May 23, 1995 and Amended on February 1, 2002. The Retail Corridor area is comprised of three non-contiguous tracts of land under various ownerships. The western tract encompasses 213 acres and is bounded by Jefferson Avenue on the west, Los Alamos Road on the north, Guava Street on the south, and the I-15 freeway on the east. The central tract consists of 26.22 acres located north of Murrieta Hot Springs Road, east of the I-15 freeway, and west of Hancock Avenue. The eastern tract consists of 54 acres and is generally bounded by Murrieta Hot Springs Road on the north and the I-215 freeway on the west. The Master Plan provides the following:

- Distribution, location, and extent of uses of land within the area covered by the Plan.
- The proposed distribution, location, and extent and intensity of infrastructure, including but not limited to sewer, water, drainage, streets, utilities and other essential facilities to support the land uses proposed in the plan.
- The location and description of physical conditions affecting the property including, but not limited to geotechnical, biological, topographical, drainage and hydrology, traffic and cultural resources.
- Standards and criteria which regulate all aspects of development, including but not limited to such standards as parking, architecture, landscaping, and signs.
- A program of implementation and administration of the Master Plan, including but not limited to, processing requirements and other administrative procedures.

JEFFERSON AVENUE BUSINESS CORRIDOR MASTER PLAN

The *Jefferson Avenue Business Corridor Master Plan*, adopted in October 2001, encompasses the area generally bordered by I-15 on the east, Warm Springs Creek on the south, Murrieta Creek on the west, and Murrieta Hot Springs Road on the north. The Master Plan provides a detailed description of infrastructure requirements, including circulation, drainage, sewer, water, and dry utilities and also provides a mass grading plan and cost analysis for area-wide improvements within the 830-acre area. The purpose of the Master Plan is to:

- Promote high quality development consistent with the goals of the City of Murrieta General Plan.
- Provide for comprehensive planning which assures the orderly development of the site in relation to the surrounding environment.
- Assure appropriate phasing for community facilities including circulation improvements, domestic water, urban runoff and flood control facilities, sewage disposal facilities, and other utilities.

SHARP HOSPITAL MASTER DEVELOPMENT PLAN (MDP 93-02)

The Master Development Plan (MDP) encompasses approximately 30 acres located adjacent to the I-215 freeway, north of Murrieta Hot Springs Road. The intent of the MDP was to allow for greater development flexibility due to physical constraints of the property by restricting use of certain portions of the land use area and allowing more intense development on the lesser constrained property. The internal transfer of development rights within the MDP did not exceed the maximum development potential or land use of the underlying zoning; however, it did provide further guidance in the implementation of Sharps Healthcare expansion plans within the scope of the underlying Professional Commercial and Regional Commercial zones. The MDP covers what is now known as the Rancho Springs Medical Center, a medical office building, and vacant land. The former Sharp Healthcare facility is now owned by Universal Health Services (UHS). UHS has proceeded with expansion of the Rancho Springs Medical Center and has since sold the northerly 12 acres of the MDP area.

5.1.2 ENVIRONMENTAL SETTING

PLANNING AREA

The Planning Area for the Murrieta General Plan includes both the incorporated City Limits and the Sphere of Influence; refer to *Exhibit 3-1*. The Planning Area is comprised of 26,852 acres (41.96 square miles) of which 21,511 acres (33.61 square miles) is located within the City Limits and 5,341 acres (8.34 square miles) is located within the City's Sphere of Influence. The County of Riverside is responsible for final land use decisions within the Sphere of Influence.

Sphere of Influence

The Sphere of Influence (possible future annexation area) is 5,341 acres east of the City, generally located south of Scott Road, west of Winchester Road (SR-79) and north of Clinton Keith Road/Los Alamos Road. The area includes:

- 2,516 acres pre-zoned Rural Residential (RR);
- 1,955 acres pre-zoned Estate Residential 2 (ER-2);
- 108 acres pre-zoned Single-Family 1 (SF-1) Residential;
- 149 acres pre-zoned Business Park (BP);
- 40 acres pre-zoned Community Commercial (CC); and
- 175 acres pre-zoned Specific Plan (SP).

2006 GENERAL PLAN LAND USE DESIGNATIONS

The *General Plan Land Use Element* (2006) designates land uses for the City; refer to *Exhibit 5.1-3*, *Existing General Plan/Zoning Map*.

Residential

Rural Residential (0.0-0.4 du/ac) (RR) – This is the lowest density residential classification and is established for large lot single-family uses within a rural atmosphere. The minimum lot size is 2.5 acres.

Estate Residential (ER) – The Estate Residential category is delineated by three separate land use designations. Each designation has a different minimum lot size and density. The overall Estate Residential designation provides for a transition from the rural areas to the traditional single family subdivisions. The following designations are within the Estate Residential category:

- Estate 1 Residential (0.5-1.0 du/ac) (ER-1) – Minimum lot size is 1.0 acre.
- Estate 2 Residential (1.1-2.0 du/ac) (ER-2) – Minimum lot size is 0.5 acre.
- Estate 3 Residential (2.1-3.0 du/ac) (ER-3) – Minimum lot size is 10,000 square feet.

Single-Family 1 Residential (2.1-5.0 du/ac) (SF-1) – Single-Family subdivisions are the primary use in this designation. Developments should have uniform lot patterns, with a minimum lot size of 7,200 square feet.

Single-Family 2 Residential (5.1-10.0 du/ac) (SF-2) – Small lot single-family detached homes and attached single-family units with common walls are allowed in this designation. The minimum lot size for single-family units is 5,000 square feet. Clustering of units to provide aggregate open space is encouraged and on-site recreational facilities are required. Units are on individual lots with open spaces commonly maintained.

Multi-Family 1 Residential (10.1-15.0 du/ac) (MF-1) – Low density multi-family units are permitted in this designation. Stacked flats or townhouses with ample amounts of open space are allowed. Recreation facilities and open space are required and are commonly maintained. Air space or "postage stamp" subdivisions providing individual ownership are allowed. Sites are large, generally 5 to 15 acres in size, and are located throughout the City.

Multi-Family 2 Residential (15.1-18.0 du/ac) (MF-2) – This high density designation is intended for town homes and stacked flat apartment and condominium developments. Uses such as senior housing, congregate care, or group quarters are allowed in this designation. Recreational facilities and open space are required and are commonly maintained. Sites are generally 5 to 15 acres in size, and are located throughout the City. Target density is 16.0 du/ac.

Commercial

Regional Commercial (RC) – Regional commercial centers, with department stores or other major tenants as anchors, are provided for in this designation. Professional office uses are also included. Regional centers typically have several major anchor tenants as well as smaller retail, restaurant, hotel, motel, financial and accessory uses. Medium sized retail uses as well as theaters are also found in regional centers. Parking, access, signage, and landscaping are provided in common. Regional centers are generally 30 acres or larger in size, and have a Maximum Floor Area Ratio (FAR) of 0.5.

Community Commercial (CC) – This designation is intended to serve the daily shopping needs of a community. It includes destination centers, supermarket centers, and smaller single-lot commercial activities. Beyond the retail uses, financial, office, and restaurant activities are also allowed. Buffering from adjacent residential use is essential. Hotel and motel uses would also be included. Community centers are generally 10 to 30 acres in size and have a Maximum FAR of 0.27 to 0.35.

Neighborhood Commercial (NC) – This designation is for convenience shopping. It includes individual retail and service uses and small or centers on sites generally ranging from 3 to 10 acres in size. Buffering and screening from residential uses is essential. Maximum FAR is 0.25.

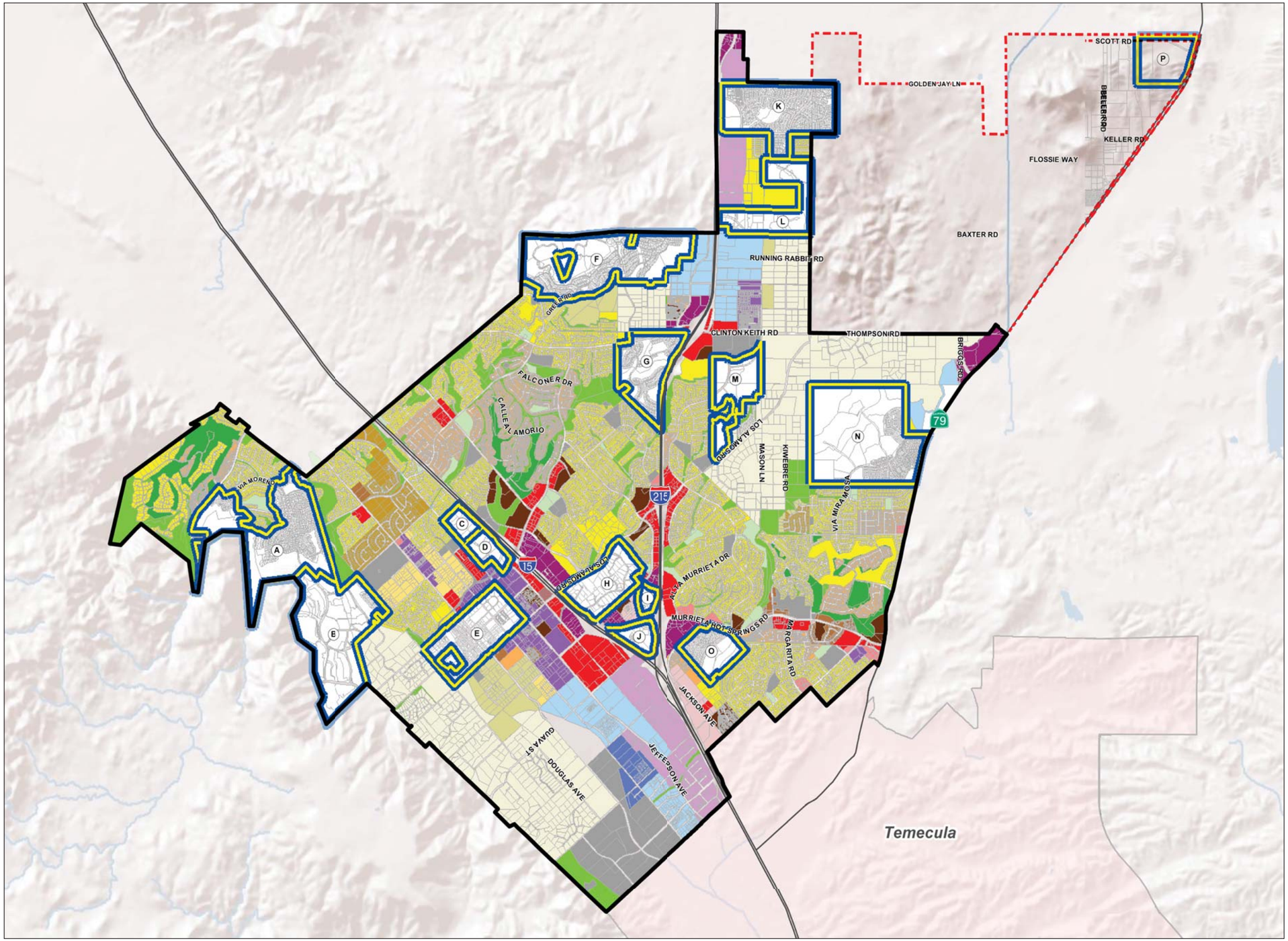
Recreational/Resort Commercial (RRC) – This category provides for resort type uses. Lodging accommodations with eating and conference facilities along with a recreational use such as golf course and/or tennis courts are allowed in this designation. Theme parks and recreation centers would also be allowed. Allowable FAR will be project specific and determined by the City on a project-by-project specific basis.

Professional Commercial (PC) – Office, administrative, business, and medical services are allowed in this designation. Financial institutions and eating establishments all support the primary office use. Maximum FAR is 0.5.

Multiple Use

The Multiple Use designation provides the City with a flexible land use category to respond to location and market considerations. The designation allows for commercial and residential uses, except where indicated in the discussion below.

Area 1 (MU-1) – Professional offices, retail, hotels, congregate care facilities, institutions of higher learning, and other medical related uses. Residential uses utilizing the target density of the Multi-Family 2 designation are also permitted in limited areas. The MU-1 area has an approved Master Development Plan (Golden Triangle) that defines permitted locations and intensities of these land uses.



Murrieta
The future of southern California
General Plan Update

LEGEND

Residential
- Rural Residential
- Estate Residential 1
- Estate Residential 2
- Estate Residential 3
- Single-Family 1, Residential
- Single-Family 2, Residential
- Multi-Family 1, Residential
- Multi-Family 2, Residential

Multiple Use
- Multiple Use, Area 1
- Multiple Use, Area 2
- Multiple Use, Area 3

Commercial
- Professional Commercial
- Neighborhood Commercial
- Community Commercial
- Recreational/Resort Commercial
- Regional Commercial

Industrial
- Business Park
- General Industrial
- Special Industrial

Parks / Recreation
- Parks & Recreation
- Private Recreation
- Open Space

Other
- Civic/Institutional
- Specific Plan
- Specific Plan / Master Development Plan Boundary
- Sphere of Influence
- City Boundary

Specific Plans
- (A) Copper Canyon
- (B) The Vineyard
- (C) Plaza de Murrieta
- (D) Village Walk
- (E) Historic Murrieta
- (F) Greer Ranch
- (G) Murrieta Oaks
- (H) Golden Triangle
- (I) MDP 93-102
- (J) SP 276
- (K) Murrieta Highlands
- (L) Golden City
- (M) Los Alamos Hills Master Plan
- (N) Murrieta Springs
- (O) Creekside Village
- (P) SP 310

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Miles

Source: City of Murrieta.

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Existing General Plan/Zoning Map

Exhibit 5.1-3

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Area 2 (MU-2) – Service commercial, industrial, and office uses are allowed, as well as hotels and motels. Residential uses are not permitted.

Area 3 (MU-3) – Uses such as civic/institutional, office, retail, and residential are allowed in a mixed use setting. Because residential and commercial uses are permitted, special design consideration must be incorporated into all projects. Residential uses may account for up to forty percent (40 percent) of the total area of an individual development site or parcel (as part of a mixed-use project), at a maximum density of 18.0 du/ac.

Industrial

Business Park (BP) – Light manufacturing, fabrication, materials processing, and assembly are allowed in this designation, provided that the uses are conducted in a controlled setting. Research and product development are also encouraged in this designation. Limited retail to serve the primary business park tenants is allowed. Maximum FAR is 0.40.

General Industrial (GI) – This designation allows for the processing of raw materials into manufactured parts or products. Warehousing, bulk storage, and distribution facilities are also allowed. These uses normally require buffering from residential and commercial uses. While outdoor storage and assembly are allowed, additional review is required to regulate these activities on-site. Maximum FAR is 0.40.

Civic/Institutional

This designation allows for public uses such as hospitals, government offices, civic centers, public agency or district facilities, educational facilities, and churches. Buffering from adjacent residential uses is essential.

General Industrial - A (GI-A) – this designation allows for areas for outdoor storage of materials and vehicles, small scale manufacturing, and handicraft industries. Maximum FAR is 0.40.

Open Space

Lands set aside for protection and conservation of natural resources are designated as open space. Steep hillsides, equal to or exceeding 50 percent slope, and other significant habitat areas may be included in this designation. Creeks should remain in a natural condition and should be encouraged to include a trail system.

Parks

This designation is for active and passive open space and recreational areas generally open to the public. Development in this designation is subject to special review by the City.

Private Recreation

This designation is for both public and private active recreational uses. Golf courses are the primary use in this designation. Development in this designation is subject to special review by the City.

Master Plan Overlay

This designation is applied on a case-by-case basis for single-family residential properties with unique characteristics or circumstance that require additional detail in planning future development. However, the Master Plan Overlay (MPO) may not be used within the Los Alamos District. The MPO designation is an overlay to the base land use designation and will only be applied in areas where conditions such as terrain, environmental resources, public amenities, and/or the inclusion of significant public open spaces beyond that normally required support the clustering of single-family residential dwelling units within projects. Developments should have uniform lot patterns.

The base zoning designation and density will control the overall gross density of the site and the minimum permitted lot size. In other words, the MPO designation does not permit a greater number of lots than would otherwise be permitted under the base zoning. However, the MPO allows the clustering of lots to more efficiently utilize those portions of a site that are best suited for development. Minimum lot sizes in an MPO range as follows:

- Rural Residential (RR) zone: One acre;
- Estate Residential – 1 (ER-1) zone: 10,000 square feet;
- Estate Residential – 2 (ER-2) zone: 7,200 square feet; and
- Single-Family 1 (SF-1) zone: 5,000-6,000 square feet.

The MPO process is not applicable for non-residential or multi-family zoned properties, although the Master Development Plan process is available for commercial and industrial zoned properties.

Specific Plan

The Specific Plan designation is applied to larger properties that have approved specific plans that govern site zoning. Specific Plans must comply with the provisions of *Government Code* Section 65450, which identifies required elements of a specific plan. The intent of a specific plan is to create a cohesive design and development program for properties that can benefit from comprehensive planning because of unique physical features. Specific plans may include a mixture of land uses. SPM reflects Specific Plans adopted by the City of Murrieta.

5.1.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, land use and planning impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Disrupt or physically divide an established community including a low-income or minority community.
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan, and/or policies by agencies with jurisdiction over the project.

For the purposes of this impact analysis, a significant impact would occur if implementation of the proposed project would result in inconsistencies or conflicts with the adopted goals and policies that are adopted for purposes of avoiding or mitigating an environmental effect of the General Plan or Redevelopment Plan, applicable rules and regulations of the Development Code, and SCAG Regional Comprehensive Plan and Guide and Growth Visioning Program. Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.1.4 PROJECT IMPACTS AND MITIGATION MEASURES

PROPOSED LAND USE PLAN

The Land Use Element contains the General Plan 2035 Land Use Policy Map (refer to *Exhibit 3-2*) and text that describes the community's future land use pattern. As part of the proposed General Plan 2035, the Land Use Policy Map has been separated from the Zoning Map. As a result, the land use designations have been refined to more generally describe the specific land uses. The City of Murrieta Development Code and Official Zoning Map will be updated to provide zoning classifications and maps that are consistent with the land use designations described in the Land Use Element.

Land Use designations of the proposed General Plan 2035 are listed and discussed in brief below. Refer to Section 3.0, Project Description, for a fully detailed description of proposed land use designations.

Residential Land Uses

The proposed General Plan 2035 provides for Large Lot Residential, Single-Family Residential, and Multiple-Family Residential development.

- ***Large Lot Residential (0.1 – 1.0 du/ac).*** Rural Residential provides for very-low density residential development on land that may have limited access to urban services. Typical development consists of single-family detached housing and accessory buildings, often with the keeping of horses and other farm animals and/or small agricultural plantings.

- ***Single-Family Residential (1.1 – 10.0 du/ac).*** Single-Family Residential provides for traditional single-family detached and attached housing. Typical development consists of a single-family detached home for each legal lot. The Single-Family Residential designation also provides for small lot development such as zero lot line.

- ***Multiple-Family Residential (10.1 – 30 du/ac).*** Multi-Family Residential provides for attached and detached apartments and condominiums. Typical development consists of townhomes, condominiums, apartments, senior housing, and stacked flats. Multiple-Family Residential encourages the development of integrated projects that provide complementary open spaces and amenities on-site.

BASE LAND USE DENSITY

The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base density for the Rural Residential category is 1 unit per acre. The base densities for the Single-Family Residential and Multiple-Family Residential categories are 10 units per acre and 30 units per acre, respectively.

HOUSING AFFORDABILITY BONUS

The City provides for the development of affordable housing for lower-income households through its affordable housing density bonus program in accordance with State law. The specific provisions of the affordable housing density bonus program are outlined in the City's Development Code. When utilizing the affordable housing density bonus program, the allowable density is increased by up to 100 percent for senior housing and 35 percent for non-senior housing, consistent with State density bonus law, as amended.

Non-Residential Land Uses

The City of Murrieta provides a range of non-residential land use designations to ensure the provision of a range of retail, civic, entertainment, service, industrial and other job-creating land uses.

- ***Commercial (0.25 – 0.75 FAR).*** The Commercial designation provides for a broad mix of commercial retail, service, and office uses that serve the local and regional consumer. Typical uses include retail stores, personal services, restaurants, motor fuels, business offices and lodging intended to meet the needs of city residents, travelers, and the daily employment population.

- ***Office and Research Park (0.60 – 2.5 FAR).*** The Office and Research Park designation provides for a variety of employment intensive uses such as business and medical offices, corporate headquarters, medical services, research and development, and technological advancement. Retail and service uses are limited to those that best meet the needs of the local businesses and their employees. Development will reflect the high freeway visibility of the areas and the appropriate buffering of adjacent residential areas.

- ***Business Park (0.40 – 0.60 FAR).*** The Business Park designation provides for employment uses, including office, research and development, educational facilities and light manufacturing. Development should create a campus-like business or industrial park setting. Retail and service uses are typically limited to areas along major streets.

- ***Industrial (0.40 – 0.50 FAR).*** The Industrial designation provides for both indoor and outdoor employment intensive industrial uses, including product assembly, warehousing/distribution and manufacturing. The designation also provides for more intensive uses, some of which may introduce potential environmental impacts such as noise, dust and other nuisances. Impacts should be mitigated through site design and appropriate screening and buffering.

- ***Civic and Institutional (0.5 – 1.0 FAR).*** The Civic and Institutional designation provides for public and quasi-public uses such as hospitals, government offices, schools, museums, libraries, public safety facilities, water and sewer treatment plants and publicly or privately owned places intended for public assembly.

Mixed Use Land Use Designations

- ***Mixed Use.*** This designation provides for a horizontal or vertical mix of residential and non-residential uses, and utilizes both residential density and non-residential intensity standards. Floor area ratios up to 1.0 are permitted and the base residential density is 30 units per acre.

These standards are intended to be applied separately from one another. In other words, a mixed-use designation that allows a base density of 30 du/ac and an intensity of 1.0 FAR allows for development of residential units at 30 du/ac on the same site with 1.0 FAR non-residential development. There is no equivalency calculation required.

Open Space and Recreation Land Use Designations

The City of Murrieta provides for a variety of passive and active open space and recreational opportunities for its residents.

- ***Parks and Open Space.*** The Parks and Open Space designation provides for public parks and recreational activities, private recreational facilities and passive open space areas. The designation is intended to provide for the preservation of natural open spaces, protection of wildlife habitats, maintenance of natural and scenic resources, greenbelts and protection from fire and other natural hazards. The designation includes facilities generally accessible to the public such as bicycle paths, pedestrian trails, swimming pools, golf courses, equestrian centers, playgrounds, picnic areas and sports recreational facilities.

LAND USE COMPATIBILITY

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD DISRUPT OR PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would not result in any direct impacts regarding land use compatibility within the City. The purpose of the General Plan and General Plan Land Use Policy Map is to provide for a compatible pattern of development. The goals and policies direct future growth and development, while minimizing existing and potential land use conflicts. Murrieta is primarily developed with residential uses and one of the main focuses of the proposed General Plan 2035 is to protect existing residential uses while providing opportunities for non-residential development with a focus on economic development and bringing employment opportunities to the City.

The proposed General Plan 2035 involves land use changes within five of the seven identified Focus Areas: North Murrieta Business Corridor; Clinton Keith/Mitchell Area; Golden Triangle North; South Murrieta Business Corridor; and Multiple Use Area 2 (MU-3); refer to *Exhibit 3-2, General Plan 2035 Focus Areas*. The five Focus Areas targeted for land use change are primarily located adjacent to major transportation and/or business/retail corridors and include areas suitable for major land development and redevelopment to carry out the economic development priorities of the City.

The North Murrieta Business Corridor Focus Area is primarily characterized as rural residential, including vacant, underutilized, or rural residential properties. The area also includes the Loma Linda University Medical Center, which is currently under construction. Due to the amount of vacant land and distribution of uses, the area does not function as a cohesive or established community. The vacant, underutilized, and rural residential properties located in this area would be replaced with a mix of Office and Research Park and Commercial uses, providing a major employment center in the northern portion of the City. These uses would be compatible with the Loma Linda University Medical Center. A range of building heights would be permitted in the area with lower heights adjacent to residential areas and higher heights in more centrally located areas near the Medical Center and along the I-215 freeway frontage, or adjacent to business park uses. Commercial uses within the southern portion of the area would serve the office and research park and residential uses within the area. The land use changes would allow for more unified development by creating a medical corridor and a high technology/office/research employment center, along with commercial uses that support business and employment needs. It would also provide connectivity between the Murrieta Highlands area and other single-family and multiple-family residential uses south of Scott Road, north of Clinton Keith Road and west of Menifee Road, along with other uses within the City. Thus, the proposed land use changes would not physically divide an established community.

The Clinton Keith/Mitchell Focus Area is primarily developed with rural residential uses along with retail uses, including a regional commercial shopping center. The residential and commercial areas are separated from other uses due to existing vacant land, roadways, the I-215 freeway, and the topography and natural conditions that occur within the area. A mix of Rural, Single-Family, and Multiple-Family Residential, Commercial, and Office and Research Park uses would be provided. The rural residential character would be maintained generally west of Duster Road. The proposed mix of residential densities would provide a transition between the commercial and professional office uses located closer to the I-215 freeway. The mix of land uses would encourage compatible development and discourage the encroachment of development surrounding the area and the impact of that development on the rural lifestyle. Thus, the proposed land use changes would not physically divide an established community.

The Golden Triangle North Focus Area is developed with a mix of uses. Portions of this area have been developed with single-family homes or small businesses; however, the remainder is vacant. This area is adjacent to the Crossroads Corporate Center and Rancho Springs Medical Center. The area is currently disjointed due to the topography and location of uses and as a result the residential and commercial areas together do not function as a cohesive community. The proposed land use changes would not physically divide an established community, as the single-family homes would be retained, and a mix of Multiple-Family Residential, Commercial, and Office and Research Park uses would be provided. These uses would support and be compatible with the office uses currently located within this area and the multiple-family residential uses would provide a transition with single-family residential uses located to the north and east.

The South Murrieta Business Corridor Focus Area is predominantly developed with business park and industrial uses; however, single-family homes are scattered throughout the area. Vacant or underutilized properties are present in this area. The vacant and underutilized properties located in this area would be replaced with a mix of Office and Research Park, Business Park, and Industrial Uses, establishing the area as the major employment center in the southern portion of the City. The potential uses would be compatible with existing uses within the area. Thus, the proposed land use changes would not divide an established community.

The Multiple Use 3 (MU-3) Focus Area is mostly developed and characterized as urban. Although, this area contains both commercial and multi-family uses, it is not characterized as a traditional mixed use area. The individual parcels contain either 100 percent commercial or 100 percent multi-family uses. Additionally, this area contains vacant, single-family residential and underdeveloped properties. The proposed land use changes would not physically divide the community, as the land uses for the developed areas are consistent with actual uses. This area would provide a mix of Multiple-Family Residential, Commercial, and Office and Research Park uses. Parcels that are vacant or underdeveloped would change to uses that are compatible with on-site and surrounding uses.

Implementation of the proposed General Plan 2035 would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. However, the proposed General Plan 2035 Land Use Policy Map establishes consistent and compatible development intensities to ensure existing and future land uses would not negatively impact adjacent and surrounding uses.

Implementation of the proposed General Plan 2035 would not result in any direct impacts regarding land use compatibility with surrounding jurisdictions. Land use changes are proposed within identified Focus Areas of the City, which are primarily located along major transportation and business/retail corridors within the City. Although portions of the Focus areas are adjacent to neighboring jurisdictions, the proposed land uses and overall intent of the Focus Areas are generally consistent with surrounding development and would not involve land use compatibility impacts. Further, as stated, the goals and policies identified in the proposed General Plan 2035 are designed to preserve and improve existing and future physical development by ensuring that adjacent land uses are compatible with one another. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

Goal LU-3 Stable, well-maintained residential neighborhoods in Murrieta.

Policies

LU-3.2 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, establish and/or maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

LU-3.3 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.

LU-3.5 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.

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

Policies

LU-8.3 Minimize the impacts of mixed use or transit-oriented development housing projects on single-family neighborhoods.

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

- Create a pleasant walking environment to encourage pedestrian activity.
- Create lively streetscapes, interesting urban spaces, and attractive landscaping.
- Provide convenient shopping opportunities for residents close to their residence.
- Integrate with surrounding uses to become a part of the neighborhood rather than an isolated project.
- Use architectural elements or themes from the surrounding area, as appropriate.
- Provide appropriate transition between land use designations to minimize neighbor compatibility conflicts.

Goal LU-15 The Clinton Keith/Mitchell area will provide for a mix of land uses, including high-quality residential, regional-serving commercial, and job-creating uses

Policies

LU-15.1 Ensure appropriate buffers are provided between Rural, Single-Family, and Multiple-Family Residential uses.

LU-15.2 Ensure adequate buffers are provided between residential and non-residential uses.

LU-15.3 Ensure that Office and Research Park uses are designed to reflect the natural topography.

LU-15.4 Encourage opportunities for retail, office, and research uses to complement and serve the uses in the North Murrieta Business Corridor Focus Area.

Goal LU-18 A mix of residential, retail, and job-creating uses

Policies

LU-18.1 Ensure appropriate buffers are provided between Rural, Single-Family, and Multiple-Family Residential uses both within and adjacent to the Multiple Use 3 Area Focus Area.

LU-18.2 Ensure adequate buffers are provided between residential and non-residential uses both within and adjacent to the Multiple Use 3 Area Focus Area.

LU-18.4 Encourage Office and Research Park uses that are complementary to the Civic Center and the Historic Downtown Specific Plan.

Goal LU-26 The City understands that development on lands adjacent to the City's corporate boundary can profoundly affect Murrieta residents and businesses.

Policies

LU-26.1 Cooperate with other jurisdictions in developing compatible land uses on lands adjacent to, or near, the City's corporate boundaries to minimize significant impacts and potentially benefit residents, businesses, and/or infrastructure systems in Murrieta.

LU-26.2 Monitor planning and environmental assessments for development projects in adjacent jurisdictions and participate in public hearings for the projects.

Goal LU-27 The quality and character of the City is preserved and enhanced by compliance with relevant codes and regulations.

Policies

LU-27.1 Review the Development Code and determine which sections are outdated to meet current trends, regulations, adopted community visions, and the General Plan 2035 land use designations, and revise as necessary.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

FEDERAL AND STATE LAND USE PLANS, POLICIES, OR REGULATIONS

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN POTENTIAL INCONSISTENCY IMPACTS WITH FEDERAL AND STATE REGULATIONS.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 has refined and supplemented goals and policies regarding future development within the City. The proposed General Plan 2035 would have a beneficial effect by making the General Plan a more effective tool to review future projects and to coordinate with other jurisdictions and regulatory agencies on regional planning and environmental matters.

The proposed General Plan 2035 contains goals and policies that continue to support current procedures followed by the City when development applications are reviewed, including the referral of plans to appropriate Federal and State agencies to ensure consistency between City and other agency regulations and requirements.

The consistency of the proposed General Plan 2035 with specific Federal and State plans is presented in *Table 5.1-1*, *Proposed General Plan 2035 Consistency With Federal and State Regulations*.

Table 5.1-1
Proposed General Plan 2035 Consistency With Federal and State Regulations

Plan or Policy	Consistency Statement
Federal Regulations	
Clean Air Act	Consistent. The proposed General Plan 2035 contains goals and policies to protect air quality consistent with the Clean Air Act, including 1) management of local pollutants to meet air quality standards, 2) land use and transportation measures to reduce vehicle trips and congestion, and 3) encouraging alternate modes of transportation (i.e., walking, biking, and public transit use). Therefore, the proposed General Plan 2035 is consistent with the Clean Air Act.
Clean Water Act (Section 404)	Consistent. The proposed General Plan 2035 contains goals and policies designed to protect water resources and enhance water quality. Therefore, the proposed General Plan 2035 is consistent with the Clean Water Act.
National Pollutant Discharge Elimination System (NPDES) Permit Program	Consistent. The proposed General Plan 2035 provides goals and policies designed to protect water quality. Development allowed through implementation of the proposed General Plan 2035 would be required to implement storm water management practices during and after construction in accordance with the NPDES permit program. Therefore, the proposed General Plan 2035 is consistent with the NPDES program.
Federal Endangered Species Act	Consistent. Rare or endangered plant or animal species are anticipated to occur within the City of Murrieta. Any development occurring as a result of implementation of the proposed General Plan 2035 would be required to comply in full with the Endangered Species Act. This would include mitigation of any significant impacts to any rare or endangered species.
State Regulations	
California Endangered Species Act	Consistent. Rare or endangered plant or animal species are anticipated to occur within the City of Murrieta. Future development resulting from implementation of the proposed General Plan 2035 would be required to comply fully with the California Endangered Species Act and mitigate any impacts to such species.

Table 5.1-1 [continued]
Proposed General Plan 2035 Consistency With Federal and State Regulations

Plan or Policy	Consistency Statement
California Wetlands Policy	Consistent. Vernal pools and seasonal wetlands have historically occurred within the City. The final determination of the type of wetland is often ultimately verified by the United States Army Corp of Engineers (USACE). The extent to which special-status plant and animal species utilize these habitats varies; however, any species present in vernal pools may also occupy seasonal wetlands. Both vernal pools and seasonal wetlands offer habitat for a variety of plant and animal species listed as threatened or endangered, or that have other special status that require some level of protection. Any proposed impacts to permanent or seasonally ponded water bodies or ephemeral, intermittent, or perennial streambeds associated with implementation of the proposed General Plan 2035 would require preparation of a delineation report and jurisdictional determination by the USACE, RWQCB, and the CDFG. Potential impacts to wetland would be subject to the California Department of Fish and Game (CDFG) streambed alteration agreement requirements and Federal and State laws that protect jurisdictional waters of the United States. These agreements require the avoidance of wetlands and implementation of mitigation measures for any related wetlands impacts.

Goals and Policies in the Proposed General Plan 2035:

CIRCULATION ELEMENT

Goal CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

Policies

CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.

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

Goal CIR-5 A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.

Policies

CIR-5.9 Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors, and future high speed rail service, which connect Murrieta to other population centers.

CIR-5.10 Support the siting and development of a Metrolink Station(s) within Murrieta along the I-15 and/or I-215 corridors.

CIR-5.11 Coordinate with California High Speed Rail Authority, Riverside Transit Authority, and City of Temecula on the siting and development of a California High Speed Rail Intermodal Transit Center.

Goal CIR-6 Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.

Policies

CIR-6.1 Encourage alternatives to single-occupancy vehicle transportation such as rail, public transit, paratransit, walking, cycling, and ridesharing.

CIR-6.2 Support a variety of transit vehicle types and technologies to serve different transportation needs.

CIR-6.3 Work with the Riverside Transit Agency, Murrieta Chamber of Commerce, and/or the City's Economic Development Department to conduct a travel/commute survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

CIR-6.4 Seek opportunities for funding that goes to support alternative forms of transportation.

CIR-6.5 Support the dedication and/or construction of appropriate facilities in support of a public transportation system.

CIR-6.6 Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development of non-motorized transportation corridors and facilities (i.e.,

neighborhood electric vehicle routes, bikeways, pedestrian paths, sidewalks/paths).

CIR-6.7 Coordinate with the Riverside Transit Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, schools, health care facilities, and major recreation areas.

CIR-6.11 Encourage employer-based incentive programs for use of public transit and improve awareness of such programs.

CIR-6.13 Continue to require new development to submit a Trip Reduction Plan, if applicable, in compliance with the Transportation Demand Management Ordinance.

Goal CIR-8 Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.

Policies

CIR-8.1 Create, update, and implement a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities.

CONSERVATION ELEMENT

Goal CSV-1 A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.

Policies

CSV-1.3 Promote the protection of groundwater supplies from contamination.

Goal CSV-3 A community that participates in a multi-jurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed.

Policies

CSV-3.1 Collaborate with partner agencies and other communities to conserve and properly manage surface waters within the City and Sphere of Influence through protection of the watershed and natural drainage system.

CSV-3.2 Promote storm water management techniques that minimize surface water runoff in public and private developments.

CSV-3.3 Utilize low-impact development (LID) techniques to manage storm water through conservation, on-site filtration, and water recycling, and continue to ensure compliance with the NPDES permit.

CSV-3.5 Seek opportunities to restore natural watershed function as an added benefit while mitigating environmental impacts.

Goal CSV-4 Restoration of the natural function and aesthetic value of creeks, while providing flood control measures and opportunities for recreation.

Policies

CSV-4.1 Prioritize creek preservation, restoration and/or mitigation banking along creeks as mitigation for environmental impacts.

CSV-4.2 Consider alternatives to hardlined bottoms and side slopes within flood control facilities, where technically feasible.

CSV-4.3 Preserve Warm Springs Creek and Cole Creek as a wildlife corridor, while accommodating flood control measures and passive recreation.

CSV-4.4 Retain and restore natural drainage courses and their function where health and safety are not jeopardized.

CSV-4.5 Support efforts for restoration, flood control, and recreation along Murrieta Creek, in coordination with regional and federal plans.

CSV-4.6 Seek funds and provide support for creek restoration, maintenance and protection through grant and mitigation programs, development entitlements, and non-profit organizations.

Goal CSV-8 Conservation of biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates.

Policies

CSV-8.1 Facilitate the conservation of habitat areas and wildlife corridors under the Western Riverside Multiple Species Habitat Conservation Plan.

CSV-8.2 Address applicable policies and regulations of regional, State, and Federal agencies to achieve common goals for preservation of habitat and the protection of threatened and endangered species.

CSV-8.3 Work with public and private land owners to conserve biological resources.

CSV-8.4 Review development projects to determine their impact on biological resources, and compliance with state and federal regulations.

CSV-8.5 Address Western Riverside Multiple Species Habitat Conservation Plan policies to preserve jurisdictional, wetland, vernal pool and other areas whose hydrology supports habitat and species identified for conservation in the Plan.

CSV-8.6 Address the Western Riverside Multiple Species Habitat Conservation Plan policies for an urban interface, to reduce the impacts from toxics, light, noise, invasive plant species and domestic predators (pets).

CSV-8.7 Establish an implementation program to clarify procedures for implementation of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Habitat Acquisition Negotiation Strategy (HANS) in the City and to provide incentives to facilitate conservation with the MSHCP while recognizing private property rights.

AIR QUALITY ELEMENT

Goal AQ-1 Improved air quality through participation in regional and local efforts.

Policies

AQ-1.1 Continue to work with the Western Riverside Council of Governments (WRCOG) Regional Air Quality Task Force to implement regional and local programs designed to meet federal, state, and regional air quality planning requirements.

AQ-1.2 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP), rules and regulations from South Coast Air Quality Management District (SCAQMD), and revisions to SCAQMD's CEQA Guidelines.

AQ-1.3 Cooperate with local, regional, State, and Federal agencies to achieve better transportation facility planning and development.

AQ-1.4 Cooperate with the State and Southern California Association of Governments (SCAG) in the implementation of SB 375 – Regional Transportation Planning, Housing, CEQA and Global Warming Emission Reduction Strategies.

AQ-1.5 Provide public education and/or materials to educate and encourage residents and business owners to purchase/use low toxicity household cleaning products.

Goal AQ-3 Reduced emissions during construction activities.

Policies

AQ-3.1 Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.

AQ-3.2 Ensure all applicable best management practices are used in accordance with the South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

AQ-3.3 Require all construction equipment for public and private projects comply with California Air Resources Board's (CARB) vehicle standards. For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.

AQ-3.4 Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:

- Minimizing simultaneous operation of multiple construction equipment units.
- Implementation of South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust Control Measures.
- Watering the construction area to minimize fugitive dust.
- Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by California Air Resources Board (CARB).
- Minimizing idling time by construction vehicles.

Goal AQ-4 Mobile source emissions are reduced by providing a balance of jobs and housing that serve the needs of the community.

Policies

AQ-4.1 Cooperate with local, regional, State, and Federal agencies to reduce vehicle miles traveled (VMT) and consequent emissions through job creation.

AQ-4.2 Improve jobs/housing balance by encouraging the development, expansion, and retention of business.

AQ-4.3 Improve access of businesses to local institutions that provide education and job training to prepare local residents to fill the jobs local industries create.

AQ-4.4 Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.

Goal AQ-5 Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.

Policies

AQ-5.1 Encourage employers to implement transportation demand management (TDM) measures, such as the following programs to reduce trips and vehicle miles traveled:

- Transit subsidies
- Bicycle facilities
- Alternative work schedules
- Ridesharing
- Telecommuting and work-at-home programs
- Employee education
- Preferential parking for carpools/vanpools

AQ-5.2 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

AQ-5.3 Promote use of fuel-efficient and low-emissions vehicles, including Neighborhood Electric Vehicles.

AQ-5.4 Encourage the use of lowest emission technology buses in public transit fleets.

AQ-5.5 Provide a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

AQ-5.6 Manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

AQ-5.7 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

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

Policies

AQ-6.1 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management District (SCAQMD) air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

AQ-6.2 Encourage and support the use of innovative ideas and technology to improve air quality.

AQ-6.3 Encourage non-polluting industry and clean green technology companies to locate to the City.

AQ-6.4 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

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

AQ-6.6 Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

AQ-6.7 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet) for new developments near busy roadways with significant volumes of heavy truck traffic.

Goal AQ-7 Particulate matter and fugitive dust emissions are reduced throughout the City.

Policies

AQ-7.1 Adopt incentives, regulations, or procedures to reduce particulate matter.

AQ-7.2 Collaborate with transportation agencies, utilities, and developers to minimize fugitive dust and emissions from construction and maintenance activities.

AQ-7.3 Cooperate with local, regional, State, and Federal jurisdictions and/or agencies to better control fugitive dust from stationary, mobile, and area sources.

AQ-7.4 Consider the suspension of all grading operations, not including dust control actions, at construction projects when the source represents a public nuisance or potential safety hazard due to reduced visibility on streets surrounding the property.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

REGIONAL/MULTI-JURISDICTIONAL LAND USE PLANS, POLICIES, OR REGULATIONS

Southern California Association of Governments

- **THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCONSISTENCIES WITH THE GOALS OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S REGIONAL COMPREHENSIVE PLAN, 2008 REGIONAL TRANSPORTATION PLAN AND THE PRINCIPLES AND STRATEGIES OF THE COMPASS GROWTH VISIONING PROGRAM.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 includes relevant goals and policies that reflect and respond to SCAG's regional goals. The Land Use Element is intended to establish the overall policy direction for land use planning decisions in the City. As such, goals and policies established in the Land Use Element shape and reflect the policies and programs contained in other General Plan Elements. In addition, policies in the Land Use and Economic Development Elements, as well as the Housing Element address regional jobs/housing balance objectives, in regards to providing housing for all income levels, while providing a range of housing types and employment opportunities. The Circulation Element contains goals and policies aimed at providing a multi-modal transportation network that is safe and efficient and reduces traffic congestion within and through the City. The Air Quality Element outlines the City's efforts to participate in programs aimed at improving regional air quality. Additionally, the City's Climate Action Plan (CAP) describes measures intended to reduce greenhouse gas (GHG) emissions within City operations and the community at-large. The Healthy Community Element brings together many of the concepts in the other General Plan Elements to promote the health, safety, and general welfare of Murrieta's residents, workers, and visitors. It highlights the connections between health and the physical, social, and economic environment, and provides an overarching strategy for achieving and maintaining a healthy community.

The proposed General Plan 2035's consistency to goals contained within the RTP are assessed in *Table 5.1-2, Proposed General Plan 2035 Consistency With SCAG's 2008 Regional Transportation Plan (RTP)*.

Table 5.1-2
Proposed General Plan 2035 Consistency With SCAG's 2008 Regional Transportation Plan (RTP)

SCAG RTP Goals		Consistency Statement
G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent. The Circulation Element addresses both motorized and non-motorized mobility within the City and accessibility for all people and goods. The Element focuses on providing a coordinated and efficient transportation system for all modes and users. It encourages transit opportunities as well providing a connected and enhanced network of bicycle, pedestrian, and multi-use trails. Policies support accessibility between existing and future land uses for all pedestrians, including persons with disabilities or having special accessibility needs. Refer to the Circulation Element (Policies CIR-1.1, CIR-1.4, CIR-1.7, CIR-1.9, CIR-1.10, CIR-1.11, CIR-1.12, CIR-2.3, CIR-4.1, CIR-4.2, CIR-4.3, CIR-5.1, CIR-5.2, CIR-5.7, CIR-5.8, CIR-5.9, CIR-5.10, CIR-5.11, CIR-5.12, CIR-5.13, CIR-6.1, CIR-6.2, CIR-6.6, CIR-6.7, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.4, CIR-7.7, CIR-7.8, CIR-8.1, CIR-8.2, CIR-8.3, CIR-8.6, CIR-8.7, CIR-8.8, CIR-8.9, and CIR-8.10).

Table 5.1-2 [continued]
Proposed General Plan 2035 Consistency With SCAG's 2008 Regional Transportation Plan (RTP)

SCAG RTP Goals		Consistency Statement
G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent. The Circulation Element identifies goals and policies to provide a safe and reliable transportation system for all people and goods in the region. Refer to consistency analysis for SCAG RTP Goal G1, as well as the Circulation Element (Policies CIR-2.1, CIR-2.2, CIR-2.3, CIR-2.4, CIR-2.5, CIR-2.6, CIR-2.7, CIR-2.8, CIR-2.9, CIR-2.10, CIR-2.11, CIR-2.12, CIR-2.13, CIR-2.14, CIR-3.1, CIR-3.2, CIR-3.3, CIR-3.4, and CIR-3.5).
G3	Preserve and ensure a sustainable regional transportation system.	Consistent. Refer to consistency analysis for SCAG RTP Goal G1 and G2.
G4	Maximize the productivity of our transportation system.	Consistent. Refer to consistency analysis for SCAG RTP Goal G1 and G2.
G5	Protect the environment, improve air quality, and promote energy efficiency.	Consistent. The Circulation Element identifies several goals and policies that promote reduced vehicle trips, provide for enhanced transit opportunities, and encourage walking and bicycling, as well as other non-motorized forms of transportation. The Air Quality Element specifically addresses improved air quality through reducing mobile source emissions and providing an efficient circulation system and reducing vehicle miles traveled, while the Conservation Element addresses energy efficiency and conservation of resources. Refer to the Circulation Element (CIR-1.4, CIR-1.9, CIR-5.1, CIR-5.9, CIR-5.10, CIR-5.11, CIR-5.12, CIR-5.14, CIR-6.1, CIR-6.2, CIR-6.3, CIR-6.4, CIR-6.5, CIR-6.6, CIR-6.7, CIR-6.10, CIR-6.11, CIR-6.12, CIR-6.13, CIR-6.14, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.6, CIR-8.1, and CIR-8.2), Air Quality Element (Policies AQ-1.1, AQ-4.1, AQ-4.2, AQ-4.3, AQ-4.4, AQ-5.1, AQ-5.2, AQ-5.3, AQ-5.4, AQ-5.5, AQ-5.6, and AQ-5.7) and Conservation Element (Policies CSV-12.1, CSV-12.2, CSV-12.3, CSV-12.4, CSV-12.5, CSV-12.6, CSV-12.7, CSV-12.8, CSV-14.1, CSV-14.2, CSV-14.3, CSV-14.4, CSV-15-1, CSV-15.2, CSV-15.4, CSV-15.6, and CSV-15.7).
G6	Encourage land use and growth patterns that complement our transportation investments.	Consistent. The proposed Land Use Policy Map focuses land use changes and growth within key areas of the City. These Focus Areas are primarily located along existing transportation corridors. Although roadway improvements are anticipated to occur with the proposed General Plan 2035, many of the improvements have been previously identified and are associated with the growth that has already occurred or is anticipated within the City. Where new improvements are required, the proposed General Plan 2035 provides policies to provide for investment to serve future growth. Refer to the Circulation Element (Policies CIR-4.1, CIR-4.2, and CIR-4.3).

Table 5.1-2 [continued]
Proposed General Plan 2035 Consistency With SCAG's 2008 Regional Transportation Plan (RTP)

SCAG RTP Goals		Consistency Statement
G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with security agencies.	Consistent. Emergency responses are coordinated as necessary between Federal, State, and local governmental authorities and private persons through the Murrieta Emergency Operations Plan (EOP). The City's EOP addresses the planned response to extraordinary emergency situations associated with natural disasters, national security emergencies, and technological incidents affecting the City of Murrieta. The objective of the EOP is to coordinate and incorporate all the facilities and personnel of the City into an efficient organization capable of responding effectively to all disasters and emergencies. It also facilitates multi-agency and multi-jurisdictional coordination, particularly between the City of Murrieta and Riverside County, special districts, and State agencies, in emergency operations. The proposed General Plan 2035 includes policies to address emergency management within the City and encourage coordination with other agencies involved in emergency response and recover. Refer to the Safety Element (Policies SAF-12.1, SAF-12.2, SAF-12.3, SAF-12.4, SAF-12.5, SAF-12.6, and SAF-12.7).

As summarized in *Table 5.1-2*, the proposed General Plan 2035 would be consistent with the goals identified in SCAG's 2008 RTP.

The proposed General Plan 2035's consistency with SCAG's Compass Growth Visioning Regional Growth Principles are assessed in *Table 5.1-3*, *Proposed General Plan 2035 Consistency with SCAG's Compass Growth Visioning Regional Growth Principles*.

Table 5.1-3
Proposed General Plan 2035 Consistency with SCAG's Compass Growth Visioning Regional Growth Principles

Growth Visioning Principles		Consistency Statement
Principle 1: Improve mobility for all residents.		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent. The Land Use and Circulation Elements of the proposed General Plan 2035 provide policies that encourage transportation investments and land use decisions that are mutually supportive by ensuring transportation infrastructure is in place to support growth associated with the proposed General Plan 2035. Refer to the Land Use Element (Policies LU-1.6, LU-1.7, LU-1.8, and LU-25.1) and Circulation Element (Policies CIR-1.1, CIR-4.1, CIR-4.2, and CIR-4.3).

Table 5.1-3 [continued]
Proposed General Plan 2035 Consistency with SCAG's Compass Growth Visioning Regional Growth Principles

Growth Visioning Principles		Consistency Statement
GP P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Consistent. One of the key priorities of the proposed General Plan 2035 is economic development and the provision of jobs within Murrieta. Policies within the Land Use Element support the placement of new housing near existing and potential jobs, as well as new jobs near existing housing. Refer to the Land Use Element (Policies LU-4.3, LU-8.1, LU-8.2, and LU-24.3).
GV P1.3	Encourage transit-oriented development.	Consistent. The proposed General Plan 2035 encourages the siting and development of regional transit (Metrolink and/or High Speed Rail) within the City. In support of this, the proposed General Plan 2035 establishes policies that provide opportunities for mixed-use and transit-oriented development. Refer to the Land Use Element (Policies LU-8.1, LU-8.2, LU-8.5, LU-8.6, and LU-8.7) and Economic Development Element (ED-1.3 and ED-5.1).
GV P1.4	Promote a variety of travel choices.	Consistent. The proposed General Plan 2035 promotes a variety of travel choices, including motorized and non-motorized modes, such as transit, pedestrian, and bicycles. Refer to the Circulation Element (Policies CIR-2.3, CIR-2.12, CIR-2.13, CIR-5.9, CIR-5.10, CIR-5.11, CIR-6.1, CIR-6.2, CIR-6.4, CIR-6.5, CIR-6.6, CIR-6.7, CIR-6.10, CIR-7.1, CIR-7.6, CIR-8.1, CIR-8.2, and CIR-8.11).
Principle 2: Foster livability in all communities.		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Consistent. The proposed General Plan 2035 focuses land use changes and growth within key areas of the City. These Focus Areas are primarily located adjacent to major transportation and/or business/retail corridors and include areas suitable for major land development and redevelopment to carry out the economic development priorities of the City. Existing and/or future projects within these areas provide a catalyst for new land use and development opportunities. Refer to the Land Use Element (Policies LU-1.6, LU-5.1, LU-7.1, LU-7.2, LU-7.6, LU-9.8, LU-12.1, LU-12.2, LU-13.1, LU-14.1, LU-14.2, LU-14.3, LU-14.4, LU-14.5, LU-15.4, LU-15.5, LU-16.1, LU-17.1, LU-24.3, and LU-24.6).
GV P2.2	Promote developments, which provide a mix of uses.	Consistent. The proposed General Plan 2035 establishes a mixed use land use designation and the policy framework to promote mixed use developments. Refer to the Land Use Element (Policies LU-8.1, LU-8.2, LU-8.5, LU-8.6, LU-8.7, LU-8.8, and LU-24.6).
GV P2.3	Promote "people scaled", walkable communities.	Consistent. The proposed General Plan 2035 encourages and promotes walking within the City through the proposed Land Use Plan as well as policies that promote a walkable community. Refer to the Land Use Element (Policies LU-8.4, LU-9.1, LU-9.2, LU-9.3, LU-9.4, LU-9.5, LU-9.6, LU-9.7, LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.5, LU-10.6, LU-10.7, LU-10.8, LU-10.9, LU-24.2, LU-24.6) and the Circulation Element (Policies CIR-2.10, CIR-2.11, CIR-2.12, CIR-3.2, CIR-3.4, CIR-6.6, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.4, CIR-7.5, CIR-7.7, CIR-8.3, CIR-8.7, CIR-8.8, CIR-8.9, and CIR-8.10).

Table 5.1-3 [continued]
Proposed General Plan 2035 Consistency with SCAG's Compass Growth Visioning Regional Growth Principles

Growth Visioning Principles		Consistency Statement
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent. The City of Murrieta is primarily developed with single-family residential neighborhoods. The proposed General Plan 2035 supports the continued preservation of these neighborhoods. Refer to the Land Use Element (Policies LU-3.1, LU-3.2, LU-3.3, LU-3.4, LU-3.5, LU-8.3, LU-11.4, LU-15.1, LU-15.2, LU-18.1, LU-18.2, and LU-20.4).
Principle 3: Enable prosperity for all people.		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	Consistent. The City is currently in the process of updating their Housing Element. The Housing Element identifies goals, policies, and programs to provide housing consistent with the Regional Housing Needs Assessment (RHNA), which includes a variety of housing types to meet the housing needs of all income levels. Additionally, the proposed General Plan 2035 includes policies to provide a variety of housing types to meet the community's needs. Refer to the Land Use Element (Policies LU-1.2, LU-1.3, LU-4.1, LU-4.2, LU-8.1, and LU-8.6) and the Economic Development Element (Policies ED-5.3 and ED-5.4).
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent. The proposed General Plan 2035 includes polices that support and encourage educational opportunities, including the potential for higher education facilities to locate within the City. Refer to the Land Use Element (Policy LU-9.8) and Economic Development Element (Policies ED-6.1, ED-6.2, ED-6.3, and ED-6.4).
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent. The proposed General Plan 2035 would provide housing opportunities for a range of income levels, as well as provide jobs within the local area irrespective of race, ethnicity, or income class. The Land Use Policy Map provides for residential and non-residential development that can accommodate growth anticipated through the year 2035. Goals and policies throughout the proposed General Plan 2035 ensure new development takes into consideration the surrounding environment and is compatible with existing and/or planned uses. Also, refer to consistency analysis for GV P3.1.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent. The proposed General Plan 2035 would support local and State fiscal policies that encourage balanced growth, including ensuring growth is managed and the fiscal implications of land use decisions are considered, as well as coordination with regional agencies to ensure local issues are addressed at the regional level. Refer to the Land Use Element (Policies LU-1.6, LU-1.7, LU-1.8, LU-25.1, LU-25.3, LU-25.5, LU-26.1, and LU-26.2) and the Economic Development Element (ED-2.3, ED-2.7, ED-2.8, ED-2.9, ED-9.1, ED-9.2, and ED-9.3).

Table 5.1-3 [continued]
Proposed General Plan 2035 Consistency with SCAG's Compass Growth Visioning Regional Growth Principles

Growth Visioning Principles		Consistency Statement
GV P3.5	Encourage civic engagement.	Consistent. The City of Murrieta held a number of formal and informal opportunities for residents, business owners, property owners, and other stakeholders to share their visions for the future of Murrieta and provide input throughout the General Plan 2035 process. In addition to community-wide workshops, land-use area meetings were conducted to obtain input on land use changes within specific areas of the City. Joint Planning Commission and City Council workshops also provided opportunities for community input. Other opportunities included community surveys, "information centers" at City Hall and the Library, presentations to business groups, and staffed tables at local retailers (Wal-Mart) and the City's Recreation Expo. Outreach continued throughout the process with updates to the project website, press releases, and email newsletters. The comments and feedback received during the community involvement process have resulted in ten community priorities established for the proposed General Plan 2035. These priorities describe the vision that members of the public provided for the future of their community, which guided the goals and policies in the proposed General Plan 2035 .
Principle 4: Promote sustainability for future generations.		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent. The proposed General Plan 2035 supports the preservation of rural, agricultural, recreational, and environmentally sensitive areas. Refer to the Land Use Element (Policies LU-2.1, LU-2.2, LU-20.2, LU-20.3, LU-20.6, LU-20.7, LU-20.9, and LU-20.10), the Conservation Element (Policies CSV-8.1, CSV-8.2, CSV-8.3, CSV-8.4, CSV-8.5, CSV-8.6 and CSV-8.7), and the Recreation and Open Space Element (Policies ROS-7.1, ROS-7.2, ROS-7.3, and ROS-7.4).
GV P4.2	Focus development in urban centers and existing cities.	Consistent. The proposed General Plan 2035 focuses growth and development within the City limits and along key transportation and retail/business corridors of the City. Growth and development is focused in key areas to build upon existing and/or planned development and in areas identified for prime economic development opportunities.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent. A key priority of the proposed General Plan 2035 is to promote economic development, including the influx of jobs to the City. Higher skilled and higher wage jobs will provide opportunities for existing residents to work within the City and potentially reduce the need for people to commute outside of the area. Additionally, the Conservation Element includes policies that promote the efficient use of resources and reduction of waste, while the Air Quality Element addresses pollution. Refer to the Conservation Element (Policies CSV-12.1, CSV-12.2, CSV-12.3, CSV-12.4, CSV-12.5, CSV-12.6, CSV-12.7, CSV-12.8, CSV-13.1, CSV-13.2, CSV-13.3, CSV-13.4, CSV-13.5, CSV-13.6, CSV-13.7, CSV-14.1, CSV-14.2, CSV-14.3, and CSV-14.4) and the Air Quality Element (Policies AQ-1.1, AQ-1.2, AQ-1.3, AQ-1.4, AQ-1.5, AQ-3.1, AQ-3.2, AQ-3.3, AQ-3.4, AQ-4.1, AQ-4.2, AQ-4.3, AQ-4.4, AQ-5.1, AQ-5.3, AQ-5.4, AQ-6.1, AQ-6.2, AQ-6.3, AQ-6.4, AQ-6.6, AQ-6.7, AQ-7.1, AQ-7.2, AQ-7.3, and AQ-7.4).

Table 5.1-3 [continued]
Proposed General Plan 2035 Consistency with SCAG's Compass Growth Visioning Regional Growth Principles

Growth Visioning Principles		Consistency Statement
GV P4.4	Utilize "green" development techniques.	Consistent. The proposed General Plan 2035 includes goals and policies that promote the implementation of green development techniques. Refer to Conservation Element (Policies CSV-3.4, CSV-14.1, CSV-14.2, CSV-14.3, CSV-14.4, and CSV-15.6) and Air Quality Element (Policies AQ-6.3 and AQ-6.6).

As summarized in Table 5.1-3, the proposed General Plan 2035 would be consistent with SCAG's Compass Growth Visioning Regional Growth Principles. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to *Table 5.1-2* and *Table 5.1-3*.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

County of Riverside

- **THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCONSISTENCIES WITH THE RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The French Valley Airport, which is a County-owned public-use airport, is located on SR-79 (Winchester Road) in unincorporated Riverside County east of Murrieta, adjacent to Temecula. The influence area for the French Valley Airport extends into the eastern portion of Murrieta. A majority of the City located within the airport influence area is within Compatibility Zones D and E. A small portion of the City generally located east of Liberty Road and South of Thompson Road is within Compatibility Zone C and a smaller area of the City generally located east of Briggs Road is located within Compatibility Zone B1. Approximately 0.01 acre is located within Zone B2; refer to *Exhibit 5.1-1*.

The existing General Plan is not consistent with the Compatibility Plan, as the General Plan land use designations do not meet the density or intensity criteria specified in the Compatibility Plan, even with the implementation of mitigation measures identified in the *French Valley Airport*

Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration. Specifically, the General Plan Large Lot Residential land use designation within Compatibility Zone D allows for residential development of 0.4 to 1.0 dwelling unit per acre. Development at this intensity would be inconsistent with the Compatibility Zone D criteria, which restricts lower density development to a maximum of 0.2 dwelling units per acre. The proposed General Plan 2035 is not recommending any land use changes for the areas within the French Valley Airport Compatibility Zones. However, based on discussions with ALUC staff, it was determined that in order to be consistent with the Compatibility Zone D criteria, the Large Lot Residential land use designation would be modified to accommodate the lower density of 0.1 dwelling units per acre. Further, a policy has been included in the General Plan 2035 for properties designated as Large Lot Residential and Single-Family Residential in the General Plan that are located within Compatibility Zones C and D to submit tentative tract maps and parcel maps to the Riverside County ALUC for consistency review. The proposed Large Lot Residential density range and policy would eliminate the inconsistency that currently occurs with the ALUP.

Another inconsistency that exists within Compatibility Zone D is associated with vacant areas currently designated for Multiple Use 3 land uses. Future development of these lands, which are designated for Multiple-Family or Commercial uses, could exceed the average and single acre intensity criteria of 150 and 450, respectively. As stated, the proposed General Plan 2035 is not recommending land use changes for the areas within the French Valley Airport Compatibility Zones, with the exception of changing parcels that were designated as Multiple Use 3 to reflect their current site development of Multiple Family or Commercial uses. Thus, this existing inconsistency would remain with the General Plan 2035. However, based on discussions with ALUC staff, in order to be consistent with the ALUP a policy has been included in the General Plan 2035 for proposed commercial developments and places of assembly within Compatibility Zones B1, C, and D to be submitted to the ALUC for consistency review. A policy is also proposed to address the open space provisions as determined by the respective Compatibility Zone. The proposed policies would eliminate the inconsistency that currently occurs with the ALUP.

It should be noted that the proposed General Plan 2035 does not propose site-specific development at this time. It is anticipated that future development projects within the Airport Zones would be reviewed on a project-by-project basis to determine the proposed development's consistency with the Compatibility Plan. Further, the proposed General Plan 2035 includes policies that promote land use compatibility and protection of the public from potential impacts associated with the French Valley Airport and ensures consultation and coordination with the Riverside County Airport Land Use Commission in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

Refer also to *Section 5.6*, *Noise* and *Section 5.14*, *Hazards and Hazardous Materials*, for additional analysis regarding potential noise and safety impacts associated with the proposed General Plan 2035 and French Valley Airport.

As noted previously, a local agency general plan or specific plan that includes areas covered by an adopted ALUCP must submit its general plan or specific plan (or any amendments thereto) to the ALUC for a consistency determination. If the general plan or specific plan is considered inconsistent with the ALUCP, the local agency's governing body may "overrule" the ALUC's inconsistency determination after a hearing by a two-thirds vote. In overruling the ALUC's determination, the local agency's governing body must make findings that its general plan or specific plan is consistent with the purposes of the State Aeronautics Act, as stated in *California Public Utilities Code* Section 21670.

Subsequent to issuance of the Murrieta General Plan 2035 Public Review Draft EIR, the proposed General Plan 2035 was considered by the Riverside County ALUC at his May 12, 2011 hearing for consistency with the French Valley ALUCP. The ALUC determined the Murrieta General Plan 2035 to be conditionally consistent with the French Valley ALUCP with the density modification to the Large Lot Residential Land Use designation and the inclusion of additional policies to provide for future consistency review by the ALUC for properties designated Large Lot Residential and Single-Family Residential in the General Plan Compatibility Zones C and D and for properties proposing commercial development and places of assembly within Compatibility Zones B1, C, and D, and for properties to provide the appropriate open space in compliance with the applicable Compatibility Zone (Policies LU-25.10, LU-25.11, and LU-25.12). Thus, the proposed General Plan 2035 would not result in inconsistencies with the Riverside County ALUCP for the French Valley Airport. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

Goal LU-25 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

Policies

LU-25.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a “hazard” by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

■ THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCONSISTENCIES WITH THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Portions of the MSHCP Reserve Area extend into the City and the Sphere of Influence; refer to *Exhibit 5.10-2*. The reserve is intended to protect sensitive plant and wildlife species and their habitats pursuant to the Western Riverside County MSHCP. The conceptual conservation scenario for the MSHCP Reserve Area is based on existing conserved lands, undeveloped land (Core Areas), and identified potential Linkages between the Core Areas. *Exhibit 5.10-1* illustrates the existing Conserved Lands and the Proposed Linkages and Cores.

Section 5.10, Biological Resources, analyzes the proposed General Plan 2035's consistency with the MSHCP. As indicated in Section 5.10, future development within the City, including the Focus Areas may occur within the Proposed Linkages and Cores. The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. As such, the City has the authority to meet the conservation planning obligations for its jurisdiction. Future development would

undergo environmental and design review on a project-by-project basis, in order to confirm consistency with the MSHCP Species Conservation Guidelines and Area Plan Conservation Criteria.

The proposed General Plan 2035 establishes goals and policies to address compliance with the Western Riverside County MSHCP. All future development would be subject to compliance with the goals and policies identified in the proposed General Plan 2035. Therefore, future development according to the proposed General Plan 2035 is not anticipated to conflict with the provisions of the Western Riverside County MSHCP. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-8 Conservation of biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates.

Policies

CSV-8.1 Continue to facilitate the conservation of habitat areas and wildlife corridors under the Western Riverside Multiple Species Habitat Conservation Plan.

CSV-8.2 Address applicable policies and regulations of regional, State, and Federal agencies to achieve common goals for preservation of habitat and the protection of threatened and endangered species.

CSV-8.5 Address Western Riverside Multiple Species Habitat Conservation Plan policies to preserve jurisdictional, wetland, vernal pool and other areas whose hydrology supports habitat and species identified for conservation in the Plan.

CSV-8.6 Address Western Riverside Multiple Species Habitat Conservation Plan policies for an urban interface, to reduce the impacts from toxics, light, noise, invasive plant species and domestic predators (pets).

CSV-8.7 Establish an implementation program to clarify procedures for implementation of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Habitat Acquisition Negotiation Strategy (HANS) in the City and to provide incentives to facilitate conservation with the MSHCP while recognizing private property rights.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

LOCAL PLANS AND POLICIES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN POTENTIAL INCONSISTENCY IMPACTS WITH LOCAL PLANS AND POLICIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Due to the comprehensive nature of land use issues, the Land Use Element may not be able to address issues in the same level of detail as other local physical planning documents, plans, and ordinances. The land use categories described in the Land Use Element of the proposed General Plan 2035 indicate general categories of allowed uses and development intensities within each land use category. Other City documents including the Development Code, Specific Plans, Master Plans, and Redevelopment Plans are used as implementation tools for the General Plan and establish more specific regulations and policies influencing development.

The proposed General Plan 2035's consistency with these plans is analyzed in *Table 5.1-4, Proposed General Plan 2035 Consistency With Local Plans or Policies*.

Table 5.1-4
Proposed General Plan 2035 Consistency With Local Plans or Policies

Plan or Policy	Consistency Statement
City of Murrieta Development Code	Consistent. The City's Development Code establishes zoning districts to implement the goals and policies of the General Plan. Murrieta continues to ensure that its legislative enactments, including zoning, are consistent with the General Plan. The General Plan 2035 proposes removal of the MU-1, MU-2, and MU-3 land use and zoning designations and the introduction of a mixed-use land use designation. Following adoption of the proposed General Plan 2035, the City's Development Code will be amended to ensure the zoning districts implement the designations identified within the General Plan and to ensure consistency with the policies described in the Land Use Element.

Table 5.1-4 (continued)
Proposed General Plan 2035 Consistency With Local Plans or Policies

Plan or Policy	Consistency Statement
Specific Plans	Consistent. The City of Murrieta currently has 12 adopted specific plans. The proposed General Plan 2035 would not involve land use changes to the existing specific plans. Currently adopted specific plan areas would remain consistent with the proposed General Plan 2035. The proposed General Plan 2035 does anticipate an update to the Historic Murrieta Specific Plan in the future to reflect new development standards and acknowledge development opportunities to achieve the vision for the area. Additionally, the proposed General Plan 2035 anticipates the creation of a specific plan for the Los Alamos Hills area. Potential revisions to the Historic Murrieta Specific Plan and any new specific plans would be required to be consistent with the proposed General Plan 2035.
Redevelopment Plan	Consistent. California State Law requires all adopted Redevelopment Plans to conform to the City General Plan. The proposed General Plan 2035 would not involve any changes that would make the Redevelopment Plans inconsistent with the proposed General Plan. Similarly, as the proposed General Plan 2035 is intended to guide future development in the City, the Redevelopment Plan adopted by the City would require consistency with the proposed General Plan 2035.
Other Plans	Consistent. Murrieta currently has several adopted framework, action, master and/or development plans addressing different areas of the City. The proposed General Plan 2035 would not result in inconsistencies associated with these plans. However, many of the plans are dated and may not fully provide for the implementation of the goals and policies identified in the proposed General Plan 2035. Subsequent to adoption of the General Plan 2035, the City will conduct a review of the various planning documents and determine whether the plans should remain in their current state, be amended, or potentially be eliminated. Additionally, the proposed General Plan 2035 has identified the need for additional planning documents. Any new plans would be required to be consistent with the proposed General Plan 2035.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

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

Policies

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

Goal LU-10 A community that provides pedestrian-friendly environments for residential, commercial, business, and recreation uses.

Policies

LU-10.2 Consider preparation and adoption of a Street Master Plan that addresses walkability and streetscape.

LU-10.5 Update the Development Code to create walkability, and interesting and varied pedestrian environments.

Goal LU-12 Effective use of redevelopment as a tool for economic development and community improvement.

Policies

LU-12.3 Provide yearly review of the City's redevelopment program under the California Community Redevelopment Law to coordinate and pursue community improvement and revitalization activities.

LU-12.4 Ensure conditions of blight are evaluated, as needed, to ensure the Redevelopment Plan is reflective of community needs.

Goal LU-17 The South Murrieta Business Corridor will become a center of commerce that provides a complementary mix of high-quality business park, industrial, and office development.

Policies

LU-17.5 Update the Development Code to limit commercial uses in the Business Park and Industrial Use areas.

Goal LU-18 A mix of residential, retail, and job-creating uses

Policies

LU-18.4 Encourage Office and Research Park uses that are complementary to the Civic Center and the Historic Downtown Specific Plan.

Goal LU-19 Preparation of a Specific Plan for the Los Alamos Hills area.

Policies

LU-19.1 Bring together the property owners in the Los Alamos Hills area to determine the land area to be included in a future Specific Plan.

LU-19.2 Bring together the property owners to develop a consensus-based Specific Plan.

Goal LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

Policies

LU-20.6 Allow the keeping of personal livestock for both commercial and non-commercial purposes pursuant to the standards in the City's Development Code, and as may be modified through a Specific Plan.

Goal LU-23 A circulation system that provides adequate access for all property owners in the Los Alamos Hills area.

Policies

LU-23.1 Support the development of a circulation plan and road standards for the existing and proposed road system within the Los Alamos Hills area that reflects the land uses and development intensity within a Specific Plan.

Goal LU-27 The quality and character of the City is preserved and enhanced by compliance with relevant codes and regulations.

Policies

LU-27.1 Review the Development Code and determine which sections are outdated to meet current trends, regulations, adopted community visions, and the General Plan 2035 land use designations, and revise as necessary.

ECONOMIC DEVELOPMENT ELEMENT

Goal ED-2 A fiscally strong governance that meets the public service demands of residents and businesses.

Policies

ED-2.7 Create a program that allows long-range public facilities financing for projects that provide economic and other benefits to the City; link capital improvements with General Plan priorities as part of the annual CIP process.

ED-2.8 Include a financing plan for infrastructure and related capital improvements for large-scale development projects that are consistent and coordinated with the City master plans.

Goal ED-9 A coordinated and stable regional economic environment.

Policies

ED-9.1 Coordinate implementation efforts with other economic development programs carried out by other implementation agencies including, but not limited to: Murrieta Redevelopment Agency, Murrieta Chamber of Commerce, Temecula Chamber of Commerce, Riverside County Economic Development Agency, Western Riverside County Council of Governments, San Diego Association of Governments, San Diego North Economic Development Council, San Diego Regional Economic Development Corporation, Southwest California Economic Alliance, and Southwest California Economic Development Corporation.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.1.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE LAND USE IMPACTS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development. Seven Focus Areas have been identified for policy focus. Of these seven areas, five have been targeted for land use change. These areas include key locations along freeway corridors that are suitable for major land development and redevelopment to carry out the City Council's economic development strategy, including areas around Loma Linda University Medical Center-Murrieta and the Murrieta Education Center. They also include rural residential areas north of Clinton Keith Road that are adjacent to major new development along I-215. The Land Use Policy Map establishes the vision for the City to focus its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities, while preserving its existing residential areas. The proposed uses and their distribution will allow for the development of major employment areas, a commercial/mixed-use regional hub, and cohesive and compatible commercial, professional and office, and residential areas. The Land Use Policy Map, along with the Land Use and Economic Development Elements establish a foundation to bring jobs into the City, providing regional implications, such as improved air quality through reduced commuting and an improved jobs/housing balance.

As indicated in Section 5.2, Population, Housing, and Employment, although the proposed General Plan 2035 population and dwelling units would be slightly greater than projected by SCAG, the forecast growth is generally consistent. Further, the proposed General Plan 2035 accounts for the population growth and establishes goals and policies to reduce potential growth-related impacts. The purpose of the proposed General Plan 2035 and General Plan Land Use Policy Map is to encourage a compatible pattern of development. The goals and policies direct future growth and development in Murrieta, while minimizing potential land use conflicts. Additionally, the goals and policies are designed to preserve and improve existing and future physical development by providing a balance of residential and non-residential development, ensuring that adjacent land uses are compatible with one another, and effectively developing vacant parcels.

All future projects under the proposed General Plan 2035 would be required to mitigate land use impacts on a project-by-project basis. Therefore the incremental impact of the proposed General Plan 2035, when considered in combination with development within the subregion, would not result in cumulatively considerable land use impacts. In addition, the land use changes anticipated under the proposed General Plan 2035 would accommodate the growth projections identified by SCAG; thus cumulative land use impacts are not anticipated. Further, projects within the SCAG region that are regionally significant, as determined by SCAG, would be reviewed for conformity with regional goals for population, housing, employment, mobility and air quality, further reducing potential cumulative impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.1.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Land Use impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035. No significant unavoidable land use impacts would occur as a result of buildout of the proposed General Plan 2035.

5.1.7 SOURCES CITED

City of Murrieta GIS Parcel Data, 2009.

City of Murrieta General Plan/Zoning Map, Adopted July 20, 1999 and Amended February 7, 2006.

City of Murrieta Golden Triangle Development Framework Plan, adopted February 16, 1999, effective March 18, 1999.

Copper Canyon Specific Plan EIR, Adopted April 26, 1996.

County of Riverside Tax Assessor Data, 2009.

Creekside Village Specific Plan, August 2003.

Creekside Village Specific Plan EIR Volume I and II, May 2002.

Domenigoni-Barton Specific Plan Final SP and Final EIR, December 2004.

French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration, September 2007.

Golden City Specific Plan Substantial Conformance #1, August 15, 2005.

Greer Ranch Specific Plan & EIR, April 6, 1995 and June 23, 2000.

Greer Ranch Specific Plan EIR Volume I and II, October 1994.

Historic Murrieta Specific Plan Mitigated Negative Declaration, January 1997.

Historic Murrieta Specific Plan, October 30, 2000.

Murrieta Highlands Specific Plan Substantial Conformance No. 1, December 2001.

Murrieta Oaks Specific Plan, July 2000.

Murrieta Springs Mall Specific Plan No. 276, Adopted October 30, 1990.

Murrieta Springs Specific Plan (SP 309) and EIR No. 408, June 25, 2002.

RBF Consulting, *City of Murrieta General Plan 2035*, Draft January 2010.

Redevelopment Plan for the Murrieta Redevelopment Project as Amended by the 2006 Amendment, Murrieta Redevelopment Agency, June 2006.

Riverside County Airport Land Use Commission, Staff Report, May 12, 2011.

Riverside County Airport Land Use Compatibility Plan Volume I Policy Document, October 14, 2004.

Riverside County Airport Land Use Compatibility Plan Volume I Policy Document, Chapter 15 – French Valley Airport, Adopted October 2007.

South Coast Air Quality Management Plan (SCAQMP), Adopted June 1, 2007.

The Vineyards Specific Plan and EIR Substantial Conformance No. 1, June 13, 1989.

The Vineyards Specific Plan Substantial Conformance No. 4, 1992.

Western Riverside County Multiple Species Habitat Conservation Plan, June 2003.

the future of southern california

Murrieta

General Plan Update

Section 5.2:

Population, Employment, and Housing

5.2 POPULATION, HOUSING, AND EMPLOYMENT

This section identifies the existing population, housing, and employment statistics for the City of Murrieta (City) and provides an analysis of potential impacts that may result from implementation of the proposed General Plan 2035 under buildout conditions. More specifically, the impact analysis evaluates how buildout of the proposed General Plan 2035 would induce population growth in the City, either directly or indirectly. The primary sources of data presented in this section are the Southern California Association of Governments, U.S. Census 1990 and 2000, and California Department of Finance.

5.2.1 REGULATORY SETTING

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. To facilitate regional planning efforts, SCAG's planning area is further organized into 14 subregions. The City of Murrieta is one of 15 Riverside County cities located in the Western Riverside Council of Governments (WRCOG) subregion.

Current regional growth forecasts are included in SCAG's *2008 Regional Transportation Plan* (RTP), adopted March 6, 2008. The forecasts included in SCAG's RTP are provided by the Riverside County Center for Demographic Research. SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of the anticipated growth. Growth forecasts contained in the RTP for the County of Riverside, the WRCOG, and the City of Murrieta are used in this section in order to analyze population, housing, and employment forecasts.

REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the state-wide housing need. In cooperation with HCD, local governments and councils of governments (COGs) are charged with making a determination of the existing and projected housing need as a share of the state-wide housing need of their city or region.

The housing construction need is determined for four broad household income categories: very low (households making less than 50 percent of median family income), low (50 to 80 percent of median family income), moderate (80 to 120 percent of median family income), and above moderate (more than 120 percent of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

SCAG has determined that Murrieta's Regional Housing Needs Allocation (RHNA) for the 2006-2014 planning period is 6,303 housing units, including 2,635 units within the low and very low income categories; refer to *Table 5.2-1*, *RHNA Allocation 2006-2014.*

Table 5.2-1
RHNA Allocation 2006-2014

Income Category	Housing Allocation
Very Low	1,568
Low	1,067
Moderate	1,171
Above Moderate	2,497
Total	***6,303***

Source: Southern California Association of Governments, *Final Regional Housing Need Allocation Plan – Planning Period (January 1, 2006 – June 30, 2014) for Jurisdictions within the Six-County SCAG Region*, Final July 12, 2007.

CITY OF MURRIETA GENERAL PLAN HOUSING ELEMENT

As of January 2011, the City of Murrieta was in the process of updating the Housing Element for 2008-2014. Murrieta's Housing Element is intended to ensure that the City establishes policies, procedures, and incentives in its land use planning and redevelopment activities that result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Murrieta. The Housing Element specifies the policies that will guide City decision-making and an action program to implement housing goals through the year 2014. Ensuring that a balance of housing types, at a variety of costs is available to meet the needs of all economic segments found within Murrieta is among the City's key housing issues.

As previously noted, SCAG determined Murrieta's RHNA for the 2006-2014 planning period is 6,303 housing units; refer to *Table 5.2-1.* The RHNA uses January 1, 2006 as the baseline for growth projections for the Housing Element planning period of 2008-2014. To determine the regional housing needs for the 2008-2014 Planning Period, the needs are adjusted by the actual number of units constructed, under construction, or approved from January 1, 2006 to July 2008.

The actual numbers of housing units constructed or approved from January 1, 2006 to July 2008 are counted as "credits" towards the RHNA need. From January 1, 2006 through July 2008, there were 3,564 dwelling units (DU) constructed in Murrieta, all assumed to be Moderate and Above Moderate-Income households; refer to *Table 5.2-2*, *Adjusted RHNA Allocation 2006-2014*. In consideration of these units, the City's adjusted need for the 2006-2014 planning period is 3,002 DU, including 2,631 DU allocated for Very Low- and Low-Income households.

Table 5.2-2
Adjusted RHNA Allocations 2006-2014

Income Category	2006-2014 RHNA Need	Units Constructed or Approved[1]	Adjusted RHNA Need
Very Low	1,568	0	1,568
Low	1,067	4	1,063
Moderate	1,171	1,434	0[2]
Above Moderate	2,497	2,126	371
Total	***6,303***	***3,564***	***3,002***

1. Units constructed or approved from January 1, 2006 to July 2008.
2. Although 1,434 moderate-income units have been provided, the City may only be credited for the required allocation for each income category.

Source: Hogle-Ireland, Inc., *City of Murrieta 2008-2014 Housing Element Table 7-3, Units Accommodated on Vacant Residentially Zoned Land,* November 20, 2010.

5.2.2 ENVIRONMENTAL SETTING

POPULATION

County of Riverside

Riverside County's (County) population totaled 1,170,413 persons in 1990 and 1,545,387 persons in 2000, representing a growth rate of approximately 32 percent for this time period; refer to *Table 5.2-3*, *Population Estimates and Projections*.

As of January 2010, the County's population was an estimated 2,139,535 persons. According to SCAG, with a forecast population of approximately 3,596,680 persons by 2035, the County's population is projected to grow approximately 68 percent between 2010 and 2035.

Table 5.2-3
Population Estimates and Projections

Year	County of Riverside	City of Murrieta
1990[1]	1,170,413	18,978
2000[2]	1,545,387	44,282
2010[1]	2,139,535	101,253
1990 - 2000 Change	*+374,974*	*+25,304*
1990 - 2000 % Change	*+32.0%*	*+57.1%*
2000 - 2010 Change	*+594,148*	*+56,971*
2000 - 2010 % Change	*+38.4%*	*+128.6%*
2009/2010	2,139,535[3]	101,253[4]
2035[5]	3,596,680	127,962
2010 – 2035 Change	*+1,457,145*	*+26,709*
2010 – 2035 % Change	*+68.1%*	*+26.4%*

1. State Department of Finance and Murrieta Staff estimates
2. U.S. Census Bureau, *Census 2000*.
3. Year 2010 (State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2010, With 2000 Benchmark*. Sacramento, California, May 2010).
4. Year 2009 (RBF Consulting, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data).
5. Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008.

City of Murrieta

As indicated in *Table 5.2-3*, the City's population was estimated at 18,978 persons in 1990 and totaled 44,282 persons in 2000, representing a population growth rate of approximately 57 percent between 1990 and 2000. As of 2009, the City's existing population totaled 101,253 persons, making it the fifth most populous City of Riverside County's 26 cities. Between 1990 and 2000, the City's population more than doubled, and doubled again between 2000 and 2010 due in large part to high levels of residential construction that occurred between 2001 and 2008.

SCAG forecasts the City's population will increase by approximately 26.4 percent between 2009 and 2035, for a total population of approximately 127,962 persons by 2035. Comparatively, the City is forecast to grow at a much lower rate between 2009 and 2035 than the County, which is forecast to more than double in size. By 2035, SCAG forecasts the City will constitute approximately 3.6 percent of the County's population.

Focus Areas

The General Plan 2035 identifies five areas targeted for land use change; which are shown on *Exhibit 3-3, General Plan 2035 Focus Areas*, and two areas for policy change. The five areas targeted for land use change include key locations along freeway corridors that are suitable for

major land development and redevelopment, and rural residential areas north of Clinton Keith Road. Accordingly, population (as well as housing and employment) data are provided in this section, in order to establish the baseline conditions within these Focus Areas.

The existing population within the Focus Areas is approximately 1,653 persons, based on a total of 551 DU and 3.0 persons per household; refer also to the Housing [Focus Areas] discussion below in Section 5.2.2.

HOUSING

County of Riverside

The County of Riverside's housing data is presented in *Table 5.2-4, Housing Inventory Estimates and Projections*. The County's housing inventory in 2000 was an estimated 584,674 DU, representing an increase of approximately 20.1 percent over the 1990 inventory of 483,847 DU. The County's housing inventory as of January 2010 totaled 784,357 DU, with a vacancy rate of 13.01 percent and an average household size of 3.084 persons. The County's housing inventory is projected to total 1,360,038 DU by 2035, representing an increase of approximately 73.4 percent between 2010 and 2035.

Table 5.2-4
Housing Inventory Estimates and Projections

Year/Description	County of Riverside	City of Murrieta
1990 Dwelling Units[1]	483,847	11093
2000 Dwelling Units[2]	584,674	14,921
1990 - 2000 Change	*+100,827*	*+3,828*
1990 - 2000 % Change	*+20.9%*	*+34.5%*
2009/2010 Dwelling Units	784,357[3]	33,750[4]
2010 Vacancy Rate[5]	13.01%	4.71%
2010 Persons per Household[5]	3.084	3.00
2035 Dwelling Units	1,360,038[6]	43,966[7]
2009/*2010 - 2035 Change*	*+575,681*	*+10,216*
2009/*2010 - 2035 % Change*	*+73.4%*	*+30.3%*

1. State Department of Finance and Murrieta Staff estimates
2. U.S. Census Bureau, Census 2000.
3. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2010, With 2000 Benchmark*. Sacramento, California, May 2010.
4. RBF Consulting, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data.
5. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2010, With 2000 Benchmark*. Sacramento, California, May 2010.
6. Assumes 1,183,097 Households (Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008) and 13.01% Vacancy Rate (DOF).
7. Assumes 41,895 Households (Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008) and 4.71% Vacancy Rate (DOF).

City of Murrieta

In 2000, the City's housing inventory was an estimated 14,921 DU, representing an increase of approximately 34.5 percent over the 1990 inventory of 11,093 DU; refer to *Table 5.2-4*. Comparatively, the City's housing growth rate between 1990 and 2000 was significantly greater than the County's growth rate for the same period (20.9 percent). RBF Consulting researched County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data, in order to provide more precise baseline conditions, including the City's housing inventory. Results of RBF's research efforts indicate the City's 2009 housing inventory consists of 33,750 DU. Additionally, the City's average household size (3.00) was generally consistent with the County's overall household size (3.08 persons per household). SCAG projects the City's housing inventory will increase by approximately 30.3 percent between 2009 and 2035, to approximately 43,966 DU by 2035; refer to *Table 5.2-4*.

Vacancy rates are a measure of the general availability of housing. They also indicate how well the types of available units meet the housing market demand. A low vacancy rate suggests that households may have difficulty finding housing within their price range, whereas a high vacancy rate indicates that either the units available are not suited to the population's needs or there is an oversupply of housing units. The availability of vacant housing units provides households with choices of type and price to accommodate their specific needs. Low vacancy rates can result in higher prices, limited choices, and settling with inadequate housing. It may also contribute to overcrowding. A vacancy rate between 4.0 and 6.0 is considered "healthy." As indicated in *Table 5.2-4*, the City's vacancy rate as of January 2010 is 4.71 percent, which is comparable to the preferred minimum vacancy rate of 4.0 and significantly lower than the County's overall vacancy rate of 13.01 percent.

Focus Areas

A total of 551 DU are located in the Focus Areas. The residential uses existing in the Focus Areas are briefly described below.

- ***North Murrieta Business Corridor:*** The area includes rural and multi-family residential properties.
- ***Clinton Keith/Mitchell:*** This area is developed with large-lot single-family homes (and retail uses) and can be generally characterized as rural residential.
- ***Golden Triangle North (Central Murrieta):*** Portions of this area are occupied with single-family homes.
- ***South Murrieta Business Corridor:*** Scattered residential uses exist in this area. This area is primarily vacant or underutilized.

- ***Multiple Use 3 (MU-3):*** This area is developed with multi-family (and commercial) uses. There are a number of parcels that contain single-family residential or a combination of single-family and commercial uses.

- ***Historic Murrieta Specific Plan:*** The area has been developed with a range of residential (and commercial) uses. However, the predominant use in the area remains residential, with the majority of development activity occurring around Clay Street's Fountain House Hotel and the railroad station.

- ***Los Alamos Hills:*** This area includes rural residential uses primarily located west of Warm Springs Creek.

EMPLOYMENT

County of Riverside

The County's 1990 civilian labor force was an estimated 304,152 persons; refer to *Table 5.2-5, Labor Force and Employment Estimates and Projections*. In 2000, the County's civilian labor force was an estimated 651,952 persons, of which approximately 7.5 percent were unemployed. According to the U.S. Census 2000, approximately 27.8 percent of the County's labor force was employed in management, professional, and related occupations, and approximately 27.1 percent was employed in sales and office occupations. The largest industry sector in the County was educational, health, and social services. As of October 2010, the County's labor force totaled 910,900 persons, with an unemployment rate of 14.7 percent. Between 2000 and 2010, the unemployment rate almost doubled. According to SCAG projections, Riverside County's labor market is projected to increase from 784,998 jobs in 2010 to 1,413,552 jobs by 2035. The labor market's growth rate between 2010 and 2035 would be approximately 80 percent (628,524 jobs).

City of Murrieta

As indicated in *Table 5.2-5*, the City's 1990 civilian labor force totaled approximately 4,324 persons. In 2000, the City's civilian labor force totaled an estimated 19,763 persons, with an unemployment rate of 4.6 percent. According to the U.S. Census 2000, the majority (approximately 34.6 percent) were in management, professional, and related occupations. The next highest occupation category, representing approximately 30 percent, was sales and office occupations. The largest industry sector in the City was educational, health, and social services. As of October 2010, the City's labor force was an estimated 27,000 persons and the unemployment rate was 9.8 percent. The City's unemployment rate nearly doubled between 2000 and 2010.

Table 5.2-5
Labor Force and Employment Estimates and Projections

Year	County of Riverside	City of Murrieta
1990 Labor Force[1]	304,152	4,324
2000 Labor Force[2]	651,952	19,763
1990 – 2000 Change	*+347,800*	*+15,439*
1990 – 2000 % Change	*+114.4%*	*+357.0%*
1990 Unemployment Rate (Percent)[1]	6.8%	5.4%
2000 Unemployment Rate (Percent)[2]	7.5%	4.6%
2010 Labor Force[3]	910,900	27,000
2000 – 2010 Change	*+258,948*	*+7,237*
2000 – 2010 % Change	*+39.7%*	*+36.6%*
2010 Unemployment Rate (Percent)[3]	14.7%	9.8%
2010 Employment (Jobs)	784,998[4]	19,888[5]
2035 Employment (Jobs)[6]	1,413,522	31,540
2010 - 2035 Change	*+628,524*	*+10,521*
2010 – 2035 % Change	*+80.1%*	*+50.1%*

1. U.S. Census Bureau, Census 1990.
2. U.S. Census Bureau, Census 2000.
3. State of California, Employment Development Department Labor Market Information Division, *Monthly Labor Force Data for Cities and Census Designated Places (CDP) October 2010 - Preliminary, Data Not Seasonally Adjusted*, November 19, 2010.
4. Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008.
5. RBF Consulting, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data.
6. Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008.

Table 5.2-6, Employment Estimates – City of Murrieta, estimates the City's current labor market (as of 2009), based on existing non-residential land uses. As indicated in *Table 5.2-6*, the City's current labor market is an estimated 19,888 jobs. According to SCAG, the City's labor market (jobs) is forecast to grow to 31,450 jobs by 2035, representing a growth rate of approximately 58.6 percent (11,652 jobs) from 2009; refer to *Table 5.2-5*.

Focus Areas

The existing employment within the Focus Areas is approximately 3,448 jobs, based on a total of 1,189,717 square feet of non-residential land uses. The majority of this employment is provided within the South Murrieta Business Corridor and Multiple Use 3 (MU-3) Focus Areas.

Table 5.2-6
Employment Estimates – City of Murrieta

Existing Land Use Designation	Existing (2009)	
	Square Feet	Employment
Residential	0	149
Multiple Use	2,767,844	4,535
Commercial	5,573,238	10,124
Industrial	2,535,677	3,657
Miscellaneous	3,100,136	1,413
Total	***13,978,895***	***19,888***

Source: RBF Consulting, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data.

5.2.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, population, employment, and housing impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.2.4 PROJECT IMPACTS AND MITIGATION MEASURES

POPULATION GROWTH

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD INDUCE POPULATION GROWTH IN THE CITY BY ALLOWING NEW HOMES AND BUSINESSES.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: *Table 3-3*, *General Plan 2035 Buildout*, outlines the City's designated land uses, at buildout of the proposed General Plan 2035, and indicates implementation would result in a development potential of approximately 44,484 DU. The General Plan 2035 proposes three residential land use designations, which are intended to provide a range of housing types to meet the varying needs of its residents. The following residential land use designations are established for the proposed General Plan 2035:

- Rural Residential (0.1 – 1.0 du/ac): Rural Residential provides for very-low density residential development on land that may have limited access to urban services.
- Single-Family Residential (1.1 – 10.0 du/ac): Single-Family Residential provides for traditional single-family detached and attached housing.
- Multiple-Family Residential (10.1 - 30 du/ac): Multi-Family Residential provides for attached and detached apartments and condominiums.

The buildout population projection, based on the proposed General Plan 2035, is approximately 133,452 persons.[1]

Additionally, the City's non-residential (i.e., commercial, industrial, etc.) land use development potential is approximately 50.2 million square feet. The employment projection associated with these non-residential land uses is approximately 130,153 jobs; refer to *Table 5.2-7*, *Employment Forecasts – City of Murrieta*.

[1] This population projection is based on 44,484 DU, 100 percent occupancy, and 3.0 persons per household.

Table 5.2-7
Employment Forecasts – City of Murrieta

Proposed Land Use Designation	Buildout (2035)	
	Square Feet	Employment
Residential	100,000	290
Commercial	18,683,477	36,167
Professional and Office	16,465,371	65,345
Business Park	11,403,714	23,221
Industrial	1,498,300	1,544
Civic/Institutional	1,168,369	1,829
Mixed Use	853,913	1,696
Parks and Open Space	16,508	61
Total	***50,189,652***	***130,153***

A project could induce 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). Although existing roads and infrastructure would be improved/modified, the proposed General Plan 2035 does not involve the extension of roads or other infrastructure into undeveloped areas; refer to Section 5.4, Traffic and Circulation. The proposed General Plan 2035 would, however, involve new homes and businesses, which would induce direct growth in the City's population.

Table 5.2-8, *General Plan 2035 Compared to Existing Conditions*, compares the proposed General Plan 2035's anticipated growth in housing, population, and employment to existing conditions.

Table 5.2-8
General Plan 2035 Compared to Existing Conditions

Description	Housing (Dwelling Units)	Population (Persons)	Employment (Jobs)
General Plan 2035 Buildout (GPU)	**44,484**	**133,452[1]**	**130,153**
Existing Conditions (2009)[2]	33,750	101,253	19,878
GPU : 2009 Existing Conditions Change	+10,734	+32,199	+110,275
GPU : 2009 Existing Conditions % Change	+31.8%	+31.8%	+554.8%

1. Based on 44,484 DU, 100 percent occupancy, and 3.0 persons per household.
2. RBF Consulting, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data.

As indicated in *Table 5.2-8*, the proposed General Plan 2035 would increase the City's existing housing inventory by approximately 10,734 DU and population by approximately 32,199 persons. Comparatively, implementation of the proposed General Plan 2035 would increase the City's existing housing inventory and population by approximately 32 percent. Additionally, the proposed General Plan 2035 would increase the City's existing employment by approximately 555 percent (110,275 jobs).

As discussed in the Land Use Element, the proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, with individualized approaches for each area. New growth associated with the proposed General Plan 2035 is primarily anticipated to occur within the identified Focus Areas. *Table 3-16*, *Focus Area Land Use Projections*, in the Land Use Element, details the land use projections for each Focus Area, and shows that implementation of the proposed General Plan 2035 would increase the Focus Areas' existing housing inventory by approximately 3,346 DU, the majority being developed within the Multiple Use 3 Focus Area. Additionally, implementation of the proposed General Plan 2035 would increase the Focus Areas' employment generating land uses by approximately 21.2 million square feet. *Table 5.2-9*, *Focus Area Buildout Compared to Existing Conditions*, compares the Focus Areas' anticipated growth in housing, population, and employment to existing conditions.

Table 5.2-9
Focus Area Buildout Compared to Existing Conditions

Description	Housing (Dwelling Units)	Population (Persons)	Employment (Jobs)
Focus Area Buildout (FA Buildout)	**3,897**	**11,691[1]**	**71,928**
Existing Conditions (2009)[2]	551	1,653	3,448
FA Buildout : 2009 Existing Conditions Change	+3,346	+10,038	+68,480
GPU Growth	+10,734	+32,199	+110,275
FA Buildout % Citywide Growth	+31.2%	+31.2%	+62.1%

1. Based on 3,897 DU, 100 percent occupancy, and 3.0 persons per household.
2. RBF Consulting, based on County of Riverside Tax Assessor's and WRCOG Subregion Socio-Economic Data.

As previously noted, the proposed General Plan 2035 would increase the Focus Areas' existing housing inventory by approximately 3,346 DU, with a resultant population growth of approximately 10,038 persons; refer to *Table 5.2-9*. Review of *Table 5.2-9* indicates that roughly one-third of the City's anticipated growth in population and housing would occur within the Focus Areas. Additionally, as indicated in *Table 5.2-9*, implementation of the proposed General Plan 2035 would increase the Focus Areas' existing employment by approximately 68,480 jobs.

The employment generated by the proposed General Plan 2035, approximately 110,275 new jobs, could result in direct growth in the City's population, because the potential exists for future employees and their families to relocate to the City. Estimating the number of the new employees who would relocate to the City would be highly speculative, because many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Therefore, the precise number of new employees who may relocate to the City or surrounding areas to fill the newly created positions is unknown. However, as discussed above, the proposed General Plan 2035 would increase the City's existing housing inventory by 3,346 DU, which could be occupied by new employees and their families relocating to the City. The population growth associated with these new dwellings is approximately 32,199 persons. Additionally, the vacancy rates of Murrieta and surrounding cities range from 4.30 to 9.94 percent, as follows:[2]

- Murrieta: 4.71 percent vacant (1,615 DU);
- Canyon Lake: 9.94 percent vacant (440 DU);
- Lake Elsinore: 7.36 percent vacant (1,200 DU);
- Temecula: 4.30 percent vacant (1,443 DU);
- Menifee: 7.64 percent vacant (2,264 DU); and
- Wildomar: 5.46 percent vacant (586 DU).

Collectively, the existing vacancies amount to approximately 7,500 DU, which could also be occupied by new employees, with resultant increases in population. Therefore, the proposed General Plan 2035 would potentially induce population growth in the area, given it would involve the development of both new homes and businesses.

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed above, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Riverside County governments, among other counties. SCAG provides population, household, and employment projection estimates in five-year increments from 2005 to 2035.

Table 5.2-10, *General Plan 2035 Compared to SCAG*, compares the proposed General Plan 2035's buildout projections with SCAG's 2035 housing, population, and employment forecasts for the City.

[2] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2010, With 2000 Benchmark*. Sacramento, California, May 2010.

Table 5.2-10
General Plan 2035 Compared to SCAG

Description	Housing (Dwelling Units)	Population (Persons)	Employment (Jobs)
General Plan 2035 Buildout (GPU)	**44,484**	**133,452[1]**	**130,153**
SCAG 2035 Projections (2035 SCAG)[2]	43,966	127,962	31,540
GPU : 2035 SCAG Difference	*518*	*5,490*	*98,613*
GPU : 2035 SCAG % Difference	*1.18%*	*4.29%*	*312.66%*

1. The population projection is based on 100 percent occupancy of the dwelling units and 3.0 persons per household.
2. Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008.
3. Dwelling unit projection assumes 41,895 Households (Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008) and 4.71% Vacancy Rate (DOF).

As indicated in *Table 5.2-10*, SCAG projects that the City's housing inventory will reach 43,966 DU by 2035, with a resultant population of approximately 127,962 persons. At buildout (2035), the proposed General Plan 2035 would result in a housing inventory of approximately 44,484 DU, with a resultant population of approximately 133,452 persons. Although the City's housing would be slightly (approximately 1.18 percent) greater than projected by SCAG, the forecast growth is generally consistent. Further, the proposed General Plan 2035 accounts for the population growth and establishes goals and policies to reduce potential growth-related impacts. Namely, Land Use Element establishes Goal LU-1, in order to provide a complementary balance of land uses throughout the community that meets the needs of anticipated growth. The Economic Development Element establishes Goal ED-2, in order to meet the public service demands of residents and businesses, and Goal ED-5, for an improved jobs/housing balance. In furtherance of achieving these goals, all future development within the City with potential to induce population growth, whether through the development of housing or employment generating land uses, would be subject to compliance with the proposed General Plan 2035 policies outlined below. Additionally, the forecast population growth would occur over a 25-year period, allowing for development of necessary services and infrastructure commensurate with the proposed growth. Finally, an estimated 15,000 Murrieta residents who currently commute to work in San Diego County or Orange County would likely remain in Murrieta to work due to the availability of local jobs. This would help stabilize the jobs housing balance.

It is noted that the proposed General Plan 2035 does not include an update to the City's Housing Element, since the Element is undergoing a separate update process for the planning period from January 1, 2008 through June 30, 2014. Housing Element Section 2 (Housing Plan) presents Murrieta's housing goals, policies, and programs. It is the City's Goal "to ensure that all residents have decent, safe, sanitary and affordable housing regardless of income." To this end, the Housing Element establishes the following five specific goals to guide the development, redevelopment, and preservation of a balanced inventory of housing to meet the needs of the City's present and future residents:

1. Increased opportunities for affordable housing;
2. Conservation of the City's existing housing stock;
3. Removal of constraints to the construction of affordable housing;
4. Equal housing opportunity; and
5. Identification of adequate sites to achieve a variety and diversity of housing.

All future residential development within the City would be subject to compliance with the Housing Element Policies outlined below, which provide a wide variety of programs and tools to implement the City's housing goals.

Overall, the population growth resulting from implementation of the proposed General Plan 2035 would be approximately 32 percent over existing conditions, which is considered a substantial increase. However, future development would be subject to compliance with the proposed General Plan 2035 goals and policies, and would not require substantial development of unplanned or unforeseen public services and utility/service systems. Additionally, the City's growth levels would remain generally consistent with SCAG's growth forecasts. Therefore, implementation of the proposed General Plan 2035 would result in less than significant impacts involving population growth.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

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

Policies

LU-1.1 Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2035 on the General Plan Land Use Use Policy Map (Exhibit 3-5).

LU-1.2 Ensure future development provides for a variety of commercial, industry, and housing that serve the spectrum of incomes within the region.

LU-1.3 Establish a range of residential density and non-residential intensities to encourage a wide range of development opportunities.

LU-1.4 Provide for the development of complementary land uses, such as open space, recreation, civic, and service uses for all future residential and non-residential development.

LU-1.5 Encourage a wide variety of retail and commercial services, such as restaurants, and cultural arts/entertainment, in appropriate locations.

LU-1.6 Promote future patterns of development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.

LU-1.7 Ensure necessary capital improvements are in place prior to new development or completed concurrently.

LU-1.8 Ensure that fiscal impacts associated with growth and change are evaluated to ensure the City's ability to provide vital services is not compromised.

LU-1.9 Discourage lands designated for employment-generating uses to be converted to other uses without careful consideration of the overall economic strategy and the jobs-housing balance implications.

ECONOMIC DEVELOPMENT ELEMENT

Goal ED-2 A fiscally strong governance that meets the public service demands of residents and businesses.

Policies

ED-2.6 Review city-sponsored programs and services to ensure that residents and businesses are provided high quality services in a cost-effective manner.

ED-2.7 Create a program that allows long-range public facilities financing for projects that provide economic and other benefits to the City; link capital improvements with General Plan priorities as part of the annual CIP process.

ED-2.8 Include a financing plan for infrastructure and related capital improvements for large-scale development projects that are consistent and coordinated with the City master plans.

ED-2.9 Maintain an updated system of development impact and processing fees and charges.

Goal ED-5 An improved jobs/housing balance.

ED-5.1 Encourage flex-tech buildings within business corridors and higher intensity office uses along freeway corridors with adequate visibility, convenient access, and future transit-oriented opportunities.

ED-5.2 Encourage the concentration of compatible employment-generating uses, such as professional office, research and development, and health-related services.

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

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

HOUSING ELEMENT

Policies

Policy 1.1: Provide a range of residential development types in Murrieta, including low density single-family homes, moderate density townhomes, higher density multifamily units, and residential/commercial mixed use in order to address the City's share of regional housing needs.

Policy 1.6: Encourage lot consolidation in the Historic Murrieta Specific Plan area in order to more cohesively redevelop larger areas of the City.

Policy 5.1: Identify vacant and/or underutilized parcels, throughout the City, that can accommodate a variety of housing types for all socioeconomic segments of the community.

Policy 5.2: Support the construction of new affordable housing by rezoning vacant and underdeveloped parcels to allow for higher density development.

Policy 5.5: Require that housing constructed expressly for low- and moderate-income households not be concentrated in any single portion of the City.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and Housing Element are required.

Level of Significance After Mitigation: Not Applicable.

REPLACEMENT HOUSING

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD DISPLACE EXISTING HOUSING OR PERSONS, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The General Plan 2035 would not displace existing housing or people, since no existing residential use are proposed for removed. Therefore, construction of replacement housing, as a result of displacement, would not be required.

As previously noted, the proposed General Plan 2035 would increase the City's existing employment by approximately 555 percent (110,275 jobs), creating a housing demand for the future employees. Estimating the number of the new employees who would relocate to the City would be highly speculative, because many factors influence personal housing location decisions. Therefore, the precise demand for housing created by the new employees is unknown. However, the General Plan 2035 would increase the City's existing housing inventory by 3,346 DU, which could partially satisfy the housing demand created by Murrieta's new employment. Additionally, the vacancy rates of Murrieta and surrounding cities range from 4.30 to 9.94 percent. Collectively, the existing vacancies amount to approximately 7,500 DU, which could also partially satisfy any residual housing demand created by the new employment. Therefore, the proposed General Plan 2035 would not necessitate the construction of additional housing elsewhere and a less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.2.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and Housing Element are required.

Level of Significance After Mitigation: Not Applicable.

5.2.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD INDUCE POPULATION GROWTH IN THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENT'S SCAG SUBREGION.**

Level of Significance Before Mitigation: Less Than Significant.

Impact Analysis: Cumulative impacts in the context of population, housing, and employment are analyzed in terms of consistency with SCAG growth assumptions for the WRCOG subregion. Buildout of the proposed General Plan 2035 would contribute to regional growth with respect to population, housing, and employment. SCAG projects the WRCOG Subregion's housing inventory will reach 952,460 DU by 2035, with a resultant population of approximately 2,550,865 persons.[3] This would represent a growth rate of approximately 62 percent over the WRCOG Subregion's 2010 population estimate of 1,570,197 persons.[4] At buildout (2035), the proposed General Plan 2035 would result in a population of approximately 133,452 persons, which would comprise approximately 8.5 percent of the WRCOG Subregion's forecast population (2,550,865 persons). Implementation of the proposed General Plan 2035 would not significantly alter the subregional or regional growth rates projected by SCAG, as concluded above. The City's growth levels would remain generally consistent with the subregional forecast for 2035. Implementation of the proposed General Plan 2035 would adequately meet the housing needs of the anticipated population growth within the City. Additionally, the City's jobs to housing ratio at buildout of the proposed General Plan 2035 would be improved over existing conditions; refer to Section 7.3, Growth-Inducing Impacts. Thus, implementation of the proposed General Plan 2035 would not result in cumulatively considerable population, housing, and employment impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.2.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and Housing Element are required.

Level of Significance After Mitigation: Not Applicable.

5.2.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Population, employment, and housing impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035 and Housing Element. No significant unavoidable population, employment, and housing impacts would occur as a result of buildout of the proposed General Plan 2035.

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[3] Southern California Association of Governments, *2008 Regional Transportation Plan*, March 6, 2008.

[4] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2001-2010, With 2000 Benchmark*. Sacramento, California, May 2010.

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the future of southern california

Murrieta

General Plan Update

Section 5.3:

Aesthetics

5.3 AESTHETICS, LIGHT, AND GLARE

This section evaluates the City's and the Sphere of Influence's visual quality and assesses the potential for visual impacts associated with implementation of the proposed General Plan 2035. Because of its inherent subjectivity, difficulties arise in the evaluation of visual quality and the degree of impact that may result from visual change. Additionally, there are limited objectives or quantitative standards to analyze visual quality and individuals respond differently to changes in the visual environment. What may be considered an adverse visual condition to one person may represent an improved visual condition to another.

5.3.1 REGULATORY SETTING

CALIFORNIA SCENIC HIGHWAYS AND HISTORIC PARKWAYS PROGRAM

The California Scenic Highways and Historic Parkways Program was created in 1963 to preserve and protect highway corridors located in areas of outstanding natural beauty from changes that would diminish the aesthetic value of the adjacent lands. The State of California Department of Transportation (Caltrans) maintains its State Scenic Highways and Historic Parkways Program, through which segments of the State highway system are designated as being of particular scenic value or interest. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Interstates, state highways, byways, and parkways are eligible for designation or for recognition as eligible for designation. The Program is governed by the regulations found in the *California Streets and Highways Code*, Section 260 et seq.

California Streets and Highway Code Section 261 requires local government agencies to take the following actions to protect the scenic appearance of the scenic corridor:

- Regulate land use and density of development;
- Provide detailed land and site planning;
- Prohibit offsite outdoor advertising and control of on-site outdoor advertising;
- Pay careful attention to and control of earthmoving and landscaping; and,
- Scrutinize the design and appearance of structures and equipment.

California Streets and Highway Code Section 263 allows the California State Legislature the authority to identify highways as eligible for designation as a scenic highway. The government with jurisdiction over land abutting a highway considered to be scenic is required to adopt a

"scenic corridor protection program" that restricts development, outdoor advertising, and earthmoving activities along the affected segment or corridor ("Corridor Protection Program"). Caltrans must also indicate that the highway segment meets established criteria in order for the roadway or segment to be designated as scenic.

There are presently no officially designated State Scenic Highways that traverse Murrieta.[1] However, Interstate 15 (I-15), which traverses the southwestern portion of Murrieta, is an "Eligible State Scenic Highway." The status of a proposed State scenic highway can change from Eligible to Officially Designated when the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway.

COUNTY OF RIVERSIDE GENERAL PLAN

Foothills and mountainous areas are visible from many locations within the County of Riverside (County) and create a varied visual background within many local communities, including Murrieta. The *County of Riverside General Plan* (*CRGP*) acknowledges that hillside development requires careful siting, grading, and/or design measures to maintain and enhance the scenic quality of the County's aesthetic resources. The *CRGP* identifies the importance of the County's natural visual resources, including low-lying valleys, mountain ranges, rock formations, rivers, and lakes, and acknowledges that views of these features are frequently experienced by travelers along the County's roadways. The *CRGP* more specifically addresses the regulation of scenic corridors within the Circulation, Land Use, and Multipurpose Open Space Elements.

The *CRGP* Circulation Element officially recognizes several County roadways as either Eligible or Designated State or County Scenic Highways. Figure C-9 (Riverside County Scenic Highways) of the Circulation Element depicts the locations of these recognized roadways. As depicted in Figure C-9, I-15 is recognized as an Eligible State Scenic Highway and Interstate 215 (I-215) is recognized as an Eligible County Scenic Highway. The *CRGP* establishes policies to conserve the County's significant scenic resources along designated scenic highways for the long-term and to guide future development along these roadways to avoid disruption of or detraction from the existing scenic quality. It is the County's policy to preserve scenic routes that have exceptional or unique visual features in accordance with Caltrans' Scenic Highways Plan (Circulation Element Policy C 19.1).

The *CRGP* Land Use Element includes goals, objectives, and policies aimed at hillside protection to ensure that the design and appearance of proposed landscaping, structures, equipment, signage, and grading are compatible with the surrounding visual setting, and to provide long-term protection of the County's hillsides as an important aesthetic resource. The Element identifies various policies, in order to conserve significant scenic resources along

[1] State of California Department of Transportation, *California Scenic Highway Mapping System Website*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, December 20, 2010.

designated scenic highways for future generations and to manage development along scenic highways and corridors so as not to detract from the area's scenic quality.

CITY OF MURRIETA GENERAL PLAN

Murrieta's current General Plan was adopted in June 1994. The Murrieta General Plan includes goals, objectives, and policies intended to protect significant scenic resources and reinforce the importance of maintaining such resources that contribute to the unique visual and historic character of the Planning Area and surrounding environment, as future development occurs.

Regarding scenic corridors, the Conservation and Open Space Element recognizes that I-15 is an Eligible State Scenic Highway and that the City would need to process a submittal through CalTrans for finalization of the Official Scenic Highway Designation. The Element recognizes that I-215 is depicted in Figure C-9 of the County Circulation Element as an Eligible County Scenic Highway; refer to County of Riverside General Plan section above. The City would need to process a submittal through the County for finalization of the Official County Scenic Highway Designation. Additionally, the current Conservation and Open Space Element recognizes that a number of roads exist within the area which, possess individual qualities or historical significance. To this end, the Conservation and Open Space Element recommended that a focused study be conducted, in order to recognize the roads and develop conservation programs to preserve their character. The historic value of Los Alamos Road was recognized by the Murrieta City Council on July 16, 1991. In March 1992, the Riverside County Historical Commission recommended that a four-mile segment of Los Alamos Road (between Via Santee and Winchester Road) be designated as a County Historic Route. However, Los Alamos Road was removed from the City of Murrieta Circulation Plan in 2006. There is no record that the designation was made by the Historical Commission.

CITY OF MURRIETA DEVELOPMENT CODE

While the General Plan provides long-range and broad categories of land use, *Title 16* of the Murrieta *Municipal Code*, *Development Code* (*MDC*), provides specific development standards that influence the City's scenic vistas and visual character, and restrict lighting. The *MDC* implements the broad Murrieta General Plan goals and policies by classifying and regulating the specific uses of land and structures within the City. Among its many objectives, the *MDC* is intended to:

A. Implement the goals, objectives, policies and programs of the Murrieta General Plan, and to manage future growth and development in compliance with that plan;

B. Provide standards for the orderly growth and development of the City that will maintain the community's rural/nonurban characteristics in appropriate locations;

C. Require high quality planning and design for development, that enhances the visual character of the City, avoids conflicts between land uses, and preserves the scenic qualities of the City;

D. Conserve and protect the natural resources of the City, its natural beauty and significant environmental amenities;

Scenic Vistas and Visual Character

The following *MDC* chapters or sections provide regulations and standards influencing the City's scenic vistas and visual character.

MDC Chapter 16.08, *Residential Districts*

This chapter provides regulations applicable to development and new land uses in the residential zoning districts, including MDC Section 16.08.020, *Residential Districts General Development Standards*, Section 16.08.030, *Single-family Residential Design Standards and Parameters*, and Section 16.08.040, *Multi-family Residential Design Standards*.

MDC Chapter 16.10, *Commercial Districts*

This chapter provides regulations applicable to development and new land uses in the commercial zoning districts, including MDC Section 16.10.020, *Commercial District General Development Standards*, and Section 16.10.030, *Commercial Districts Design Standards*.

MDC Chapter 16.12, *Industrial Districts*

This chapter provides regulations applicable to development and new land uses in the Business Park and Industrial Districts, including MDC Section 16.12.020, *Industrial Districts General Development Standards*, and Section 16.12.030, *Industrial Zoning Districts Design Standards*.

MDC Chapter 16.14, *Special Purpose Districts*

This chapter provides regulations applicable to development and new land uses in the special purpose zoning districts, including C/I (Civic/Institutional) District, P&R (Parks and Recreation) District, PR (Private Recreation) District, OS (Open Space) District, and SP (Specific Plan) District.

MDC Chapter 16.16, *Combining and Overlay Districts*

This Chapter provides guidance for development and new land uses in addition to the standards and regulations of the primary zoning district, where important area, neighborhood, or site characteristics require particular attention in project planning.

MDC Section 16.16.10.C.1, *LAD (Los Alamos District) Overlay District*. The LAD overlay is applied to the historic district east of 1-215 and south of Los Alamos Road, including the right-of-way, to preserve the historic rural character of the neighborhood, in terms of architectural, landscape, and roadway design.

MDC Section 16.16.10.C.2, *MPO (Master Plan) Overlay District*. The MPO designation is applied to appropriate parcels with unique characteristics or circumstances that require additional development review. The MPO district is subject to the density of the base zoning district and provides for clustering of residential dwelling units (DU) within projects in compliance with the master development plan process. Certain projects in a MPO may require the preparation of a Specific Plan when the project site is of sufficient size to effectively utilize density transfers to protect and preserve significant open space areas, among other conditions.

MDC Section 16.16.10.C.3, *SHO (Scenic Highway) Overlay District*. The SHO designation is applied to the 1-15 and 1-215 corridors, as defined in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, to provide protection for scenic qualities of historic significance with appropriate conservation plans.

MDC Chapter 16.18, *General Property Development and Use Standards*

The purpose of this chapter is to ensure that all development produces an environment of stable and desirable character that is harmonious with existing and future development, and protects the use and enjoyment of neighboring properties, consistent with the General Plan. The standards specified in this section that influence the visual character of a development site address the following issues, among others:

- Access;
- Equestrian and Agriculture Preservation;
- Hazardous Materials Storage;
- Height Measurement and Height Limit Exceptions;
- Lighting (refer to the *Lighting* section below);
- Mount Palomar Lighting Standards (refer to the *Lighting* section below);
- Screening and Buffering;
- Separation and Privacy Standards for Residential Structures;
- Setback Regulations and Exceptions;
- Solid Waste/Recyclable Materials Storage;
- Street Design and Improvements; and
- Undergrounding of Utilities.

MDC Chapter 16.24, *Hillside Development*

This Chapter provides regulations for the development of areas in the City that, because of their topography, require special consideration to ensure that they are developed in a way that substantially maintains their natural character and environmental and aesthetic values to implement the General Plan, among other factors, by:

- Providing guidelines and standards for development in visually sensitive hillside areas to minimize the adverse impacts of grading and to promote the goals and objectives of the General Plan;
- Maintaining an environmental equilibrium consistent with existing vegetation, wildlife, soils, geology, slopes, and drainage patterns, and to preserve natural topography and scenic character, including canyons, creeks, knolls, rock outcrops, and ridgelines whenever feasible;
- Encouraging sensitive development through flexible design and innovative arrangement of building sites by utilizing variable lot sizes, clustering, and setback variations;
- Encouraging developments that incorporate desirable existing features of land (e.g., natural vegetation, viewsheds, topographic features); and
- Providing for appropriate intensity of development (e.g., density, massing, etc.) in hillside areas through a variety of design techniques to ensure that development intensity decreases as slopes become steeper (e.g., lot sizes appropriate for steeper topography and separation of structures sufficient to preserve the viewshed).

This Chapter also provides measures for the long-term protection of existing natural topography and scenic character whenever feasible through the regulation of grading activities, intensity, and density of development proposed, structural massing, building height, and other characteristics, in order to minimize potential impacts on the existing viewshed.

MDC Section 16.24.030, *Definitions*. This Section defines prominent ridges as a ridge or hill location that is visible from I-15, I-215, or from an arterial or secondary street, that forms part of the skyline or is seen as a distinct edge against a backdrop of land.

MDC Section 16.24.060, *Hillside Development Standards*. This Section specifies the minimum standards that would apply to a use, development, or alteration of land in compliance with MDC Section 16.24.020, *Applicability*.

MDC Section 16.24.070, *Hillside Development Guidelines*. This Section specifies the guidelines that are intended to illustrate and amplify the appropriate development concepts for hillside areas. The guidelines are intended to be policy statements to encourage development that is sensitive to the unique characteristics common to hillside properties.

MDC Chapter 16.26, *Cultural Resource Preservation*

This Chapter is intended to establish a mechanism by which community resources such as buildings, structures, and sites within Murrieta, which are of pre-historic and historic interest or value, or which exhibit special elements of the City's architectural, cultural, or social heritage, are identified, protected, enhanced, perpetuated, and used in the interest of the public's health, safety, welfare, and enrichment. This Chapter is also intended to implement the provisions of the General Plan Conservation and Open Space Element.

Lighting

The following *MDC* sections regulate lighting within the City.

MDC Section 16.18.100, *Lighting*

Pursuant to this Section, exterior lighting shall be:

1. Architecturally integrated with the character of adjacent structure(s);
2. Directed downward and shielded so that glare is confined within the boundaries of the subject parcel;
3. Installed so that lights not blink, flash, or be of unusually high intensity or brightness.
4. Appropriate in height, intensity, and scale to the uses they are serving. Outside and parking lot lighting shall not exceed 0.3 footcandles at residential property lines.

As specified in MDC Section 16.18.100.C, *Shielded Lighting*, light sources shall be shielded to direct light rays onto the subject parcel only. The light source, whether bulb or tube, shall not be visible from an adjacent property. This section does not apply to residential uses, sign illumination, traffic safety lighting, or public street lighting.

MDC Section 16.18.110, *Mount Palomar Lighting Standards*

The purpose of this Section is to restrict the use of certain light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research. The Dark Sky Zone is defined as the circular area 30 miles in radius centered on the Palomar Observatory. The Ordinance establishes general requirements that apply within the Dark Sky Zone pertaining to the preferred source, shielding, hours of operation, and outdoor advertising display. The Ordinance also identifies three classes of lighting (Class I, II, III) and requirement for each lamp source and shielding of light emissions for outdoor light fixtures.

MDC Section 16.34.070.I, *Development Standards for Off-Street Parking [Lighting]*

Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-site structure(s). All illumination, including security lighting, shall be directed downward, away from adjacent properties and public rights-of-way in compliance with Section 16.18.100 (Lighting).

HISTORIC MURRIETA SPECIFIC PLAN

The Historic Murrieta Specific Plan, October 2000, provides a framework for the future enhancement and preservation of Historic Downtown Murrieta. The Specific Plan Area is bounded by Jefferson Avenue to the north; Ivy Street to the east; Hayes Avenue to the south; and, Kalmia Street to the west. The Specific Plan sets forth guidelines for design of appropriate development including architectural characteristics, site planning, parking, landscaping, and signage. The Specific Plan also identifies several gateways to Historic Murrieta of visual prominence, including Kalmia Street and Ivy Street, as well as Washington Avenue and Jefferson Avenue. A number of improvements are planned or have been made in recent years within Historic Downtown Murrieta. These improvements include design elements to enhance the overall historic theme and character, infrastructure and street improvements, recreational resources (i.e., parks), and improvements to various City facilities.

5.3.2 ENVIRONMENTAL SETTING

VIEWSHEDS AND SCENIC VISTAS

A viewshed is generally defined as an area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail and background items (items at some distance from the viewer) that frame the view.

A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed. Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape.

Natural visual resources, including mountain ranges, hillsides, low-lying valley, and streams, exist both within and surrounding the Planning Area. These features are frequently experienced from various locations within the City and by travelers along I-15, I-215, and area roadways.

Distant Vistas

The City and the Sphere of Influence are located in the southern portion of the northwest trending Temecula/Murrieta Valley, which is formed by the Elsinore Fault Zone, a series of parallel faults. Mountain ranges and rolling hillsides surround the Planning Area. The Santa Ana Mountains (and Santa Rosa Plateau) located immediately to the west of the City are the most dominant and significant visual features contributing to the area's visual quality. Other mountain ranges offering distant vistas from within the City include the San Jacinto Mountains to the east, and the Santa Margarita and Agua Tibia ranges to the south.

City Vistas

The City and the Sphere of Influence are surrounded by three foothill ranges: the Sedco Hills to the north; the Tucalota Hills (Bachelor Mountain) to the east; and the east wall of the Santa Ana Mountains' Santa Rosa Plateau to the west. Elevations within the City and the Sphere of Influence range from approximately 1,030 above mean sea level (amsl) feet in the Murrieta Valley to approximately 2,120 feet amsl in the rolling hillsides (Antelope Hills) north of the valley. The City is built on a series of plateaus, each raising the land elevation by approximately 100 feet beginning at Murrieta Creek, stepping up I-15, again at Murrieta Hot Springs Road, and finally at the Hogbacks. The Hogbacks are a prominent ridgeline that traverses the eastern portion of the City (generally east of I-215, south of Los Alamos Road, and north of Murrieta Hot Springs Road). The remaining native vegetation, which contributes to the City vistas, is concentrated in the foothills and canyons in the extreme western portion of the City, along the slopes and base of the Hogbacks, and along the northeastern hillsides. Overall, Murrieta's natural setting offers a variety of scenic views and vistas.

Extensive vistas of the Murrieta Valley to the southeast and north are afforded from the highlands in the northern portion of the City. The Hogbacks in the eastern portion of the City support areas of relatively undisturbed natural vegetation along the western slope. The Hogbacks represent a prominent visual feature within the Murrieta landscape and can be seen from many vantage points within the City and the Sphere of Influence.

Views to the Santa Rosa Plateau are afforded along Interstate I-15 and I-215, as well as from lands located to the west of the Hogbacks. Views from these locations also include the largely undisturbed ridgelines that extend to the north and south of the Plateau, combined with hillside areas supporting chaparral habitat. Oak woodland habitat and a variety of canyons are also present along the foothills of the Santa Ana Mountains contributing to the distant views.

The area in the northern portion of the City (west of I-215) includes undeveloped hillsides, canyons, drainages, and oak woodlands. This area is highly visible from I-215 and the areas to the north and south, making it a valuable scenic resource.

The area to the west/southwest of Washington Avenue and Hayes Avenue is largely built out; however, views of rolling hillsides, undeveloped lands, and tree groves are visible, with mountains providing a backdrop. The western portion of the City also supports views of hillsides, canyons, and ridgelines, adding to the scenic quality.

VISUAL CHARACTER

The City's present form (i.e., development patterns) has been influenced by its transportation infrastructure and system. Additionally, the natural and manmade elements contribute to its visual character and quality. These aesthetic elements include the native vegetation present throughout the scenic hillsides and along stream corridors, stands of large trees, historic areas, and rural residential neighborhoods.

DEVELOPMENT PATTERNS

Two freeways, I-15 and I-215, bisect the City contributing to its formation and present day character. The City's most diverse area is located east of I-15. The roadway pattern located west of I-15 and including and south of Historic Downtown Murrieta, is reflective of a standard land plotting grid system of arterial streets. North of Historic Downtown Murrieta, the pattern of arterials, collectors, and local roadways is predominantly curvilinear, reflective of more contemporary developments. The area west of I-15 is characterized as having the City's oldest settlement patterns and most of the historic resources. In addition to the historic resources, a major watercourse (i.e., Murrieta Creek), rural and single-family residential tracts, small and large retail uses, multi-family housing and the majority of the City's industrial uses are located in this area.

The area between I-15 and I-215 represents the urban core of the City. In this area, the predominant pattern of roadways is also curvilinear, reflective of more contemporary developments. In addition to multiple rural and single-family residential tracts, this area contains the California Oaks Road commercial corridor and Specific Plan 276, which is approved for a major regional commercial center and entertainment facility. In the northern extent of this area, west of I-215, Greer Ranch encompasses approximately 555 acres and is characterized by two valleys created by three northeast-southwest trending ridgelines. Approximately 35 percent of this residential development involves open space, predominately comprised of natural areas. In the northeastern portion of this area, adjacent to I-215, Murrieta Oaks encompasses approximately 260 acres and includes significant natural features, such as the ridgeline, steep hillside areas, and drainage courses. Approximately 40 percent of this residential development involves open space.

East of I-215, the roadway pattern is predominantly rural, except for the southern portion that involves more contemporary developments. This area consists of single-family tract developments, large lot estates, and open lands including a major watercourse (i.e., Warm Springs Creek). This area also includes a major portion of the Los Alamos Road corridor, which

is characteristic of Murrieta's historically rural lifestyle. The majority of residential tract housing in this area is located south of Los Alamos Road, west of Warm Springs Creek, and north of Murrieta Hot Springs Road. In the northern extent of this area, east of I-215, the Murrieta Highlands encompasses approximately 419 acres. Approximately six percent of this residential/commercial development involves open space. In the southern extent, east of I-215, Creekside Village encompasses approximately 145 acres. Approximately 13 percent of this residential development involves Warm Springs Creek and related vegetation open space.

NATURAL ELEMENTS

The City of Murrieta lies within the southern portion of the Murrieta Valley. Rolling hillsides and steep mountain slopes form part of the setting and influence the area's visual character. Approximately 32 percent (approximately 8,374 acres) of the approximately 26,852-acre City and Sphere of Influence area contains natural vegetation, including annual grassland, chaparral, coastal oak woodland, coastal scrub, riparian, and wetlands, among others. The more concentrated areas of native vegetation contributing to the area's visual character occur in the foothills and canyons in the extreme western portion of the City, along the slopes and base of the Hogbacks, which includes the Los Alamos Hills area, and along the northeastern hillsides.

Murrieta and Warm Springs Creeks course the City further contributing to the area's scenic value. Murrieta Creek forms the western boundary of the historic core of Downtown Murrieta and includes areas of established riparian vegetation. In addition, Warm Springs Creek flows through the eastern portion of the City and supports a natural environment of high scenic value. Other unique features include numerous freshwater springs and one active geothermal vent (Murrieta Hot Springs).

MANMADE ELEMENTS

The following discussion provides a general overview of the City's existing visual character, in the context of manmade elements.

Agriculture

Agricultural activities have historically influenced the City's visual character. Approximately 5,662 acres of agricultural land use (i.e., cropland, orchard, or vineyard) exists in the City and the Sphere of Influence. As the City continues to be developed, and lands are converted from agricultural uses to non-agricultural uses, areas that once supported extensive croplands have been significantly reduced and replaced by urban land uses and ornamental landscaping. Many lands that formerly supported agricultural activities presently lay fallow, and vegetative succession of pasture land and cropland back to some form of scrubland is evident in some areas.

Buildings and Structures

Approximately 64 percent of the City is developed. Single-family residential uses represent approximately 30 percent of the City, while less than six percent is developed with commercial, commercial office, industrial, and public/institutional uses; refer to *Table 3-2*, *Existing Land Use Summary*.

Historic Resources and Landmarks

In the older portions of the City, a number of historic structures and landmarks are present, contributing to the City's visual character. The City's most historically significant areas generally occur along Washington Avenue, west of I-15, and Los Alamos Road, east of I-215. Refer to Section 5.9, Cultural Resources, for a more detailed description of historic resources.

The Historic Murrieta Specific Plan Area is bounded by Jefferson Avenue to the north; Ivy Street to the east; Hayes Avenue to the south; and Kalmia Street to the west. The Specific Plan Area includes several gateways to Historic Murrieta of visual prominence, including Kalmia Street and Ivy Street, as well as Washington Avenue and Jefferson Avenue. Other elements contributing to the historic character of the area include a variety of large, mature trees, particularly along Washington Avenue.

FOCUS AREAS

The General Plan 2035 identifies five areas targeted for land use change; which are shown on *Exhibit 3-3, General Plan 2035 Focus Areas*, and two areas for policy change. The five areas targeted for land use change include key locations along freeway corridors that are suitable for major land development and redevelopment, and rural residential areas north of Clinton Keith Road. Accordingly, the following is a general overview of the Focus Areas' existing visual character, which is provided in order to establish the baseline conditions.

- ***North Murrieta Business Corridor Focus Area:*** This area is generally characterized as rural residential, including vacant, underutilized, or rural residential properties.

- ***Clinton Keith/Mitchell Focus Area:*** This area can be generally characterized as rural residential, given the presence of large-lot single-family homes. The presence of retail uses, including a regional commercial shopping center, also contributes to the area's character.

- ***Golden Triangle North (Central Murrieta) Focus Area:*** This area is characterized as mixed. Portions of this area have been developed with single-family homes or small businesses; however, the remainder is vacant. This area also includes the Crossroads Corporate Center and Rancho Springs Medical Center.

- ***South Murrieta Business Corridor Focus Area:*** The area's character is predominantly developed with business park and industrial uses; however, single-family homes are scattered throughout the area. Vacant or underutilized properties are present in this area.

- ***Multiple Use 3 (MU-3) Focus Area:*** This area is mostly developed and characterized as urban. Although, this area contains both commercial and multi-family uses, it is not characterized as a traditional mixed-use area. The individual parcels contain either 100 percent commercial or 100 percent multi-family uses. Additionally, this area contains vacant, single-family residential and underdeveloped properties.

- ***Historic Murrieta Specific Plan Focus Area:*** This area is characterized as the City's historic core, containing predominantly residential land uses. A mixture of historic commercial and residential buildings is present.

- ***Los Alamos Hills Focus Area:*** This area is characterized as rural residential, including various natural resources.

Light/Glare

Lighting affects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows and light from exterior sources (i.e. street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, height of the light sources, presence of barriers or obstructions, type of light source, and weather conditions.

Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Perceived glare is the unwanted and potentially objectionable sensation as observed by a person as they look directly into the light sources of a luminaire. Daytime glare generation is common in urban areas and is typically associated with buildings with exterior facades largely or entirely comprised of highly reflective glass. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

Sensitive light and glare receptors in and around the City and the Sphere of Influence are generally represented by residential uses, natural wildlife habitat areas and wildlife corridors, and open space lands adjacent to existing or planned development. In addition, the Mount Palomar Observatory, located approximately 25 miles to the southeast of the City, represents a sensitive receptor, the operation and viewing capabilities of which are highly sensitive to light generated within the surrounding region.

Within the City of Murrieta, existing light sources generally include buildings, recreational facilities (i.e. sports fields), and lighting along roadways and parking lots. Interior light emanating from a structure; exterior light sources (i.e. security lighting); or, lighting to illuminate features for safety or decorative purposes may be visible within the existing landscape. Similar light sources are located within the Sphere of Influence, but to a lesser extent.

Sunlight reflecting off of a reflective surface can result in glare effects and unsafe visual conditions that may interfere with the vision of motorists operating vehicles in the proximity or that may otherwise generally degrade scenic views. Few structures within the City and the Sphere of Influence presently exhibit highly reflective materials (i.e. high rise buildings with extensive glazing), and therefore, potential glare effects are not considered to be of major concern.

5.3.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, aesthetics and light and glare impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.3.4 PROJECT IMPACTS AND MITIGATION MEASURES

SCENIC VISTAS

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD HAVE AN ADVERSE EFFECT ON A SCENIC VISTA.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Murrieta's natural setting offers a number of vistas of scenic value, both within the City and toward distant locations. Mountain ranges and foothills are visible from many locations within the City, creating a varied visual background.

As discussed in detail in Section 3.0, Project Description, implementation of the proposed General Plan 2035 could potentially result in the development of approximately 10,734 additional dwelling units and approximately 36.2 million additional square feet of non-residential uses. This potential future development is anticipated to occur on both vacant and underutilized land throughout the City.

Distant Vistas

Given that Murrieta is surrounded by rolling hillsides and steep mountain slopes, distant vistas of surrounding significant visual features are afforded from within the City. Namely, the San Jacinto Mountains are visible to the east, the Santa Ana Mountains (and Santa Rosa Plateau) immediately to the west, and the Santa Margarita and Agua Tibia ranges to the south. It is not anticipated that implementation of the proposed General Plan 2035 would significantly impair distant views of these mountain ranges or hillsides given their distance from the City and the intervening topography and structures. Notwithstanding, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts. Therefore, future development according to the proposed General Plan 2035 is not anticipated to significantly impact distant scenic vistas.

City Vistas

Significant vistas are afforded toward three primary hillside areas within the City: in the foothills and canyons in the extreme western portion; in the eastern portion on and around the Hogbacks; and along the northeastern hillsides. As discussed in detail in Section 3.0, Project Description, the proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, with individualized approaches for each area. None of the Focus Areas would involve development within the City's three primary hillside areas. Therefore, future development within the proposed Focus Areas would not adversely impact the City vistas. Development is, however, anticipated elsewhere in the City consistent with the proposed General Plan 2035 Land Use Policy Map.

Approximately 36 percent of the City (approximately 7,750 acres) is currently vacant. Implementation of the proposed General Plan 2035 could adversely impact the City vistas if future development within these vacant areas results in major alterations in topography or is not sufficiently integrated with the surrounding hillside environment. However, according to the proposed General Plan 2035 Land Use Element, it is the City's goal (Goal LU-1) to provide a complementary balance of land uses throughout the community that meets the needs of existing residents and businesses as well as anticipated growth, and achieves the community's vision. To this end, the City would provide for the development of complementary land uses, such as open space, for all future residential and non-residential development (Policy LU-1.4). Accordingly, the proposed General Plan 2035 includes the Parks and Open Space Land Use Designation, which is intended to provide for the preservation of natural open spaces and maintain natural and scenic resources, among other objectives. Approximately 3,221 acres are designated Parks and Open Space, representing approximately 18 percent of the City; refer to *Table 3-16*, *General Plan 2035 Land Use Distribution*, in the Land Use Element. The Parks and Open Space designation includes lands that would remain undeveloped within the City's Planning Area. The Parks and Open Space designation is consistent with the MDC OS (Open Space) District, which is applied to appropriate areas, in order to ensure the conservation and protection of natural resources, including open space areas and steep slopes of 50 percent or more.

Additionally, pursuant to MDC Section 16.16.10.C.2, *MPO (Master Plan) Overlay District*, the MPO is applied to appropriate parcels with unique characteristics or circumstances that require additional development review. Certain projects in a MPO would require the preparation of a Specific Plan when the project site is of sufficient size to effectively utilize density transfers to protect and preserve significant open space areas. Finally, in response to its desire to preserve ridgelines and steep hillside areas for aesthetic reasons (among others), the City has also adopted MDC Chapter 16.24, *Hillside Development.* This Chapter regulates development in areas that because of their topography require special consideration to ensure that they are developed in a way that substantially maintains their natural character and aesthetic values. This Chapter also provides measures for the long-term protection of existing natural topography and scenic values whenever feasible through the regulation of grading activities, intensity/density of proposed development, structural massing, building height, and other characteristics, in order to minimize potential impacts on the existing viewshed. Hillside development standards and guidelines are established for development in the visually sensitive hillside areas, in order to minimize the adverse impacts of grading and promote the General Plan goals and policies.

Additionally, the proposed General Plan 2035 Conservation Element and Parks and Open Space Element have established goals to preserve open space. Namely, it is the City's goal (Goal CSV-5) to protect hills and ridges for their environmental and aesthetic values. It is also the City's goal (Goal ROS-7) to plan open space areas to protect, conserve, and utilize resources of unique character and value for the community. All future development would be subject to compliance with the policies outlined below, in furtherance of these City goals.

In general, future development under the proposed General Plan 2035 would be subject to compliance with the regulations, guidelines, and development review process set forth in the MDC, as well as the proposed General Plan 2035 goals and policies. These regulations and guidelines are intended to diminish conflicts between urban development and visual resources, and preserve hills and ridges. Where permitted, development on hillsides within the City would involve careful siting, grading, and design in order to minimize exposure and preserve the City's vistas. Additionally, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to scenic vistas. If necessary, mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, future development according to the proposed General Plan 2035 is not anticipated to significantly impact the City's scenic vistas; thus impacts are considered less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

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

Policies

LU-1.4 Provide for the development of complementary land uses, such as open space, recreation, civic, and service uses for all future residential and non-residential development.

CONSERVATION ELEMENT

Goal CSV-5 Hills and ridges are protected for their environmental and aesthetic values.

Policies

CSV-5.1 Promote compliance with hillside development standards and guidelines to maintain the natural character and the environmental and aesthetic values of sloped areas.

CSV-5.2 Incorporate significant landform features into City parks and open space, where appropriate.

RECREATION AND OPEN SPACE ELEMENT

Goal ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

Policies

ROS-7.1 Preserve and enhance open space resources in Murrieta.

ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.

ROS-7.3 Seek opportunities to designate open space along waterways, while also providing for the development of trails.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

STATE SCENIC HIGHWAY

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD SUBSTANTIALLY DAMAGE SCENIC RESOURCES WITHIN A STATE SCENIC HIGHWAY.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Segments of the State highway system are designated as being of particular scenic value or interest through Caltrans' State Scenic Highways and Historic Parkways Program. As previously noted, there are no officially designated State Scenic Highways that traverse Murrieta. Although, I-15 is an Eligible State Scenic Highway, in order for its status to change from eligible to officially designated, the City would be required to apply to Caltrans for scenic highway approval, adopt a Corridor Protection Program, and receive notification that the highway has been officially designated a Scenic Highway. Given no officially designated State Scenic Highway traverses Murrieta, project implementation would not substantially damage scenic resources within a state scenic highway. No impact would occur in this regard.

As depicted in Riverside County Circulation Element Figure C-9 (Riverside County Scenic Highways), I-15 is recognized as an Eligible State Scenic Highway and I-215 is recognized as an Eligible County Scenic Highway. Additionally, the Riverside County Historical Commission has recommended that a four-mile segment of Los Alamos Road be designated as a County Historic Route. Finally, as discussed above, I-15 is an Eligible State Scenic Highway.

The proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, which are primarily located along the I-15 and I-215 corridors. Future development under the proposed General Plan 2035 would also occur on both

vacant and underutilized land throughout the City. Therefore, depending on the location of the future development, project implementation could damage scenic resources, including trees, rock outcroppings, and historic buildings, within the I-15, I-215, and Los Alamos Road corridors. However, the MDC includes overlay districts that have been applied to the I-15, I-215, and Los Alamos Road corridors. Namely, MDC Section 16.16.10.C.1, *LAD (Los Alamos District) Overlay District*, and MDC Section 16.16.10.C.3, *SHO (Scenic Highway) Overlay District*, are intended to preserve the scenic resources along these corridors. The LAD Overlay (MDC Section 16.16.10.C.1) is applied to the historic district east of 1-215 and south of Los Alamos Road, including the right-of-way, in order to preserve the historic resources. The SHO Overlay (MDC Section 16.16.10.C.3) is applied to the 1-15 and 1-215 corridors, in order to provide protection for scenic qualities of historic significance. All future development within these corridors would be subject to compliance with the general development standards and design standards established in MDC Sections 16.16.10.C.1 and 16.16.10.C.3, in addition to the standards and regulations of the primary zoning district. Therefore, following compliance with MDC Sections 16.16.10.C.1 and 16.16.10.C.3, project implementation would not substantially damage scenic resources within the I-15, I-215, and Los Alamos Road corridors. A less than significant impact would occur in this regard. Notwithstanding, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to scenic resources along the corridors.

Goals and Policies in the Proposed General Plan 2035: No goals or policies in the proposed General Plan 2035 pertain specifically to State scenic highways.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable.

VISUAL CHARACTER – SHORT-TERM

- **CONSTRUCTION ACTIVITIES FOR FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD TEMPORARILY DEGRADE THE VISUAL CHARACTER OF THE RESPECTIVE DEVELOPMENT SITE AND/OR ITS IMMEDIATE SURROUNDINGS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Visual impacts associated with construction activities would include exposed pads and staging areas for grading, excavation, and construction equipment. In addition, temporary structures could be located on the respective development site during various stages of construction, within materials storage areas, or associated with construction debris piles on site. Exposed trenches, roadway bedding, spoils/debris piles, and steel plates would be visible

during construction of street and utility infrastructure improvements. These could degrade the existing visual character and quality of the respective development sites and their surroundings during the construction phase.

Construction-related impacts would be short-term and temporary; construction activity would not be continuous and would proceed on a project-by-project basis. Temporary screening of a particular construction staging site would partially relieve the visual distractions typically associated with construction activities commonly encountered in developed areas. Moreover, areas of construction would vary within the City such that areas of temporary visual distraction would change throughout the implementation of the General Plan 2035. Mitigation Measures AES-1, AES-2, and AES-3, which would be incorporated into construction documents, would ensure that this impact would be reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: No goals or policies in the proposed General Plan 2035 pertain specifically to visual character during construction.

Mitigation Measures:

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

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

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

Level of Significance After Mitigation: Less Than Significant Impact.

VISUAL CHARACTER – LONG-TERM

- **FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD PERMANENTLY DEGRADE THE VISUAL CHARACTER OF THE RESPECTIVE DEVELOPMENT SITE AND ITS IMMEDIATE SURROUNDINGS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: As discussed in detail in Section 3.0, Project Description, buildout according to the proposed General Plan 2035 would result in approximately 44,484 dwelling units (DU), or approximately 10,734 DU over existing conditions. Additionally, the City's non-residential (i.e., Commercial, Professional/Office, Business Park, etc.) land use development potential at buildout is approximately 50.2 million square feet, or approximately 36.2 million square feet over existing conditions. This future development is anticipated to occur on both vacant and underutilized land throughout the City.

Approximately 36 percent of the City (approximately 7,750 acres) is currently vacant. Within these vacant areas, implementation of the proposed General Plan 2035 would gradually, but permanently, alter the visual character of the respective development sites and their surroundings. Undeveloped lands would be replaced with urban improvements (i.e., structures, hardscaping, landscaping, and supporting infrastructure), in accordance with the proposed General Plan 2035 Land Use Policy Map and *MDC*. Additionally, within areas that are intended for redevelopment, the appearance of underutilized sites would be altered, as existing (and possibly aging) uses are gradually replaced with newer developments and/or different uses.

Potential change in visual character of Murrieta would primarily occur in key areas identified for development. The proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas with individualized approaches for each area. The most significant changes in appearance associated with the residential development would occur in the Multiple Use 3 Focus Area with an estimated growth of 1,137 DU, and Clinton/Keith Mitchell Focus Area with an estimated growth of 869 DU. The most significant changes in appearance associated with non-residential development would occur in the North Murrieta Business Corridor Focus Area with an estimated growth of approximately 9.3 million square feet, or about 44 percent of the total estimated growth. Additionally, significant changes in appearance associated with non-residential development would occur in the South Murrieta Business Corridor Area with an estimated growth of approximately 5.6 million square feet, or about 27 percent of the total estimated growth.

Following is a general overview of the vision for each Focus Area and the anticipated changes in visual character.

North Murrieta Business Corridor. The vacant, underutilized, and rural residential properties located in this area would be replaced with a mix of Office and Research Park and Commercial uses. As the major employment center in the northern portion of the City, the vision for this area includes creating a signature look as the northern gateway into the City. A key feature contributing to the character of this area is the proposed Loma Linda University Medical Center. A range of building heights would be permitted within this area, including with heights of two to three stories adjacent to residential areas increasing up to maximums between five and ten stories

in more centrally located areas near the five-story Loma Linda University Medical Center, along the I-215 freeway frontage, or adjacent to business park uses.

Clinton Keith/Mitchell. A mix of Rural, Single-Family, and Multiple-Family Residential, Commercial, and Office and Research Park uses would be provided. The rural residential character would be maintained generally west of Duster Road. Building heights would be a maximum of two to three stories.

Golden Triangle North (Central Murrieta). The single-family homes would be retained, and a mix of Multiple-Family Residential, Commercial, and Office and Research Park uses would be provided. The building heights for the Office and Research Park uses could range in height up to a maximum between five and ten stories.

South Murrieta Business Corridor. The vacant and underutilized properties located in this area would be replaced with a mix of Office and Research Park, Business Park, and Industrial Uses. As the major employment center in the southern portion of the City, the vision for this area includes creating a signature look as the southern gateway into the City. The Office and Research Park buildings heights could range in height up to a maximum of five to six stories. The Business Park and Industrial would be consistent with existing business park and industrial uses, ranging from two to three stories.

Multiple Use 3 (MU-3). This area would provide a mix of Multiple-Family Residential, Commercial, and Office and Research Park uses. Parcels that are vacant or underdeveloped would change to uses that are compatible with on-site and surrounding uses.

Historic Murrieta Specific Plan. This area is characterized as the City's historic core, containing predominantly residential land uses. The City seeks to continue the preservation and enhancement of the Historic Murrieta area through continued introduction of a complementary mix of residential, retail, civic, and job-creating uses.

Los Alamos Hills. Area property owners have expressed interest in developing a Specific Plan that would to maintain the rural core of the Los Alamos community west of Warm Springs Creek, while providing certain needed local services. With a Specific Plan, property owners intend to develop a land use plan that reflects the area's rural character, while providing for transitional land uses between the rural land uses and more intense development near Winchester Road. The open space, development pattern, and circulation system established for this area is intended to maintain and preserve the majority of area as a picturesque area, whose topography and setting contribute to the rural agricultural enclave.

Overall, implementation of the proposed General Plan 2035 would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. However, the proposed General Plan 2035 Land Use Policy Map establishes consistent and compatible development intensities, maintaining and enhancing the overall visual character/quality of the City. As

discussed above, the proposed General Plan 2035 includes the Parks and Open Space Land Use Designation, which is intended to provide for the preservation of natural open spaces and maintain scenic resources, in order to preserve the City's visual character. The Parks and Open Space designation is consistent with the MDC OS (Open Space) District, which is applied to appropriate areas, in order to ensure the conservation and protection of natural resources.

All future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the provisions of the *MDC*. Compliance with the *MDC* would ensure orderly growth and development that would maintain the community's rural/nonurban characteristics in appropriate locations. Additionally, compliance with the *MDC* would result in high quality planning and design for development, that enhances the City's visual character, avoids conflicts between land uses, and preserves the City's scenic qualities. More specifically, all future development and new land uses would be subject to the following:

- Development in the Residential, Commercial, Industrial, and Special Purpose Districts would be subject to compliance with the general development standards, and design standards and parameters outlined in MDC Chapter 16.08, *Residential Districts*, MDC Chapter 16.10, *Commercial Districts*, MDC Chapter 16.12, *Industrial Districts*, and MDC Chapter 16.14, *Special Purpose Districts*, respectively. The general development standards, and design standards and parameters address development factors that would influence the visual character/quality of a development site and its surroundings. Namely, the general development standards address parcel size and coverage, density and intensity, setbacks, and building height. For residential districts, the design standards and parameters address site planning (i.e., site character, variation of development patterns, streets, landscaping, and walls) and architectural standards (i.e., building design and materials). For non-residential districts, the design standards address site planning (i.e., site character, land use buffering, building placement, trash/loading/storage areas, and utility and mechanical equipment), and parking (i.e., project entry), and architectural design (i.e., architectural style, design consistency, form/mass, roofs, building materials, and colors).

- Development in the *MPO (Master Plan) Overlay District* (MDC Section 16.16.10.C.2) would require additional development review and potentially preparation of a Specific Plan, given the unique characteristics that exist at these locations.

- All development would be subject to compliance with general property development and use standards outlined in MDC Chapter 16.18, *General Property Development and Use Standards*, which are intended to ensure that all development produces an environment of desirable character; refer to the *MDC Chapter 16.18, General Property Development and Use Standards* section above for an outline of the issues addressed in MDC Chapter 16.18.

- All development involving resources of pre-historic and historic significance would be subject to compliance with the provisions of MDC Chapter 16.26, *Cultural Resource Preservation*, in order to protect and perpetuate the City's historic character.

The proposed General Plan 2035 Land Use Element has established various goals (Goal LU-2, Goal LU-3, Goal LU-9, Goal LU-11, Goal LU-12, Goal LU-20, Goal LU-21, Goal LU-22, and Goal LU-27) that address preservation of the community's rural heritage and character, preservation of neighborhoods, sustainable and healthy land use patterns and urban design, community design, redevelopment, land use transitions, natural resources, and Murrieta Municipal Code enforcement. The proposed General Plan 2035 Conservation Element has established goals in order to restore the aesthetic value of creeks and protect hills and ridges for their aesthetic values. Additionally, Goal ROS-7 has been established, in order to protect, conserve, and utilize resources of unique character and value for the community.

Overall, implementation of the proposed General Plan 2035 would lead to greater urbanization within the Focus Areas and throughout the City by localized intensification of land uses on underutilized sites and introduction of new land uses on vacant sites. Despite these localized changes in visual character, they are not anticipated to degrade the existing visual character/quality of the respective development sites and their surroundings. All future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the proposed General Plan 2035 goals and policies, as well as the provisions of the *MDC*, which address the visual character/quality of a development site and its surroundings. Moreover, future development projects would also undergo environmental review pursuant to CEQA on a project-by-project basis, in order to evaluate the development's impact upon the visual character/quality of the site and its surroundings. Therefore, while implementation of the proposed General Plan 2035 would alter the visual character of the Focus Areas and development sites throughout the City, the changes would not be degrading and impacts would be less than significant.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

Goal LU-2 A community that preserves its rural characteristics in appropriate locations.

Policies

LU-2.1 Provide for the keeping of horses and other livestock, as well as farming or agricultural operations, on appropriate larger lot residential property to preserve the community's heritage.

Goal LU-3 Stable, well-maintained residential neighborhoods in Murrieta.

Policies

LU-3.1 Maintain and enhance the character of single-family residential neighborhoods.

LU-3.2 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, establish and/or maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

LU-3.3 Assure that the type and intensity of land use shall be consistent with that of the immediate neighborhood.

LU-3.4 Strive to provide a diverse mix of housing types, along with uniformly high standards of residential property maintenance to preserve residents' real estate values and their high quality of life.

LU-3.5 Prohibit uses that lead to deterioration of residential neighborhoods, or adversely impact the safety or the residential character of a residential neighborhood.

Goal LU-9 Land use patterns and urban design that support healthy and sustainable lifestyles and businesses.

Policies

LU-9.1 Encourage human-scale urban design on the neighborhood, block, and building scale.

Goal LU-10 A community that provides pedestrian-friendly environments for residential, commercial, business, and recreation uses.

Policies

LU-10.1 Prepare and use design guidelines to encourage high-quality, pedestrian-oriented design that enhances the public realm.

LU-10.2 Consider preparation and adoption of a Street Master Plan that addresses walkability and streetscape.

LU-10.5 Update the Development Code to create walkability, and interesting and varied pedestrian environments.

LU-10.7 Encourage well-designed covered or structured parking instead of surface parking lots.

LU-10.8 Encourage new surface off-street parking to be located behind or to the side of buildings, as appropriate.

LU-10.9 Encourage ground-floor structured parking to be buffered from the pedestrian environment through strategies such as wrapping the structure with active retail uses, placing entrances off the street, and screening with landscaping or art.

Goal LU-11 A community that is comprehensively designed to create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity.

Policies

LU-11.1 Study and determine areas in the City where rural character can be created, enhanced, or preserved.

LU-11.2 Endeavor to establish distinctive themes and character for individual focus areas or other areas, as appropriate, within the community.

LU-11.3 Enhance the positive qualities that give residential, commercial, and industrial areas their unique identities, while also allowing flexibility for innovative design.

LU-11.4 Preserve the unique character and integrity of the City's traditional residential neighborhoods.

LU-11.5 Improve the appearance and function of regional commercial centers through improved site design, landscaping, and architectural integrity.

LU-11.6 Seek to create unique retail spaces that are architecturally rich, pedestrian friendly, culturally sensitive, and economically viable.

LU-11.7 Prepare and implement design guidelines for special districts or areas with unique character in the City of Murrieta, as appropriate.

LU-11.8 Develop a design palette for multiple-family and mixed use buildings.

Goal LU-12 Effective use of redevelopment as a tool for economic development and community improvement.

Policies

LU-12.1 Continue to prioritize commercial, industrial, and residential revitalization within the redevelopment project area.

LU-12.2 Revitalize private and public lands in need of redevelopment or those that are underdeveloped due to lack of public facilities and revitalization.

LU-12.3 Provide yearly review of the City's redevelopment program under the California Community Redevelopment Law to coordinate and pursue community improvement and revitalization activities.

LU-12.4 Ensure conditions of blight are evaluated, as needed, to ensure the Redevelopment Plan is reflective of community needs.

Goal LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

Policies

LU-20.1 Maintain the existing 2.5-acre minimum residential parcel size west of Warm Springs Creek.

LU-20.2 Establish development standards for all new construction to ensure high quality rural development in the area west of Warm Springs Creek.

LU-20.3 Establish unifying visual elements, such as split rail fencing, mature native trees, and well-spaced homes, as a means of distinguishing the Los Alamos Hills area as a rural historic enclave within Murrieta for the area west of Warm Springs Road.

LU-20.4 Encourage the construction of homes and accessory structures, west of Warm Springs Creek that are compatible with surrounding residential uses and the rural character of the Los Alamos Hills area.

LU-20.7 Allow commercial farms, tree crops and other agricultural uses on lots of at least 2.5 acres in size consistent with Los Alamos' long history as an agricultural community.

LU-20.8 Allow for the creation of entry monuments that are rural in character to announce the arrival into the Los Alamos Hills area.

LU-20.9 Discourage features such as small lots, conventional sidewalks, or conventional street lights, west of Warm Springs Creek.

Goal LU-21 Appropriate land use transitions between rural land uses west of Warm Springs Creek and more intense land uses east of Warm Springs Creek.

Policies

LU-21.1 Consider the creation of a transitional density/intensity non-rural area to serve as a buffer area between the developments along Winchester Road and the rural residential land uses to the west of Warm Springs Creek.

Goal LU-22 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

Policies

LU-22.1 Encourage the preservation of natural and visual resources within Los Alamos Hills, such as rock outcroppings and scenic views of the local hills and valleys, to the greatest degree practicable.

LU-22.2 Encourage new construction and landscape design that utilizes grading techniques to mimic the natural terrain.

LU-22.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.

LU-22.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.

LU-22.5 Encourage new development to replace or supplement with native tree species as opportunities arise.

Goal LU-24 Historic Murrieta as the City's cultural, civic and community center.

Policies

LU-24.1 Preserve and enhance the historic Murrieta area as the governmental and cultural focal point of the City.

Goal LU-27 The quality and character of the City is preserved and enhanced by compliance with relevant codes and regulations.

Policies

LU-27.1 Review the Development Code and determine which sections are outdated to meet current trends, regulations, adopted community visions, and the General Plan 2035 land use designations, and revise as necessary.

CONSERVATION ELEMENT

Goal CSV-4 Restoration of the natural function and aesthetic value of creeks, while providing flood control measures and opportunities for recreation.

Policies

CSV-4.1 Prioritize creek preservation, restoration and/or mitigation banking along creeks as mitigation for environmental impacts.

CSV-4.2 Consider alternatives to hardlined bottoms and side slopes within flood control facilities, where technically feasible.

CSV-4.3 Preserve Warm Springs Creek and Cole Creek as a wildlife corridor, while accommodating flood control measures and passive recreation.

CSV-4.4 Retain and restore natural drainage courses and their function where health and safety are not jeopardized.

CSV-4.5 Support efforts for restoration, flood control, and recreation along Murrieta Creek, in coordination with regional and federal plans.

CSV-4.6 Seek funds and provide support for creek restoration, maintenance and protection through grant and mitigation programs, development entitlements, and non-profit organizations.

CSV-4.7 Continue to support the architectural enhancement of bridges over creeks as a scenic resource.

Goal CSV-5 Hills and ridges are protected for their environmental and aesthetic values.

Policies

CSV-5.1 Promote compliance with hillside development standards and guidelines to maintain the natural character and the environmental and aesthetic values of sloped areas.

CSV-5.2 Incorporate significant landform features into City parks and open space, where appropriate.

CSV-5.3 Maintain a register of cultural resources that includes landforms with cultural significance.

Goal CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

Policies

CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.

CSV-9.2 Consider the establishment of street tree standards and a program for street tree planting, maintenance, and replacement.

CSV-9.3 Promote the use of street trees as a buffer between pedestrians and motorized traffic.

CSV-9.4 Encourage the planting of street trees in linear planting beds rather than tree wells in order to support long-living healthy trees. (formerly hc9.3)

CSV-9.5 Encourage the planting of trees in private yards and properties.

CSV-9.6 Maintain a guide to preferred trees, shrubs, and ground cover plants of non-invasive species, or refer private parties to an existing guide that meets City needs to assist private landscaping efforts.

CSV-9.8 Encourage any new landscaped areas requiring permits to respect and incorporate the distinctive elements of the existing community landscape, including the retention of existing trees, to the maximum extent feasible.

CSV-9.9 Promote the use of native plant species in public landscaping of parks, schools, medians and planter strips, as well as in private development throughout the City.

RECREATION AND OPEN SPACE ELEMENT

Goal ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

Policies

ROS-7.1 Preserve and enhance open space resources in Murrieta.

ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.

ROS-7.3 Seek opportunities to designate open space along waterways, while also providing for the development of trails.

ROS-7.4 When possible, link open space and parks for the movement of wildlife and people.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

LIGHT AND GLARE

- **FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CREATE NEW SOURCES OF LIGHT/GLARE THAT COULD ADVERSELY AFFECT VIEWS IN THE AREA.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted. This can cause annoyance, discomfort, or loss in visual performance and visibility. Light pollution is caused by stray light from unshielded light sources and light reflecting off surfaces that enters the atmosphere where it illuminates and reflects off dust, debris, and water vapor to cause an effect known as "sky glow." Light pollution can substantially limit visual access to the night sky, compromise astronomical research, and adversely affect nocturnal environments.

Implementation of the proposed General Plan 2035 would allow for future development of residential and non-residential land uses within the Focus Areas and throughout the City. New development could cause light and glare impacts through new light sources such as street lighting, interior and exterior building lighting including for safety purposes, vehicle headlights, illuminated signage, traffic signals, sports field lighting, and new glare sources such as reflective building materials, roofing materials, and windows. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists.

All lighting installed with future development within the City would be subject to compliance with the provisions of MDC Section 16.18.100, *Lighting*, which requires that exterior lighting be directed downward and shielded so that glare is confined within the boundaries of the subject parcel, among other requirements. Additionally, light sources would be shielded to direct light rays onto the subject parcel only, pursuant to MDC Section 16.18.100.C, *Shielded Lighting*. Additionally, all future development would be subject to compliance with MDC architectural design standards relative to building materials and colors, in order to reduce glare effects; refer to *MDC* Chapters 16.10 and 16.12.

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

Compliance with the *MDC* provisions in the lighting of future developments would ensure proper design, installation, and operation of all exterior lighting, thereby reducing the potential for glare effects, light spillover onto adjacent properties, or conflicts with the Palomar Observatory. As such, consistency with the MDC would ensure that potential impacts associated with light and glare would be less than significant. Additionally, compliance with proposed General Plan 2025 Policy LU-20.10, which addresses lighting in the Los Alamos Hills area, would further minimize potential impacts in this regard.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

Goal LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

Policies

LU-20.10 Encourage the minimal use of outdoor lighting to maintain the nighttime dark sky in the rural Los Alamos Hills area.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

SHADE AND SHADOWS

- **FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CREATE SHADE AND SHADOWS THAT COULD ADVERSELY AFFECT ADJACENT LAND USES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: New development within the City would occur on existing vacant land, through infill development on underutilized parcels, or through redevelopment of currently developed land. The proposed General Plan 2035 may allow new larger (i.e., mid-rise or high-rise) commercial, industrial, or residential structures in higher density land use designations that could create shade/shadow impacts on nearby buildings, public streets, and sidewalks, and that could effectively limit light into an adjacent yard or structure.

Future development within the City would be evaluated on a project-by-project basis in order to verify compliance with the provisions of the *MDC*. MDC Chapters 16.08, 16.10, 16.12, 16.14, and 16.18 include provisions that address potential shade and shadow affects on adjacent properties, including parcel coverage, density and intensity, setbacks, and building height and placement. Additionally, future development would undergo environmental review pursuant to CEQA on a project-by-project basis, which requires an analysis of shade and shadow impacts and incorporation of mitigation measures, as needed, to reduce potential impacts to a less than significant level. Following compliance with MDC requirements, project implementation would result in a less than significant impact involving shade and shadows.

Goals and Policies in the Proposed General Plan 2035: No goals or policies in the proposed General Plan 2035 pertain specifically to shade or shadows.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable.

5.3.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE AESTHETICS, LIGHT, AND GLARE IMPACTS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Cumulative aesthetic impacts are primarily analyzed in terms of impacts within the City of Murrieta, as aesthetic impacts are primarily confined to local areas. The City is urbanized and approximately 64 percent built-out. The proposed General Plan 2035 anticipates growth within the Focus Areas and throughout the City, which would alter the City's existing visual character. Cities surrounding Murrieta are developed and urbanized with similar density and character. New development within those cities would contribute to the urban character of the region. New development would be reviewed on a project-by-project basis, in order to ensure each City's development standards are met and new development is compatible with the existing and desired regional and local urban and natural environment. Additionally, implementation of the proposed General Plan 2035 goals and policies would enhance the City's physical setting and reduce the incremental aesthetic impact on the region to a level of insignificance. Moreover, the proposed General Plan 2035 would not result in any regional aesthetic impacts that extend beyond the City's borders. The proposed Land Use, Conservation, and Recreation and Open Space Elements establish goals and policies that would preserve and improve the City's character and aesthetic quality by focusing on the natural environment and historic resources. Therefore, implementation of the proposed General Plan 2035 would not result in cumulatively considerable aesthetic impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.3.

Mitigation Measures: Refer to Mitigation Measures AES-1 to AES-3. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.3.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Aesthetics impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035, compliance with the Murrieta Development Code, and recommended mitigation measures. No significant unavoidable aesthetics impacts would occur as a result of buildout of the proposed General Plan 2035.

5.3.7 SOURCES CITED

County of Riverside General Plan

Murrieta Development Code

State of California Department of Transportation, *California Scenic Highway Mapping System Website*, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, December 20, 2010.

the future of southern california

Murrieta

General Plan Update

Section 5.4

Traffic and Circulation

5.4 TRAFFIC AND CIRCULATION

This section addresses the City of Murrieta's existing traffic conditions, the impacts of future traffic growth, planned physical improvements, and additional improvements to accommodate growth. This section is based upon the *Traffic Impact Analysis* (Draft January 2011, Final September 2011), prepared by Iteris, and included as Appendix C.

5.4.1 REGULATORY SETTING

The City of Murrieta is located in southeastern Riverside County, and is comprised of 26,852 acres (41.96 square miles) of which 21,511 acres (33.61 square miles) is located within the City Limits and 5,341 acres (8.34 square miles) is located within the City's Sphere of Influence. Surrounding cities include Menifee to the north, Temecula to the south and east, Wildomar to the west, and unincorporated Riverside County to the north, south, and east. The San Diego County border is just south of Temecula, and Orange County lies on the other side of the Santa Ana Mountains to the west. Regional access to the City is provided by the Interstates 15 (I-15), the Corona Freeway, and 215 (I-215), the Escondido Freeway.

Much of the transportation system in the City of Murrieta is owned and controlled by the City, such as the local, collector and arterial street system, and most of the traffic signals. Some of the facilities, however, are owned and controlled by other agencies, including Caltrans and the County of Riverside, or shared with other jurisdictions, such as the Cities of Temecula and Wildomar. Similarly, while much of the funding for the transportation system is local, significant funds for improvement and maintenance also come from other sources including State, Federal and County-level funding sources. Finally, transportation planning and programming is the responsibility of a number of agencies including the City of Murrieta, the County of Riverside, the Riverside County Transportation Commission (RCTC), and the Southern California Association of Governments (SCAG). At the State level, Caltrans is the agency responsible for funding and maintaining the State Highway System and Interstate Highway System.

The regional planning agencies of RCTC and SCAG are responsible for regional transportation planning, traffic forecasting, developing regional plans, and distributing regional transportation funds. At the County level, the County of Riverside operates some county facilities, and also administers Measure A, the local county half-cent sales tax for transportation. Several transportation plans and project lists are prepared by the various agencies, including the Regional Transportation Plan (RTP) by SCAG, with input from all other agencies, and the State and Regional Transportation Improvement Programs (STIP and RTIP). The Western Riverside Council of Governments (WRCOG) developed and administers the Transportation Uniform

Mitigation Fee (TUMF) program. This section provides a brief overview of local and regional transportation planning and programming, and how it affects the City of Murrieta.

CALIFORNIA STATE SENATE BILL 375 (SB 375)

California State Senate Bill 375 (SB 375) became law effective January 1, 2009 as implementing legislation of Assembly Bill 32 (AB 32), which requires the state to reduce Greenhouse Gas (GHG) emissions across all industry sectors back to 1990 levels by the year 2020. Both laws are administered and enforced through the California Air Resources Board (CARB).

Given that the transportation sector is the largest contributor to GHG pollution throughout California, SB 375 targets reduction of GHG emissions specific to cars and light trucks. The law requires each of the State's 18 Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS), which will include specific strategies for improving land use and transportation efficiency. The Southern California Association of Governments (SCAG) is the MPO for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and includes 184 cities. The primary strategy includes the identification and development of higher density, mixed-use projects around public transportation system stations. Other supported strategies relate to the integration of Intelligent Transportation Systems (ITS) to improve circulation on freeways and arterials.

Every SCS to be developed under SB 375 is required to be integrated into each MPO's Regional Transportation Plan, thus encouraging local jurisdictions to comply. Transportation improvement projects not listed in the RTP become ineligible to receive funding from some state and federal programs.

STATE TRANSPORTATION IMPROVEMENT PROGRAM

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program for transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal to the CTC by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Program (ITIP) and regional agencies prepare the Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).

Cities and other local agencies work through their Regional Transportation Planning Agency (RTPA) to nominate projects for inclusion in the STIP. Once projects are programmed, agencies may begin the project implementation process. RTPAs such as RCTC, are allocated 75 percent of STIP funding for regional transportation projects in their Regional Improvement Program (RIP), and Caltrans is allocated 25 percent for inter-regional transportation projects in the Inter-regional Improvement Program (IIP).

All STIP projects that directly affect the City of Murrieta are included in the RTIP. Refer to the list of RTIP projects under the Regional Transportation Plan following for a complete list of STIP projects in Murrieta.

REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is developed, maintained, and updated by the Southern California Association of Governments (SCAG), Southern California's MPO. SCAG encompasses the six counties in Southern California including Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. On May 8, 2008, the 2008 RTP: Making the Connections was adopted by the Regional Council of the Southern California Association of Governments.

The RTP project list is divided into three sections. At the center is the RTIP (discussed above), which forms the foundation of the RTP project investment strategy and represents the first six years of already-committed funding. The RTP also contains an additional financially constrained set of transportation projects above and beyond the RTIP. Finally, the Strategic Plan represents an unconstrained, illustrative list of potential projects that the region would pursue given additional funding.

Current RTIP Projects:

- At I-15/California Oaks Road/Kalmia Street Interchange – Reconfigure ramps (construct NB/SB loop on-ramps, relocate SB off-ramp), widen California Oaks from four to six lanes from UC to California Oaks Plaza (RIV010204).

- I-15/Clinton Keith Road Interchange – Reconstruct/widen OC two to six lanes and ramps one and two lanes to three and four lanes, add NB/SB auxiliary lanes prior to and after exit/entry ramps and left-turn lanes (RIV62034).

- In Western Riverside County on State Route 79 (SR-79/Winchester Road) – Widen from two to four lanes from Thompson Road to Domenigoni Parkway (46460).

- At I-215/Clinton Keith Road Interchange – Construct partial cloverleaf: widen OC two to six lanes, reconstruct ramps (widening to existing NB/SB diamond ramps and construct new NB/SB loop on ramps (RIV010203).

- At I-215/Scott Road Interchange near Murrieta – Reconstruct/widen interchange from two to six lanes and ramps from one to two lanes (RIV011232).

- In Murrieta on I-215 at Linnel Lane – Construct new four lane (two lanes each direction) OC from McElwain Road to Meadowlark Lane including sidewalks and bike lanes (RIV060104).

- On I-215 in southwest Riverside County from Murrieta Hot Springs Road to Scott Road: Construct a third mixed-flow lane in each direction (widens I-215 from four to six MF lanes – three in each direction (RIV070305).

- On I-215 in southwest Riverside County from Scott Road to Nuevo Road Interchange: Construct a third mixed flow lane in each direction (widens I-215 from four to six lanes – three in each direction (RIV070309).

- On I-215 at Los Alamos Road Interchange: Reconstruct/widen interchange two to six lanes (three lanes each direction) from Hancock Avenue to Whitewood Road, widen ramps (one to two and one to three lanes) (RIV62040).

- In Riverside County near Murrieta, reconstruct and widen Scott Road from two to six lanes between I-215 and SR-79 (RIV010205).

- In Riverside County and Murrieta – Extend/construct Clinton Keith Road (six lanes total – approximately 3.4 miles) with two bridges from Antelope Road to Winchester Road/SR-79 (RIV011236).

- In Murrieta – Construct new two lane Guava Street Bridge (400 feet) over Murrieta Creek from Washington Avenue to Adams Avenue with shoulders and all required approaches (RIV031204).

RIVERSIDE COUNTY MEASURE A

Transportation issues in the City of Murrieta are overseen by the Riverside County Transportation Commission (RCTC), the transportation planning agency responsible for regional planning in Riverside County. As the County Transportation Authority, RCTC administers Measure A, the voter approved half-cent transportation sales tax adopted by Riverside County voters in 1976, and extended to the year 2039 by voters in 2002. Since its implementation, Measure A has provided a steady source of revenue for transportation improvements in the County of Riverside, raising nearly $1 billion from 1989 through 2009. Measure A funded projects that benefit the City of Murrieta include:

Completed Projects:

- Addition of call boxes to state and interstate highways.
- Commuter Rail – Provided Metrolink commuter rail service from Riverside to Los Angeles and Orange, including five stations and tracks.

Ongoing Projects:

- Rideshare and Specialized Transit Services – Implement programs to promote the use of carpools, vanpools and other rideshare arrangements. Funded new and existing services to assist seniors and persons with disabilities.

- Local Street and Roads – Measure A revenues are provided to each city and county to improve, maintain and repair high priority local streets and roads. Measure A funds supplement and do not replace other revenues previously available for transportation projects.

- Park and Ride Lots – Lease park and ride lots at various locations on I-5, I-215, SR-60, and SR-91.

Future Projects:

- SR-79 – Widen to four lanes from Newport Road to Keller Road.

- Commuter Rail – Extend Metrolink service from Riverside to Perris on the Perris Valley Line. Construct a bus and rail multimodal facility in Downtown Perris.

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS TRANSPORTATION UNIFORM MITIGATION FEE

The City of Murrieta is a member of the Western Riverside Council of Governments (WRCOG). The WRCOG is a voluntary association that represents member local governments, in order to provide cooperative planning, coordination, and technical assistance on issues of mutual concern that cross jurisdictional lines. WRCOG addresses issues of regional importance in the area of goods movement, rail crossings and growth. WRCOG also developed and administer the Transportation Uniform Mitigation Fee (TUMF), a program that ensures that new development pays its fair share for the increased traffic that it creates. The TUMF program will provide significant additional funds from new development to make improvements to the Regional System, complementing funds generated by Measure A, local transportation fee programs and other potential funding sources. The establishment of this fee on new development establishes a manner by which developers contribute their fair share to the regional transportation system. Currently, TUMF fees are allocated as follows:

- Regional Transit Improvements – 2.6 percent of TUMF funds are allocated to the Riverside Transit Agency for regional transit improvements.

- Regionally Significant Transportation Improvements – 48.7 percent of TUMF funds are allocated to the RCTC for programming improvements to arterials of regional significance.

- Zones – The WRCOG area is split into five zones; Murrieta is located in the Southwest TUMF Zone, along with unincorporated county area and the Cities of Temecula, Wildomar, Canyon Lake, and Lake Elsinore. 48.7 percent of TUMF funds are allocated to the five Zones for improvements to the Regional System of Highways and Arterials. The amount of TUMF funds allocated to each Zone is proportionate to the amount of TUMF revenue generated from each Zone.

RIVERSIDE COUNTY CONGESTION MANAGEMENT PROGRAM

The passage of Proposition 111 in June 1990 established a process for each metropolitan county in California, with an urbanized area of more than 50,000 population, including Riverside, to prepare a Congestion Management Plan (CMP). The CMP, which was prepared by the RCTC in consultation with the County and cities in Riverside County, is an effort to more directly align land use, transportation, and air quality management efforts, to promote reasonable growth management programs that effectively use statewide transportation funds, while ensuring that new development pays its fair share of needed transportation improvements. Additionally, the passage of Proposition 111 provided additional transportation funding through a $0.09 per gallon increase in the State gas tax.

Although implementation of the CMP was made voluntary by the passage of AB 2419, the CMP requirement has been retained in all five urbanized counties within the SCAG region. In addition to its value as a transportation management tool, CMPs have been retained in these counties because of the Federal Congestion Management System requirement that applies to all large urban areas that are not in attainment of federal air quality standards. These counties recognize that the CMP provides a mechanism through which locally implemented programs can fulfill most aspects of a regional requirement that would otherwise have to be addressed by the Regional Agency (SCAG).

The focus of the CMP is the development of an Enhanced Traffic Monitoring System in which real-time traffic count data can be accessed by RCTC to evaluate the condition of the Congestion Management System (CMS) as well as meet other monitoring requirements at the State and Federal levels. Per the CMP adopted level of service (LOS) standard of “E”, when a CMS segment falls to “F”, a deficiency plan is required. Preparation of a deficiency plan would be the responsibility of the local agency where the deficiency is located. Other agencies identified as contributors to the deficiency would also be required to coordinate with the development of the plan. The plan must contain mitigation measures, including Transportation Demand Management (TDM) strategies and transit alternatives, and a schedule of mitigating the

deficiency. To ensure that the CMS is appropriately monitored to reduce the occurrence of CMP deficiencies, it is the responsibility of local agencies, when reviewing and approving development proposals, to consider the traffic impacts on the CMS.

CMP facilities within the City of Murrieta are I-15, I-215, and SR-79. A CMP analysis was not required for the proposed General Plan 2035 as the City requirements for a traffic study exceed the CMP requirements and the proposed project met the City requirements. Furthermore, the CMP for Riverside County does not address specific intersections.

COUNTY OF RIVERSIDE GENERAL PLAN

The County of Riverside General Plan includes a range of objectives and policies that address various aspects of circulation, including but not limited to roadways, public transportation, trucking, and non-motorized facilities.

5.4.2 ENVIRONMENTAL SETTING

GENERAL METHODOLOGY

Traffic volumes used in the *Traffic Impact Analysis* were developed through the use of a travel demand model, which is specific to the City of Murrieta, and consistent with the Riverside County Traffic Analysis Model (RivTAM), and the SCAG travel demand model.

The development of the Murrieta Focused Travel Demand Model (Murrieta Model) is based on the Year 2008 Riverside Traffic Analysis Model (RivTAM) in TransCAD platform. The purpose for the development of this focused and detailed model is for use in General Plan traffic forecasting. The Murrieta Model covers all of the six counties in the SCAG region. New zone structure with 925 zones was designed to detail the Murrieta area and to aggregate a set of zones outside of the area. The model roadway network within the City and the Sphere of Influence area was expanded to include roadways classified as Collector and above, as shown in the existing (2006) City of Murrieta General Plan Circulation Element.

The structure of the Murrieta Model is consistent with the RivTAM model to ensure the compatibility between the two models. Building on RivTAM also minimizes the time and effort needed to maintain and update Murrieta as new elements of the RivTAM model are put into the model job stream. Specifically, the model consists of traditional four step modeling process including trip generation, trip distribution, mode split, and traffic assignment. Two model scenarios were included in the Murrieta Model, namely the base year 2008 and the forecast year 2035. Given the updated zone structure, corresponding modifications regarding the input data tables and matrices in the four steps were conducted for both of the model scenarios. The validation for base year 2008 was followed to ensure the results match with the both RivTAM model and traffic counts.

The validated model was then used to forecast future volumes for the different scenarios. Peak hour turning model volumes were developed for study intersections using NCHRP methodology.

FORECAST METHODOLOGY

Development of the Murrieta Model includes four main steps: 1) subdivision of traffic analysis zones, 2) highway and transit network development, 3) trip generation, and 4) trip distribution, mode split, and trip assignment. These processes are discussed in detail below.

Subdivision of Traffic Analysis Zones

Traffic Analysis Zones (TAZ) are geographic areas dividing a planning region into relatively similar areas of land use and activity. Traffic analysis zones in the City and the Sphere of Influence were determined and established with input from City staff. *Exhibit 5.4-1*, *City of Murrieta Traffic Analysis Zone Locations* illustrates the Murrieta Model traffic analysis zone boundaries in the City area, with zone numbers indicated.

A focused model is usually developed for a specific area based on the regional model and has a multi-tier zone system. The multi-tier zone system in the Murrieta Model was defined as follows:

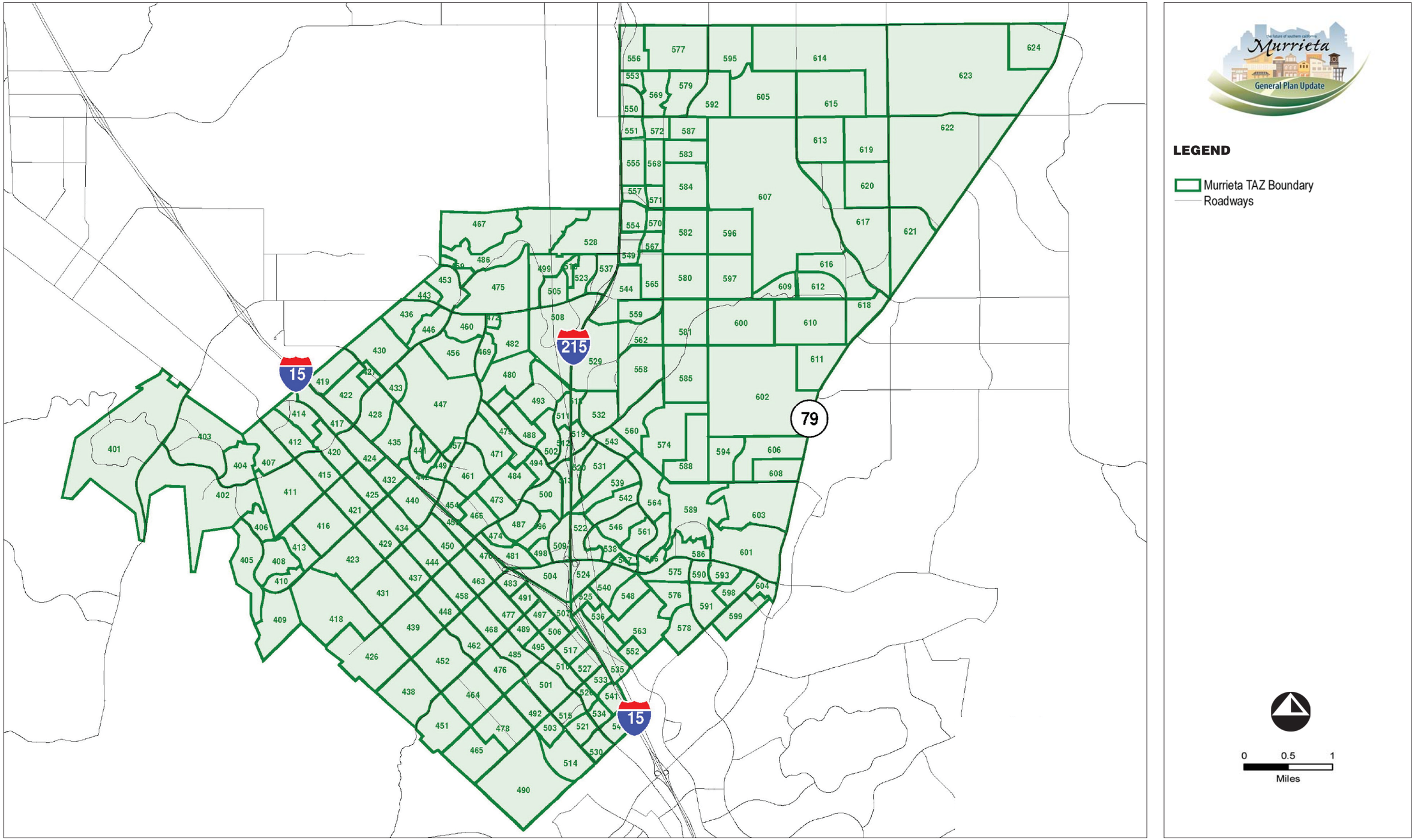
1. Aggregated TAZ at Combined Statistical Areas (CSA) level

2. Area adjacent to the first tier area (15-20 miles from the study area)

3. Area adjacent to the study area, which covers the next 15 miles buffer outside the study area

4. Murrieta study area with smaller size Traffic Analysis Zones (TAZ)

Exhibit 5.4-2, *Four-Tier Zone System in Murrieta Model*, illustrates the four-tier zone system. Based on the City's zone structure and land use, RivTAM TAZs were further divided into 247 TAZs within the forth tier, with 23 zones being spare zones. Spare zones are reserved zones for probable future use. They currently generate zero trips. The third tier with 203 TAZs kept the same zone structure as the RivTAM mode. The second tier is a more aggregated RivTAM TAZ adjacent to tier 1. The aggregation based on CSA level generated 352 TAZs located in the first tier. Summary of the TAZ statistics in the Murrieta Model is presented in *Table 5.4-1*, *Murrieta Model Zone System Structure*. Accordingly, centroid connectors in all the tiers were rebuilt to match with the new zone system.



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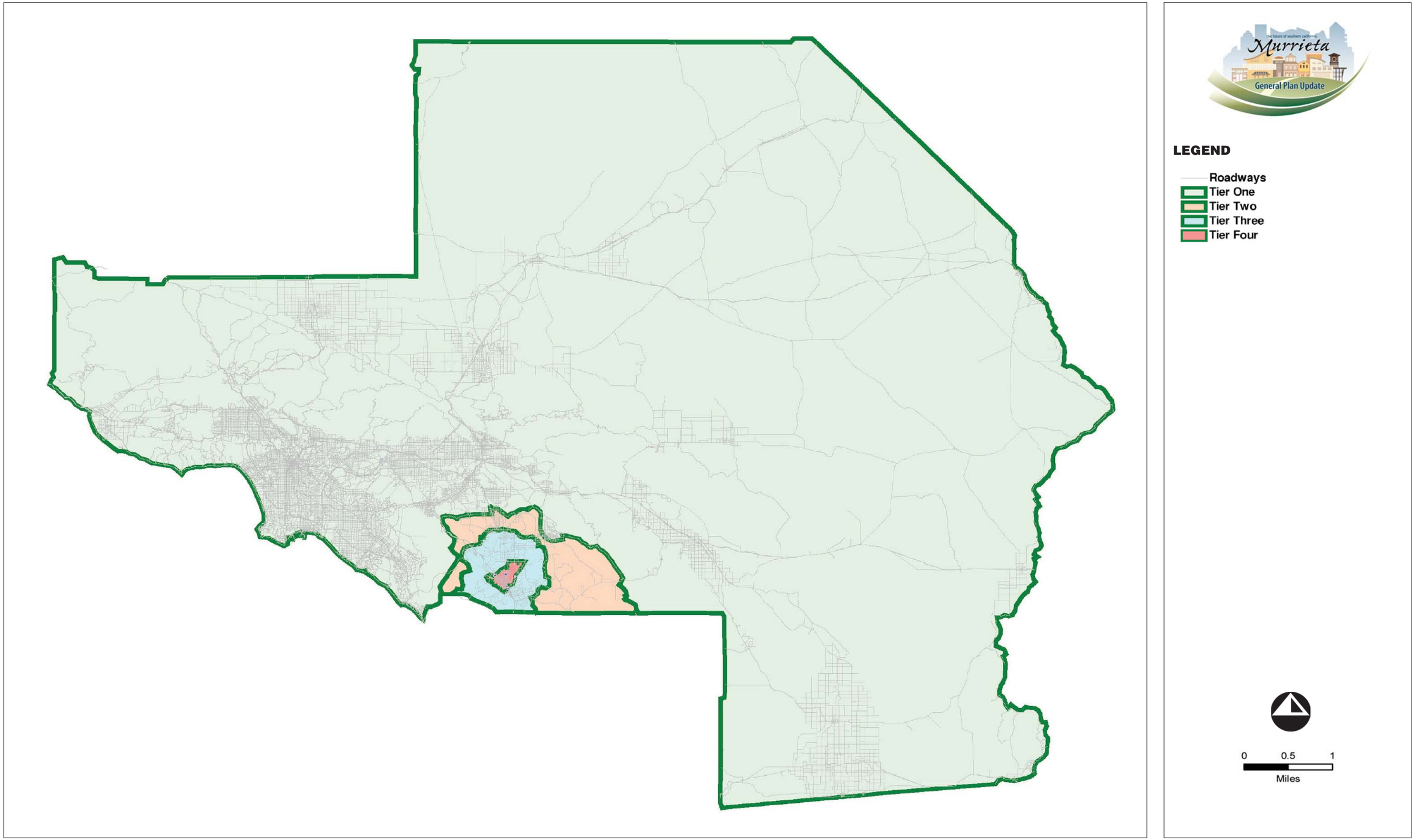
City of Murrieta Traffic Analysis Zone Locations

Exhibit 5.4-1

Back of 11 x 17 exhibit.



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Four-Tier Zone System in Murrieta Model

Exhibit 5.4-2

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Table 5.4-1
Murrieta Model Zone System Structure

Modeling Area	TAZ	
	Number of Zones	Sequence
Imperial County	10	1-10
Los Angeles County	220	11-230
Orange County	34	231-264
Riverside County	532	265-796
San Bernardino Valley	38	797-834
Murrieta (Portion of Riverside County)	(247)	(401-647)
Ventura County	8	835-842
External/Cordon Zones	40	843-882
Airport Zones	12	883-894
Port Zones	31	895-925
Total	**925**	**1-925**
Source: Iteris, *Draft Traffic Impact Analysis*, January 28, 2011.		

HIGHWAY AND TRANSIT NETWORK DEVELOPMENT

Accurate transportation model calibration and validation requires that the transportation highway network represents the same time horizon as the land-use data that is used to estimate travel demand. The RivTAM 2008 Base Year model highway network was used to develop the 2008 Murrieta Model highway network. The highway network was conflated using the network editing features and the GIS capabilities of TransCAD, and was aligned using the roadways street centerline file. Roadway links and new centroid connectors for the new traffic analysis zones were added to the highway network. Generally, all the streets currently existing in the General Plan Circulation Element were included in the model network. Local residential streets were generally not included in the network. *Exhibit 5.4-3*, *Existing Highway Network (2008)* illustrates a snapshot of the Murrieta Model highway network.

Highway network attributes such as speed, functional classification, facility type, capacity, and number of lanes were updated to reflect the existing conditions in the city area. No modifications or changes were made to the RivTAM highway network in the region outside the City.

The existing RivTAM transit network was also modified to ensure its compatibility with the new highway network. Several transit routes were modified to lie on the modified roadway network; however the routes were maintained the same.

TRIP GENERATION

The trip generation model estimates trip-ends for a typical weekday. A production trip end is where a trip begins from the home of the trip maker and an attraction trip-end is where a trip ends. Trip generation models are based on Socio-Economic Data (SED), in which commercial, warehouse and industrial sites are represented in terms of number of employees instead of square-footage or acreage of the development in land use models. Similar to RivTAM, 52 socioeconomic variables describing population, household, school enrollments, household income, workers, and employment were used as the major inputs for the trip generation model.

The SED data for the traffic study area were processed using two approaches due to the data availability.

The City of Murrieta provided the population and employment data for the Murrieta zones, which presented a more refined distribution pattern of population and employment compared with RivTAM model. Therefore, the SED data from the City of Murrieta was converted to RivTAM data format and used as SED input for the Murrieta zones.

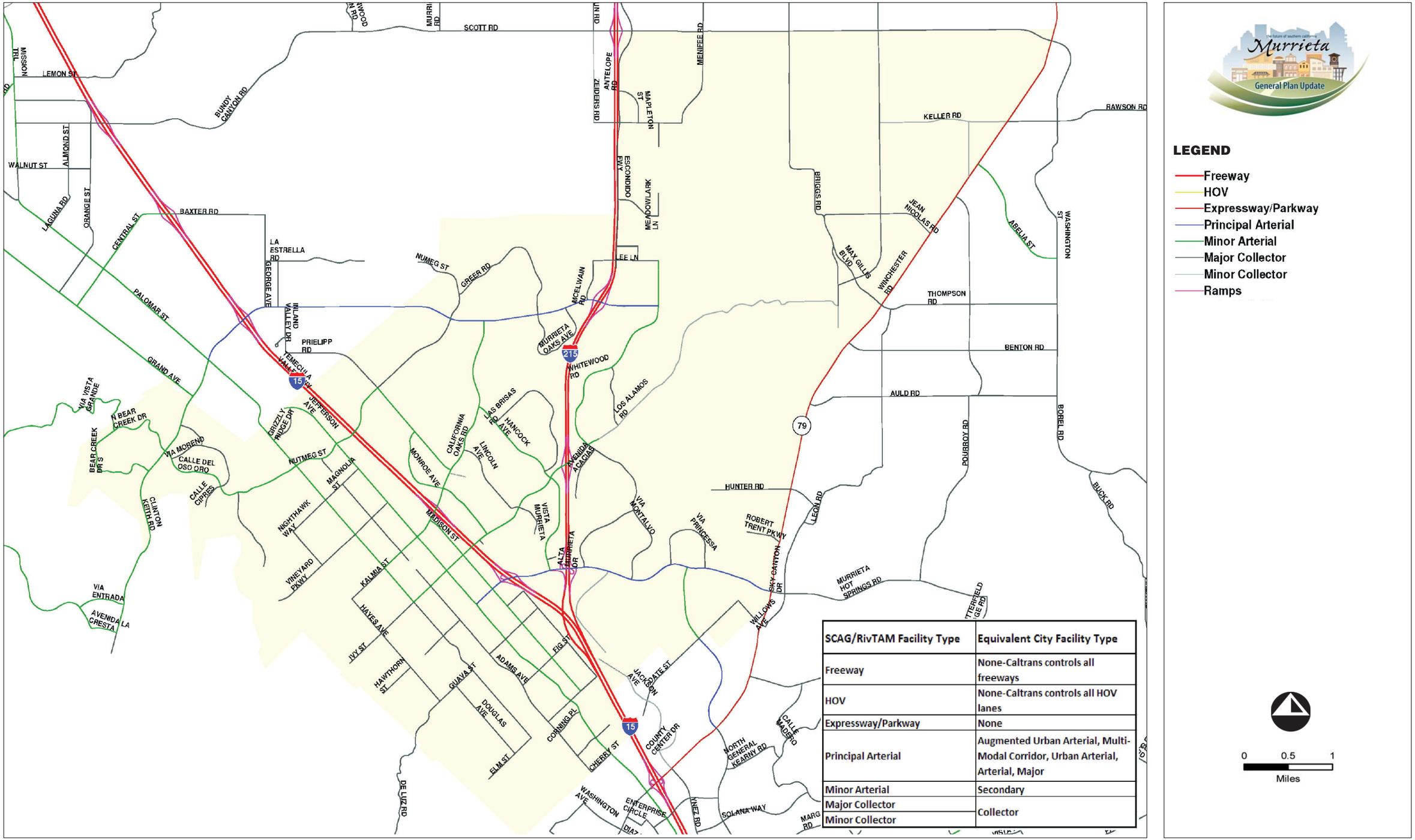
For the third tier, no change for the SED data was made since the Murrieta Model kept the same zone system as the RivTAM. As mentioned, the first tier was based on CSA, where a set of zones in SCAG were grouped to one zone. Accordingly, the SED was aggregated into the corresponding new zones.

In addition to SED input, several tables and matrices describing additional demographic characteristics used in trip generation model were also adjusted according to the Murrieta zone system. The detailed description for the input data and methodology of estimating trip production and attraction can refer to the RivTAM model validation report.

TRIP DISTRIBUTION, MODE SPLIT AND TRIP ASSIGNMENT

The trip distribution process allocates the zonal person trips generated by the trip generation model to movements between zone pairs based on the travel time/cost between the zones. The mode split determines the number of trips taking a variety of travel mode including non-motorized mode, auto mode, and transit mode. The trip assignment model loads trips to the roadway network. Similarly, there was no change in term of model structure and methodologies in these three processes. Note that several related tables and matrices in these three steps were updated according to the new zone system.

Since the City of Murrieta is very close to the San Diego County border, the daily volumes generated by the San Diego cordon station were compared to Caltrans 2008 average daily counts and were accordingly adjusted in the existing model to generate the correct number of daily trips.



SCAG/RivTAM Facility Type	Equivalent City Facility Type
Freeway	None-Caltrans controls all freeways
HOV	None-Caltrans controls all HOV lanes
Expressway/Parkway	None
Principal Arterial	Augmented Urban Arterial, Multi-Modal Corridor, Urban Arterial, Arterial, Major
Minor Arterial	Secondary
Major Collector	Collector
Minor Collector	

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Existing Highway Network (2008)

Exhibit 5.4-3

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TRAFFIC ASSIGNMENT VALIDATION

The final step in the four step travel demand modeling process is the assignment of the vehicle trip tables to the highway network. The traffic assignment process chooses the specific travel route between zone pairs for any given trip for each of the peak and off-peak time periods. The selection of a particular route is based upon travel times reflecting the traffic volume, roadway capacity and speed relationships. The procedure used in the Murrieta Model is an equilibrium traffic assignment process, whereby the trip table is loaded incrementally to account for capacity restraint and travel time variations that occur when particular network links become congested. The Highway Assignment process is the last and typically the most iterative part of validation/calibration of a travel demand model. To validate the model outputs, base-year ground counts were compared to the modeled traffic volumes on the highway network. The average daily traffic (ADT) volumes for the arterial roadways were obtained from various sources including Caltrans, the City, prior studies, and collecting new counts. The primary source for freeway mainline traffic volume data is Caltrans 2008 count database.

Screenline analysis was used in the validation of trip assignment. Screenlines are imaginary lines drawn across several sections of various roadways to assess the performance of the model by comparing the total model assigned volumes and total actual counts for those roadway sections. All model links (segments) that are crossed by a screenline form a group of roadways within a corridor for which the total model produced volumes and ground traffic counts are aggregated and compared. For the Murrieta model, all screenlines have the assigned volumes within the acceptable industry validation standards and FHWA criteria. The model was also evaluated using the Root Mean Square Error (RMSE) methodology, which is a quadratic scoring rule which measures the average magnitude of the error. It was found that the RMSE for the individual screenlines and the total screenlines is well below the suggested threshold and the model shows good fit with the ground counts. In order to compare the aggregate statistics on the validity of the traffic assignment across all points in the model regardless of specific corridors or screenlines, model predicted vs. counted traffic volumes were compared on model segments with available traffic counts. The model shows good correlation between actual and observed volumes. An analysis of a final measure of comparison for the fit between observed traffic counts and estimated model volumes is the Coefficient of Determination (R^2). The recommended value of R^2 is greater than 0.88. The computed value of R^2 was estimated to be 0.96 for the Murrieta model, which shows that the model performance is within a very reasonable boundary, representing an excellent fit.

TRAFFIC VOLUME POST-PROCESSING

In order to post process the daily link volumes, model growth between the existing and future models was added to the average daily counts, where counts were available. Future forecast traffic volumes for the study intersections were developed using the approach/departure volumes from the Murrieta 2035 Model. The AM and PM peak period forecast traffic volumes were converted to peak hour volumes by applying standard peak hour conversion factors (0.38 for three hours in the AM and 0.28 for four hours in the PM peak periods). Then the intersection

turning movements were developed using the "Iterative" methodology as described in the *National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design*, Chapter 8. The method uses the base year turning volume percentages (from the traffic counts) and the projected growth (difference) in the intersection's approach/departure volumes between the existing and future models, then proceeds through an iterative computational technique to produce a balanced, final set of adjusted future year turning volumes.

Study Intersections (Existing and Future)

A total of 62 existing and future intersections in the City were identified as study intersections by City Staff. Under the future scenarios, the intersections of Madison Avenue at Kalmia Street and I-15 SB Ramps at Kalmia Street would be reconfigured and combined into one intersection. Therefore, under the future scenarios, a total of 61 intersections were analyzed. A list of the study intersections and a map of their locations are provided in *Table 5.4-2*, *List of Study Intersections (Existing and Future)* and *Exhibit 5.4-4*, *Study Intersections*, respectively.

Table 5.4-2
List of Study Intersections (Existing and Future)

Int. No.	Intersection	Status
1	Menifee Rd / Scott Rd	Existing
2	Leon Rd / Scott Rd	Existing
3	Winchester Rd - SR-79 / Scott Rd	Existing
4	Antelope Rd / Keller Rd	Existing
5	Menifee-Meadowlark Rd/ Keller Rd	Existing
6	Briggs Rd / Keller Rd	Future
7	Leon Rd / Keller Rd	Existing
8	Winchester Rd - SR-79 / Keller Rd	Existing
9	Antelope Rd / Golden City Drive – Baxter Rd	Future
10	Whitewood-Meadowlark/ Golden City Dr – Baxter Rd	Future
11	Briggs Rd / Baxter Rd – Jean Nicholas	Future
12	Leon Rd / Jean Nicholas	Existing
13	Winchester Rd - SR-79 / Nicholas - Skyview	Existing
14	Antelope Rd / Linnel Lane Extension	Future
15	Whitewood-Meadowlark/ Linnel Lane Extension	Future
16	Leon Rd / Max Gillis Rd	Existing
17	Winchester Rd - SR-79 / Max Gillis - Thompson	Existing
18	California Oaks Rd / Clinton Keith Rd	Existing
19	I-215 SB Off-Ramp / Clinton Keith Rd	Existing
20	I-215 NB Off-Ramp / Clinton Keith Rd	Existing
21	Antelope Rd / Clinton Keith Rd	Under Construction
22	Meadowlark – Whitewood Rd / Clinton Keith Rd	Existing
23	Liberty Rd / Clinton Keith Rd	Future

Table 5.4-2 [continued]
List of Study Intersections (Existing and Future)

Int. No.	Intersection	Status
24	Leon Rd / Clinton Keith Rd	Future
25	Winchester Rd - SR-79 / Clinton Keith Rd - Benton Rd	Existing
26	Winchester Rd - SR-79 / Via Mira Mosa – Auld Rd	Existing
27	Monroe Ave / Los Alamos	Existing
28	Jefferson Ave / Murrieta Hot Springs Rd	Existing
29	Madison Ave / Murrieta Hot Springs Rd	Existing
30	I-15 SB Off-Ramp / Murrieta Hot Springs Rd	Existing
31	I-15 NB Off-Ramp / Murrieta Hot Springs Rd	Existing
32	I-215 SB Off-Ramp / Murrieta Hot Springs Rd	Existing
33	I-215 NB Off-Ramp / Murrieta Hot Springs Rd	Existing
34	Jackson Ave / Murrieta Hot Springs Rd	Existing
35	Margarita Rd/ Murrieta Hot Springs Rd	Existing
36	French Valley – Date St / Murrieta Hot Springs Rd	Future
37	Jefferson Ave / Guava St	Existing
38	Jefferson Ave / Cherry St	Existing
39	Washington Ave / Calle del Oso Oro – Nutmeg St	Existing
40	Clinton Keith Rd / Calle de Oso Oro – Bear Creek Dr	Existing
41	Jefferson Ave / Nutmeg St	Existing
42	Jefferson Ave / Magnolia St	Existing
43	Jefferson Ave / Lemon St	Existing
44	Jefferson Ave / Kalmia St	Existing
45	Jefferson Ave / Juniper St	Existing
46	Jefferson Ave / Ivy St – Los Alamos Rd	Existing
47	Madison Ave / Kalmia St	Existing
48	I-15 SB Ramps / Kalmia St	Existing
49	Monroe Ave / Murrieta Hot Springs Rd	Existing
50	Hancock Ave / Murrieta Hot Springs Rd	Existing
51	Alta Murrieta Dr / Murrieta Hot Springs Rd	Existing
52	Winchester Rd - SR-79 / Murrieta Hot Springs Rd	Existing
53	Hancock Ave / Los Alamos Rd	Existing
54	I-215 SB Ramps / Los Alamos Rd	Existing
55	I-215 NB Ramps / Los Alamos Rd	Existing
56	Whitewood Rd / Los Alamos Rd	Existing
57	Whitewood Rd / Murrieta Hot Springs Rd	Existing
58	Adams Ave / Guava St	Existing
59	Nutmeg St / Clinton Keith Rd	Existing
60	Murrieta Oaks Ave - Mitchell Rd / Clinton Keith Rd	Existing
61	I-215 SB Ramps / Scott Rd	Existing
62	I-215 NB Ramps / Scott Rd	Existing

Source: Iteris, *Draft Traffic Impact Analysis*, January 28, 2011.

Roadway Level of Service (LOS) Volume-to Capacity (V/C) Ratios

Roadway segments are evaluated by comparing average daily traffic (ADT) volumes to street capacity. Capacity is a measure of the ability of the street system to meet and serve the demands placed on it. It is generally considered the most practical measure of how well the mobility needs of the City are being met.

The capacity of the road is affected by a number of factors, including street width, roadway design, number of travel lanes, number of roadway intersections, number of driveways, presence of on-street parking, and traffic signal cycle length.

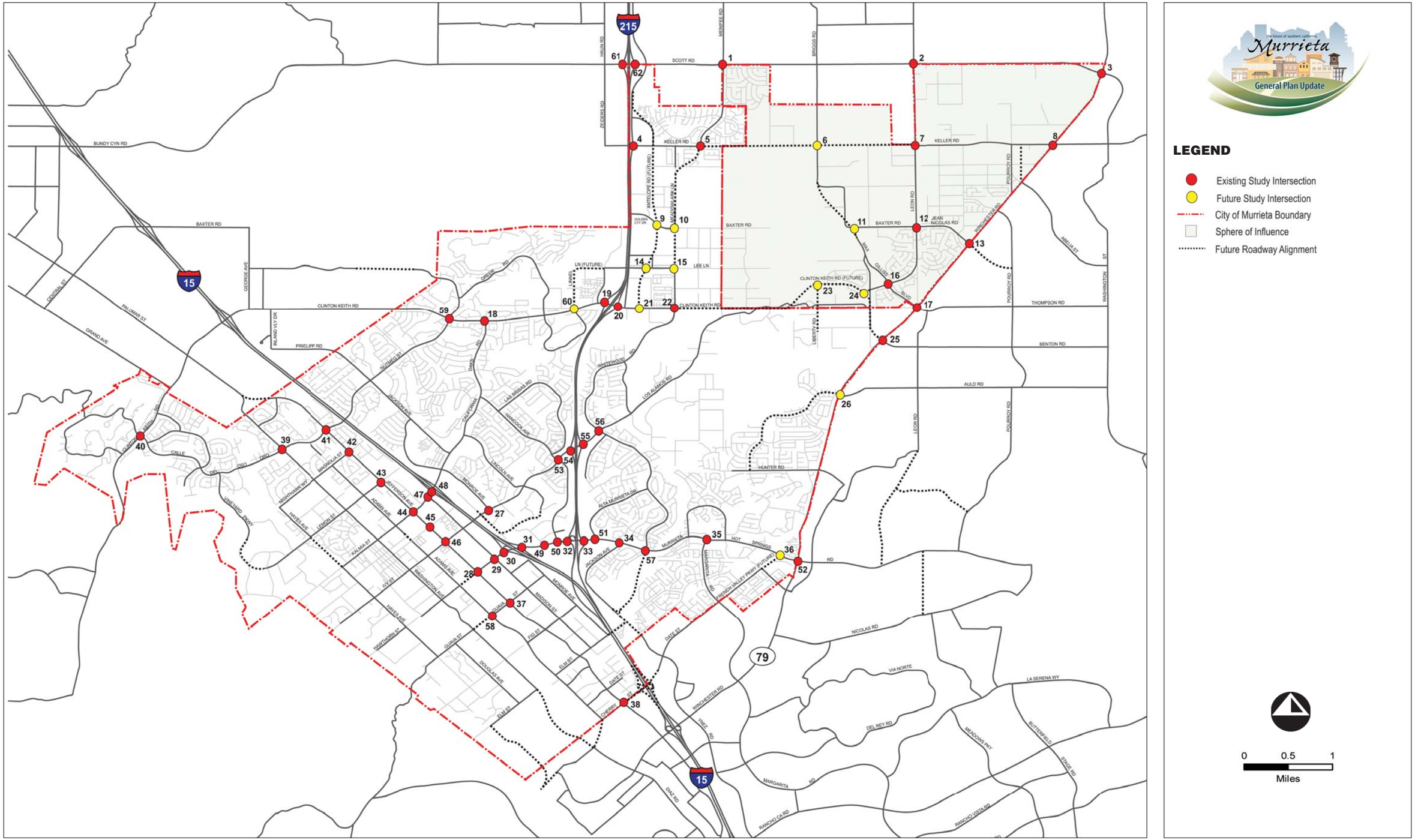
The City of Murrieta's LOS standards, as published in the existing (2006) General Plan Circulation Element is LOS C for roadway segments.

Table 5.4-3, *Daily Roadway Capacity Values* and *Table 5.4-4*, *Roadway Segment LOS Criteria* below depict the maximum daily capacity values for each roadway type and the LOS ranges for roadway segments, respectively.

Table 5.4-3
Daily Roadway Capacity Values

Facility	Number of Lanes	Maximum Two-Way Volume (ADT)		
		LOS C	LOS D	LOS E
Freeway	4	61,200	68,900	76,500
Freeway	6	94,000	105,800	117,500
Freeway	8	128,400	144,500	160,500
Freeway	10	160,500	180,500	200,600
Expressway	4	32,700	36,800	40,900
Expressway	6	49,000	55,200	61,300
Multi-Modal Corridor	4	28,700	32,300	35,900
Multi-Modal Corridor	6	43,100	48,500	53,900
Augmented Urban Arterial	8	57,400	64,600	71,800
Urban Arterial	6	43,100	48,500	53,900
Arterial	4	28,700	32,300	35,900
Arterial	6	43,100	48,500	53,900
Major	4	27,300	30,700	34,100
Secondary	4	20,700	23,300	25,900
Collector	2	10,400	11,700	13,000

Notes:
1. All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.
2. Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.



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Study Intersections

Exhibit 5.4-4

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Table 5.4-4
Roadway Segment LOS Criteria

Level of Service (LOS)	Volume-to-Capacity Ratio
A	0 – 0.60
B	> 0.60 – 0.70
C	> 0.70 – 0.80
D	> 0.80 – 0.90
E	> 0.90 – 1.00
F	> 1.00
Source: Iteris, *Draft Traffic Impact Analysis*, January 28, 2011.	

Intersection LOS Criteria

Intersection operations are evaluated using a LOS system. The concept of LOS is used to characterize how well the roadway network operates. These evaluations are based on empirical data collected and reported in the *2000 Highway Capacity Manual*, which is maintained by the Transportation Research Board, as directed by the *Traffic Impact Analysis Preparation Guide* for the City of Murrieta. The *2000 Highway Capacity Manual* utilizes a methodology that accesses the average control delay at intersections. This methodology results in LOS measurements, indicating the quality of traffic flow and using letter grades from A (best) to F (worst).

The City of Murrieta's LOS standards, as published in the existing (2006) General Plan Circulation Element is LOS D for peak hour intersection operations, and LOS E at freeway interchanges.

The LOS ranges for signalized and unsignalized intersections are provided below in *Table 5.4-5*, *Signalized Intersection LOS Criteria* and *Table 5.4-6*, *Unsignalized Intersection LOS Criteria*.

EXISTING CONDITIONS

Functional Classifications

The classification of a roadway is intended to establish its function, or role, in the overall circulation system. It establishes the hierarchy of streets in terms of their purpose in relation to movement of through traffic versus provision of access to adjacent land uses.

The hierarchy of roadway classifications ranges from freeways (with full control access, grade-separated interchanges, high speed/high volume traffic, emphasis on longer distance and intercity travel) to local streets and cul-de-sacs (with unlimited access to fronting properties, low speed/low volume traffic, emphasis on multi-purpose use of the paved street section for travel, parking, pedestrian and bicycle activity).

Table 5.4-5
Signalized Intersection LOS Criteria

Level of Service (LOS)	Description	Control Delay/Veh (sec/veh)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	> 10 – 20
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	> 20 – 35
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	> 35 – 55
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	> 55 – 80
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 80
Source: *Highway Capacity Manual*, Transportation Research Board, 2000.		

Table 5.4-6
Unsignalized Intersection LOS Criteria

LOS	Average Control Delay (sec/veh)
A	0 – 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50
Source: *Highway Capacity Manual*, Transportation Research Board, 2000.	

The Augmented Urban Arterial and the potential Multi-Modal Transportation Corridors are retained to address continuing travel demand and to provide enhanced capacity and the flexibility to accommodate alternative transportation modes. Because the City wants to maintain the aesthetic presentation of roadways, all street classifications shall include landscaping features, which may include a median and parkway plantings, street trees, and rural roadway improvements where appropriate. *Table 5.4-7, City of Murrieta Functional Roadway Classifications* describes the general characteristics of the functional street classifications in the City.

Table 5.4-7
City of Murrieta Functional Roadway Classifications

Roadway Classification	Typical Curb-to-Curb Width	Typical Right-of-Way Width	Description
Multi-Modal Transportation Corridor	86'	134'	A Multi-Modal Transportation Corridor typically has four to six lanes, depending on projected traffic volumes, and a right-of-way of sufficient width to accommodate future options, such as fixed rail or high occupancy vehicles. Where feasible, these routes are designed to Caltrans expressway standards. Multi-Modal Transportation Corridors should provide an enhanced traffic-carrying capacity. The augmentation in capacity may be achieved by measures such as: • The addition of through or turn lanes; • Preferential traffic signal timing and synchronization; • Loops for left turns; • Removal of on-street parking; • Intersection grade separations; • Grade separated turning movements; • Access limitation - Right turns only, or no access (streets and/or driveways); access consolidation and pedestrian grade separations.
Augmented Urban Arterial	Commercial Corridor	150'	The intent of the Augmented Urban Arterial is to provide a maximum feasible at-grade cross-section for high capacity facilities in the immediate vicinity of major activity centers such as regional malls or areas of traffic concentration such as freeway interchanges. Transit options may be limited at these locations due to heavy turning movements. Augmented Urban Arterial features include: • Eight through lanes with raised median and dual left turn lanes; • Measures that achieve "shared operations" with transit to maximize person-flow efficiency; • Restrictions on curbside parking; • The dedication of additional right-of-way/easements considered at selected intersection approaches where traffic flows require a separate right-turn lane.

Table 5.4-7 [continued]
City of Murrieta Functional Roadway Classifications

Roadway Classification	Typical Curb-to-Curb Width	Typical Right-of-Way Width	Description
Urban Arterial	110’	134’	Features include: • A six-lane high speed highway with raised median (use for left turn movements) and striped shoulders; • Access restriction may vary depending on where the roadway serves through traffic. Generally, one-quarter mile intersection spacing should be considered as a minimum. Where overriding circumstances would not allow the desired intersection spacing policy to be met, left turn restrictions should be considered at unsignalized intersections; • Curbside parking is generally not considered appropriate along a heavily traveled facility of this type; and • Additional right-of-way/easement dedications should be considered at all key intersections with other Urban Arterials, Arterials, and Major streets for the accommodation of full width auxiliary turn lanes.
Arterial	86’	110’	Features include: • A four lane cross-section with raised or painted median (used for left turn movements); • Desirable minimum spacing for Major street intersections along an Arterial is approximately one-quarter mile. Minor street and driveway access may be allowed at shorter intervals but consideration should be given to left turn restrictions at these locations; • As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled Arterial segments within the City; and • Additional right-of-way/easement dedications should be considered at all key intersections with other Urban Arterials, Arterials, and Major streets for the accommodation of full-width auxiliary turn lanes.
Major	76’	100’	Features include: • A four lane cross-section with raised or painted median (used for left turn movements); • Minimum spacing for principal street intersections along Major streets should be one-eighth mile. Where overriding circumstances would not allow the minimum spacing policy to be maintained, left turn restrictions should be considered at minor unsignalized driveways; • As a primary traffic carrier, curbside parking may not be considered appropriate along the more heavily traveled Major segments within the City; and • Additional right-of-way/easement dedications should be considered at all key intersections with other Urban Arterials, Arterials, and Major streets for the accommodation of full-width auxiliary turn lanes or dual-left turn lanes.

Table 5.4-7 [continued]
City of Murrieta Functional Roadway Classifications

Roadway Classification	Typical Curb-to-Curb Width	Typical Right-of-Way Width	Description
Secondary	64'	88'	Features include: • A four lane cross-section without median (undivided); • Minimum intersection spacing of approximately 330 feet while avoiding direct access from private residential properties where possible; • Curbside parking is allowed except where left turn lanes are needed; • Additional right-of-way/easement dedications should be considered at select intersection approaches where a separate right-turn lane is required.
Scenic Rural Parkway	N/A	N/A	The intent of a Scenic Rural Parkway is to provide a circulation facility through primarily rural areas where care must be taken to preserve environmental and historic concerns which are important to the overall character and vision of the City of Murrieta. A Scenic Rural Parkway would consist of two travel lanes which can be divided by a landscaped median when sufficient right-of-way can be obtained without encroaching on adjacent environmental or historic resources. Enhanced width parkways would be required to protect against adjacent resources and provide for multi-purpose trails where feasible. Exact right-of-way and intersection requirements would be determined by specific planning to respond to local environmental and historic preservation issues. Features include: • A two lane roadway divided by a landscaped median where feasible, with enhanced intersection capacity where required to handle projected traffic volumes; • Rural features should be incorporated within enhanced parkways, such as split rail fencing or other rural character elements; • Existing on-site environmental and historic features worthy of preservation; • Multi-purpose trails would be provided within the right-of-way when appropriate and feasible and curbside parking is generally not considered appropriate.
Collector	44'	66'	Features include: • A two lane cross-section without median (undivided); • Primary function of collecting and distributing local traffic.

Source: *Murrieta General Plan 2035 Existing Conditions Background Report Draft*, prepared by RBF Consulting, January 2010

Regional Facilities

Regional access to the City of Murrieta is provided primarily by I-15 and I-215 which traverse generally through the western and central portion of the City, respectively. SR-79, which travels along the eastern border of the City, also provides regional access from the northeast. A summary of the facilities that provide regional access is provided below.

Interstate 15 – I-15, also known as the Corona Freeway, traverses in a generally north/south direction, diagonally through the western portion of the City of Murrieta. To the north, I-15 continues through Riverside and San Bernardino Counties and is the link to the I-10 Freeway (San Bernardino Freeway) and State Routes 91 (Riverside Freeway) and 60 (Pomona Freeway), and the greater Los Angeles area. Near the City of Murrieta, daily traffic volumes on I-15 range from approximately 109,000 to 186,000 vehicles per day.

Interstate 215 – I-215, also known as the Escondido Freeway, traverses in a north/south direction through the central portion of the City of Murrieta. To the north, I-215 continues through Riverside County and connects at its northerly terminus with SR-60 in the Moreno Valley area. Near the City of Murrieta, daily traffic volumes on I-215 range from approximately 83,000 to 91,000 vehicles per day.

State Route 79 – SR-79, also known as Winchester Road, runs in a northeasterly direction from the interchange at the I-15 freeway through the eastern portion of the City of Murrieta toward the City of Hemet. SR-79 generally provides a parallel north/south route to the I-215 freeway, east of the freeway. Existing daily traffic volumes on SR-79 range from approximately 23,500 to 31,500 vehicles per day.

Key Existing Streets

Clinton Keith Road – Clinton Keith Road is an east/west roadway that runs through the middle of the City of Murrieta. The roadway provides access to both the I-15 and I-215 Freeways at interchanges, but is discontinuous east of the I-215 Freeway. The roadway is currently two to four lanes undivided and carried 2008 traffic volumes ranging from approximately 9,100 vehicles per day west of Calle Del Oso Oro to 11,100 vehicles per day east of Calle Del Oso Oro.

Scott Road – Scott Road is an east/west road along the northern border of the City of Murrieta that runs westerly from Winchester Road and provides access to the I-215 Freeway. West of the I-215 Freeway, Scott Road transitions to Bundy Canyon Road, which provides interchange access to the I-15 Freeway. The existing roadway cross-section is two to four lanes mostly undivided between the I-215 and Winchester Road. The 2008 traffic volumes are approximately 23,300 vehicles per day at Antelope Road just east of the I-215 Freeway.

Washington Avenue – Washington Avenue is a north/south roadway that runs parallel to the I-15 freeway through the City of Murrieta and becomes Palomar Street to the north. The existing roadway is two lanes undivided south of Ivy Street, and four lanes north of Kalmia Street. A special two-lane design with angled on-street parking was recently completed in the Historic Murrieta area between Ivy Street and Kalmia Street. The 2008 traffic volumes range from approximately 600 vehicles per day east of De Luz Road to 20,800 vehicles per day west of Kalmia Street.

California Oaks Road – California Oaks Road is a north/south roadway that runs southerly from Clinton Keith Road to the I-15 Freeway where it provides freeway access at an interchange. The existing roadway cross-section is four lanes divided north of the I-15 Freeway, and two lanes undivided south of the I-15 Freeway where it becomes known as Kalmia Street. The 2008 traffic volumes range from approximately 15,100 vehicles per day immediately south of the Clinton Keith Road intersection to approximately 42,600 vehicles per day between the I-15 Freeway interchange and Monroe Avenue.

Los Alamos Road – Los Alamos Road runs diagonally northeast across the City of Murrieta providing freeway access to the I-215 Freeway at an interchange. West of the I-15 Freeway, this two lane undivided roadway becomes known as Ivy Street. The 2008/2009 traffic volumes range from approximately 3,600 (2009 traffic volume) vehicles per day south of Clinton Keith Road to 23,000 (2008 traffic volume) vehicles per day east of the I-215 Freeway. West of the I-215 Freeway, volumes are approximately 19,200 (2008 traffic volume) vehicles per day.

Murrieta Hot Springs Road – Murrieta Hot Springs Road is an east/west roadway that crosses both I-15 and I-215 Freeways just north of the freeway confluence, and provides access to both freeways with interchanges. West of Jefferson Avenue, Murrieta Hot Springs Road becomes known as Hawthorn Street. Murrieta Hot Springs Road connects to SR-79. The roadway currently has four to six lanes with medians between Madison Avenue and Jackson Avenue. The 2008 traffic volumes range from approximately 42,600 vehicles per day west of the I-15 Freeway to 61,200 vehicles per day between the I-15 and I-215 Freeways. East of I-215, the roadway volumes range from 74,500 vehicles per day at Alta Murrieta Drive, 51,200 vehicles per day west of Via Princessa West, and 40,000 vehicles per day east of Calle Del Lago.

Jefferson Avenue – Jefferson Avenue is a northwest/south roadway that runs parallel to the I-15 Freeway. Jefferson Avenue varies from four to six lanes with medians to two lanes undivided, and construction is on-going. Traffic volumes in 2008 range from approximately 2,800 vehicles per day north of Nutmeg Street to about 29,000 vehicles per day between Fig Street and Elm Street.

Jackson Avenue – Jackson Avenue is a northwest/south roadway that runs parallel to the I-15 Freeway. Jackson Avenue varies from four lanes divided at the south and two lanes undivided at the north end. The 2008 traffic volumes range from 7,100 north of Nutmeg Street to approximately 14,900 vehicles per day between Nutmeg Street and California Oaks Road.

Antelope Road – Antelope Road is a north/south frontage road that runs parallel to the I-215 Freeway. It is mostly two lanes undivided north of Clinton Keith Road. The 2008 traffic volumes range from approximately 2,300 vehicles per day north of Clinton Keith Road to 8,300 vehicles per day south of Scott Road.

Roadway Segments

Using the City of Murrieta's 2008 daily traffic volumes from *Exhibit 5.4-5*, *2008 Average Daily Traffic Volumes* and the maximum daily roadway capacity values, daily V/C ratios have been determined for locations where daily traffic volumes were available. The general locations of the six roadway segments that currently operate at an unacceptable LOS (LOS D, E or F) per the City of Murrieta's LOS standards are shown below. A map of the 2008 roadway V/C ratios is shown in *Exhibit 5.4-6*, *2008 Daily Volume-to-Capacity Ratios*.

LOS D

- Kalmia Street between Monroe Avenue and Jackson Avenue
- Jefferson Avenue north of Kalmia Street, and north of Elm Street
- Murrieta Hot Springs Road immediately east of I-15
- Nutmeg Street east of Jackson Avenue
- Winchester Road south of Auld Road

LOS E

- Kalmia Street between Madison Street and I-15
- Murrieta Hot Springs Road immediately west of Hancock Avenue
- Murrieta Hot Springs Road from Jackson Avenue to east of Whitewood Road

LOS F

- California Oaks Road between I-15 and Monroe Avenue
- Kalmia Street west of Adams Avenue
- Murrieta Hot Springs Road at I-215 and west of Winchester Road

Existing and Future Intersections

A total of 62 intersections (51 existing intersections and 11 future intersections) in the City of Murrieta were identified as study intersections. Of the 51 existing study intersections, 40 study intersections are currently signalized and 11 are currently stop controlled. Stop sign controlled intersections include side-street stop sign controlled (two-way stop where the major street operates freely) or all-way stop sign controlled intersections (all approaches must stop for stop signs). A list of the 62 study intersections and a map of their locations are provided in *Table 5.4-2* and illustrated in *Exhibit 5.4-4*.

Existing lane configurations and traffic volumes are illustrated in *Exhibit 5.4-7a* and *Exhibit 5.4-7b*, *Existing Lane Configurations*, and *Exhibit 5.4-8a* and *Exhibit 5.4-8b*, *Existing Peak Hour Turning Movement Volumes*, respectively. *Table 5.4-8*, *Existing Intersection Level of Service* provides the existing conditions LOS results for the 51 existing study intersections. As shown, all 51 existing study intersections currently operate at an acceptable level of service of LOS D or better.

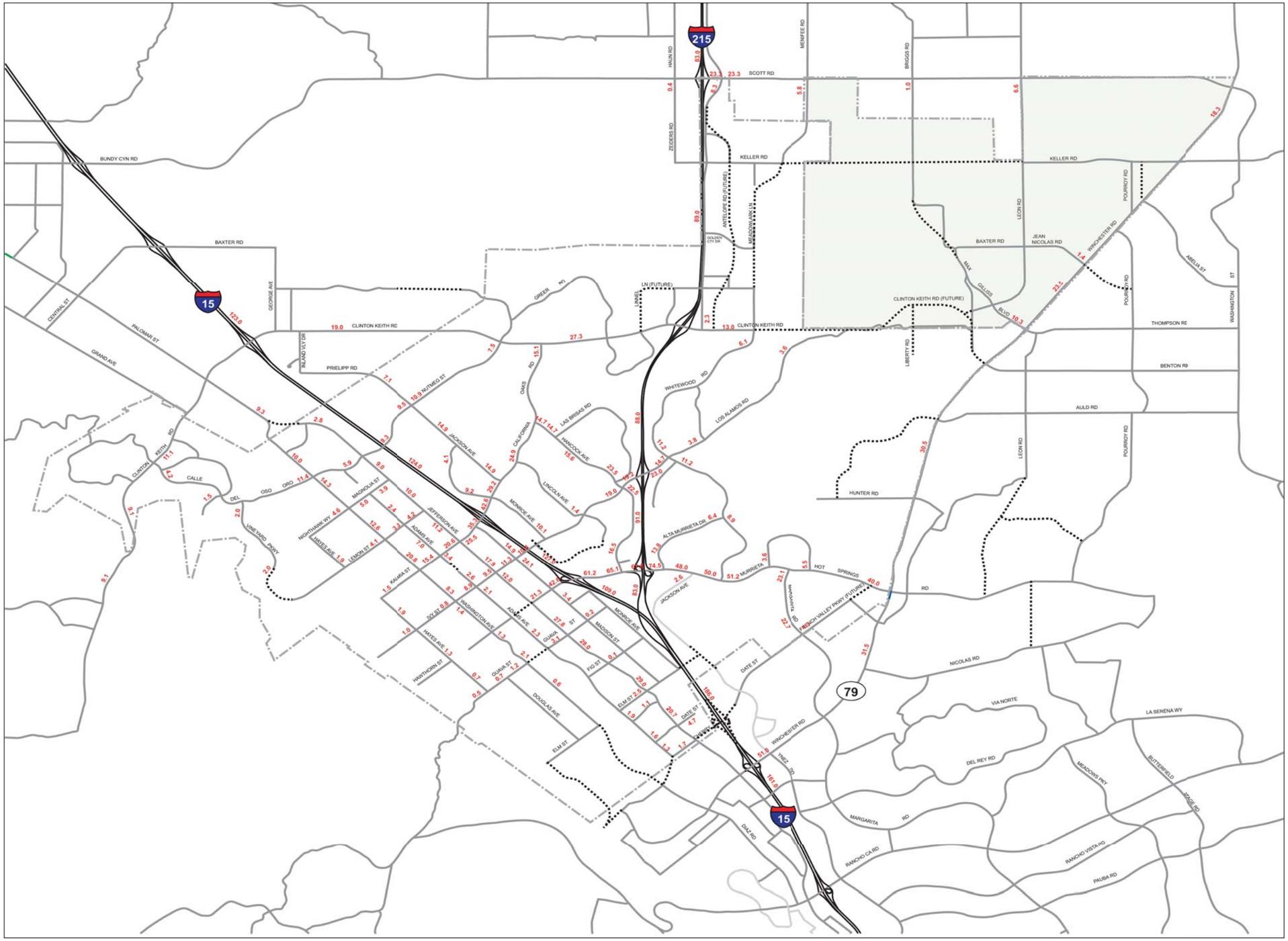
Table 5.4-8
Existing Intersection Level of Service

Int. No.	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Ave Del/Veh	LOS	Ave Del/Veh
1	Menifee Rd / Scott Rd	B	19.8	B	18.0
2	Leon Rd / Scott Rd	B	12.4	B	13.4
3	Winchester Rd - SR-79 / Scott Rd	C	20.7	B	18.5
4	Antelope Rd / Keller Rd	B	10.4	B	13.5
5	Menifee-Meadowlark Rd/ Keller Rd	A	8.1	A	8.2
6	Briggs Rd / Keller Rd	N/A	N/A	N/A	N/A
7	Leon Rd / Keller Rd	B	10.2	B	11.6
8	Winchester Rd - SR-79 / Keller Rd	B	14.2	C	23.0
9	Antelope Rd / Golden City Drive – Baxter Rd	N/A	N/A	N/A	N/A
10	Whitewood-Meadowlark/ Golden City Dr – Baxter Rd	N/A	N/A	N/A	N/A
11	Briggs Rd / Baxter Rd – Jean Nicholas	N/A	N/A	N/A	N/A
12	Leon Rd / Jean Nicholas	B	10.7	B	10.2
13	Winchester Rd - SR-79 / Nicholas - Skyview	A	4.0	A	5.1
14	Antelope Rd / Linnel Lane Extension	N/A	N/A	N/A	N/A
15	Whitewood-Meadowlark/ Linnel Lane Extension	N/A	N/A	N/A	N/A
16	Leon Rd / Max Gillis Rd	C	24.6	C	25.4
17	Winchester Rd - SR-79 / Max Gillis - Thompson	D	37.1	C	25.6
18	California Oaks Rd / Clinton Keith Rd	C	21.7	C	22.4
19	I-215 SB Off-Ramp / Clinton Keith Rd	C	23.9	C	26.1
20	I-215 NB Off-Ramp / Clinton Keith Rd	C	26.2	C	23.1
21	Antelope Rd / Clinton Keith Rd	N/A	N/A	N/A	N/A
22	Meadowlark – Whitewood Rd / Clinton Keith Rd	B	10.5	B	13.4
23	Liberty Rd / Clinton Keith Rd	N/A	N/A	N/A	N/A
24	Leon Rd / Clinton Keith Rd	N/A	N/A	N/A	N/A
25	Winchester Rd - SR-79 / Clinton Keith Rd - Benton Rd	B	14.4	C	21.2
26	Winchester Rd - SR-79 / Via Mira Mosa – Auld Rd	B	14.2	B	14.4
27	Monroe Ave / Los Alamos	B	15.0	B	12.4
28	Jefferson Ave / Murrieta Hot Springs Rd	C	21.2	C	20.7
29	Madison Ave / Murrieta Hot Springs Rd	C	25.3	C	34.2
30	I-15 SB Off-Ramp / Murrieta Hot Springs Rd	B	17.7	B	18.9
31	I-15 NB Off-Ramp / Murrieta Hot Springs Rd	B	11.8	B	15.3
32	I-215 SB Off-Ramp / Murrieta Hot Springs Rd	B	16.0	B	14.5

Table 5.4-8 [continued]
Existing Intersection Level of Service

Int. No.	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Ave Del/Veh	LOS	Ave Del/Veh
33	I-215 NB Off-Ramp / Murrieta Hot Springs Rd	A	5.4	A	10.0
34	Jackson Ave / Murrieta Hot Springs Rd	A	4.3	A	6.2
35	Margarita Rd/ Murrieta Hot Springs Rd	B	19.2	C	23.7
36	French Valley – Date St / Murrieta Hot Springs Rd	N/A	N/A	N/A	N/A
37	Jefferson Ave / Guava St	A	2.0	A	1.4
38	Jefferson Ave / Cherry St	C	15.2	C	15.0
39	Washington Ave / Calle del Oso Oro – Nutmeg St	C	29.2	C	26.8
40	Clinton Keith Rd / Calle de Oso Oro – Bear Creek Dr	B	13.6	B	16.2
41	Jefferson Ave / Nutmeg St	B	13.2	B	12.9
42	Jefferson Ave / Magnolia	C	18.2	C	21.2
43	Jefferson Ave / Lemon St	B	10.9	A	6.6
44	Jefferson Ave / Kalmia St	C	26.2	C	26.7
45	Jefferson Ave / Juniper St	B	18.6	B	13.8
46	Jefferson Ave / Ivy St – Los Alamos Rd	C	27.9	C	25.2
47	Madison Ave / Kalmia St	B	16.2	C	20.3
48	I-15 SB Ramps / Kalmia St	C	20.4	C	21.0
49	Monroe Ave / Murrieta Hot Springs Rd	C	15.8	C	23.8
50	Hancock Ave / Murrieta Hot Springs Rd	B	11.7	B	14.7
51	Alta Murrieta Dr / Murrieta Hot Springs Rd	C	21.3	C	28.1
52	Winchester Rd (SR-79) / Murrieta Hot Springs Rd	C	24.0	C	26.4
53	Hancock Ave / Los Alamos Rd	C	28.4	C	34.5
54	I-215 SB Ramps / Los Alamos Rd	B	18.0	B	15.6
55	I-215 NB Ramps / Los Alamos Rd	B	15.4	B	15.0
56	Whitewood Rd / Los Alamos Rd	C	26.7	C	26.0
57	Whitewood Rd / Murrieta Hot Springs Rd	B	12.6	A	9.7
58	Adams Ave / Guava St	A	8.6	A	9.3
59	Nutmeg St / Clinton Keith Rd	C	20.6	C	21.0
60	Murrieta Oaks Ave – Mitchell Rd/Clinton Keith Rd	B	14.5	A	5.8
61	I-215 SB Ramps / Scott Rd	C	23.2	C	25.6
62	I-215 NB Ramps / Scott Rd	B	18.0	C	23.4

Source: Iteris, *Draft Traffic Impact Analysis*, January 28, 2011.



LEGEND

17.6 ADT Volume (in Thousands)

City of Murrieta Boundary

Sphere of Influence

0 0.5 1
Miles

Source: City of Murrieta.

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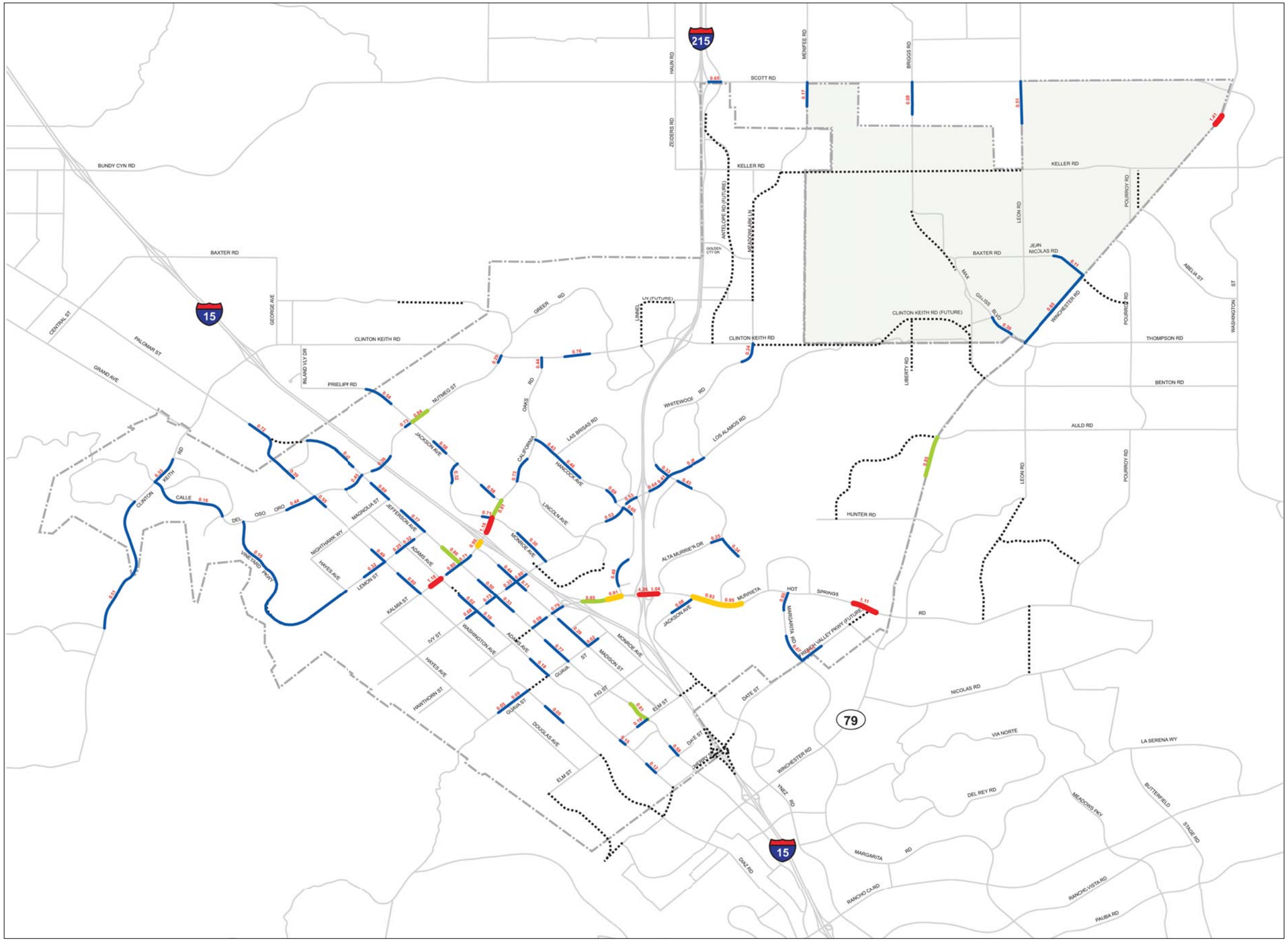
2008 Average Daily Traffic Volumes

Exhibit 5.4-5

Back of 11 x 17 exhibit.



LEGEND

- 0.73 Volume/Capacity Ratio
- LOS A - C
- LOS D
- LOS E
- LOS F
- City of Murrieta Boundary
- Sphere of Influence
- Future Roadway Alignment

0 0.5 1
Miles

Source: RBF Consulting.

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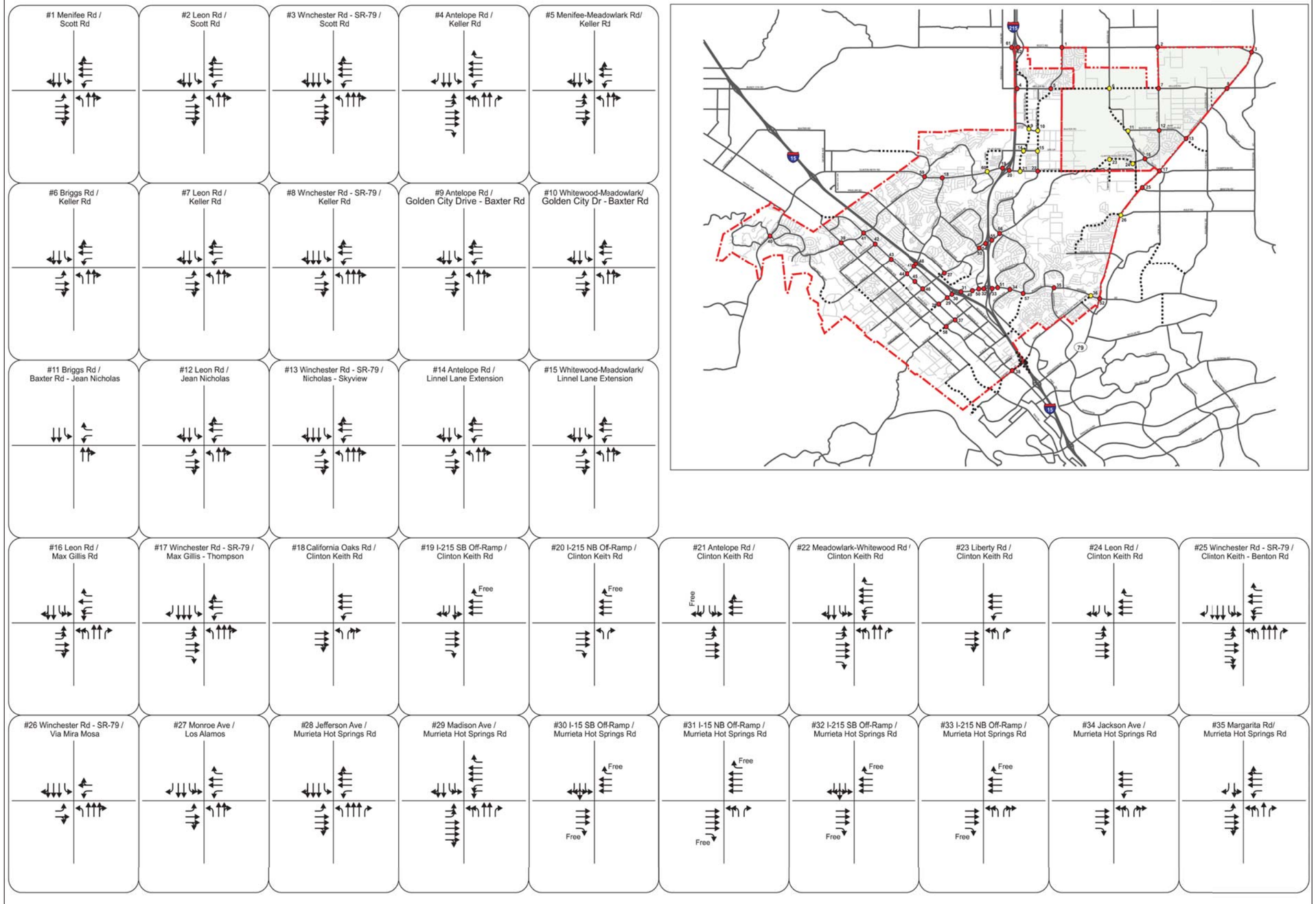
2008 Daily Volume-to-Capacity Ratios

Exhibit 5.4-6

Back of 11 x 17 exhibit.



Murrieta
General Plan Update

LEGEND

- Through Lane
- Turn Lane
- Shared Lane
- * Assumed Lane Configuration

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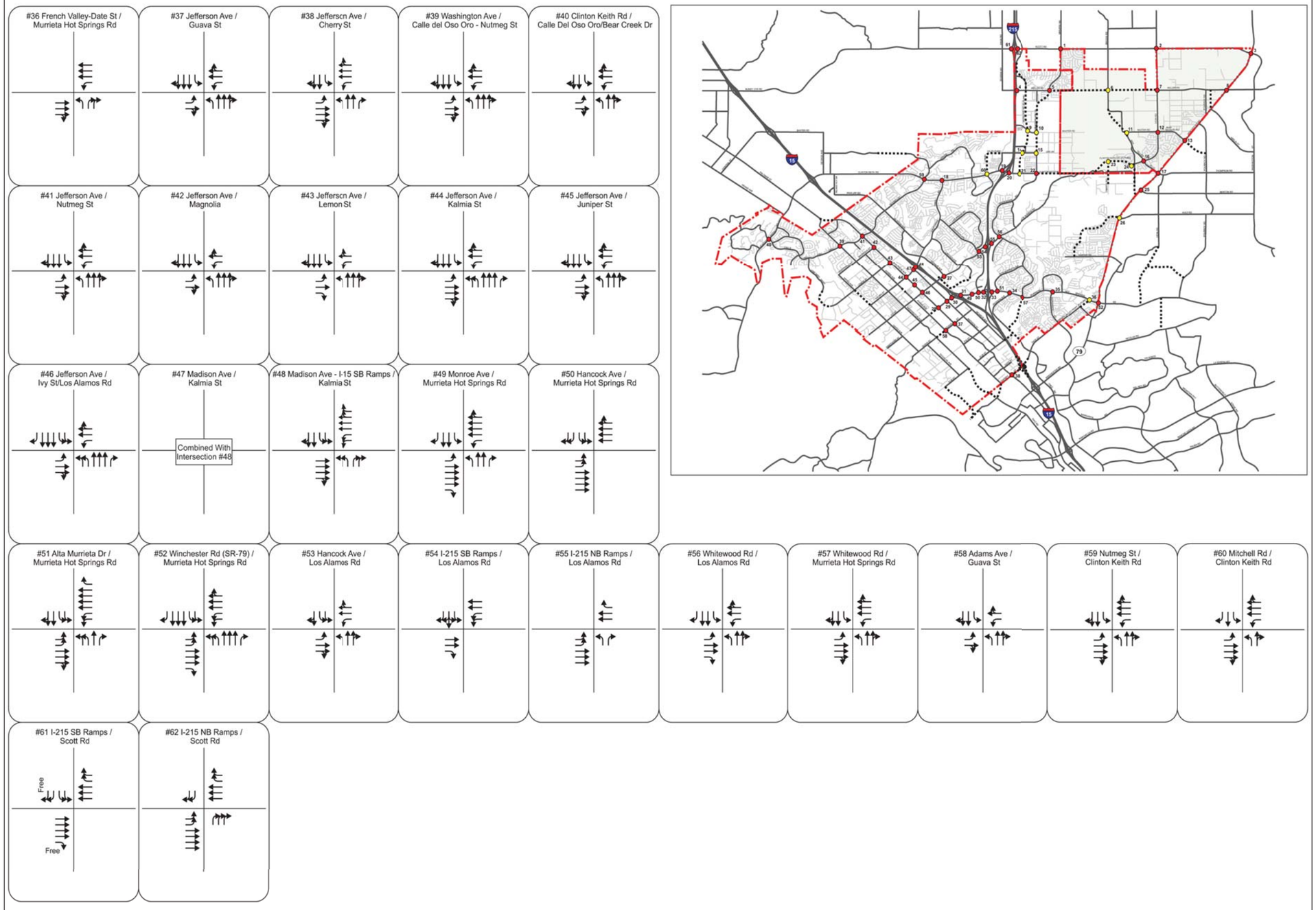
Existing Lane Configurations

Exhibit 5.4-7a

Back of 11 x 17 exhibit.



Murrieta
General Plan Update

LEGEND

- Through Lane
- Turn Lane
- Shared Lane
- * Assumed Lane Configuration

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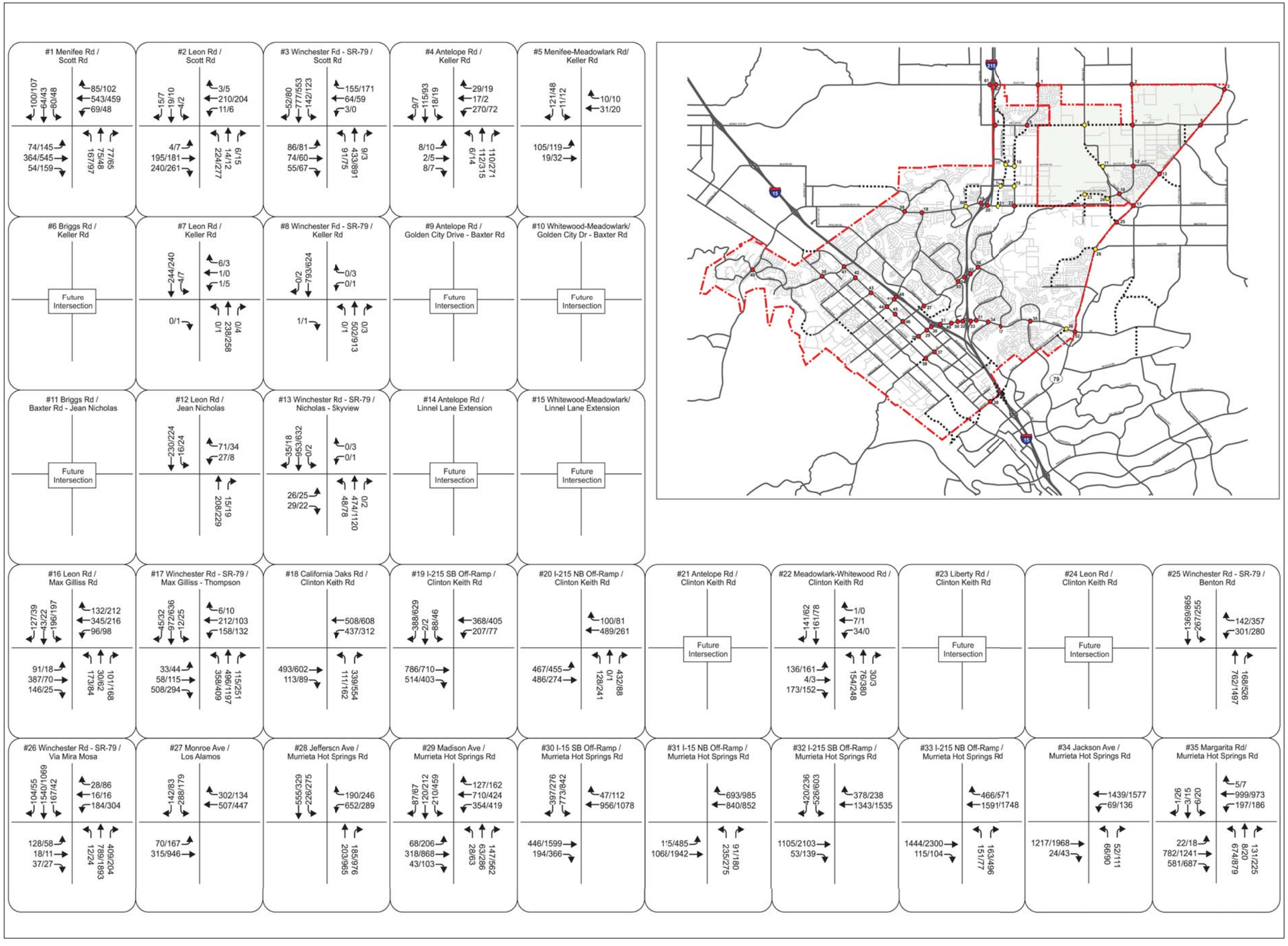
Existing Lane Configurations

Exhibit 5.4-7b

Back of 11 x 17 exhibit.



Murrieta
The future of southern California
General Plan Update

LEGEND

- Existing Study Intersection
- Future Study Intersection
- City of Murrieta Boundary
- Sphere of Influence
- Future Roadway Alignment
- 31/20 AM Peak Hr/PM Peak Hr

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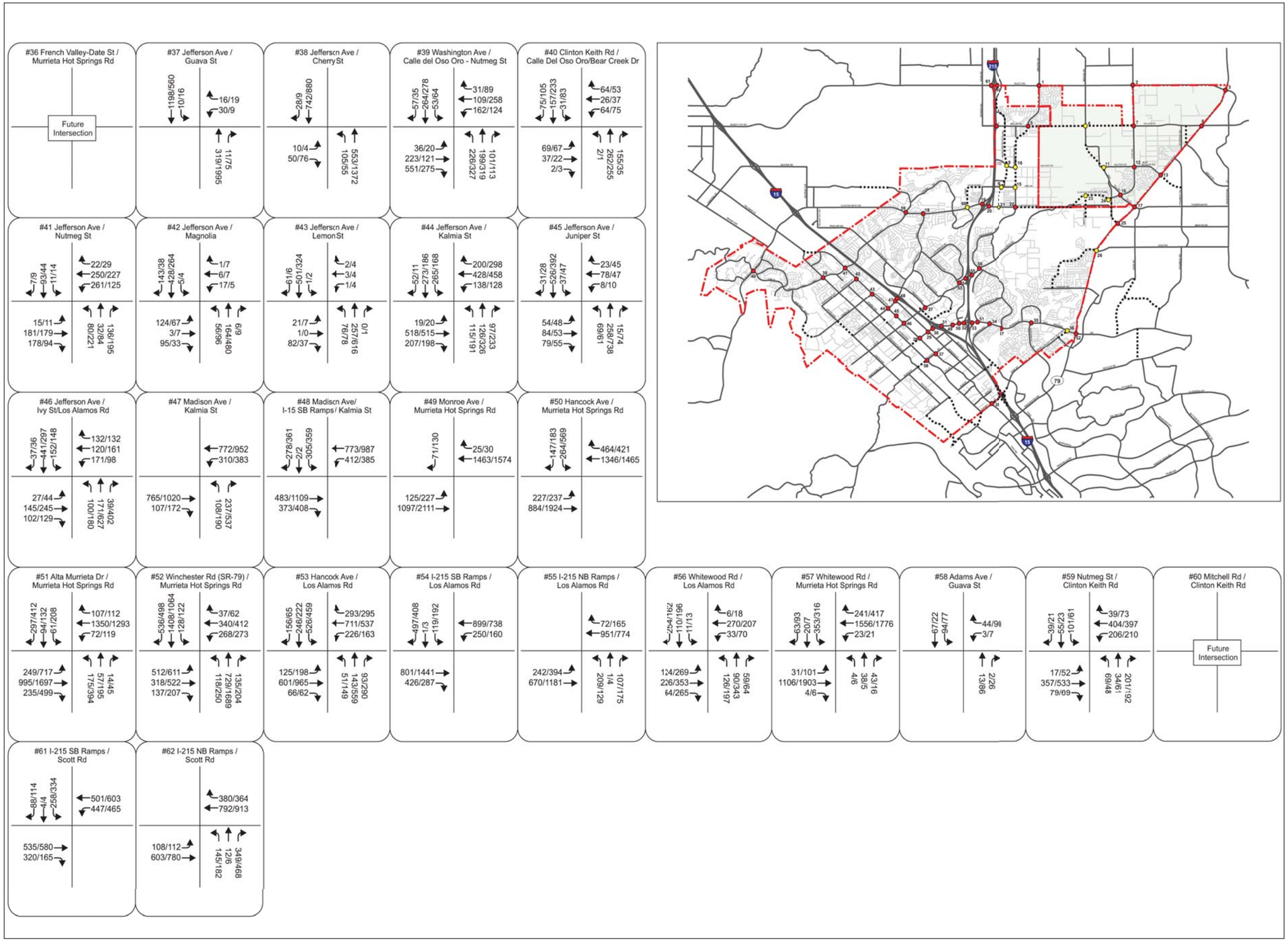
Existing Peak Hour Turning Movement Volumes

Exhibit 5.4-8a

Back of 11 x 17 exhibit.



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Existing Peak Hour Turning Movement Volumes

Exhibit 5.4-8b

Back of 11 x 17 exhibit.

TRUCK ROUTES

The designation of truck routes is intended to route truck traffic on City arterials so that trucks cause the least amount of neighborhood disruption. Roadways providing access to the freeways are those most likely to be designated for truck routes. The designated truck routes within the City are shown on *Exhibit 5-9*, *Potential Truck Routes*. These streets have been selected because of their accessibility to the freeway and key industrial/commercial areas. The designation of truck routes does not prevent trucks from using other roads or streets to make deliveries to individual addresses, or for other reasons as defined in the State of California *Motor Vehicle Code*.

TRANSIT SERVICES

Public transit service in and around the City of Murrieta is provided by the Riverside Transit Agency (RTA). The RTA currently offers five fixed bus routes in the City of Murrieta with a variety of fare options for passengers including base fares, day passes, 7-day passes, and 30-day passes; refer to *Exhibit 5.4-10*, *Existing Transit Routes*. General and youth (grades 1-12) base fares for fixed routes are $1.50, senior/disabled/Medicare card holder base fares are $0.70, and a child's base fare (46" tall or under) is $0.25. RTA routes 202, 204, 206, 208, 210, 212, and 217 are commuter routes with fares of $3.00 for general and youth, and $2.00 for senior/disabled/Medicare card holders and children.

In addition to fixed and commuter bus services, the City of Murrieta also offers a Dial-A-Ride (DAR) service. The Buddy Fare is part of DAR and offers groups of two to 10 people a ride for $3.00 each way for the entire group, provided all passengers can be picked up within one-half mile of each other and all are traveling to the same destination. DAR also operates a Senior/Disabled DAR service for seniors age 60 and above and for anyone carrying an RTA Disabled ID card or an Americans with Disabilities Act (ADA) card. DAR gives priority service to individuals who are certified under the ADA. Dial-A-Ride fares are $3.00 for senior/disabled/Medicare card holders and $0.50 for children (46" tall or under).

A summary of the RTA transit routes that serve the City of Murrieta is provided below.

- ***RTA Route 23 (Temecula-Murrieta-Wildomar)*** – RTA Route 23 operates between the Community Center in Temecula and the Inland Valley Regional Medical Center in Wildomar. Key points of interest along Route 23 in the City of Murrieta include Vista Murrieta High School, Rancho Springs Medical Center, Murrieta Springs Plaza, Murrieta Senior Center and City Hall, and Murrieta Valley High School. Weekday AM peak hour headway is approximately one hour and 20 minutes, weekday PM peak hour headway ranges between 40 minutes and an hour and 15 minutes, and weekend mid-day peak hour headway is one hour. Days of operation are Monday through Sunday, with reduced service on New Year's Day, Memorial Day, Independence Day, and Labor Day, and no service on Thanksgiving Day and Christmas Day.

- ***RTA Route 61 (Sun City – Menifee – Murrieta – Temecula)*** – RTA Route 61operates between the County Center in Temecula and the Menifee Valley Medical Center in Menifee. A key point of interest along Route 61 in the City of Murrieta is the Rancho Springs Medical Center. Weekday peak hour headway is approximately one hour and 15 minutes. Days of operation are Monday through Friday. Route 61 does not operate on weekends or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

- ***RTA Commuter Link Route 202 (Murrieta – Temecula – Oceanside Transit Center)*** – RTA Route 202 is a commuter route that operates between Oceanside and Murrieta, and provides a direct link to the Oceanside Transit Center. Route 202 operates four morning trips and three evening trips that correspond with the Amtrak departure/arrival schedule. Days of operation are Monday through Friday. Route 202 does not operate on weekends or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

- ***RTA Commuter Link Route 206 (Temecula – Murrieta – Lake Elsinore – Corona Metrolink)*** – RTA Route 206 is a commuter route that operates between Temecula and Corona, and provides a direct link to the North Main Corona Metrolink Station. Route 206 operates five northbound trips and four southbound trips during the morning, and two northbound trips and six southbound trips during the evening to correspond with the Metrolink departure/arrival schedule. Days of operation are Monday through Friday. Route 206 does not operate on weekends or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

- ***RTA Commuter Link Route 208 (Temecula – Murrieta – Sun City – Perris – Moreno Valley – Downtown Terminal)*** – RTA Route 208 is a commuter route that operates between Temecula and Riverside, and provides a direct link to the Riverside-Downtown Metrolink station and bus terminal. Route 208 operates five northbound trips and three southbound trips during the morning, and four northbound trips and four southbound trips during the evening to correspond with the Metrolink departure/arrival schedule. Days of operation are Monday through Friday. Route 208 does not operate on weekends or on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

- ***RTA Dial-A-Ride Murrieta/Temecula*** – RTA DAR Murrieta/Temecula is a reservation-based transportation service that travels to and from locations within the Cities of Murrieta and Temecula, and parts of Winchester. Reservation hours are Monday through Friday, 7:00 AM to 6:00 PM, and on weekends from 8:00 AM to 5:00 PM.

RAILWAYS

While the City experienced a large boom due in part to the installation of Southern California Railroad tracks in 1892, the trains ceased operation in 1935. There are currently no active railways in the City of Murrieta.

AVIATION FACILITIES

The French Valley Airport is a county-owned public-use airport located on SR-79 in unincorporated Riverside County, adjacent to Murrieta and Temecula. The airport covers an area of approximately 261 acres, with a single, 6,000-foot long, 75-foot wide asphalt runway. The airport has an average of 269 aircraft operations per day (for the 12-month period ending March 31, 2006), 60 percent are for local general aviation. The 2007 French Valley Airport Land Use Compatibility Plan establishes policies for determining consistency between development projects within the Airport Influence Area, and the objectives set forth in the State Aeronautics Act (Public Utilities Code Section 21670-21679.5). Those objectives call for the Riverside County Airport Land Use Commission to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible land uses. The Airport Influence Area includes land in the City of Murrieta, and extends approximately 2.6 miles beyond the airport property line. Refer to Section 5.1, Land Use; Section 5.7, Noise; and Section 5.14, Hazards and Hazardous Materials, for impacts related to the French Valley Airport.

BIKEWAYS AND PEDESTRIAN FACILITIES

The trail and pedestrian systems are made up of sidewalks, pathways, bicycle lanes, and hiking and equestrian trail corridors. These systems enhance the walkability of the community and provide an alternative means of recreational and other travel opportunities. Although the City does not have an officially adopted bicycle map, Murrieta has bicycle trails and lane corridors, as well as traditional sidewalks and pathways, which provide access to parks, shopping centers, employment areas, and public facilities. Facilities include Class I bikeways, which are dedicated rights-of-way designed to be shared with pedestrians, Class II bike and are located both off-street (Class I) and on-street (Class II and III); refer to *Exhibit 5.4-11*, *Trails and Bikeways*. The hiking and equestrian corridors provide recreational opportunities through major conservation and open space areas.

5.4.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, traffic and circulation impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

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

- Conflict with an applicable congestion management program, including, but not limited to LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

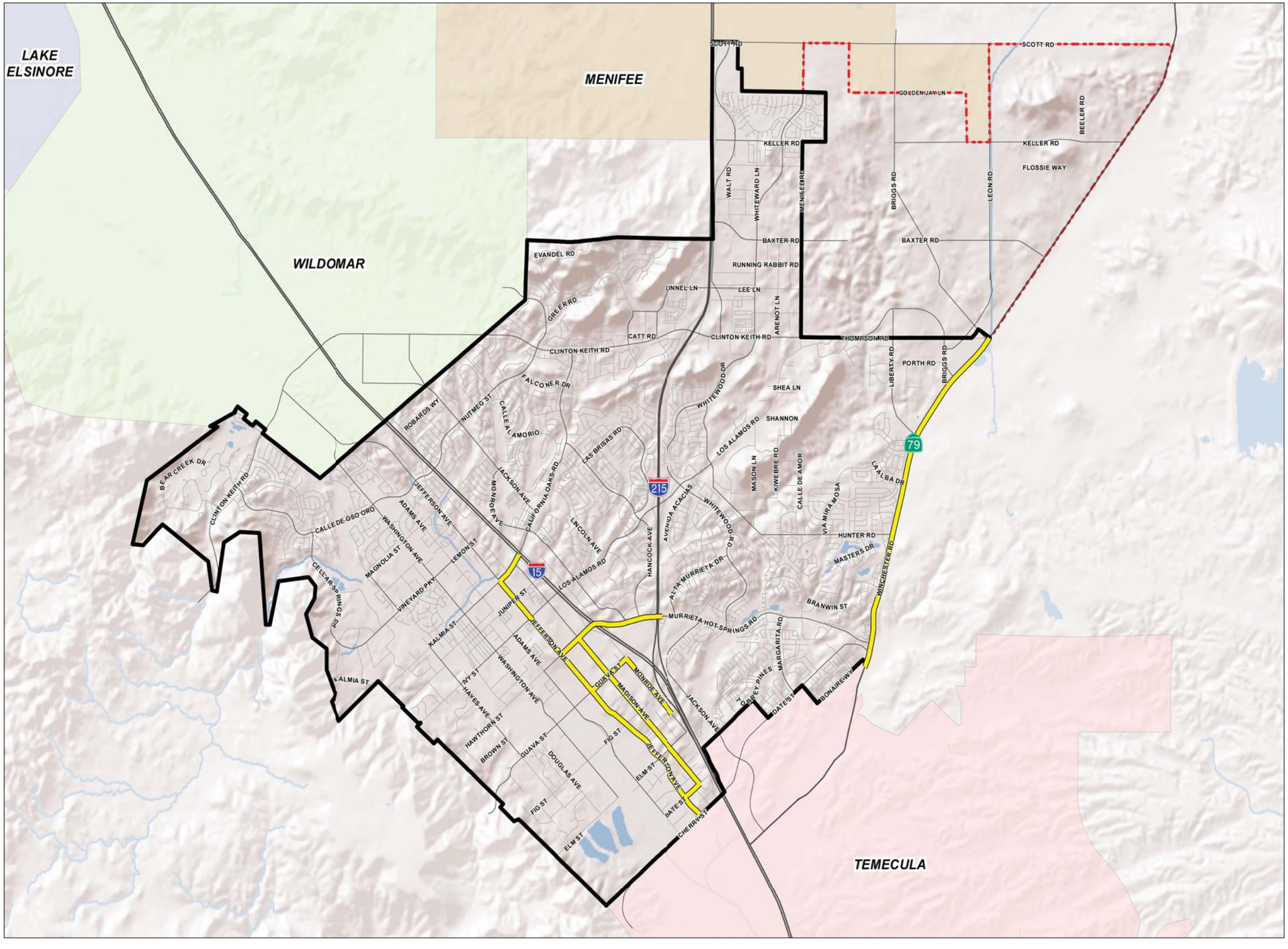
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (Refer to Section 5.14, Hazards and Hazardous Materials).

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

- Result in inadequate emergency access.

- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.



Murrieta
General Plan Update

LEGEND

- Truck Routes
- Sphere of Influence
- City Boundary

Truck Routes are designated per Municipal Code Section 10.28.050.

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta, and ESRI - World Shaded Relief.

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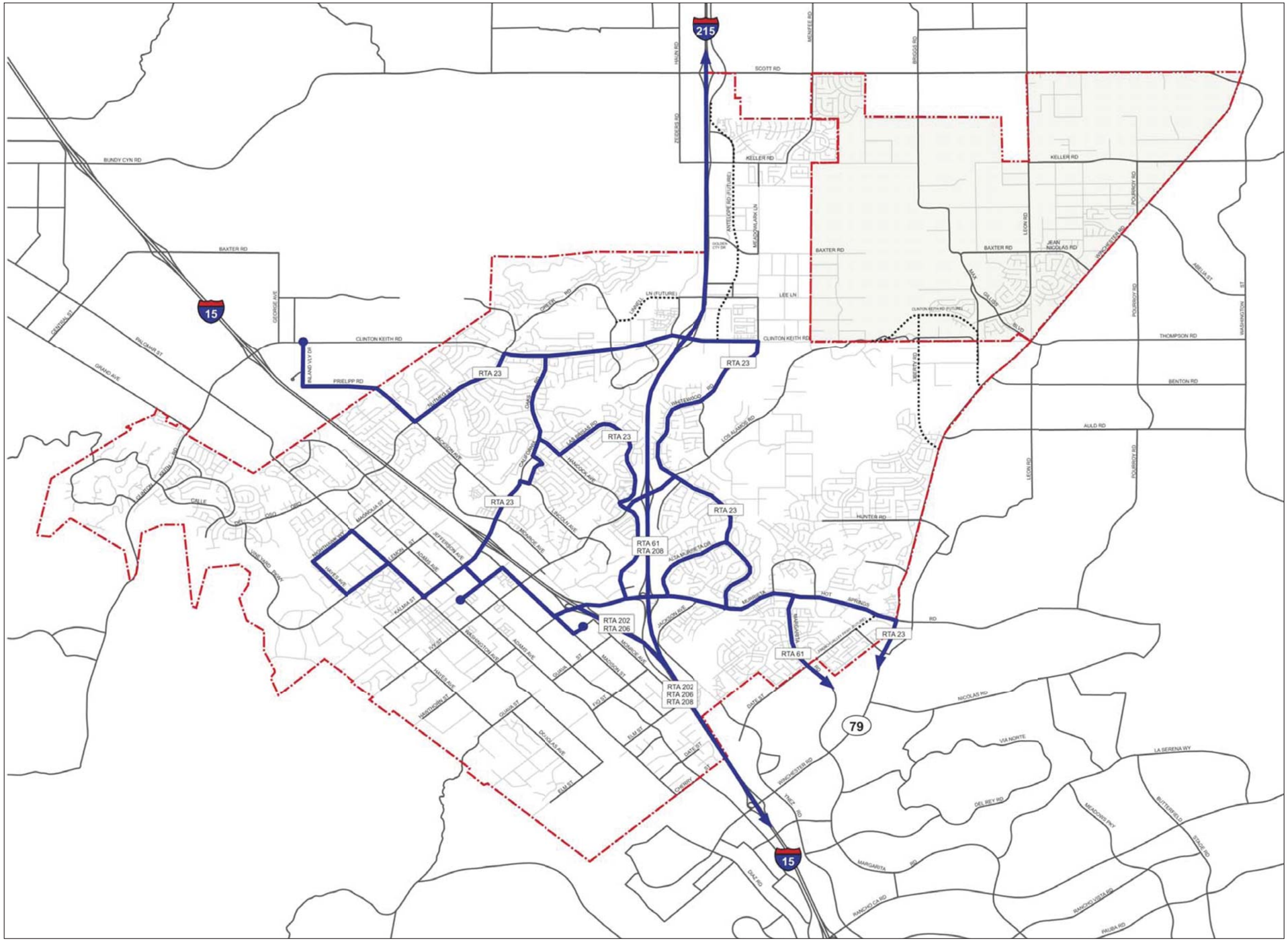
Potential Truck Routes

Exhibit 5.4-9

Back of 11 x 17 exhibit.



LEGEND

- Bus Transit Line
- City of Murrieta Boundary
- Sphere of Influence
- Future Roadway Alignment

0 0.5 1
Miles

Source: RBF Consulting.

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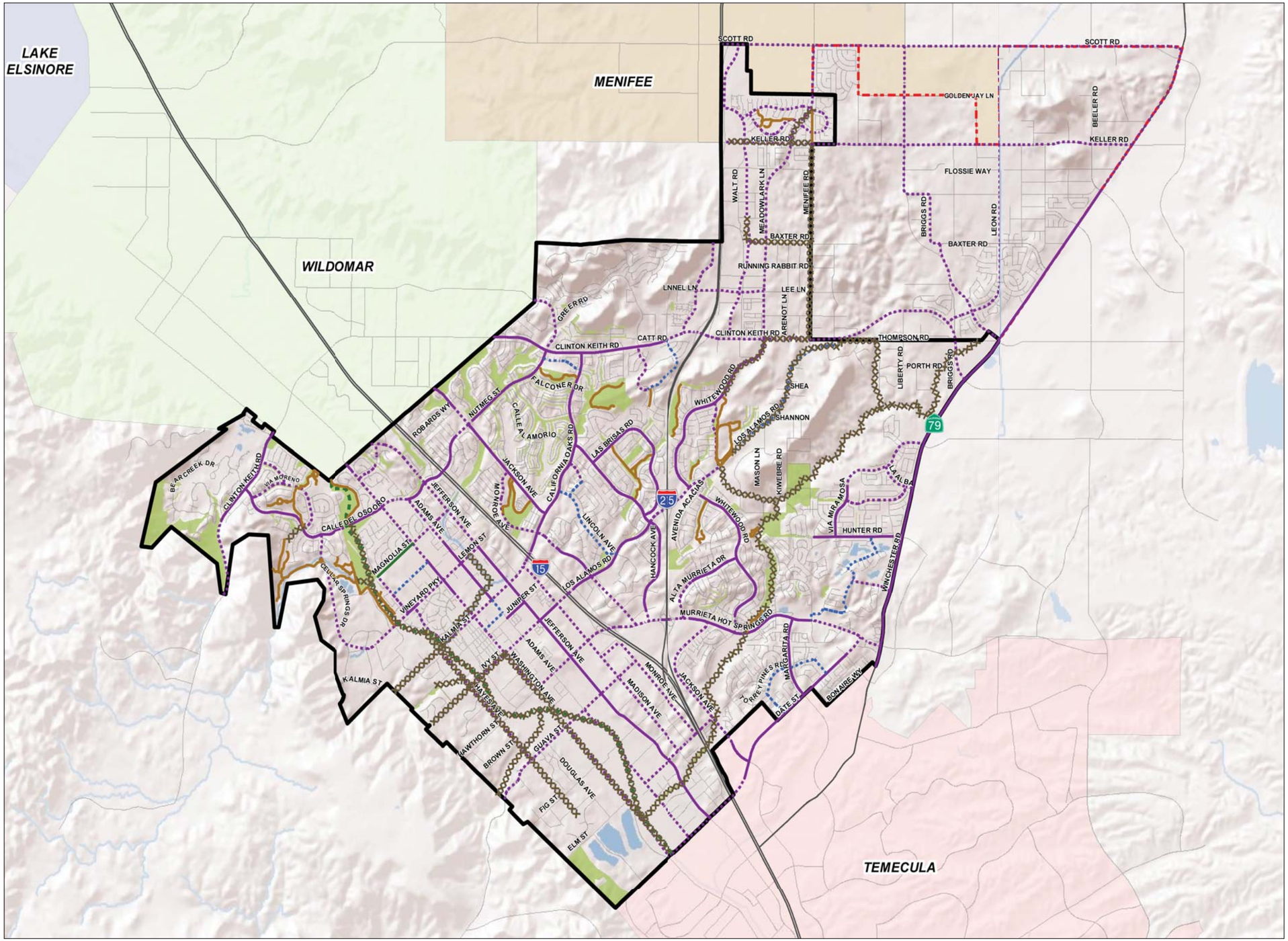
Existing Transit Routes

Exhibit 5.4-10

Back of 11 x 17 exhibit.



Murrieta
General Plan Update

LEGEND

Bikeways

Class I: Off-Road
Paved Bike Path

- Class I - Existing
- Class I - Proposed

Class II: On-Road
Striped Bike Lane

- Class II - Existing
- Class II - Proposed

Class III: On-Road
Bike Route (Signage Only)

- Class III - Proposed

Multi-Purpose Trails

Open to horses, bikes and walking

- Existing
- Proposed

- Open Space
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: City of Murrieta, and ESRI - World Shaded Relief.

RBF CONSULTING

07/11 • JN 10-106976

Trails and Bikeways

Exhibit 5.4-11

Back of 11 x 17 exhibit.

5.4.4 PROJECT IMPACTS AND MITIGATION MEASURES

PROPOSED GENERAL PLAN 2035 TRAFFIC OPERATIONS

IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE, OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR INTERSECTIONS.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The land uses contained within the recommended scenario, which is the recommended land use plan for the proposed General Plan 2035, were converted into socioeconomic (SED) data, and input into the Murrieta travel demand model. The data is summarized for the City and the Sphere of Influence in *Table 5.4-9*, *SED Summary*.

Table 5.4-9
SED Summary

	Population			Households			Employment		
	City	Sphere	Total	City	Sphere	Total	City	Sphere	Total
Recommended Scenario (Proposed Project)	133,261	25,499	158,760	44,484	8,489	52,973	130,153	3,086	133,239
Source: Iteris, *Traffic Impact Analysis*, September 8, 2011.									

The future roadway network generally conforms to the current adopted (2006) Murrieta Circulation Element. The City has identified changes to the roadway network; these have been incorporated into the travel demand mode. Other changes in the model were made in order to reflect how the roadways generally function. Changes include:

- Jefferson Avenue from Lemon Street to north of Nutmeg Street – modeled as six Lanes.
- Keller Road between Menifee Road and Briggs Road added as a Secondary.
- Removal of connection of Linnel Lane to Greer Road.
- Removal of connection of Liberty Road to Winchester Road.
- Removal of the connection of Monroe Avenue at Elm Street.

- Removal of Hunter Road as a Collector from west of Via Mira Mosa to Whitewood Road.

- Extension of Whitewood Road as a Major between Murrieta Hot Springs Road and Jackson Avenue (when modeled).

- Hayes Avenue from Guava Street to Kalmia Avenue – and between Nighthawk Way and Vineyard Parkway – modeled as a Collector.

- Washington Avenue from Hawthorn Street to Kalmia Avenue – modeled as a Collector.

- Nighthawk Way/Magnolia Street between Hayes Avenue to Jefferson Street – modeled as a Collector.

- Kalmia Street from west City boundary to Washington Avenue; Ivy Street from West City Limits to Washington Avenue; portions of Hawthorne Street from west City boundary to Adams Avenue; Douglas Avenue from Elm Street to Guava Street; Washington Avenue from south City boundary to Elm Street; Date Street from Adams Avenue to Madison Avenue; Corning Place between Adams Avenue and Jefferson Avenue; Adams Avenue between Ivy Street and Magnolia Street, and south of Calle del Oso Oro; Fig Street between Adams Avenue and Monroe Avenue – all modeled as Collectors.

- Elm Street between Hayes Avenue and Washington Avenue; and Hayes Avenue between south City boundary and Elm Avenue – modeled as Secondaries.

- Nutmeg Street between Clinton Keith Road and north City boundary; Lincoln Avenue between Los Alamos Road and California Oaks Road; Vista Murrieta from Monroe Avenue to Los Alamos Road; and Greer Road between Clinton Keith Road the Greer Ranch Entry Gate – all modeled as Collectors.

- McElwain Road between Clinton Keith Road and Linnel Lane – modeled as Secondary.

- Linnel Lane between Meadowlark Road and City boundary; Somers Road between old Antelope Road and Antelope Road; Keller Road between Menifee Road and Briggs Road – all modeled as Secondaries.

- Ruth Ellen Way between Whitewood Road and Los Alamos Road; Los Alamos Road from east of Whitewood Road to south of Clinton Keith Road; Via Mira Mosa between Winchester Road and Hunter Road; Liberty Road south of Clinton Keith Road – all modeled as Collectors.

Other than the extension of Whitewood Road between Jackson Avenue and Murrieta Hot Springs Road, the 2035 buildout model network is consistent throughout the recommended scenario. The resultant travel demand model volumes were post-processed to obtain roadway link and intersection volumes. The number of travel lanes in the buildout model is shown in *Exhibit 5.4-12*, *Future Roadway Lanes*.

For intersections, the buildout intersection lane configurations incorporate the General Plan buildout number of through lanes; and assume a separate left turn lane and a shared right turn lane. If intersections, or legs of intersections, have already been built to their maximum configuration or already designed; these lanes were incorporated.

As part of improvements planned for the I-15 Southbound off-ramp at Kalmia Street/California Oaks Road, the southbound ramp would be relocated and placed opposite Madison Avenue. Therefore, the levels of service for the Madison Avenue at Kalmia Street intersection is not shown in future LOS tables.

Intersection traffic control assumed for future conditions is shown in *Table 5.4-10*, *Future Intersection Traffic Control*.

Recommended Scenario (Proposed General Plan 2035 Land Uses)

Levels of service associated with the buildout of the proposed General Plan 2035 Land Use Policy Map (recommended scenario) were calculated for both roadway links and intersections.

ROADWAY LEVEL OF SERVICE

Using the recommended scenario daily traffic volumes and the maximum daily roadway capacity values, daily V/C ratios have been determined; refer to *Exhibit 5.4-13*, *General Plan 2035 Average Daily Traffic Volumes*. The following roadway segments are projected to operate at an unacceptable LOS (LOS D, E or F) per the City of Murrieta's LOS standards. The daily V/C ratios are shown in *Exhibit 5.4-14*, *General Plan 2035 Daily Volume-to-Capacity Ratios* and generally include, but are not limited to, the following:

LOS D (shown in green on Exhibit 5.4-14):

- Portions of Jefferson Avenue, Washington Avenue, Meadowlark Lane/Menifee Road, Leon Rod, and Whitewood Road.

LOS E (shown in yellow on Exhibit 5.4-14):

- Portions of Jefferson Avenue, California Oaks Road, Murrieta Hot Springs Road, Clinton Keith Road, Hancock Avenue, and Meadowlark Lane/Menifee Road.

LOS F (shown in red on Exhibit 5.4-14):

Portions of Jefferson Avenue, Los Alamos Road, Clinton Keith Road, Winchester Road, Murrieta Hot Springs Road, Meadowlark Lane/Menifee Road, and Antelope Road.

INTERSECTION LEVEL OF SERVICE

The peak hour turning movement volumes are shown in *Exhibit 5.4-15a* and *Exhibit 5.14-15b*, *General Plan 2035 Peak Hour Turning Movement Volumes*.

Table 5.4-11, *General Plan 2035 Intersection Level of Service* provides the LOS results for the 61 study intersections. As shown in *Table 5.4-11*, 43 of the 61 intersections would operate at acceptable levels; however the following 18 intersections would operate at levels of service that do not meet the City's standards of acceptability.

- Intersection 1: Menifee Road / Scott Road
- Intersection 3: Winchester Road – SR-79 / Scott Road
- Intersection 4: Antelope Road / Keller Road
- Intersection 9: Antelope Road / Golden City Drive – Baxter Road
- Intersection 10: Whitewood – Meadowlark / Golden City Drive – Baxter Road
- Intersection 18: California Oaks Road / Clinton Keith Road
- Intersection 20: I-215 NB Off-Ramp / Clinton Keith Road
- Intersection 22: Meadowlark – Whitewood Road / Clinton Keith Road
- Intersection 25: Winchester Road – SR-79 / Clinton Keith Road – Benton Road
- Intersection 28: Jefferson Avenue / Murrieta Hot Springs Road
- Intersection 29: Madison Avenue / Murrieta Hot Springs Road
- Intersection 44: Jefferson Avenue / Kalmia Street
- Intersection 52: Winchester Road (SR-79) / Murrieta Hot Springs Road
- Intersection 53: Hancock Avenue / Los Alamos Road
- Intersection 54: I-215 SB Ramps / Los Alamos Road
- Intersection 57: Whitewood Road / Murrieta Hot Springs Road
- Intersection 59: Nutmeg Street / Clinton Keith Road
- Intersection 60: Mitchell Road / Clinton Keith Road

Table 5.4-10
Future Intersection Traffic Control

Int. No.	Intersection	Future Traffic Control
1	Menifee Rd / Scott Rd	Signalized
2	Leon Rd / Scott Rd	Signalized
3	Winchester Rd – SR-79 / Scott Rd	Signalized
4	Antelope Rd / Keller Rd	Signalized
5	Menifee-Meadowlark Rd/ Keller Rd	Signalized
6	Briggs Rd / Keller Rd	Signalized
7	Leon Rd / Keller Rd	Signalized
8	Winchester Rd – SR-79 / Keller Rd	Signalized
9	Antelope Rd / Golden City Drive – Baxter Rd	Signalized
10	Whitewood-Meadowlark/ Golden City Dr – Baxter Rd	Signalized
11	Briggs Rd / Baxter Rd – Jean Nicholas	Signalized
12	Leon Rd / Jean Nicholas	Signalized
13	Winchester Rd – SR-79 / Nicholas – Skyview	Signalized
14	Antelope Rd / Linnel Lane Extension	Signalized
15	Whitewood-Meadowlark/ Linnel Lane Extension	Signalized
16	Leon Rd / Max Gillis Rd	Signalized
17	Winchester Rd – SR-79 / Max Gillis – Thompson	Signalized
18	California Oaks Rd / Clinton Keith Rd	Signalized
19	I-215 SB Off-Ramp / Clinton Keith Rd	Signalized
20	I-215 NB Off-Ramp / Clinton Keith Rd	Signalized
21	Antelope Rd / Clinton Keith Rd	Signalized
22	Meadowlark – Whitewood Rd / Clinton Keith Rd	Signalized
23	Liberty Rd / Clinton Keith Rd	Signalized
24	Leon Rd / Clinton Keith Rd	Signalized
25	Winchester Rd – SR-79 / Benton Rd	Signalized
26	Winchester Rd – SR-79 / Via Mira Mosa – Auld Rd	Signalized
27	Monroe Ave / Los Alamos	Signalized
28	Jefferson Ave / Murrieta Hot Springs Rd	Signalized
29	Madison Ave / Murrieta Hot Springs Rd	Signalized
30	I-15 SB Off-Ramp / Murrieta Hot Springs Rd	Signalized
31	I-15 NB Off-Ramp / Murrieta Hot Springs Rd	Signalized
32	I-215 SB Off-Ramp / Murrieta Hot Springs Rd	Signalized
33	I-215 NB Off-Ramp / Murrieta Hot Springs Rd	Signalized
34	Jackson Ave / Murrieta Hot Springs Rd	Signalized
35	Margarita Rd/ Murrieta Hot Springs Rd	Signalized
36	French Valley – Date St / Murrieta Hot Springs Rd	Signalized
37	Jefferson Ave / Guava St	Signalized
38	Jefferson Ave / Cherry St	Signalized
39	Washington Ave / Calle del Oso Oro – Nutmeg St	Signalized
40	Clinton Keith Rd / Calle de Oso Oro – Bear Creek Dr	Signalized
41	Jefferson Ave / Nutmeg St	Signalized

Table 5.4-10 [continued]
Future Intersection Traffic Control

Int. No.	Intersection	Future Traffic Control
42	Jefferson Ave / Magnolia St	Signalized
43	Jefferson Ave / Lemon St	Signalized
44	Jefferson Ave / Kalmia St	Signalized
45	Jefferson Ave / Juniper St	Signalized
46	Jefferson Ave / Ivy St – Los Alamos Rd	Signalized
47	Madison Ave / Kalmia St	N/A
48	I-15 SB Ramps / Kalmia St	Signalized
49	Monroe Ave / Murrieta Hot Springs Rd	Signalized
50	Hancock Ave / Murrieta Hot Springs Rd	Signalized
51	Alta Murrieta Dr / Murrieta Hot Springs Rd	Signalized
52	Winchester Rd - SR-79 / Murrieta Hot Springs Rd	Signalized
53	Hancock Ave / Los Alamos Rd	Signalized
54	I-215 SB Ramps / Los Alamos Rd	Signalized
55	I-215 NB Ramps / Los Alamos Rd	Signalized
56	Whitewood Rd / Los Alamos Rd	Signalized
57	Whitewood Rd / Murrieta Hot Springs Rd	Signalized
58	Adams Ave / Guava St	Signalized
59	Nutmeg St / Clinton Keith Rd	Signalized
60	Mitchell Rd / Clinton Keith Rd	Signalized
61	I-215 SB Ramps / Scott Rd	Signalized
62	I-215 NB Ramps / Scott Rd	Signalized

Source: Iteris, *Traffic Impact Analysis*, September 8, 2011.

Table 5.4-11
General Plan 2035 Intersection Level of Service

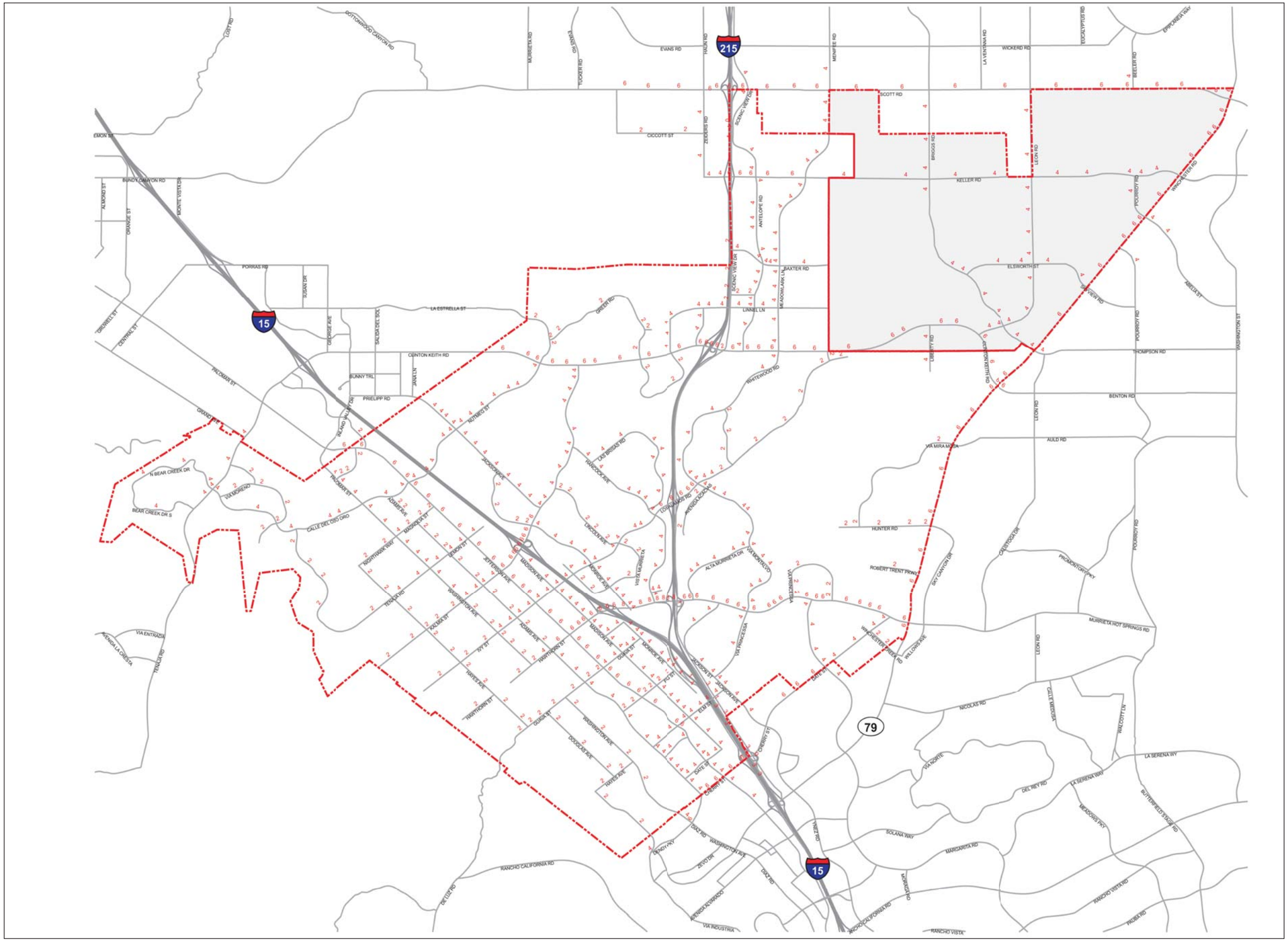
Int. No.	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Ave Del/Veh	LOS	Ave Del/Veh
1	**Menifee Rd / Scott Rd**	**E**	**68.3**	**F**	**86.3**
2	Leon Rd / Scott Rd	C	27.9	D	46.7
3	**Winchester Rd - SR-79 / Scott Rd**	**F**	**177.4**	**F**	**284.5**
4	**Antelope Rd / Keller Rd**	**F**	**158.6**	**D**	**49.9**
5	**Menifee-Meadowlark Rd/ Keller Rd**	**E**	**68.8**	**D**	**47.6**
6	Briggs Rd / Keller Rd	B	18.5	B	19.0
7	Leon Rd / Keller Rd	B	12.3	C	26.2
8	Winchester Rd - SR-79 / Keller Rd	A	1.6	A	1.6
9	**Antelope Rd / Golden City Drive – Baxter Rd**	**C**	**25.2**	**F**	**89.2**
10	**Whitewood-Meadowlark/ Golden City Dr – Baxter Rd**	**F**	**107.7**	**F**	**113.6**
11	Briggs Rd / Baxter Rd – Jean Nicholas	A	8.8	A	8.3
12	Leon Rd / Jean Nicholas	C	22.1	C	26.4
13	Winchester Rd - SR-79 / Nicholas - Skyview	B	19.7	C	28.5
14	Antelope Rd / Linnel Lane Extension	C	22.1	C	28.5
15	**Whitewood-Meadowlark/ Linnel Lane Extension**	**C**	**26.0**	**D**	**43.7**
16	**Leon Rd / Max Gillis Rd**	**D**	**51.9**	**D**	**40.3**
17	**Winchester Rd - SR-79 / Max Gillis - Thompson**	**C**	**27.1**	**D**	**37.8**
18	California Oaks Rd / Clinton Keith Rd	E	60.7	C	20.7
19	I-215 SB Off-Ramp / Clinton Keith Rd	A	7.9	B	11.5
20	I-215 NB Off-Ramp / Clinton Keith Rd	F	124.7	B	17.1
21	Antelope Rd / Clinton Keith Rd	A	5.1	A	4.5
22	**Meadowlark – Whitewood Rd / Clinton Keith Rd**	**F**	**145.9**	**F**	**121.7**
23	Liberty Rd / Clinton Keith Rd	A	7.4	B	10.0
24	Leon Rd / Clinton Keith Rd	C	26.0	C	28.6
25	**Winchester Rd - SR-79 / Clinton Keith Rd - Benton Rd**	**D**	**38.8**	**D**	**53.7**
26	Winchester Rd - SR-79 / Via Mira Mosa – Auld Rd	C	24.1	C	25.1
27	Monroe Ave / Los Alamos	C	24.5	C	27.5
28	**Jefferson Ave / Murrieta Hot Springs Rd**	**F**	**133.3**	**F**	**206.4**
29	**Madison Ave / Murrieta Hot Springs Rd**	**C**	**26.6**	**F**	**129.6**
30	I-15 SB Off-Ramp / Murrieta Hot Springs Rd	B	16.1	B	14.3
31	I-15 NB Off-Ramp / Murrieta Hot Springs Rd	A	5.7	A	7.9
32	I-215 SB Off-Ramp / Murrieta Hot Springs Rd	B	12.5	B	10.8
33	I-215 NB Off-Ramp / Murrieta Hot Springs Rd	A	5.6	A	9.4
34	Jackson Ave / Murrieta Hot Springs Rd	A	5.1	A	8.5
35	**Margarita Rd/ Murrieta Hot Springs Rd**	**C**	**24.6**	**D**	**49.2**
36	French Valley – Date St / Murrieta Hot Springs Rd	B	12.9	B	18.4
37	Jefferson Ave / Guava St	A	9.4	A	7.9

Table 5.4-11 [continued]
General Plan 2035 Intersection Level of Service

Int. No.	Intersection	AM Peak Hour		PM Peak Hour	
		LOS	Ave Del/Veh	LOS	Ave Del/Veh
38	**Jefferson Ave / Cherry St**	**C**	**21.8**	**D**	**37.8**
39	Washington Ave / Calle del Oso Oro – Nutmeg St	C	27.6	C	27.5
40	Clinton Keith Rd / Calle de Oso Oro – Bear Creek Dr	C	23.7	B	16.5
41	**Jefferson Ave / Nutmeg St**	**D**	**51.1**	**D**	**36.0**
42	Jefferson Ave / Magnolia	B	10.7	A	9.4
43	Jefferson Ave / Lemon St	C	28.2	B	18.3
44	**Jefferson Ave / Kalmia St**	**E**	**59.3**	**F**	**159.9**
45	Jefferson Ave / Juniper St	C	23.4	C	22.3
46	**Jefferson Ave / Ivy St – Los Alamos Rd**	**C**	**26.8**	**D**	**35.8**
47	Madison Ave / Kalmia St	N/A	N/A	N/A	N/A
48	I-15 SB Ramps / Kalmia St	C	29.4	C	30.9
49	Monroe Ave / Murrieta Hot Springs Rd	A	8.0	B	16.2
50	Hancock Ave / Murrieta Hot Springs Rd	B	17.6	B	17.6
51	**Alta Murrieta Dr / Murrieta Hot Springs Rd**	**C**	**23.8**	**D**	**51.9**
52	**Winchester Rd (SR-79) / Murrieta Hot Springs Rd**	**F**	**107.8**	**F**	**104.8**
53	**Hancock Ave / Los Alamos Rd**	**F**	**84.6**	**F**	**223.1**
54	**I-215 SB Ramps / Los Alamos Rd**	**E**	**77.2**	**F**	**157.8**
55	I-215 NB Ramps / Los Alamos Rd	C	25.5	C	24.4
56	**Whitewood Rd / Los Alamos Rd**	**D**	**44.4**	**D**	**44.6**
57	**Whitewood Rd / Murrieta Hot Springs Rd**	**C**	**28.3**	**F**	**88.7**
58	Adams Ave / Guava St	B	12.2	B	14.3
59	**Nutmeg St / Clinton Keith Rd**	**F**	**96.5**	**E**	**78.4**
60	**Mitchell Rd / Clinton Keith Rd**	**C**	**20.4**	**F**	**120.7**
61	I-215 SB Ramps / Scott Rd	A	8.5	A	8.1
62	I-215 NB Ramps / Scott Rd	B	15.9	B	16.2

Source: Iteris, *Traffic Impact Analysis*, September 8, 2011.

Notes:
Bold = LOS D, E, or F



Murrieta
The future of southern California
General Plan Update

LEGEND

- 4 Future Number of Lanes (2-Way)
- City of Murrieta Boundary
- Sphere of Influence

0 0.5 1
Miles

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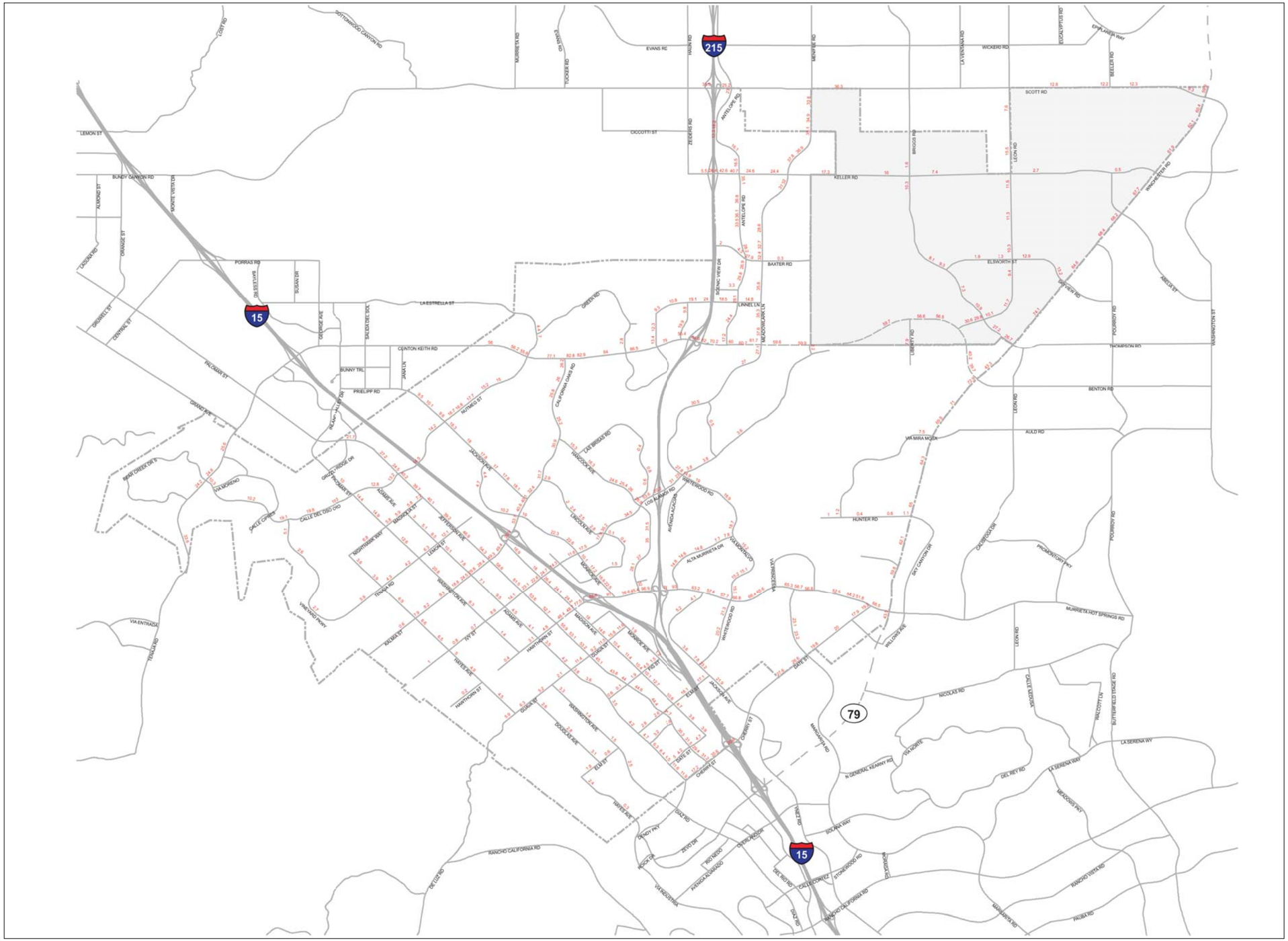
Future Roadway Lanes

Exhibit 5.4-12

Back of 11 x 17 exhibit.



Murrieta
The future of southern California
General Plan Update

LEGEND

17.6 ADT Volume (in Thousands)

City of Murrieta Boundary

Sphere of Influence

0 0.5 1
Miles

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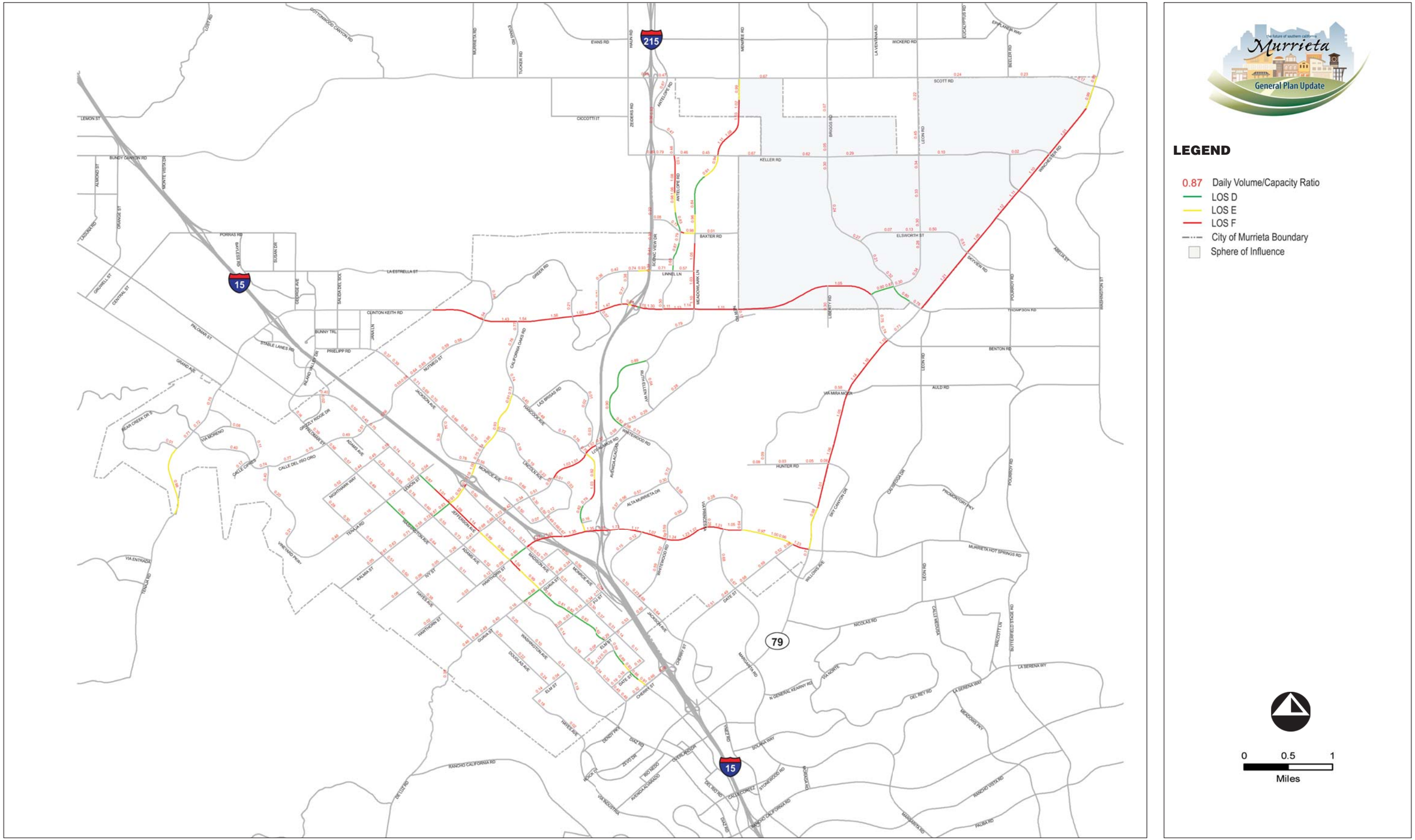
General Plan 2035 Average Daily Traffic Volumes

Exhibit 5.4-13

Back of 11 x 17 exhibit.



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General Plan 2035 Daily Volume-to-Capacity Ratios

Exhibit 5.4-14

Back of 11 x 17 exhibit.

Recommended Improvements

Improvements are recommended for the 2035 buildout roadway network and for intersection capacity augmentation; so that the roadways and intersection meet City LOS standards. Adequate intersection performance during peak traffic hours can be ensured with enhanced intersection geometrics which satisfy turning movement and through traffic capacity demands. In many instances, this may require additional left turn lanes, and right turn deceleration lanes on intersection approaches of the major roadway.

ROADWAY IMPROVEMENTS

Roadway link improvements that were contained in the travel demand model include:

- Jefferson Avenue from Lemon Avenue to north of Nutmeg Street as an Arterial Street.
- Removal of the Linnel Lane extension between Greer Road and Mitchell Road.
- Inclusion of the Whitewood Road extension between Jackson Avenue and Murrieta Hot Springs Road.
- Adding the missing link of Keller Road between Menifee Road and Briggs Road.
- Upgrading of several roadway facilities to Collector and Secondary roads, in the area of Murrieta west of I-15, to better reflect how they operate.
- Changes to other roadway classifications (both upgrades and downgrades) within the City.

With implementation of these improvements, there are roadways segments throughout the City that are projected to not meet the City's performance standards under the proposed General Plan 2035 buildout conditions (LOS D, E, or F), and thus result in a significant unavoidable impact (refer to *Exhibit 5.4-14*).

INTERSECTION IMPROVEMENTS

Enhanced intersection geometrics and upgraded signal operations (such as protected phasing and overlap phasing) have been shown on *Exhibit 5.4-16a* and *Exhibit 5.4-16b*, *General Plan 2035 Enhanced Intersection Lane Configurations*. The projected level of service for the General Plan 2035 with enhanced geometrics is illustrated in *Table 5.4-12*, *General Plan 2035 Buildout Intersections with Enhanced Geometrics Level of Service*.

Table 5.4-12
General Plan 2035 Intersections with Enhanced Geometrics Level of Service

Int. No.	Intersection	Recommended Scenario				Recommended Scenario with Enhanced Geometrics				Project Impact (Exceeds LOS Standards)	Residual Impact (Exceeds LOS Standards After Enhancements)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		LOS	Ave Del/ Veh	LOS	Ave Del/ Veh	LOS	Ave Del/ Veh	LOS	Ave Del/ Veh		
1	**Menifee Rd / Scott Rd**	**E**	**68.3**	**F**	**86.3**	**E**	**64.5**	**E**	**76.4**	**Yes**	**Yes**
2	Leon Rd / Scott Rd	C	27.9	D	46.7	C	26.6	C	32.5		
3	**Winchester Rd – SR-79 / Scott Rd**	**F**	**177.4**	**F**	**284.5**	**F**	**132.7**	**F**	**187.8**	**Yes**	**Yes**
4	**Antelope Rd / Keller Rd**	**F**	**158.6**	**D**	**49.9**					**Yes**	**Yes**
5	**Menifee-Meadowlark Rd/ Keller Rd**	**E**	**68.8**	**D**	**47.6**					**Yes**	**Yes**
6	Briggs Rd / Keller Rd	B	18.5	B	19.0	B	18.5	B	19.1		
7	Leon Rd / Keller Rd	B	12.3	C	26.2						
8	Winchester Rd – SR-79 / Keller Rd	A	1.6	A	1.6						
9	**Antelope Rd / Golden City Drive – Baxter Rd**	**C**	**25.2**	**F**	**89.2**	**C**	**20.3**	**E**	**55.2**	**Yes**	**Yes**
10	**Whitewood-Meadowlark/ Golden City Dr – Baxter Rd**	**F**	**107.7**	**F**	**113.6**	**E**	**75.8**	**F**	**108.0**	**Yes**	**Yes**
11	Briggs Rd / Baxter Rd – Jean Nicholas	A	8.8	A	8.3						
12	Leon Rd / Jean Nicholas	C	22.1	C	26.4						
13	Winchester Rd – SR-79 / Nicholas – Skyview	B	19.7	C	28.5						
14	Antelope Rd / Linnel Lane Extension	C	22.1	C	28.5	C	21.4	C	23.4		
15	Whitewood-Meadowlark/ Linnel Lane Extension	C	26.0	D	43.7	C	24.6	D	38.7		
16	Leon Rd / Max Gillis Rd	D	51.9	D	40.3						
17	Winchester Rd – SR-79 / Max Gillis – Thompson	C	27.1	D	37.8						
18	**California Oaks Rd / Clinton Keith Rd**	**E**	**60.7**	**C**	**20.7**					**Yes**	**Yes**
19	I-215 SB Off-Ramp / Clinton Keith Rd	A	7.9	B	11.5						
20	**I-215 NB Off-Ramp / Clinton Keith Rd**	**F**	**124.7**	**B**	**17.1**					**Yes**	**Yes**
21	Antelope Rd / Clinton Keith Rd	A	5.1	A	4.5						
22	**Meadowlark – Whitewood Rd / Clinton Keith Rd**	**F**	**145.9**	**F**	**121.7**					**Yes**	**Yes**
23	Liberty Rd / Clinton Keith Rd	A	7.4	B	10.0						
24	Leon Rd / Clinton Keith Rd	C	26.0	C	28.6						
25	Winchester Rd – SR-79 / Clinton Keith Rd – Benton Rd	D	38.8	D	53.7						
26	Winchester Rd – SR-79 / Via Mira Mosa – Auld Rd	C	24.1	C	25.1						
27	Monroe Ave / Los Alamos	C	24.5	C	27.5						
28	**Jefferson Ave / Murrieta Hot Springs Rd**	**F**	**133.3**	**F**	**206.4**	**E**	**56.1**	**F**	**115.8**	**Yes**	**Yes**
29	Madison Ave / Murrieta Hot Springs Rd	C	26.6	F	129.6	C	23.5	D	51.1	Yes	
30	I-15 SB Off-Ramp / Murrieta Hot Springs Rd	B	16.1	B	14.3						
31	I-15 NB Off-Ramp / Murrieta Hot Springs Rd	A	5.7	A	7.9						
32	I-215 SB Off-Ramp / Murrieta Hot Springs Rd	B	12.5	B	10.8						
33	I-215 NB Off-Ramp / Murrieta Hot Springs Rd	A	5.6	A	9.4						
34	Jackson Ave / Murrieta Hot Springs Rd	A	5.1	A	8.5						
35	Margarita Rd/ Murrieta Hot Springs Rd	C	24.6	D	49.2						

Table 5.4-12 [continued]
General Plan 2035 Intersections with Enhanced Geometrics Level of Service

Int. No.	Intersection	Recommended Scenario				Recommended Scenario with Enhanced Geometrics				Project Impact (Exceeds LOS Standards)	Residual Impact (Exceeds LOS Standards After Enhancements)
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		LOS	Ave Del/ Veh	LOS	Ave Del/ Veh	LOS	Ave Del/ Veh	LOS	Ave Del/ Veh		
36	French Valley – Date St / Murrieta Hot Springs Rd	B	12.9	B	18.4						
37	Jefferson Ave / Guava St	A	9.4	A	7.9						
38	Jefferson Ave / Cherry St	C	21.8	D	37.8						
39	Washington Ave / Calle del Oso Oro – Nutmeg St	C	27.6	C	27.5						
40	Clinton Keith Rd / Calle de Oso Oro – Bear Creek Dr	C	23.7	B	16.5						
41	Jefferson Ave / Nutmeg St	D	51.1	D	36.0						
42	Jefferson Ave / Magnolia	B	10.7	A	9.4						
43	Jefferson Ave / Lemon St	C	28.2	B	18.3						
44	**Jefferson Ave / Kalmia St**	**E**	**59.3**	**F**	**159.9**	**E**	**60.3**	**F**	**158.5**	**Yes**	**Yes**
45	Jefferson Ave / Juniper St	C	23.4	C	22.3						
46	Jefferson Ave / Ivy St – Los Alamos Rd	C	26.8	D	35.8	C	26.8	D	36.5		
47	Madison Ave / Kalmia St	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
48	I-15 SB Ramps / Kalmia St	C	29.4	C	30.9						
49	Monroe Ave / Murrieta Hot Springs Rd	A	8.0	B	16.2						
50	Hancock Ave / Murrieta Hot Springs Rd	B	17.6	B	17.6						
51	Alta Murrieta Dr / Murrieta Hot Springs Rd	C	23.8	D	51.9						
52	**Winchester Rd (SR-79) / Murrieta Hot Springs Rd**	**F**	**107.8**	**F**	**104.8**					**Yes**	**Yes**
53	**Hancock Ave / Los Alamos Rd**	**F**	**84.6**	**F**	**223.1**					**Yes**	**Yes**
54	**I-215 SB Ramps / Los Alamos Rd**	**E**	**77.2**	**F**	**157.8**					**Yes**	**Yes**
55	I-215 NB Ramps / Los Alamos Rd	C	25.5	C	24.4						
56	Whitewood Rd / Los Alamos Rd	D	44.4	D	44.6						
57	**Whitewood Rd / Murrieta Hot Springs Rd**	**C**	**28.3**	**F**	**88.7**	**C**	**28.4**	**F**	**90.3**	**Yes**	**Yes**
58	Adams Ave / Guava St	B	12.2	B	14.3						
59	**Nutmeg St / Clinton Keith Rd**	**F**	**96.5**	**E**	**78.4**					**Yes**	**Yes**
60	Mitchell Rd / Clinton Keith Rd	C	20.4	F	120.7	B	18.7	C	29.6	Yes	
61	I-215 SB Ramps / Scott Rd	A	8.5	A	8.1						
62	I-215 NB Ramps / Scott Rd	B	15.9	B	16.2						
	Notes: Bold = Significant Unavoidable Impact (LOS D, E, or F)										

With implementation of the enhanced geometrics, the following 16 intersections are projected to operate at levels of service that do not meet the City's standards, and thus result in a significant unavoidable significant impact (refer to *Table 5.4-12*):

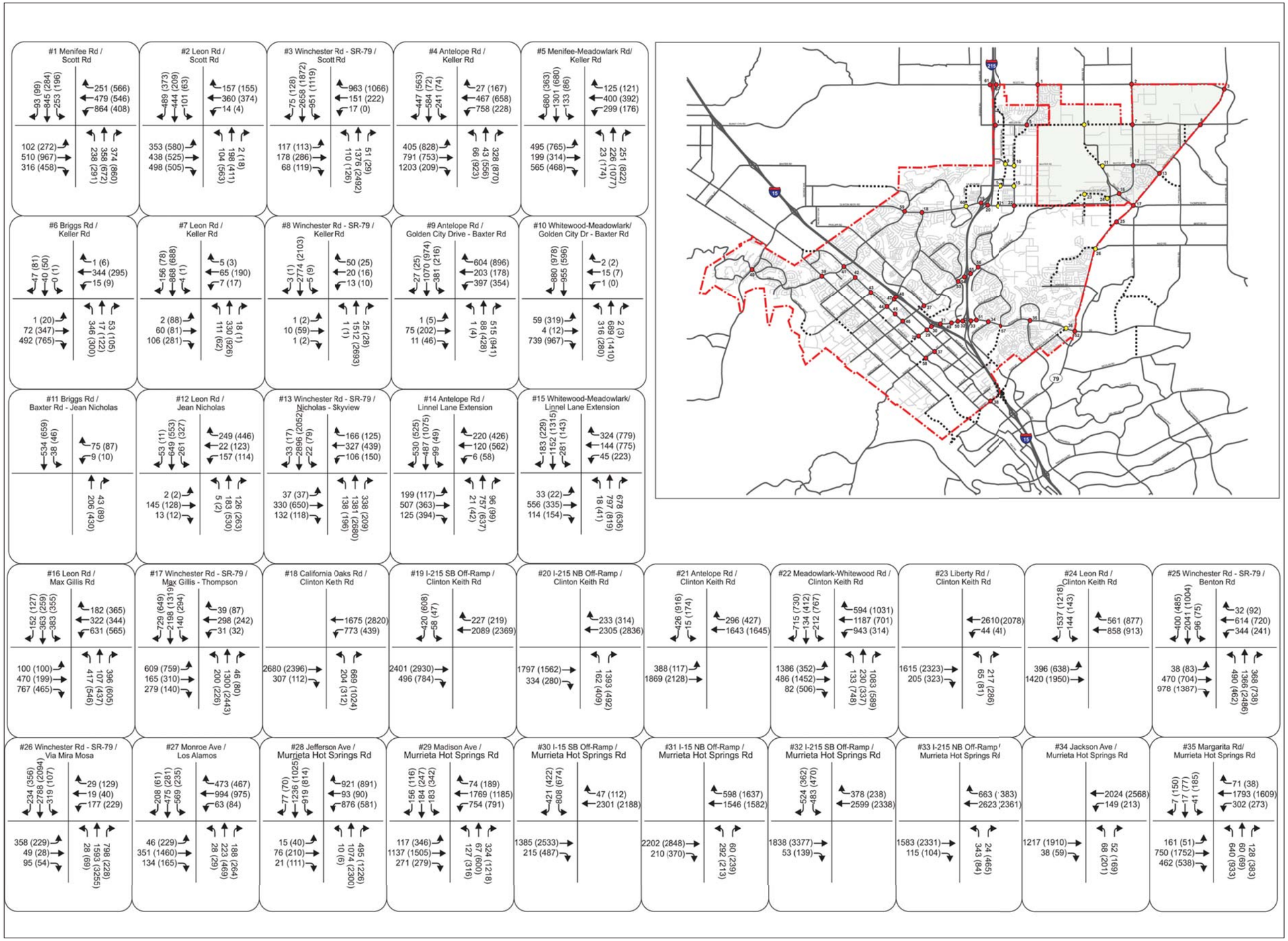
- Intersection 1: Menifee Rd / Scott Rd
- Intersection 3: Winchester Road – SR-79 / Scott Road
- Intersection 4: Antelope Road / Keller Road
- Intersection 9: Antelope Road / Golden City Drive – Baxter Road
- Intersection 10: Whitewood – Meadowlark / Golden City Dr – Baxter Road
- Intersection 18: California Oaks Road / Clinton Keith Road
- Intersection 20: I-215 NB Off-Ramp / Clinton Keith Road
- Intersection 22: Meadowlark – Whitewood Road / Clinton Keith Road
- Intersection 25: Winchester Road – SR-79 / Clinton Keith Road – Benton Road
- Intersection 28: Jefferson Avenue / Murrieta Hot Springs Road
- Intersection 44: Jefferson Avenue / Kalmia St
- Intersection 52: Winchester Road (SR-79) / Murrieta Hot Springs Road
- Intersection 53: Hancock Avenue / Los Alamos Road
- Intersection 54: I-215 SB Ramps / Los Alamos Road
- Intersection 57: Whitewood Road / Murrieta Hot Springs Road
- Intersection 59: Nutmeg St / Clinton Keith Road

GENERAL PLAN 2035 CIRCULATION MAP

As noted above, a number of roadway and intersection geometric enhancements and improvements would be needed to accommodate the traffic levels for the proposed General Plan 2035. In most cases, the improvements needed to achieve acceptable LOS would consist of additional turn lanes at critical intersections. In some cases however, additional through lanes at key intersections would be needed, indicating the potential need for an upgraded roadway classifications for the roadway segment approaches to those intersections. The roadway network for the proposed General Plan 2035 is shown on *Exhibit 5.4-17*, *General Plan 2035 Circulation Map*.

Impact Conclusions

Roadway Segments: Even with installation of the recommended improvements, implementation of the proposed General Plan 2035 would result in unacceptable levels of service on the roadway segments shown as LOS D in green, LOS E in yellow, and LOS F in red on *Exhibit 5.4-14*. Thus, impacts are concluded to be significant unavoidable impacts for the roadway segments shown as LOS D, LOS E, and LOS F on *Exhibit 5.4-14*. All other roadway segments would operate at acceptable levels of service.



Murrieta
General Plan Update

LEGEND

- Existing Study Intersection
- Future Study Intersection
- City of Murrieta Boundary
- Sphere of Influence
- Future Roadway Alignment
- 31/20 AM Peak Hr/PM Peak Hr

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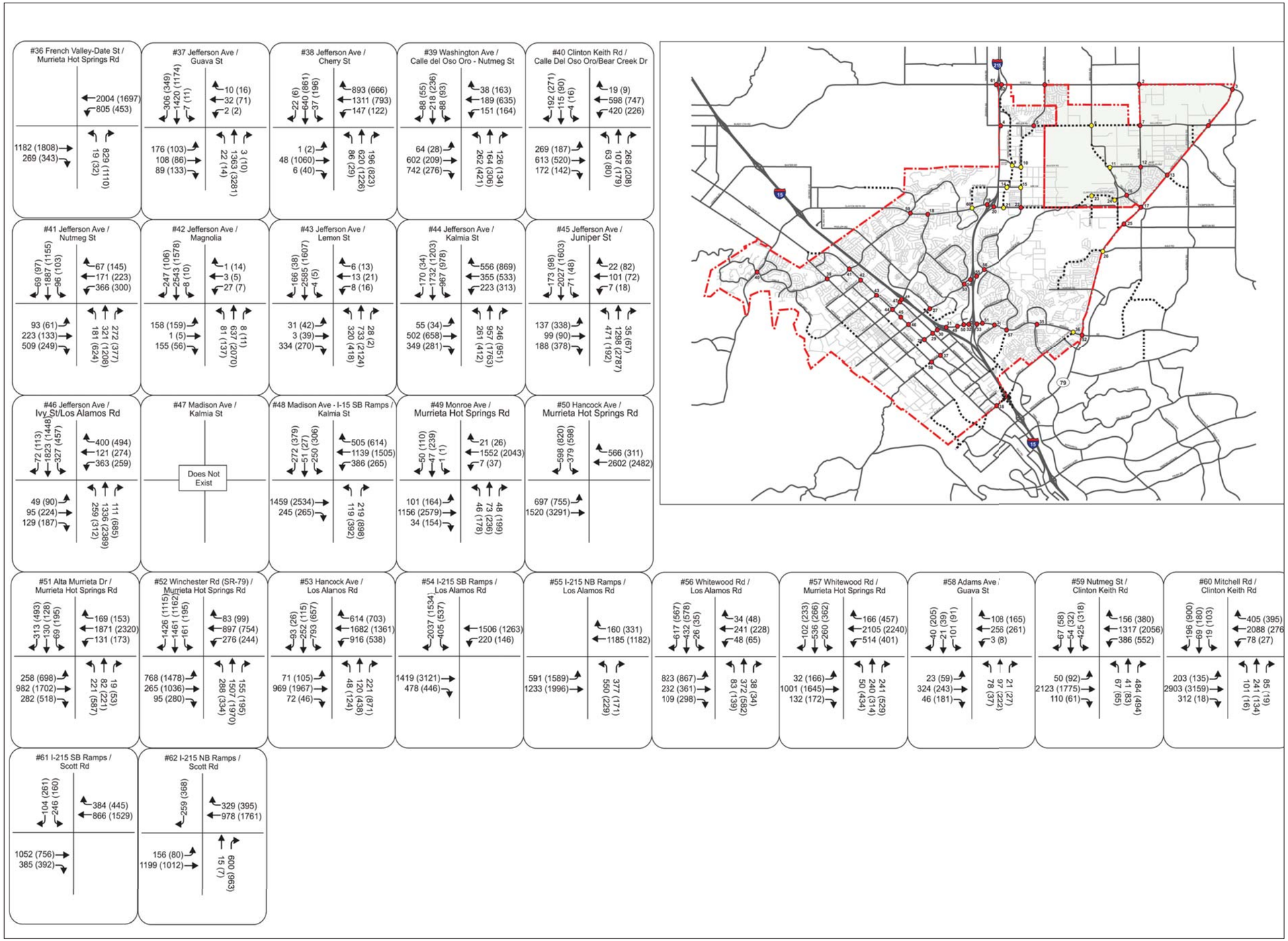
General Plan 2035 Peak Hour Turning Movement Volumes

Exhibit 5.4-15a

Back of 11 x 17 exhibit.



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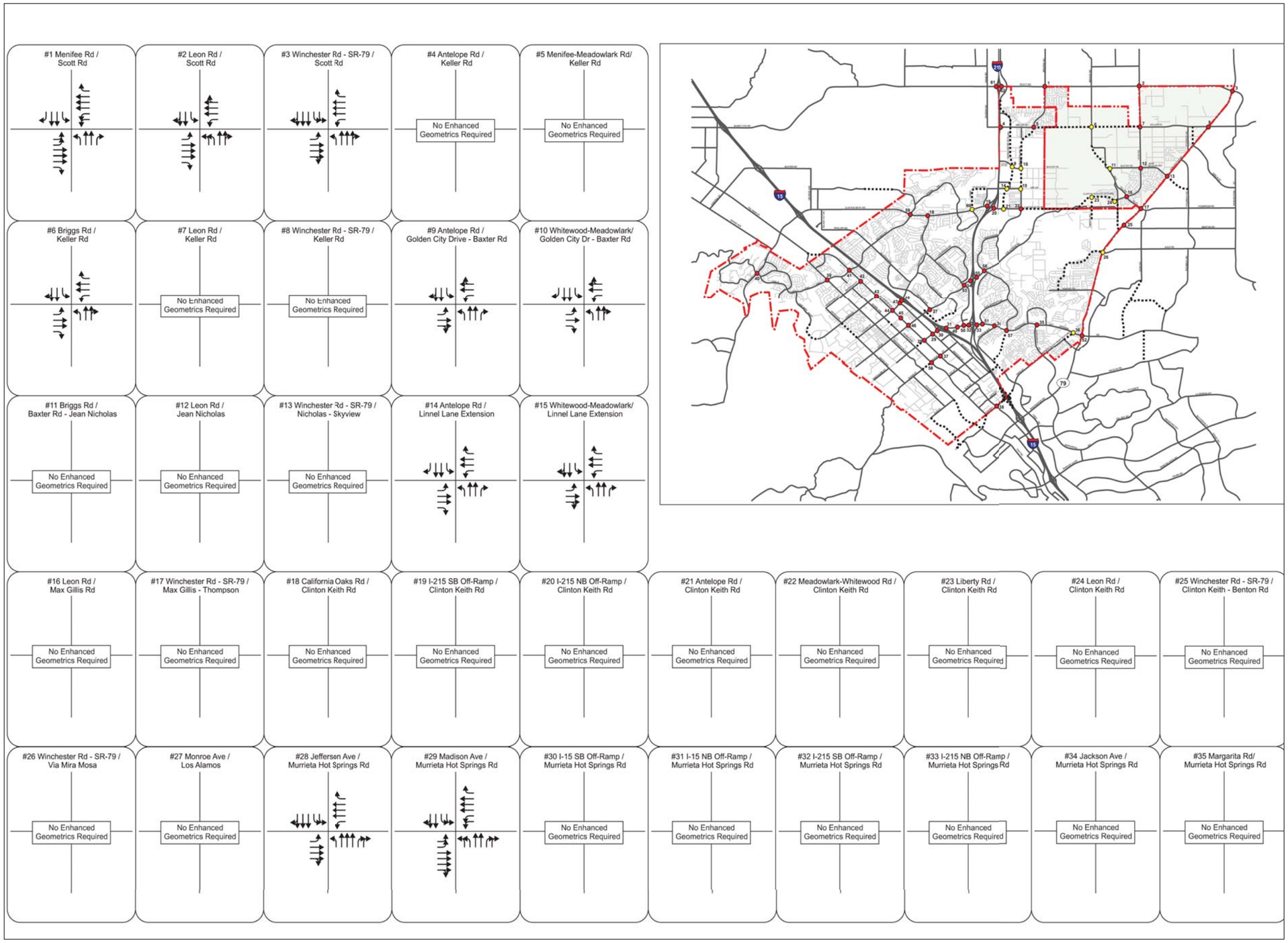
General Plan 2035 Peak Hour Turning Movement Volumes

Exhibit 5.4-15b

Back of 11 x 17 exhibit.



Murrieta
General Plan Update

LEGEND

- Through Lane
- Turn Lane
- Shared Lane
- * Assumed Lane Configuration

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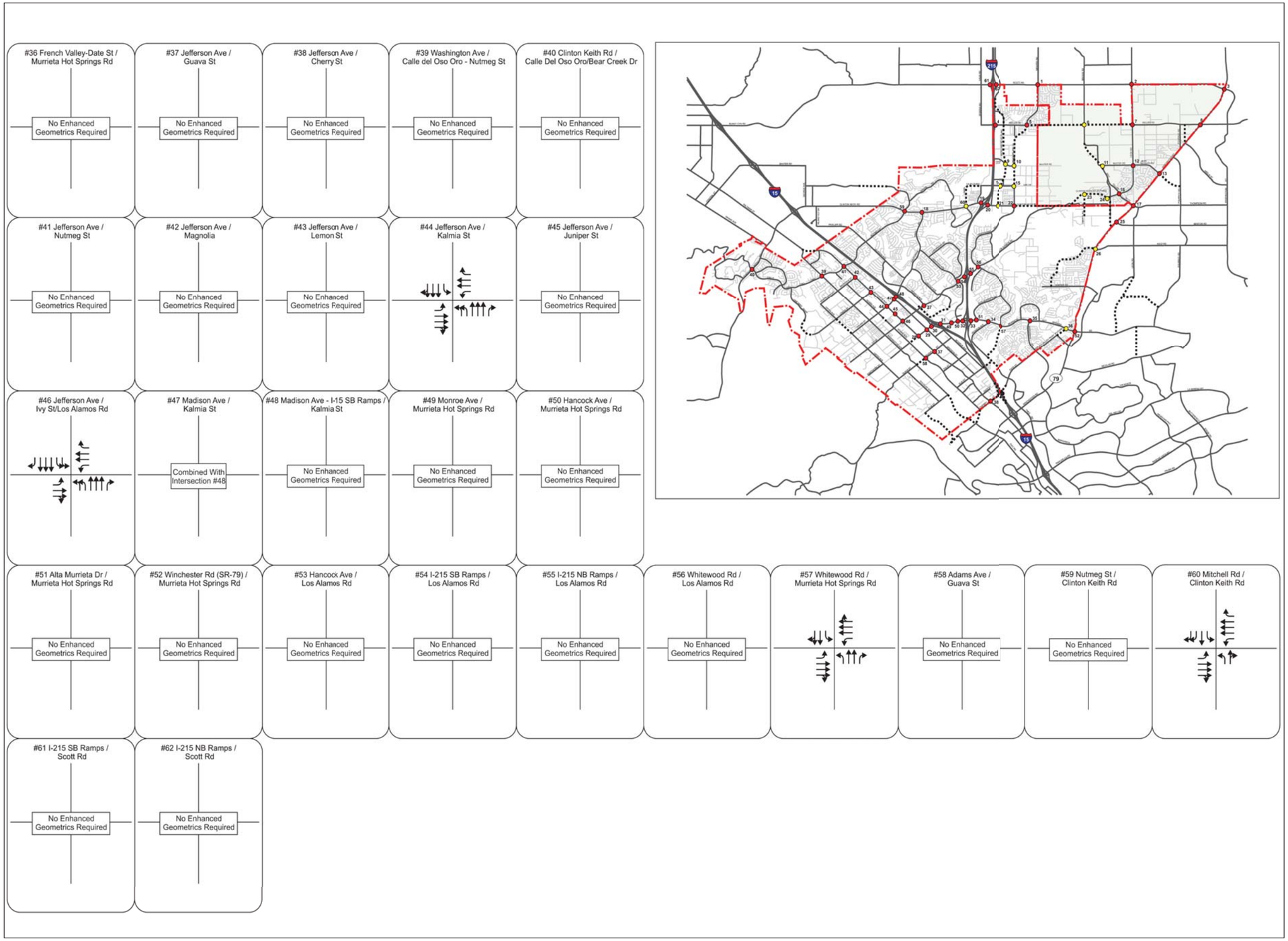
General Plan 2035 Enhanced Intersection Lane Configurations

Exhibit 5.4-16a

Back of 11 x 17 exhibit.



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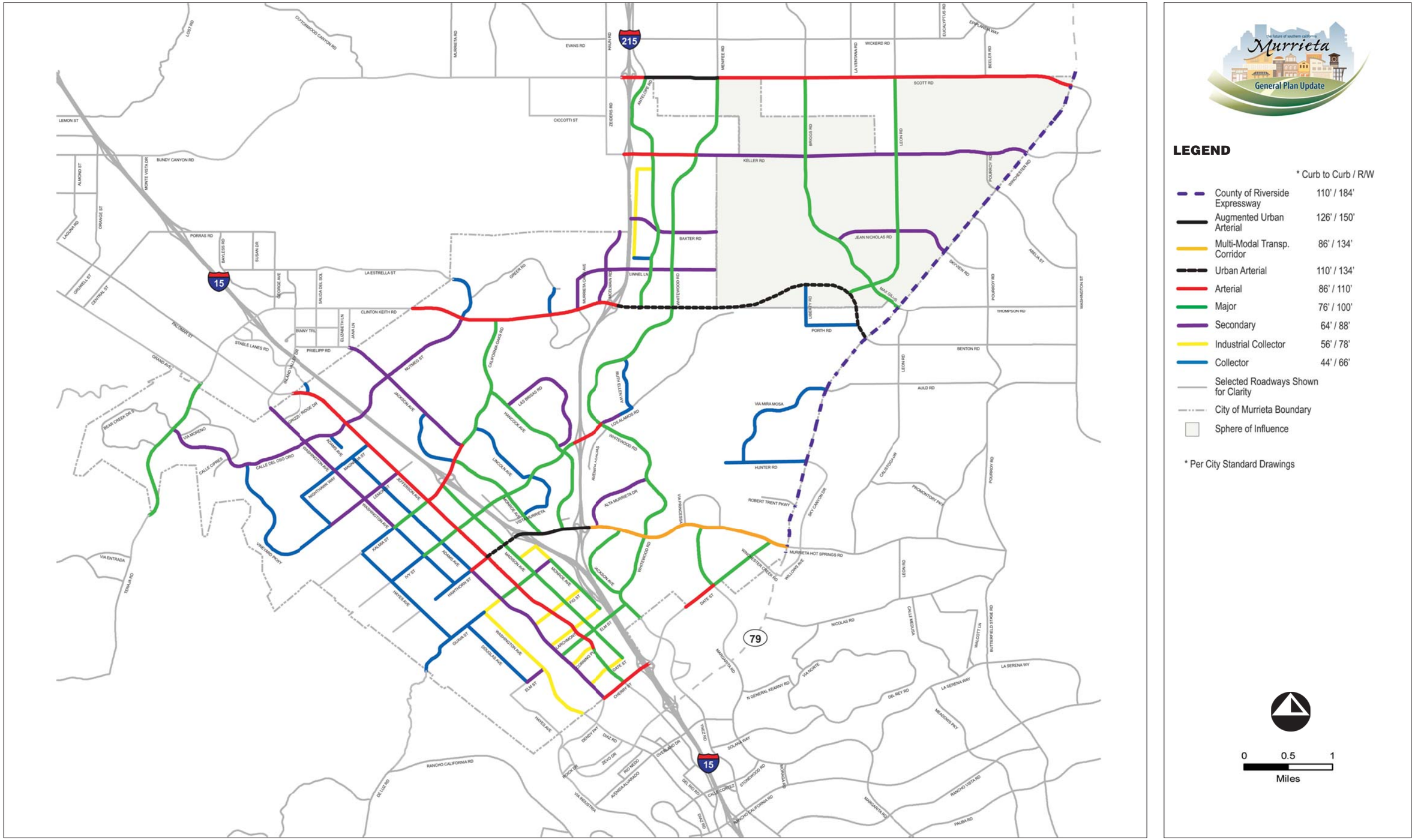
General Plan 2035 Enhanced Intersection Lane Configurations

Exhibit 5.4-16b

Back of 11 x 17 exhibit.



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General Plan 2035 Circulation Map

Exhibit 5.4-17

Back of 11 x 17 exhibit.

Intersections: Even with implementation of the enhanced geometrics, 16 intersections (Intersection 1, 3, 4, 9, 10, 18, 20, 22, 25, 28, 44, 52, 53, 54, 57, 59) are projected to operate at levels of service that do not meet the City's standards, and thus result in a significant unavoidable significant impact (refer to *Table 5.4-12*). All other studied intersections would operate at acceptable levels of service.

Goals and Policies in the Proposed General Plan 2035:

CIRCULATION ELEMENT

Goal CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

Policies

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

CIR-1.2 Maintain a Level of Service "D" or better at all intersections during peak hours. Maintain a Level of Service "E" or better at freeway interchanges during peak hours.

CIR-1.3 Maintain an average daily traffic (ADT) Level of Service "C" or better for all roadway segments. As an exception, LOS "D" may be allowed in the North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta Business Corridor, or the Multiple Use 3 Focus Areas, or other employment centers. LOS "D" may be allowed only at intersections of any combination of Secondary roadways, Major roadways, Urban Arterial roadways, Expressways, conventional state highways, or freeway ramps.

CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.

CIR-1.5 Maintain a set of street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards.

CIR-1.6 Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.

CIR-1.7 Evaluate the Circulation Element roadway plan on a regular basis using the City of Murrieta Traffic Model.

CIR-1.8 Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.

CIR-1.9 Provide a coordinated traffic control system that moves traffic within and through the City in an efficient and orderly manner. Upgrade systems as technology evolves.

CIR-1.10 Limit driveway and access on major arterial streets, where feasible, to maintain a desired quality of traffic flow.

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

CIR-1.12 Maintain an effective City truck route system to ensure that movement of truck traffic is accommodated by and confined to designated streets.

CIR-1.13 Work with adjacent communities and regional agencies to identify appropriate systems for goods movement.

CIR-1.14 Review current goods movement patterns and determine if possible restrictions on hours of truck traffic may reduce impacts to area streets.

Goal CIR-2 A comprehensive circulation system that promotes safety.

Policies

CIR-2.1 Establish speed limits throughout the City that relate to the design and operating characteristics of roadways.

CIR-2.2 Maintain an ongoing maintenance program to ensure the safety of the City's roadway system.

CIR-2.3 Provide a circulation network that accommodates the safe and efficient movement of all forms of non-motorized travel.

CIR-2.4 Ensure roadway signage of adequate size to clearly convey street names or traffic control measures is installed and maintained.

CIR-2.5 Include paved shoulders on all roads in non-urban areas that can be used by cyclists and pedestrians.

CIR-2.6 Explore the use of traffic calming measures on streets with high incidences of speeding and/or history of collisions.

CIR-2.7 Publish and promote safe pedestrian and bike routes through creating an accurate citywide map and posting pedestrian/cyclist-scale wayfinding signage.

CIR-2.8 Encourage driveway consolidation and the use of shared driveways in commercial areas.

CIR-2.9 Ensure new roadways and intersections provide adequate sight distances for safe vehicular movement.

CIR-2.10 Review and comment on school district Environmental Impact Reports (EIRs) to ensure proposed school circulation systems address traffic and pedestrian safety within and adjacent to the site.

CIR-2.11 Work with the school districts to incorporate a Safe Routes to Schools program and establish a task force for school siting (including school closures) and safe routes decisions such as public works, city, county, Caltrans, law enforcement, school staff, public health, community groups and others.

CIR-2.12 Consider the development and implementation of Pedestrian Safety Guidelines that also include streetscape standards that emphasize pedestrian and cyclist safety (lighting, trees, greenery, traffic calming measures, etc.).

CIR-2.13 Work with the Murrieta Valley Unified School District and other local school districts, neighborhood associations, HOAs, and Parent Teacher Associations (PTAs) to facilitate the creation of "walking school buses," "bike trains", carpools and crossing guards for Murrieta schools.

CIR-2.14 Ensure that efficient and safe access for emergency vehicles is provided to all development

Goal CIR-3 Circulation systems that preserve the quality of residential neighborhoods.

Policies

CIR-3.1 Enforce speed limits and other regulatory signs in those areas defined by the California Vehicle Code as residential neighborhoods.

CIR-3.2 Review the design of all proposed new residential neighborhoods to ensure that "cut through" routes are minimized and pedestrian connections are maximized.

CIR-3.3 Discourage the flow of truck traffic and through traffic in residential neighborhoods.

CIR-3.4 Consider the development and implementation of Traffic Calming Guidelines to address safety within residential neighborhoods.

CIR-3.5 Continue to utilize the Neighborhood Traffic Management Program to provide all residential, commercial, and industrial properties sufficient and safe access for every vehicle.

Goal CIR-4 Financing programs provide adequate funding for the City's roadway system.

Policies

CIR-4.1 Identify and evaluate potential local revenue sources for financing roadway system development and improvement projects.

CIR-4.2 Pursue viable revenue sources to meet the roadway system funding needs from state, regional, and federal sources.

CIR-4.3 Pursue coordination of joint funding and development programs with adjacent cities and the County of Riverside for transportation related improvements in the Plan Area.

Goal CIR-5 A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.

Policies

CIR-5.1 Coordinate with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities that address area-wide and regional travel needs, including the State Transportation Improvement Program (STIP), the Riverside County Integrated Project (RCIP), and the Community and Environmental Transportation Acceptability Process (CETAP).

CIR-5.2 Coordinate with adjacent jurisdictions on regional transportation planning efforts.

CIR-5.3 Coordinate with the Cities of Temecula, Wildomar, and Lake Elsinore to pursue funding for and preparation of a transportation plan for the Jefferson Avenue Corridor.

CIR-5.4 Actively pursue the construction of the French Valley Parkway connector system, south of the I-15/1-215 confluence in cooperation with Caltrans, the City of Temecula, Riverside County, and local developers.

CIR-5.5 Actively pursue the construction of a new east-west corridor and interchange at Keller Road in cooperation with Caltrans, Riverside County, and local developers.

CIR-5.6 Actively pursue the improvements to existing interchanges within the City and construction of new over-crossings, as identified in the Capital Improvements Program215, to achieve the adopted service level standards.

CIR-5.7 Support the addition of capacity improvements, such as high occupancy vehicle lanes, general purpose lanes, or auxiliary lanes on I-15 and 1-215.

CIR-5.8 Participate in programs to mitigate regional traffic congestion.

CIR-5.9 Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors, and future high speed rail service, which connect Murrieta to other population centers.

CIR-5.10 Support the siting and development of a Metrolink Station(s) within Murrieta along the I-15 and/or I-215 corridors.

CIR-5.11 Coordinate with California High Speed Rail Authority, Riverside Transit Authority, and City of Temecula on the siting and development of a California High Speed Rail Intermodal Transit Center.

CIR-5.12 Continue to work with public transportation agencies to provide adequate levels of service to Murrieta citizens.

CIR-5.13 Coordinate with adjacent jurisdictions regarding the planning and coordination of circulation improvements in the Sphere of Influence area.

CIR-5.14 Encourage new large residential, commercial, or employment developments to locate on existing and planned transit routes.

Goal CIR-6 Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.

Policies

CIR-6.1 Encourage alternatives to single-occupancy vehicle transportation such as rail, public transit, paratransit, walking, cycling, and ridesharing.

CIR-6.2 Support a variety of transit vehicle types and technologies to serve different transportation needs.

CIR-6.3 Work with the Riverside Transit Agency, Murrieta Chamber of Commerce, and/or the City's Economic Development Department to conduct a travel/commute survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

CIR-6.4 Seek opportunities for funding that goes to support alternative forms of transportation.

CIR-6.5 Support the dedication and/or construction of appropriate facilities in support of a public transportation system.

CIR-6.6 Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development of non-motorized transportation corridors and facilities (i.e., neighborhood electric vehicle routes, bikeways, pedestrian paths, sidewalks/paths).

CIR-6.7 Coordinate with the Riverside Transit Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, schools, health care facilities, and major recreation areas.

CIR-6.8 Support the construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations to maintain traffic flow and provide safe loading/unloading for bus passengers.

CIR-6.9 Work with the Riverside Transit Agency to evaluate bus stops locations and amenities. Encourage the incorporation of transit amenities such as bus shelters and benches into existing and new bus stop locations.

CIR-6.10 Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.

CIR-6.11 Encourage employer-based incentive programs for use of public transit and improve awareness of such programs.

CIR-6.12 Increase public education about public transit options.

CIR-6.13 Continue to require new development to submit a Trip Reduction Plan, if applicable, in compliance with the Transportation Demand Management Ordinance.

CIR-6.14 Encourage employers to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, telecommuting, bicycling, and walking, etc.).

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

Policies

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

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

CIR-7.3 Encourage safe pedestrian walkways and ensure compliance with the Americans with Disabilities Act (ADA) requirements within all developments.

CIR-7.4 Consider the development and implementation of Pedestrian Friendly Street Standards.

CIR-7.5 Provide pedestrian amenities such as benches, trees, landscaping, and shade trees to encourage people to walk to destinations.

CIR-7.6 Promote improved demand responsive transit services for elderly and disabled persons.

CIR-7.7 Ensure visibility and access for pedestrians and encourage the removal of barriers (walls, fences) to allow for safe and convenient movement.

CIR-7.8 Work with Riverside County Transportation Commission, local retirement homes, the Senior Center, and other community groups to expand affordable and reliable transportation options for older adults and disabled persons.

Goal CIR-8 Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.

Policies

CIR-8.1 Create, update, and implement a master plan for non-motorized travel throughout the City, including multi-use trails, off-street paved bikeways, on-street bikeways, and related amenities.

CIR-8.2 Promote bicycle and pedestrian trails along major home to work and other travel routes.

CIR-8.3 Consider roadway design guidelines for new development and for capital improvement plans that enhance bicycle and pedestrian connectivity and safety.

CIR-8.4 Consider that 6- to 8-lane arterial roads provide a 5- to 6-foot-wide tree buffer (parkway) between pedestrians and through traffic.

CIR-8.5 Separate multi-use trails from roadways where feasible, or design multi-use trail crossing to occur at controlled intersections.

CIR-8.6 Establish guidelines for new development projects to include multi-use trails that connect to schools, parks, Historic Downtown, and other neighborhoods in the community.

CIR-8.7 Review and pursue opportunities to develop a trail head from the Murrieta Equestrian Park to the Santa Rosa Plateau and other adjacent areas.

CIR-8.8 When different uses are developed adjacent to each other – such as new commercial adjacent to new residential – require them to provide high-quality pedestrian amenities and connections between each other to the greatest degree possible.

CIR-8.9 Create cyclist and pedestrian connections through cul-de-sacs and across other barriers, connecting neighborhoods with each other and the citywide trail system. When feasible, consider purchasing easements across private land for priority pedestrian connections.

CIR-8.10 Work with adjacent property owners to create an interconnected trail that extends along the public right-of-way, which will benefit business by increasing exposure and access, and benefit the community through encouraging fitness, improved access, and a connected community.

CIR-8.11 Coordinate the location of multi-use trails to connect with regional trail systems, where feasible.

CIR-8.12 Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.

CIR-8.13 Maintain a map or maps of current bikeways and multi-use trails, and make the map(s) available to the public.

CIR-8.14 Partner with schools, employers, and community groups to teach bicycle and pedestrian safety in schools and workplaces and to educate residents about the benefits of walking and bicycling.

CIR-8.15 Consider changing the name of the "Traffic Commission" to the "Transportation Commission," and revise its scope to explicitly address all forms of transportation including automobile, bicycle, pedestrian, public transportation, and ADA enhancements.

LAND USE ELEMENT

Goal LU-3 Stable, well-maintained residential neighborhoods in Murrieta.

Policies

LU-3.2 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, establish and/or maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

Goal LU-23 A circulation system that provides adequate access for all property owners in the Los Alamos Hills area.

Policies

LU-23.1 Support the development of a circulation plan and road standards for the existing and proposed road system within the Los Alamos Hills area that reflects the land uses and development intensity within a Specific Plan.

LU-23.2 Explore the use of traffic calming measures, as appropriate.

AIR QUALITY ELEMENT

Goal AQ-5 Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.

Policies

AQ-5.1 Encourage employers to implement transportation demand management (TDM) measures, such as the following programs to reduce trips and vehicle miles traveled:

- Transit subsidies
- Bicycle facilities
- Alternative work schedules
- Ridesharing
- Telecommuting and work-at-home programs
- Employee education
- Preferential parking for carpools/vanpools

AQ-5.2 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

AQ-5.3 Promote use of fuel-efficient and low-emissions vehicles, including Neighborhood Electric Vehicles.

AQ-5.4 Encourage the use of lowest emission technology buses in public transit fleets.

AQ-5.5 Provide a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

AQ-5.6 Manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

AQ-5.7 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

NOISE ELEMENT

Goal N-3 Noise from mobile noise sources is minimized.

Policies

N-3.4 Enforce the use of truck routes to limit unnecessary truck traffic in residential and commercial areas. Consider requiring traffic plans for construction projects and new commercial and industrial uses.

SAFETY ELEMENT

Goal SAF-11 Design of the physical environment promotes community safety and reduces opportunities for criminal activity.

Policies

SAF-11.1 Involve the Police Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply CPTED principles.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation:

Roadway Segments. Significant Unavoidable Impact for the roadway segments identified as LOS D, E, or F on *Exhibit 5.4-14*. Less Than Significant Impact for the roadway segments identified as LOS A, B, or C on *Exhibit 5.4-14*.

Intersections. Significant Unavoidable Impacts for Intersections 1, 3, 4, 9, 10, 18, 20, 22, 25, 28, 44, 52, 53, 54, 57, 59 (refer to *Table 5.4-12*). Less Than Significant Impact for all other studied intersections.

CONGESTION MANAGEMENT PROGRAM

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN CONFLICTS WITH THE RIVERSIDE COUNTY CONGESTION MANAGEMENT PROGRAM.

Level of Significance Before Mitigation: No Impact.

Impact Analysis: The CMP is directly linked to transportation issues, with requirements that all new developments mitigate their traffic impacts on the surrounding street system. The CMP includes issues such as LOS standards, coordination with other jurisdictions, TDM ordinances and application, monitoring conditions, and mitigation of impacts.

CMP facilities within the City of Murrieta are I-15, I-215, and SR-79. A CMP analysis was not required for the proposed General Plan 2035 as the City requirements for a traffic study exceed the CMP requirements and the proposed project met the City requirements. Furthermore, the CMP for Riverside County does not address specific intersections. Therefore, no impacts would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.4.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

DESIGN FEATURES OR INCOMPATIBLE USES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INADEQUATE DESIGN FEATURES OR INCOMPATIBLE USES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would result in the development of new residential and non-residential land uses. However, it is not anticipated that development of new uses would result in inadequate design features or incompatible uses. Through the City's development review process, future developments would be evaluated to determine the appropriate land use permit for authorizing their use and the conditions for their establishment and operation. Additionally, future development projects would be evaluated on a case-by-case basis to ensure that adequate access and circulation to and within the development would be provided. Access to development sites would be required to comply with all City design standards and would be reviewed by the City and the Murrieta Fire Department to ensure that inadequate design features or incompatible uses do not occur. The City and the Murrieta Fire Department would review future development in order to ensure that they are designed to meet adopted standards and provide adequate emergency access. At a minimum, compliance with relevant Code standards would be required.

Therefore, implementation of the proposed General Plan 2035 would not substantially increase hazards due to design feature or incompatible uses. A less than significant impact would occur in this regard. The proposed General Plan 2035 includes goals and policies to ensure that new development, including infrastructure would not result in incompatible uses. Additionally, goals and policies would ensure that the street system is designed efficiently to reduce potential impacts to residential neighborhoods and that potential impacts associated with various transportation modes utilizing the same roadway system would be reduced to less than significant levels.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.4.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

EMERGENCY ACCESS

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INADEQUATE EMERGENCY ACCESS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Future development projects would be required to comply with the City's development review process including review for compliance with the City's *Development Code*. New developments associated with implementation of the proposed General Plan 2035 would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Individual projects would be reviewed by the Murrieta Fire Department to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would provide adequate emergency access to and from the site. Further, the City and the Murrieta Fire Department would review any modifications to existing roadways to ensure that adequate emergency access or emergency response would be maintained. Additionally, emergency response and evacuation procedures would be coordinated through the City in coordination with the police and fire departments, resulting in less than significant impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.4.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

PEDESTRIAN AND TRANSIT FACILITIES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONFLICT WITH THE PERFORMANCE OF EXISTING AND/OR PLANNED TRANSIT SYSTEMS SERVING THE AREA AND/OR CONFLICT WITH ADOPTED TRANSIT, BICYCLE, OR PEDESTRIAN POLICIES, PLANS, OR PROGRAMS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Public transit in the City of Murrieta is currently provided by RTA. The RTA currently offers five fixed bus routes in the City of Murrieta with a variety of fare options for passengers including base fares, day passes, 7-day passes, and 30-day passes; refer to *Exhibit 5.4-10*. In addition to fixed and commuter bus services, the City of Murrieta also offers a Dial-A-Ride (DAR) service. The existing circulation system includes pedestrian facilities such as sidewalks near businesses, schools, parks, and major retail facilities. However, City streets are generally not equipped with designated bicycle facilities.

The proposed General Plan 2035 establishes a Land Use Policy Map as well as supportive goals and policies to encourage increased development within key Focus Areas (areas of land use and policy change). Development associated with Implementation of the proposed General Plan 2035 would increase the City's population, potentially increasing the demand for transit systems, as well as pedestrian facilities. The proposed General Plan 2035 encourages increased use of transit systems and increased pedestrian activity within the Focus Areas and establishes goals and policies to ensure that adequate facilities are provided to serve the needs of the community. A key focus of the proposed General Plan 2035 is to improve pedestrian amenities, walkability, and connectivity between uses, as well as to encourage alternative modes of transportation including a variety of transit options. The proposed General Plan 2035 would not conflict with the performance of transit systems within the area or with adopted plans or programs related to pedestrian and transit facilities. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.4.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.4.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE TRAFFIC AND CIRCULATION IMPACTS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Cumulative traffic impacts are analyzed in terms of impacts within the City of Murrieta and impacts to the traffic system in neighboring communities. The Circulation

Element of the proposed General Plan 2035 considers the impacts of traffic traveling through and within the City of Murrieta. As discussed, traffic volumes used were developed through the use of a travel demand model, which is specific to the City of Murrieta, and consistent with the RivTAM, and SCAG travel demand model. The development of the Murrieta Model is based on the Year 2008 RivTAM in TransCAD platform. The Murrieta Model covers all of the six counties in the SCAG region. New zone structure with 925 zones was designed to detail the Murrieta area and to aggregate a set of zones outside of the area. The model roadway network within the City and the Sphere of Influence was expanded to include roadways classified as Collector and above, as shown in the City of Murrieta General Plan Circulation Element.

The structure of the Murrieta Model is consistent with the RivTAM model to ensure the compatibility between the two models. Building on RivTAM also minimizes the time and effort needed to maintain and update the Murrieta Model as new elements of the RivTAM model are put into the model job stream. Specifically, the model consists of traditional four step modeling process including trip generation, trip distribution, mode split, and traffic assignment. Two model scenarios were included in the Murrieta Model, namely the base year 2009 and the forecast year 2035. Given the updated zone structure, corresponding modifications regarding the input data tables and matrices in the four steps were conducted for both of the model scenarios. The validation for base year 2009 was followed to ensure the results match with the both RivTAM model and traffic counts. The validated model was then used to forecast future volumes for the different scenarios. Peak hour turning model volumes were developed for study intersections using NCHRP methodology.

Development associated with buildout of the proposed General Plan 2035 would involve an increase in residential development and non-residential development. Increased development would result in study intersections operating at a deficient LOS based on the City's performance criteria. As indicated above in Table 5.4-13, 18 intersections are projected to operate at levels of service that do not meet the City's standards. After enhanced geometrics are applied to the intersections under the recommended scenario, 16 intersections are projected to still operate at levels of service that do not meet the City's standards, and thus have a significant impact. Further, roadway segments would also operate at a deficient LOS, since they do not meet the City of Murrieta Standards even with the implementation of the recommended intersection improvements previously described as Roadway Improvements in the first impact discussion under Proposed General Plan 2035 Traffic Operations section above. Therefore, buildout of the proposed General Plan 2035 would result in cumulatively considerable traffic and circulation impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.4.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation:

Roadway Segments. Significant Unavoidable Impact for the roadway segments identified as LOS D, E, or F on *Exhibit 5.4-14*. Less Than Significant Impact for the roadway segments identified as LOS A, B, or C on *Exhibit 5.4-14*.

Intersections. Significant Unavoidable Impacts for Intersections 1, 3, 4, 9, 10, 18, 20, 22, 25, 28, 44, 52, 53, 54, 57, 59 (refer to *Table 5.4-12*). Less Than Significant Impact for all other studied intersections.

5.4.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed General Plan 2035 would result in a significant unavoidable impact for the following areas for both project and cumulative impacts:

Roadway Segments. Even with installation of the recommended improvements, implementation of the proposed General Plan 2035 would result in unacceptable levels of service on the roadway segments shown as LOS D in green, LOS E in yellow, and LOS F in red on *Exhibit 5.4-14*. Thus, impacts are concluded to be significant unavoidable impacts for the roadway segments shown as LOS D, LOS E, and LOS F on *Exhibit 5.4-14*.

Intersections. Even with implementation of the enhanced geometrics, the following 16 intersections are projected to operate at levels of service that do not meet the City's standards, and thus result in a significant unavoidable significant impact.

- Intersection 1: Menifee Rd / Scott Rd
- Intersection 3: Winchester Road – SR-79 / Scott Road
- Intersection 4: Antelope Road / Keller Road
- Intersection 9: Antelope Road / Golden City Drive – Baxter Road
- Intersection 10: Whitewood – Meadowlark / Golden City Dr – Baxter Road
- Intersection 18: California Oaks Road / Clinton Keith Road
- Intersection 20: I-215 NB Off-Ramp / Clinton Keith Road
- Intersection 22: Meadowlark – Whitewood Road / Clinton Keith Road
- Intersection 25: Winchester Road – SR-79 / Clinton Keith Road – Benton Road
- Intersection 28: Jefferson Avenue / Murrieta Hot Springs Road
- Intersection 44: Jefferson Avenue / Kalmia St
- Intersection 52: Winchester Road (SR-79) / Murrieta Hot Springs Road
- Intersection 53: Hancock Avenue / Los Alamos Road
- Intersection 54: I-215 SB Ramps / Los Alamos Road
- Intersection 57: Whitewood Road / Murrieta Hot Springs Road
- Intersection 59: Nutmeg St / Clinton Keith Road

All other traffic and circulation impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035.

If the City of Murrieta approves the proposed General Plan 2035, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

5.4.7 SOURCES CITED

City of Murrieta Final General Plan EIR, prepared by EIP Associates, June 1994.

City of Murrieta General Plan, prepared by EIP Associates, June 21, 1994.

City of Murrieta, *City of Murrieta Municipal Code*, adopted 1995.

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the future of southern california

Murrieta

General Plan Update

Section 5.5:

Air Quality

5.5 AIR QUALITY

Information in this section is based primarily on the *CEQA Air Quality Handbook*, April 1993 (as revised through November 1993), prepared by the South Coast Air Quality Management District (SCAQMD), the *Final 2007 Air Quality Management Plan for the South Coast Air Basin* (June 2007), prepared by the SCAQMD, and Air Quality Data (California Air Resources Board [CARB], 2007 through 2009).

5.5.1 REGULATORY FRAMEWORK

FEDERAL

The U.S. Environmental Protection Agency (U.S. EPA) is responsible for implementing the Federal Clean Air Act (FCAA), which was first enacted in 1955 and amended numerous times after. The FCAA established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The criteria pollutants addressed under the FCAA are ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2) (which is a form of nitrogen oxides [NO_X]), sulfur dioxide (SO_2) (which is a form of sulfur oxides [SO_x]), particulate matter less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$, respectively) and lead (Pb); refer to *Table 5.5-1*, *National and California Ambient Air Quality Standards*.

STATE

The California Air Resources Board (CARB) administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 5.5-1*, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates. The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS.

Table 5.5-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 μg/m^3)	**Nonattainment**	NA[5]	NA[5]
	8 Hours	0.07 ppm (137 μg/m^3)	Unclassified	0.075 ppm (147 μg/m^3)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 μg/m^3	**Nonattainment**	150 μg/m^3	**Nonattainment**
	Annual Arithmetic Mean	20 μg/m^3	**Nonattainment**	NA[6]	**Nonattainment**
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 μg/m^3	Unclassified
	Annual Arithmetic Mean	12 μg/m^3	**Nonattainment**	15.0 μg/m^3	**Nonattainment**
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 μg/m^3)	NA	0.053 ppm (100 μg/m^3)	Attainment
	1 Hour	0.18 ppm (339 μg/m^3)	Attainment	0.100 ppm	NA
Lead (Pb)	30 days average	1.5 μg/m^3	Attainment	N/A	NA
	Calendar Quarter	N/A	NA	1.5 μg/m^3	Attainment
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	N/A	NA	0.03 ppm (80 μg/m^3)	Attainment
	24 Hours	0.04 ppm (105 μg/m^3)	Attainment	0.14 ppm (365 μg/m^3)	Attainment
	3 Hours	N/A	NA	N/A	Attainment
	1 Hour	0.25 ppm (655 μg/m^3)	Attainment	75 ppb	NA
Visibility-Reducing Particles	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 μg/m^3	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 μg/m^3)	Unclassified		
Vinyl Chloride	24 Hour	0.01 ppm (26 μg/m^3)	Unclassified		

μg/m^3 = micrograms per cubic meter; ppm = parts per million; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable.

Notes:

1 – California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, suspended particulate matter-PM_{10} and visibility-reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations. In 1990, CARB identified vinyl chloride as a toxic air contaminant, but determined that there was not sufficient available scientific evidence to support the identification of a threshold exposure level. This action allows the implementation of health-protective control measures at levels below the 0.010 ppm ambient concentration specified in the 1978 standard.

2 – National standards (other than ozone, particulate matter and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. EPA also may designate an area as *attainment/unclassifiable*, if: (1) it has monitored air quality data that show that the area has not violated the ozone standard over a three-year period; or (2) there is not enough information to determine the air quality in the area. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 μg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

3 – Concentration is expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 mm of mercury. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 – National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.

5 – The Federal 1-hour ozone standard was revoked on June 15, 2005 in all areas except the 14 8-hour ozone nonattainment Early Action Compact (EAC) areas.

6 – The Environmental Protection Agency revoked the annual PM_{10} standard in 2006 (effective December 16, 2006).

Source: California Air Resources Board and United States Environmental Protection Agency, August 3, 2010.

Similar to the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. Similar to the FCAA, all areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the CAAQS by its attainment dates. *Table 5.5-1* also illustrates the FCAA and CCAA attainment status for the South Coast Air Basin which the City of Murrieta is located in.

REGIONAL

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is one of 35 air quality management districts that have prepared AQMPs to accomplish a five-percent annual reduction in emissions. The *2007 Air Quality Management Plan for the South Coast Air Basin* (*2007 AQMP*) relies on a multi-level partnership of governmental agencies at the Federal, State, regional, and local level. The *2007 AQMP* proposes policies and measures to achieve Federal and State standards for improved air quality in the Basin and those portions of the Salton Sea Air Basin (formerly named the Southeast Desert Air Basin) that are under SCAQMD jurisdiction. The *2007 AQMP* includes new information on key elements such as:

- Current air quality;
- Improved emission inventories, especially significant increase in mobile source emissions;
- An overall control strategy comprised of: Stationary and Mobile Source Control Measures, SCAQMD, State and Federal Stationary and Mobile Source Control Measures, and the Southern California Association of Governments Regional Transportation Strategy and Control Measures;
- New attainment demonstration for $PM_{2.5}$ and O_3;
- Milestones to the Federal Reasonable Further Progress Plan; and
- Preliminary motor vehicle emission budgets for transportation conformity purposes.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the Federally-designated Metropolitan Planning

Organization (MPO) for the Southern California region and is the largest Metropolitan Planning Organization in the United States. With respect to air quality planning, SCAG has prepared the *2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* (2008 RCP) for the region, which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the 2007 AQMP. SCAG is responsible under the FCAA for determining conformity of projects, plans, and programs within the SCAQMD.

Western Riverside Council of Governments

The City of Murrieta is also a member of the Western Riverside Council of Governments (WRCOG). WRCOG is the regional planning agency whose purpose is to unify Western Riverside County. WRCOG has 16 member cities, which together with the Riverside County Board of Supervisors and the Eastern and Western Municipal Water Districts have seats on the WRCOG Executive Committee who sets policy for the organization. WRCOG has formed the Clean Cities Coalition and the Regional Air Quality Task Force, which draw members from local jurisdictions, industry, SCAQMD, and environmental groups who are dedicated to achieving air quality goals for the region.

5.5.2 ENVIRONMENTAL SETTING

SOUTH COAST AIR BASIN

Geography

The City of Murrieta is located in the South Coast Air Basin (Basin), a 10,743-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area of Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Climate

The climate in the Basin is characterized by moderate temperatures and comfortable humidity, with precipitation limited to a few storms during the winter season (November through April). The average annual temperature varies little throughout the Basin, averaging 75 degrees Fahrenheit (°F). However, with a less pronounced oceanic influence, the eastern inland portions of the Basin show greater variability in annual minimum and maximum temperatures. January is usually the coldest month at all locations, while July and August are usually the hottest months of the year. Although the Basin has a semi-arid climate, the air near the surface is moist due to the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the Basin by offshore winds, the ocean effect is dominant. Periods with heavy fog are frequent, and low stratus clouds, occasionally referred to as "high fog," are a characteristic climate feature.

Annual average relative humidity is 70 percent at the coast and 57 percent in the eastern part of the Basin. Precipitation in the Basin is typically 9 to 14 inches annually and is rarely in the form of snow or hail due to typically warm weather. The frequency and amount of rainfall is greater in the coastal areas of the Basin.

In the City of Murrieta, the climate is typically warm during summer when temperatures tend to be in the 80s and cool during winter when temperatures tend to be in the 50s. The warmest month of the year is August with an average maximum temperature of 98°F, while the coldest month of the year is December with an average minimum temperature of 34°F. Temperature variations between night and day tend to be moderate during summer with a difference that can reach 23°F, and moderate during winter with an average difference of 24°F. The annual average precipitation at Murrieta is 11.4 inches. Rainfall is fairly evenly distributed throughout the year. The wettest month of the year is February with an average rainfall of 2.86 inches.[1]

AMBIENT AIR QUALITY

The monitoring stations in the State are operated by CARB, local Air Pollution Control Districts (APCD) or Air Quality Management Districts (AQMD), by private contractors, and by the National Park Service (NPS). These entities operate more than 250 air monitoring stations in California. Air quality monitoring stations usually measure pollutant concentrations ten feet above. In the Basin, each monitoring station is located within a Source Receptor Area (SRA). The communities within an SRA are expected to have similar climatology and ambient air pollutant concentrations. The City of Murrieta is located in SRA 26 (Temecula Valley).

[1] The Weather Channel, *Average Weather for Murrieta, CA*, http://www.weather.com/weather/wxclimatology/monthly/graph/USCA0748, accessed December 6, 2010.

Pollutants Measured

The following air quality information briefly describes the various types of pollutants monitored at the Lake Elsinore, Perris, and Riverside-Magnolia Monitoring Stations. The Lake Elsinore Monitoring Station is the nearest to the City; however, for pollutants not measured at Lake Elsinore, the next closest station was used. Air quality data from 2007 through 2009 is provided in *Table 5.5-2*, *Local Air Quality Levels*.

Table 5.5-2
Local Air Quality Levels

Pollutant	California Standard	Federal Standard	Year	Maximum[1] Concentration	Days (Samples) State/Federal Std. Exceeded
Ozone (O_3) (1-Hour) [2]	0.09 ppm for 1 hour	NA	2007 2008 2009	0.129 ppm 0.139 0.128	26/3 49/6 24/1
Ozone (O_3) (8-Hour)[2]	0.07 ppm for 8 hours	0.08 ppm for 8 hours	2007 2008 2009	0.109 ppm 0.119 0.106	56/35 91/69 65/35
Carbon Monoxide (CO) (1-Hour)[2]	20.0 ppm For 1 hour	35.0 ppm for 1 hour	2007 2008 2009	1.60 ppm 1.10 1.00	0/0 0/0 0/0
Carbon Monoxide (CO) (8-Hour)[2]	9.0 ppm for 8 hours	9.0 ppm for 8 hours	2007 2008 2009	1.40 ppm 0.84 0.73	0/0 0/0 0/0
Nitrogen Dioxide (NO_2) [2]	0.25 ppm for 1 hour	0.053 ppm annual average	2007 2008 2009	0.064 ppm 0.055 0.055	0/0 0/0 0/0
Particulate Matter (PM_{10}) [2, 3,5,6]	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2007 2008 2009	1,212.0 µg/m^3 125.4 75.2	25/2 NA/0 NA/0
Fine Particulate Matter ($PM_{2.5}$) [2,4,6]	No Separate State Standard	65 µg/m^3 for 24 hours	2007 2008 2009	68.5µg/m^3 41.1 34.2	NA/8 NA/2 NA/NA

ppm = parts per million; PM_{10} = particulate matter 10 microns in diameter or less; NM = not measured; µg/m^3 = micrograms per cubic meter; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less; NA = not available.

Notes:
1. Maximum concentration is measured over the same period as the California Standards.
2. Lake Elsinore-West Flint Street Monitoring Station located at 506 West Flint Street, Lake Elsinore, California 92530.
3. Perris Monitoring Station located at 237 ½ North D Street, Perris, California 92570.
4. Riverside-Magnolia Monitoring Station located at 7002 Magnolia Avenue, Riverside, California 92506.
5. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
6. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: Aerometric Data Analysis and Measurement System (ADAM), summaries from 2007 to 2009, http://www.arb.ca.gov/adam.

Carbon Monoxide. Carbon monoxide (CO) is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency, as seen in high altitudes) are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO. Exposure to high levels of CO can slow reflexes and cause drowsiness, as well as result in death in confined spaces at very high concentrations.

Nitrogen Dioxide. NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3, and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations).

NO_2 can irritate and damage the lungs, and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air, may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes as well as cause pulmonary dysfunction.

Ozone. Ozone (O_3) occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays.

The "Bad" O_3 is a photochemical pollutant, and needs reactive organic compounds (ROGs), NO_X, and sunlight to form; therefore, ROGs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors,

children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter which is smaller than 10 microns (or ten one-millionths) of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate in the lungs and can potentially damage the respiratory tract. On June 19, 2003, CARB adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. EPA announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the U.S. EPA, the U.S. Supreme Court reversed this decision and upheld the U.S. EPA's new standards.

On January 5, 2005, the U.S. EPA published a Final Rule in the Federal Register that designates the Orange County portion of the Basin as a nonattainment area for Federal $PM_{2.5}$ standards.[2] On June 20, 2002, CARB adopted amendments for statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.[3]

Sulfur Dioxide. SO_2 is a colorless, irritating gas with a rotten egg smell. It is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with sulfur oxides (SO_X) and lead (Pb). Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2.

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[2] http://www.epa.gov/fedrgstr/EPA-AIR/2005/January/Day-05/a001.pdf

[3] California Environmental Protection Agency, Air Resources Board, *Staff Report: Public Hearing to Consider Amendments to the Ambient Air Quality Standards for Particulate Matter and Sulfates*, May 3, 2002.

Reactive Organic Gases and Volatile Organic Compounds. Hydrocarbons are organic gases that are formed solely of hydrogen and carbon that exist in the ambient air. There are several subsets of organic gases including reactive organic gases (ROGs) and volatile organic compounds (VOCs). ROGs contribute to the formation of smog and/or may be toxic themselves. ROGs often have an odor; some examples include gasoline, alcohol, and the solvents used in paints.

PRIMARY SOURCES OF EMISSIONS

Air pollutants within the City are generated by stationary and mobile sources. These emission sources are described below.

Stationary and Point Sources

Stationary source emissions refer to those that originate from a single place or object that does not move around. Typical stationary sources include buildings, power plants, mines, smokestacks, vents, incinerators, and other facilities using industrial combustion processes. Stationary point sources have one or more emission sources at a facility with an identified location and are usually associated with manufacturing and industrial projects.

The City also contains several point sources of air pollutants. A variety of pollutants, including reactive hydrocarbons from activities such as spray painting, are generated by smaller commercial and industrial uses. Industrial uses are generally located in the southern portion of the City. While each use might not represent a significant source of air pollution, the cumulative effects of development within the City could be significant. Although the number and nature of future additional air pollutant point sources is presently unknown, each individual source would be required to comply with rules and regulations established by the SCAQMD. These regulations require that sources of hazardous materials or criteria pollutants above threshold levels obtain permits prior to operation of the facility.

Mobile Sources

Mobile sources of emissions refer to those moving objects that release pollution and include cars, trucks, busses, planes, trains, motorcycles, and gasoline-powered lawn mowers. Mobile source emissions may be classified as on- or off-road sources. Increased traffic volumes within the City of Murrieta could contribute to regional incremental emissions of NO_X, VOC, CO, SO_X, and PM_{10}. The following is a listing of emissions that typically emanate from vehicular sources:

- Vehicle running exhaust (VOC, CO, NO_X, SO_X, and PM_{10});
- Vehicle tire wear particulates (PM_{10});
- Vehicle brake wear particulates (PM_{10});
- Vehicle variable starts (VOC, CO, NO_X);

- Vehicle hot soaks (VOC);
- Vehicle diurnal (VOC);
- Vehicle resting losses (VOC); and
- Vehicle evaporative running losses (VOC).

ON-ROAD SOURCES

These sources are considered to be a combination of emissions from automobiles, trucks, and indirect sources. Major sources of mobile emissions in the City include the local and regional roadway network. Interstate 15 (I-15) and Interstate 215 (I-215) are the two major regional access routes that pass through the City, as well as State Highway 79 (SR-79 or Winchester Road). In the City, 2004 daily traffic volumes reached 196,000 vehicles per day for I-15; 93,000 vehicles per day for I-215; and 33,500 vehicles per day for Highway 79.[4] Other heavily traveled roadways within the City that contribute to localized air quality emissions are Clinton Keith Road, Scott Road, Washington Avenue, California Oaks Road, Los Alamos Road, Murrieta Hot Springs Road, Jefferson Avenue, Jackson Street, and Antelope Road.

Indirect on-road sources of emissions are those that by themselves may not emit air contaminants; however, they indirectly cause the generation of air pollutants by attracting vehicle trips or by consuming energy. Examples of these indirect sources include an office complex or commercial center that generates trips and consumes energy resources.

OFF-ROAD SOURCES

Off-road sources include aircraft, construction equipment, and landscape equipment. Primary sources of aircraft traffic within the City are from the French Valley Airport, located outside of the City's Sphere of Influence. As a result, aircraft flying over the City can contribute off-road emissions. There are currently no railroad tracks located within the City.

EMISSION INVENTORY

Riverside County Emissions Inventory

Table 5.5-3, *2008 Estimated Emissions Inventory for Riverside County*, summarizes the emissions of criteria air pollutants within Riverside County for various source categories in 2008. According to Riverside County's emissions inventory, vehicular sources are the largest contributor to the estimated annual average air pollutant levels for ROG, CO, NO_X, SO_X, PM_{10}, and $PM_{2.5}$.

[4] California Department of Transportation, *Traffic and Vehicle Data Systems Unit*, 2008.

Table 5.5-3
2008 Estimated Emissions Inventory for Riverside County

Source Type/Category	Estimated Annual Average Emissions (Tons/Day)					
	ROG	CO	NO_X	SO_X	PM_{10}	$PM_{2.5}$
Stationary Sources						
Fuel Combustion	0.41	2.20	4.33	0.46	0.28	0.28
Waste Disposal	1.17	0.04	0.11	0.02	0.18	0.04
Cleaning and Surface Coating	5.01	0.00	0.00	0.00	0.16	0.16
Petroleum Production Marketing	2.94	-	-	0.00	-	-
Industrial Processes	3.21	0.04	0.15	0.01	3.13	125
Subtotal (Stationary Sources)[1]	**12.75**	**2.29**	**4.59**	**0.49**	**3.75**	**1.72**
Areawide Sources						
Solvent Evaporation	17.55	-	-	-	0.00	0.00
Miscellaneous Processes	4.70	12.80	2.89	0.07	60.74	10.31
Subtotal (Areawide Sources)[1]	**22.26**	**12.80**	**2.89**	**0.07**	**60.75**	**10.31**
Mobile Sources						
On-Road Mobile Sources	32.20	334.48	111.49	0.35	5.80	4.49
Other Mobile Sources	17.81	97.26	34.33	0.31	2.10	1.88
Subtotal (Mobile Sources)[1]	**50.01**	**431.75**	**145.82**	**0.66**	**7.90**	**6.36**
Grand Total for Riverside County[2]	**85.01**	**446.84**	**153.29**	**1.22**	**72.39**	**18.39**

Notes:
1 – Totals may be slightly off due to rounding. Totals are derived from the inventory model, and are not specifically added by category.
2 – This total excludes emissions from natural sources (i.e., biogenic, geogenic, and wildfire sources).

Source: California Air Resources Board, California Emissions Facility Search Engine (CEFS), accessed at: http://www.arb.ca.gov/app/emsinv/emssumcat_query.php?F_DIV=-4&F_DD=Y&F_YR=2008&F_SEASON=A&SP=2009&F_AREA=CO&F_CO=33.

City of Murrieta Emissions Inventory

Table 5.5-4, *Summary of Estimated Emissions Inventory for the City of Murrieta*, summarizes the emissions of criteria air pollutants within the City for area, mobile, and indirect source categories. The emissions inventory is based on existing land use information, vehicle miles traveled, City water consumption data, and energy consumption data. The data used to calculate the emissions inventory for criteria pollutants is based on the City's GIS data. According to the emissions inventory, mobile sources are the largest contributor to the estimated annual average air pollutant levels.

Table 5.5-4
Summary of Estimated Emissions Inventory for the City of Murrieta

Source Type/Category[2]	Estimated Annual Average Emissions (Tons/Year) [1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources						
Natural Gas Combustion	8.66	113.40	57.02	0.00	0.21	0.21
Landscaping Equipment	42.28	2.65	235.01	0.01	0.62	0.62
Consumer Products	305.56	-	-	-	-	-
Architectural Coatings	35.05	-	-	-	-	-
Subtotal (Area Sources)[3]	**391.55**	**116.05**	**292.03**	**0.01**	**0.83**	**0.83**
Indirect Sources						
Energy Consumption[4]	1.79	205.00	0.04	21.40	7.14	-
Water Conveyance[6]	0.86	9.87	1.72	1.03	0.34	-
Subtotal (Indirect Sources)[3]	**2.65**	**214.87**	**1.76**	**22.43**	**7.48**	**-**
Mobile Sources (by land use category)						
Single Family Housing	373.75	522.19	4472.77	5.06	872.06	169.80
Multifamily Housing	39.08	53.07	454.56	0.51	88.63	17.26
High School [civic/institutional]	24.49	35.60	293.82	0.34	59.37	11.54
City Park	5.01	5.01	41.17	0.05	8.34	1.62
Strip Mall [commercial]	377.53	575.54	4720.04	5.50	957.88	186.19
Professional Office	20.14	28.92	242.78	0.28	48.49	9.43
Office Park [business park]	34.30	49.30	417.31	0.48	82.92	16.13
General Light Industrial	9.91	13.71	116.13	0.13	23.06	4.49
Subtotal (Mobile Sources)[3]	**884.21**	**1,283.36**	**10,758.58**	**12.35**	**2,140.75**	**416.46**
Grand Total for the City of Murrieta	**1,278.41**	**1,614.28**	**11,052.37**	**34.79**	**2,149.06**	**417.29**

Notes:
1 – Emissions estimates calculated using URBEMIS 2007 (version 9.2.4).
2 – Emissions estimates calculated using the land use categories/intensities depicted in Section 5.1, Land Use.
3 – Totals may be slightly off due to rounding.
4 – Calculated utilizing the SCAQMD, *CEQA Handbook, Table A9-11*, April 1993 and the California Climate Action Registry.
5 – The SCAQMD does not have emission factors for $PM_{2.5}$ from energy consumption.
6 – Energy usage estimates calculated using factors from the California Energy Commission, Water *Energy Use in California*, June 2008.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of air pollution than are the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The majority of land uses located within the City that are sensitive to air pollution include residential uses (particularly those in the vicinity of I-15 and I-215), schools, hospitals (particularly the Rancho Springs Medical Center), churches, and parks. Most pollutant sources affecting sensitive receptors in the City include freeways and arterials.

PUBLIC HEALTH

SCAQMD Mates III Study

The Multiple Air Toxics Exposure Study III (MATES III) is a monitoring and evaluation study conducted by the SCAQMD. The MATES III study consists of a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk throughout the Basin. The study concentrates on the carcinogenic risk from exposure to air toxics. Ten monitoring locations measured toxic air contaminants (over 30 air pollutants) once every three days for two years. The monitoring locations were the same as the previous MATES II Study in order to provide comparisons. Additionally, five mobile monitoring platforms were used to determine if gradients existed between communities.

The carcinogenic risk from air toxics in the Basin, based on average concentrations at the fixed monitoring locations, is about 1,200 per million (as compared to the 1,400 per million in the MATES II Study). This risk refers to the expected number of additional cancers in a population of one million individuals that are exposed over a 70-year lifetime. Under the MATES III methodology, approximately 94 percent of the risk is attributed to mobile source emissions, and approximately six percent is attributed to stationary sources. The City of Murrieta is closest to the Rubidoux monitoring location, which had relatively moderate levels of risk. The Huntington Park and Inland Valley San Bernardino monitoring locations reported the highest levels of risk. However, as compared to previous studies of the presence of air toxics in the Basin, the MATES III Study found a decreasing risk for air toxics exposure. The study found an estimated Basin-wide population-weighted risk down by eight percent from the MATES II Study. Although the Basin has some areas with higher concentrations of air toxics, these concentrations are declining and conditions are improving. Ambient air toxics data from the ten fixed monitoring sites demonstrated a reduction in air toxic levels and risks. Although the model estimates an overall Basin-wide reduction, some areas (near the ports, eastern portions of the Basin, and in northern Los Angeles County) showed an increase in air toxics risk.

General Plan Guidance

The SCAQMD has prepared the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*, dated May 6, 2005. The SCAQMD has made this document available to local governments as a tool to assist in the development of their General Plans and other planning decisions. Implementation of the suggested strategies throughout the region will strengthen the local government partnership with the SCAQMD to achieve State and Federal clean air standards and demonstrate efforts taken to provide environmental equity and protect public health.

The involvement of local governments to establish public policies that support SCAQMD strategies is essential for this region to meet State and Federal air quality goals. Since the General Plan is the foundation for all local planning and development decisions, it is the most

important tool in the implementation of local government policies and programs necessary to achieve clean air standards. Local governments work with their Council of Governments and the SCAQMD to improve air quality through a variety of programs, including regulatory actions, policy making, and education programs. The City can address air quality issues through ordinances, local circulation systems, transportation services, energy, and land use. Design standards such as requirements for bicycle racks and bicycle paths may result in reduced motor vehicle trips and decreased levels of air pollutants. The *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* suggests policies and strategies which are intended to guide local governments in developing approaches to reduce exposure to source-specific air pollution and lower health risk associated with cumulative air pollution impacts.

5.5.3 SIGNIFICANCE THRESHOLD CRITERIA

Under *CEQA*, the SCAQMD is an expert commenting agency on air quality within its jurisdiction or impacting its jurisdiction. The SCAQMD reviews projects to ensure that they would not: 1) cause or contribute to any new violation of any air quality standard; 2) increase the frequency or severity of any existing violation of any air quality standard; or 3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any Federal attainment plan.

The SCAQMD's *CEQA Air Quality Handbook* provides significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries; refer to *Table 5.5-5*, *South Coast Air Quality Management District Emission Thresholds*. If the SCAQMD thresholds are exceeded, a potentially significant impact could result. However, ultimately the lead agency determines the thresholds of significance for impacts.

Table 5.5-5
South Coast Air Quality Management District Emissions Thresholds

Phase	Pollutant (lbs/day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction	75	100	550	150	150	55
Operational	55	55	550	150	150	55

Source: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993.

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, air quality impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Exposes sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

Based on these standards and significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.5.4 PROJECT IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION EMISSIONS

■ CITYWIDE CONSTRUCTION ACTIVITIES UNDER THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN A CONSIDERABLE INCREASE OF CRITERIA POLLUTANTS, AND THUS, COULD VIOLATE AIR QUALITY STANDARDS.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would result in new emissions being generated from construction activities. The thresholds of significance recommended by the SCAQMD for construction emissions were developed for individual development projects. Construction-related emissions are described as short-term or temporary in duration and have the potential to represent a significant impact with respect to air quality. Implementation of the proposed General Plan 2035 is dependent on individual housing decisions, employment opportunities, provision of services for housing and supporting commercial uses, land use decisions by the City and other public agencies, regional transportation planning decisions, the decisions of financial institutions related to development projects, and other similar factors.

Buildout of the proposed General Plan 2035 would be reviewed in relation to residential uses, revenue-generating employment uses, housing affordability, provision and financing of infrastructure and public facilities, mechanisms for funding of ongoing service needs and overall coordination of improvements with future development projects. Subsequent implementation of future projects and plans would continue to define specific phasing at a detailed level and be reviewed by the City to ensure that development occurs in a logical manner consistent with policies in the proposed General Plan 2035, and that additional environmental review is conducted under *CEQA*, as needed.

Construction-related activities associated with implementation of the proposed General Plan 2035 would result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute vehicles; vehicle travel on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation).

Construction activities occurring under the proposed General Plan 2035 could also generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust) and the application of architectural coatings. However, these odors are not generally considered offensive. Emissions would occur during daytime hours only and would be isolated to the immediate vicinity of the construction site and activity. As such, these odors would not affect a substantial number of people and impacts would be limited to people living and working near the source. Due to the types of odors that would occur in the City and limited exposure, implementation of the proposed General Plan 2035 would not create construction-related objectionable odors affecting a substantial number of people; thus, impacts would be less than significant in this regard.

Because the proposed General Plan 2035 identifies future land uses and does not contain specific development proposals, construction-related emissions that may occur at any one time are speculative and cannot be accurately determined at this stage of the planning process. Assuming relatively robust economic conditions over the next 20 to 25 years, construction activities would occur throughout the City, but the rate of development cannot be anticipated. Construction-related emissions could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation.

The proposed General Plan 2035 Air Quality Element Goal AQ-3 addresses the reduction of emissions during construction activities. Policies AQ-3.1 through AQ-3.3 would require construction activities to adhere to SCAQMD regulations, ensure best management practices are implemented, and require construction equipment to comply with CARB vehicle standards. Additionally, Policy AQ-3.4 requires projects to prepare and implement Construction Management Plans, which shall include dust control measures, vehicle emission standards, among other emission-reducing control measures. These policies would require construction-related emissions for individual projects to be reduced to a level below daily emissions standards established by the SCAQMD. Goal AQ-7 would also reduce fugitive dust emissions throughout

the City. Policies AQ-7.2 through AQ-7.4 would minimize fugitive dust from construction through collaborative efforts and would consider the suspension of all grading operations at project sites when the source represents a public nuisance or potential safety hazard. However, the proposed General Plan 2035 would facilitate future development and generate construction emissions that would potentially exceed SCAQMD thresholds. Thus, a significant unavoidable impact would occur.

Goals and Policies in the Proposed General Plan 2035:

AIR QUALITY ELEMENT

Goal AQ-3 Reduced emissions during construction activities.

Policies

AQ-3.1 Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.

AQ-3.2 Ensure all applicable best management practices are used in accordance with the South Coast Air Quality Management District (SCAQMD) to reduce emitting criteria pollutants during construction.

AQ-3.3 Require all construction equipment for public and private projects comply with California Air Resources Board's (CARB) vehicle standards. For projects that may exceed daily construction emissions established by the South Coast Air Quality Management District (SCAQMD), Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.

AQ-3.4 Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:

- Minimizing simultaneous operation of multiple construction equipment units.
- Implementation of South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust Control Measures.
- Watering the construction area to minimize fugitive dust.
- Require that off-road diesel powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as

diesel oxidation catalysts and diesel particulate filters verified by California Air Resources Board (CARB).

- Minimizing idling time by construction vehicles.

Goal AQ-7 Particulate matter and fugitive dust emissions are reduced throughout the City.

Policies

AQ-7.1 Adopt incentives, regulations, or procedures to reduce particulate matter.

AQ-7.2 Collaborate with transportation agencies, utilities, and developers to minimize fugitive dust and emissions from construction and maintenance activities.

AQ-7.3 Cooperate with local, regional, State, and Federal jurisdictions and/or agencies to better control fugitive dust from stationary, mobile, and area sources.

AQ-7.4 Consider the suspension of all grading operations, not including dust control actions, at construction projects when the source represents a public nuisance or potential safety hazard due to reduced visibility on streets surrounding the property.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation: Significant Unavoidable Impact.

LONG-TERM MOBILE AND STATIONARY SOURCE EMISSIONS

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN AN OVERALL INCREASE IN MOBILE AND STATIONARY SOURCE EMISSIONS WITHIN THE CITY, WHICH COULD EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY STANDARDS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Regional area- and mobile-source emissions of criteria air pollutants and ozone precursors were modeled using URBEMIS (URBEMIS 2007, version 9.2.4), which is designed to estimate emissions for land use development projects. URBEMIS allows land use data entries that include project location specifics and trip generation rates, and accounts for area-source emissions from the use of natural gas, fireplaces, consumer products, as well as mobile-source emissions associated with vehicle trip generation. Regional area- and mobile-

source emissions were modeled based on proposed land use types, the increase in trip generation from the traffic analysis prepared for the proposed General Plan 2035, and default settings and parameters attributable to the analysis period and site location. *Table 5.5-6*, *Summary of 2035 Estimated Emissions Inventory*, presents the criteria air pollutant emissions within the City for area and mobile source categories at buildout. According to the emissions inventory, mobile sources are the largest contributor to the estimated annual average air pollutant levels.

Table 5.5-6
Summary of 2035 Estimated Emissions Inventory

Source Type/Category[2]	Estimated Annual Average Emissions (Tons/Year)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources						
Natural Gas Combustion	14.23	188.52	109.40	0.00	0.35	0.35
Landscaping Equipment	48.10	3.02	267.22	0.01	0.71	0.70
Consumer Products	416.47	-	-	-	-	-
Architectural Coatings	78.67	-	-	-	-	-
Subtotal (Area Sources)[3]	**557.47**	**191.54**	**376.62**	**0.01**	**1.06**	**1.05**
Indirect Sources						
Energy Consumption[4]	4.47	514.00	0.09	53.70	17.90	-
Water Conveyance[6]	0.11	12.60	2.20	1.32	0.44	-
Subtotal (Indirect Sources)[3]	**4.58**	**526.60**	**2.29**	**55.02**	**18.34**	**-**
Mobile Sources (by land use category)						
Single Family Housing	425.40	594.36	5,090.88	5.76	992.57	193.26
Multifamily Housing	115.60	156.97	1,344.52	1.52	262.14	51.04
High School [civic/institutional]	18.14	26.37	217.64	0.25	43.98	8.55
City Park	8.81	8.80	72.34	0.08	14.66	2.85
Strip Mall [commercial]	918.75	1,400.62	11,486.63	13.38	2,331.08	453.11
Professional Office	246.53	354.02	2,972.14	3.43	593.68	115.48
Office Park [business park]	180.87	560.13	2,200.81	2.53	437.33	85.09
General Light Industrial	15.17	21.00	177.83	0.20	35.31	6.87
Subtotal (Mobile Sources)[3]	**1,929.27**	**2,822.27**	**23,562.79**	**27.15**	**4,710.75**	**916.25**
Grand Total for the City of Murrieta	**2,491.32**	**3,540.41**	**23,941.70**	**82.18**	**4,730.15**	**917.30**

Notes:
1 – Emissions estimates calculated using URBEMIS 2007 (version 9.2.4).
2 – Emissions estimates calculated using the land use categories/intensities depicted in Section 5.1, Land Use.
3 – Totals may be slightly off due to rounding.
4 – Calculated utilizing the SCAQMD, *CEQA Handbook, Table A9-11*, April 1993 and the California Climate Action Registry.
5 – The SCAQMD does not have emission factors for $PM_{2.5}$ from energy consumption.
6 – Energy usage estimates calculated using factors from the California Energy Commission, Water *Energy Use in California*, June 2008.

The City's stationary source emissions primarily consist of industrial, residential, and commercial uses. Indirect sources consist of electricity usage including the energy usage associated with water consumption. Mobile source emissions are produced by each trip generating land use within the City (e.g., residential, schools, retail, office, industrial, etc.). The anticipated 2035 development potential of the proposed General Plan 2035 includes 44,484 dwelling units, 18,683,477 square feet of commercial uses, 16,465,371 square feet of office uses,

11,403,714 square feet of business park uses, 1,498,300 square feet of industrial uses, 1,168,369 square feet of civic/institutional uses, 853,913 square feet of mixed use, and 16,508 square feet of parks and open space.

Goal AQ-1 of the proposed General Plan 2035 Air Quality Element would improve air quality within the City through participation in regional and local efforts. Policies AQ-1.1 through AQ-1.5 would achieve this goal by updating City regulations, working with local, regional, State, and Federal agencies (including SCAG), reviewing and updating City regulations and requirements based on new technology, helping implement SB 375, and providing public education on clean products. Additionally, Goal AQ-2 addresses land use and air quality relationships. Specifically, Policies AQ-2.1 through AQ-2.5 consider the location of sensitive receptors near pollution sources and freeways, and considering these impacts when making siting decisions, and consult the CARB handbook for siting sensitive uses at safe distances from polluters. Goal AQ-6 aims to minimize stationary source pollution. Policies AQ-6.1 through AQ-6.4 would ensure that industrial and commercial uses adhere to SCAQMD rules and regulations, encourage the use of new technology, and promote smart land use planning to ensure sensitive receptors are not subject to harmful emissions. Policies AQ-6.5 through AQ-6.7 would also ensure indoor air quality is improved for residential uses near high levels of pollution and would employ strategies to mitigate air quality impacts.

Mobile source emissions are based on trip generation and traffic data provided by Iteris, and encompass vehicular emissions for all trips captured or generated within the City limits. Proposed General Plan 2035 traffic forecasts were based on the proposed land use changes for the Focus Areas (areas of land use and policy change in the proposed General Plan 2035), as well as other growth in the City outside of the Focus Areas. As previously noted, mobile source emissions are the largest emissions source in the City. The goals and policies identified within the proposed General Plan 2035 would reduce mobile source emissions. Goal AQ-4 and Policies AQ-4.1 through AQ-4.4 would reduce vehicle miles traveled (VMT) and associated mobile source emissions through job creation and the improvement of the jobs/housing balance within the City, as well as the encouragement of a mix of housing types located near job opportunities. Goal AQ-5 aims to improve air quality through an efficient circulation system, reduced traffic congestion, and reduced VMT. Policy AQ-5.1 encourages employers to implement transportation demand management (TDM) measures (i.e., transit subsidies, bicycle facilities, telecommuting, etc.). Policies CIR-5.9 through CIR-5.12, and CIR-6.1 through CIR-6.12 of the proposed General Plan 2035 Circulation Element promote mass transit, high-speed rail, and non-motorized transit facilities. Policies AQ-5.4 through AQ-5.7 encourage the reduction of air emissions through the use of low emission technology, trip reduction plans, and reduced emission equipment and vehicles. Circulation and Land Use Element Policies CIR-1.4, LU-8.1 (Land Use Element), and LU-8.2 would improve signal coordination at major intersections, encourage mixed-use development, and promote non-motorized transportation options (i.e., bicycle and pedestrian).

Impact Conclusion

The thresholds of significance that have been recommended by the SCAQMD were established for individual development projects and are based on the SCAQMD's New Source Review emissions standards for individual sources of new emissions, such as boilers and generators. They do not apply to cumulative development or multiple projects. Air quality impacts would be regional and not confined to the Murrieta City limits. The destinations of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. As stated above, the proposed General Plan 2035 establishes the City's mobility goals by providing improved local and regional transit services as well as a connected, balanced, and integrated transportation system of bicycle and pedestrian networks. Such alternatives to automotive transportation can be greatly utilized to reduce mobile source emissions. Future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available. Individual projects may not result in significant air quality emissions. Although individual development projects have the potential to exceed SCAQMD thresholds, the proposed General Plan 2035 goals and policies would reduce help to reduce the significance of impacts from these individual development projects.

Development projects allowed under the General Plan 2035 would increase regional ozone precursor pollutants over current conditions, specifically reactive organic compounds and nitrogen oxides. CEQA review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts would be significant unavoidable in this regard.

Goals and Policies in the Proposed General Plan 2035:

AIR QUALITY ELEMENT

Goal AQ-1 Improved air quality through participation in regional and local efforts.

Policies

AQ-1.1 Continue to work with the Western Riverside Council of Governments (WRCOG) Regional Air Quality Task Force to implement regional and local programs designed to meet federal, state, and regional air quality planning requirements.

AQ-1.2 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP), rules and regulations from South Coast Air Quality

Management District (SCAQMD), and revisions to SCAQMD's CEQA Guidelines.

AQ-1.3 Cooperate with local, regional, State, and Federal agencies to achieve better transportation facility planning and development.

AQ-1.4 Cooperate with the State and Southern California Association of Governments (SCAG) in the implementation of SB 375 – Regional Transportation Planning, Housing, CEQA and Global Warming Emission Reduction Strategies.

AQ-1.5 Provide public education and/or materials to educate and encourage residents and business owners to purchase/use low toxicity household cleaning products.

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

Policies

AQ-2.1 Locate sensitive receptors (i.e. residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

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

AQ-2.3 Consider air quality impacts from both existing and new development when making siting decisions.

AQ-2.4 Consult the California Air Resources Board's (CARB) Land Use and Air Quality Handbook and current environmental health research for the safe distances to sensitive land uses including schools, hospitals, elder and childcare facilities, or residences when new or expanded industrial land uses or other stationary sources of pollution are proposed, such as gas stations or auto body shops.

AQ-2.5 Work with developers and/or builders of the any sensitive land uses, such as hospitals, to determine compliance with California Air Resources Board (CARB) standards and to ensure any future plans or expansions are in compliance, and encourage retrofits to the facility such as plantings or air filters to improve indoor air quality, if necessary.

Goal AQ-4 Mobile source emissions are reduced by providing a balance of jobs and housing that serve the needs of the community.

Policies

AQ-4.1 Cooperate with local, regional, State, and Federal agencies to reduce vehicle miles traveled (VMT) and consequent emissions through job creation.

AQ-4.2 Improve jobs/housing balance by encouraging the development, expansion, and retention of business.

AQ-4.3 Improve access of businesses to local institutions that provide education and job training to prepare local residents to fill the jobs local industries create.

AQ-4.4 Encourage a mix of housing types that are affordable to all segments of the population and are near job opportunities to further reduce vehicle trips.

Goal AQ-5 Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.

Policies

AQ-5.1 Encourage employers to implement transportation demand management (TDM) measures, such as the following programs to reduce trips and vehicle miles traveled:

- Transit subsidies
- Bicycle facilities
- Alternative work schedules
- Ridesharing
- Telecommuting and work-at-home programs
- Employee education
- Preferential parking for carpools/vanpools

AQ-5.2 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

AQ-5.3 Promote use of fuel-efficient and low-emissions vehicles, including Neighborhood Electric Vehicles.

AQ-5.4 Encourage the use of lowest emission technology buses in public transit fleets.

AQ-5.5 Provide a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

AQ-5.6 Manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

AQ-5.7 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

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

Policies

AQ-6.1 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management District (SCAQMD) air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

AQ-6.3 Encourage non-polluting industry and clean green technology companies to locate to the City.

AQ-6.4 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

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

AQ-6.6 Encourage green building techniques that improve indoor air quality, energy efficiency and conservation in buildings, and utilization of renewable energy sources.

AQ-6.7 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet) for new developments near busy roadways with significant volumes of heavy truck traffic.

Goal AQ-7 Particulate matter and fugitive dust emissions are reduced throughout the City.

Policies

AQ-7.1 Adopt incentives, regulations, or procedures to reduce particulate matter.

AQ-7.3 Cooperate with local, regional, State, and Federal jurisdictions and/or agencies to better control fugitive dust from stationary, mobile, and area sources.

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

Policies

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

LU-8.2 Encourage workplace development in close proximity to residences in mixed use or transit-oriented development areas.

CIRCULATION ELEMENT

Goal CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

Policies

CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.

Goal CIR-5 A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.

Policies

CIR-5.9 Coordinate with Western Riverside Council of Governments, Riverside County, and Riverside County Transportation Commission to identify, protect, and pursue opportunities for public transit along major transportation corridors, and future high speed rail service, which connect Murrieta to other population centers.

CIR-5.10 Support the siting and development of a Metrolink Station(s) within Murrieta along the I-15 and/or I-215 corridors.

CIR-5.11 Coordinate with California High Speed Rail Authority, Riverside Transit Authority, and City of Temecula on the siting and development of a California High Speed Rail Intermodal Transit Center.

CIR-5.12 Continue to work with public transportation agencies to provide adequate levels of service to Murrieta citizens.

Goal CIR-6 Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.

Policies

CIR-6.1 Encourage alternatives to single-occupancy vehicle transportation such as public transit, paratransit, walking, cycling, and ridesharing.

CIR-6.2 Support a variety of transit vehicle types and technologies to serve different transportation needs.

CIR-6.3 Work with the Riverside Transit Agency, Murrieta Chamber of Commerce, and/or the City's Economic Development Department to conduct a travel/commute survey with the intent of creating vanpools, carpools, and employment center shuttles to reduce single occupant vehicles.

CIR-6.4 Seek opportunities to redirect money that goes to automobile travel to support alternative forms of transportation.

CIR-6.5 Support the dedication and/or construction of appropriate facilities in support of a public transportation system.

CIR-6.6 Identify opportunities to implement the Western Riverside County Non-Motorized Transportation Plan within key activity centers of the City through the development of non-motorized transportation corridors and facilities (i.e., neighborhood electric vehicle routes, bikeways, pedestrian paths, sidewalks/paths).

CIR-6.7 Coordinate with the Riverside Transit Agency to provide fixed route transit service along transportation corridors connecting to employment and commercial areas, schools, health care facilities, and major recreation areas.

CIR-6.8 Support the construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to

warrant such accommodations to maintain traffic flow and provide safe loading/unloading for bus passengers.

CIR-6.9 Work with the Riverside Transit Agency to evaluate bus stops locations and amenities. Encourage the incorporation of transit amenities such as bus shelters and benches into existing and new bus stop locations.

CIR-6.10 Provide for express transit service through implementation of park-and-ride facilities along regional transportation corridors.

CIR-6.11 Encourage employer-based incentive programs for use of public transit and improve awareness of such programs.

CIR-6.12 Increase public education about public transit options.

LAND USE ELEMENT

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

Policies

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

LU-8.2 Encourage workplace development in close proximity to residences in mixed use or transit-oriented development areas.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation: Significant Unavoidable Impact.

ODOR IMPACTS

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN AN OVERALL INCREASE IN ODORS WITHIN THE CITY.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Potential operational airborne odors could be created by cooking activities associated with the residential and commercial (i.e., food service) uses within the City. These

odors would be similar to existing residential and food service uses throughout the City and would be confined to the immediate vicinity of the new buildings. Restaurants are also typically required to provide ventilation systems that avoid substantial adverse odor impacts. The other potential source of odors would be new waste receptacles within the community. The receptacles would be stored in areas and in containers, as required by City and Riverside County Health Department regulations, and be emptied on a regular basis, before potentially substantial odors have developed. The proposed General Plan 2035 accommodates the development of residential, commercial, industrial, office, business park, civic/institutional, and park uses. These uses are not identified by the SCAQMD as significant odor generators. Additionally, the policies included as part of the proposed General Plan 2035 (described above) would reduce mobile and stationary source emissions and odors associated with diesel fuel by focusing on land use patterns that improve air quality, reduce air pollution from stationary sources, and encourage/enable transit behavior. Consequently, implementation of the proposed General Plan 2035 would not create operational-related objectionable odors affecting a substantial number of people within the City. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

AIR QUALITY ELEMENT

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

Policies

AQ-2.1 Locate sensitive receptors (i.e. residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

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

AQ-2.3 Consider air quality impacts from both existing and new development when making siting decisions.

AQ-2.4 Consult the California Air Resources Board's (CARB) Land Use and Air Quality Handbook and current environmental health research for the safe distances to sensitive land uses including schools, hospitals, elder and childcare facilities, or residences when new or expanded industrial land uses or other stationary sources of pollution are proposed, such as gas stations or auto body shops.

AQ-2.5 Work with developers and/or builders of the any sensitive land uses, such as hospitals, to determine compliance with California Air Resources Board (CARB)

standards and to ensure any future plans or expansions are in compliance, and encourage retrofits to the facility such as plantings or air filters to improve indoor air quality, if necessary.

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

Policies

AQ-6.1 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing South Coast Air Quality Management District (SCAQMD) air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

CARBON MONOXIDE HOTSPOTS

■ **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN AN OVERALL INCREASE IN CARBON MONOXIDE HOTSPOT EMISSIONS WITHIN THE CITY, WHICH COULD EXCEED SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY STANDARDS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Carbon monoxide (CO) emissions are a function of vehicle idling time, meteorological conditions and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels (i.e., adversely affect residents, school children, hospital patients, the elderly, etc.). To identify CO hotspots, the SCAQMD requires a CO microscale hotspot analysis when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds,

these hot spots are typically produced at intersection locations. However, projected intersection capacity/queuing analyses are unknown, as no specific development proposals have yet been formulated.

The City is located in the South Coast Air Basin (Basin), which is designated as an attainment area for State and Federal CO standards. There has been a decline in CO emissions even though VMT on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997, while VMT increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Of these locations, the Wilshire Boulevard/Veteran Avenue intersection experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any locations within the City due to the volume of traffic that would occur as a result of future development associated with implementation of the proposed General Plan 2035. Additionally, proposed General Plan 2035 Circulation Element Policies CIR-1.2, CIR-1.4, CIR-1.6, and CIR-1.8 would ensure intersections would be of adequate Level of Service and would optimize traffic flow through the City and reduce traffic queuing. Therefore, impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

CIRCULATION ELEMENT

Goal CIR-1 A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.

Policies

CIR-1.2 Maintain a Level of Service "D" or better at all intersections during peak hours. Maintain a Level of Service "E" or better at freeway interchanges during peak hours.

CIR-1.4 Continue to improve signal coordination and advanced traffic management systems at major intersections and along roadway corridors in order to optimize traffic flow through the City and reduce traffic queuing.

CIR-1.6 Coordinate with Caltrans to implement necessary improvements at intersections where the agencies have joint jurisdiction.

CIR-1.8 Identify and evaluate the major intersections requiring special design treatment to increase their vehicular capacity.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

CONSISTENCY WITH REGIONAL PLANS

- **THE PROPOSED GENERAL PLAN 2035 MAY CONFLICT WITH OR HINDER IMPLEMENTATION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENT'S REGIONAL COMPREHENSIVE PLAN GUIDELINES AND THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT'S AIR QUALITY MANAGEMENT PLAN.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: According to the *CEQA Air Quality Handbook*, in order to determine consistency with the 2007 South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (2007 AQMP) two main criteria must be addressed.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment. All future development projects would be required to comply with existing SCAQMD regulations and permitting requirements. Compliance with regulations and permit requirements would ensure that new uses reduce emissions to the maximum extent feasible. Additionally, based on the short-term construction and long-term operations impact analyses above, the goals and policies in the proposed General Plan 2035 would reduce the significance of air quality impacts.

The proposed General Plan 2035 includes provisions for improved local and regional transit services as well as a connected, balanced, and integrated transportation system of bicycle and

pedestrian networks. However, the program-level analysis of emissions associated with the future development in the City associated with implementation of the proposed General Plan 2035 would exceed SCAQMD thresholds. It is noted that the SCAQMD thresholds are intended to evaluate the air quality impacts from individual development projects, and do not apply to plan-level projects such as the proposed General Plan 2035. Additionally, the proposed General Plan 2035 includes goals and policies within the Air Quality Element that would reduce air quality impacts of future developments within the City. Development projects occurring under the proposed General Plan 2035 would be required to comply with General Plan 2035 goals and policies and SCAQMD regulations, and would incorporate mitigation measures, as feasible, to reduce air quality impacts.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2007 AQMP. Determining whether a project exceeds the assumptions reflected in the 2007 AQMP involves the evaluation of whether the project is consistent with its growth projections and land use planning strategies.

The 2007 AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the areas under the jurisdiction of SCAQMD, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered consistent with the 2007 AQMP would not interfere with attainment, because this growth is included in the projections utilized in the formulation of the 2007 AQMP. Therefore, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the 2007 AQMP would not jeopardize attainment of the identified air quality levels, even if they exceed the SCAQMD's recommended daily emissions thresholds. As the proposed project includes the update of the existing General Plan upon which the 2007 AQMP was based upon, the Focus Area land use changes would result in an inconsistency between the proposed General Plan 2035 and the 2007 AQMP assumptions. However, the focus of the proposed General Plan 2035 is economic development and an increased jobs/housing balance. The City plans to attract new job-generating businesses that would allow Murrieta residents to live and work in the same community. Therefore, the amount of VMT would be substantially reduced, which correlates directly to a reduction in transportation emissions (largest emissions category). Further, the City has prepared a Climate Action Plan (CAP) as part of the proposed General Plan 2035. The CAP includes several strategies and measures aimed at reducing VMT and energy consumption. These measures would reduce both greenhouse gas (GHG) emissions and criteria air pollutants within the City and throughout the Basin. Although the proposed General Plan 2035 is inconsistent with the assumptions of the 2007 AQMP, impacts are considered to be less than significant, as emissions are anticipated to be less than those assumed in the 2007 AQMP. It is

noted that the next AQMP will account for updated growth forecasts contained within the proposed General Plan 2035. The SCAQMD updates the AQMP every few years; although at this time it is unknown when the next update will occur.

Projects that are consistent with the population and employment forecasts identified in the Growth Management Chapter of SCAG's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the 2007 AQMP, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the 2007 AQMP. Additionally, consistency with other SCAG regional planning documents would be required, including the Regional Transportation Plan (RTP), and SCAG's Compass Growth Visioning Regional Growth Principles. Section 5.1, Land Use evaluates the proposed General Plan 2035's consistency with these regional plans. The proposed General Plan 2035 includes relevant goals and policies that reflect and respond to SCAG's regional goals. Section 5.1 concludes that the proposed General Plan 2035 is consistent with the goals of the RTP. The proposed General Plan 2035 includes several goals and policies within the Circulation, Land Use, Air Quality, Conservation, and Safety Elements pertaining to regional mobility, reduced vehicle trips, energy efficiency, smart land use patterns, and emergency management, which are consistent with SCAG's RTP goals and Compass Growth Visioning Regional Growth Principles. Additionally, the Housing Element identifies goals, policies, and programs to provide housing consistent with the Regional Housing Needs Assessment (RHNA), which includes a variety of housing types to meet the housing needs of all income levels. Therefore, the proposed General Plan 2035 would be consistent with regional goals and principles and impacts in this regard are less than significant.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.5.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.5.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **REGIONAL AIR QUALITY EMISSIONS RESULTING FROM OPERATIONAL BUILDOUT OF THE PROPOSED GENERAL PLAN 2035 COULD IMPACT REGIONAL AIR QUALITY LEVELS ON A CUMULATIVELY CONSIDERABLE BASIS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The geographic context for air quality impacts for the City of Murrieta is SRA 26 (Temecula Valley) of the Basin. The analysis accounts for all anticipated cumulative growth within this geographic area. However, the significance of cumulative air quality impacts is typically determined according to the project methodology employed by the SCAQMD, as the regional body with authority in this area, which has taken regional growth projections into consideration.

Construction

SCAQMD thresholds for criteria pollutants are established for individual development projects, and it is assumed that some of the projects that would be implemented under the proposed General Plan 2035 could individually exceed the SCAQMD thresholds. Based on the programmatic-level construction analysis above, construction-related emissions associated with future development projects in the City, Sphere of Influence, and surrounding cities may be "cumulatively considerable," even with implementation of the proposed General Plan 2035 goals and policies. Construction of future development projects under the proposed General Plan 2035 would be required to comply with the applicable SCAQMD rules and regulations. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. This cumulative impact is considered to be significant unavoidable.

Regional Air Quality Impacts

With regard to daily operational emissions and the cumulative net increase of any criteria pollutant for which the region is nonattainment, this is considered to be a potentially significant cumulative impact, due to nonattainment of O_3 and PM_{10}, and $PM_{2.5}$ standards in the Basin. An emissions inventory for the City in year 2035 was presented in *Table 5.5-6*. This inventory includes the existing emissions within the City as well as emissions associated with the anticipated future development. As a result, *Table 5.5-6* represents the cumulative condition within the City for 2035. With regard to the contribution of the proposed General Plan 2035, the SCAQMD has recommended methods to determine the cumulative significance of new land use projects. The SCAQMD's methods are based on performance standards and emission reduction targets necessary to attain Federal and State air quality standards as predicted in the 2007 AQMP. As previously discussed, the contribution of daily operational emissions from the growth associated with implementation of the proposed General Plan 2035 could be cumulatively considerable. This cumulative impact is considered to be significant unavoidable.

Localized Air Quality

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations. Thus, this is considered to be a less than significant cumulative impact. Future ambient CO concentrations resulting from the proposed General Plan 2035 would be substantially below National and State standards. These future predictions consider cumulative

development that would occur in SRA 26 (Temecula Valley). Therefore, the project's contribution to the impact is considered less than cumulatively considerable, and the cumulative impact would be less than significant.

Odor Impacts

Cumulative development would not have a potentially significant impact in terms of the creation of objectionable odors affecting a substantial number of people. Thus, this is considered to be a less than significant cumulative impact. Development anticipated within the City of Murrieta would include residential and commercial uses, and could include restaurants. Odors resulting from the construction of projects that would occur with implementation of the proposed General Plan 2035 are not likely to affect a substantial number of people, since construction activities occur in a limited area and do not usually emit odors that are considered offensive. Other odor impacts resulting from these projects are also not expected to affect a substantial amount of people, as solid waste from these projects would be stored in areas and in containers as required by City regulations (*Municipal Code* Chapter 8.28 and Section 16.18.150), and restaurants are typically required to have ventilation systems that avoid substantial adverse odor impacts. Cumulative odor impacts would thus be less than significant.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.5.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation: Significant Unavoidable for construction and regional air quality impacts. Less Than Significant for localized air quality and cumulative odor impacts.

5.5.6 SIGNIFICANT UNAVOIDABLE IMPACTS

The proposed General Plan 2035 would result in a significant unavoidable impact for the following areas:

- ***Short-Term Construction Emissions.*** As project-related emissions (associated with future development and infrastructure projects facilitated by the project) are anticipated to exceed SCAQMD thresholds, construction-related emissions are considered significant unavoidable.

- ***Long-Term Mobile and Stationary Source Emissions.*** During the operational phase, potential development within the project area would result in a net increase in regional criteria pollutants from the operation of both stationary and mobile sources. CEQA

review of individual development projects would include an evaluation to determine whether potential air pollutant emissions generated from growth could result in a significant impact to air quality. The significance level of these impacts would be determined during review and appropriate mitigation measures would be developed. However, due to the magnitude of development and associated mobile and stationary source air quality impacts, impacts in this regard would be significant unavoidable.

- ***Cumulative Short-Term Construction and Long-Term Mobile and Stationary Source Emissions Impacts.*** Construction of future potential development projects in the City, Sphere of Influence, and surrounding cities may be "cumulatively considerable," even with implementation of the proposed General Plan 2035 goals and policies. Emissions from operations of future development associated with implementation of the proposed General Plan 2035 would potentially exceed the SCAQMD thresholds for criteria pollutants, resulting in a significant impact. In accordance with SCAQMD methodology, any project that cannot be mitigated to a level of less than significant is also significant on a cumulative basis.

All other air quality impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035.

If the City of Murrieta approves the proposed General Plan 2035, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

5.6.7 SOURCES CITED

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the future of southern california

Murrieta

General Plan Update

Section 5.6:

Greenhouse Gas Emissions

5.6 GREENHOUSE GAS EMISSIONS

This section presents a discussion of existing climate conditions, the current state of climate change science, and greenhouse gas (GHG) emissions sources in California and in the City of Murrieta, as well as a summary of applicable regulations and a description of potential impacts of the proposed General Plan 2035 related to climate change. Refer to Appendix P, Climate Action Plan, for the assumptions used in this analysis.

5.6.1 REGULATORY SETTING

FEDERAL

The Federal Clean Air Act (FCAA) requires the U.S. Environmental Protection Agency (U.S. EPA) to define national ambient air quality standards (national standards) to protect public health and welfare in the United States. The FCAA does not specifically regulate GHG emissions; however, on April 2, 2007 the U.S. Supreme Court in *Massachusetts v. U.S. Environmental Protection Agency*, determined that GHGs are pollutants that can be regulated under the FCAA. The U.S. EPA adopted an endangerment finding and cause or contribute finding for GHGs on December 7, 2009. Under the endangerment finding, the Administrator found that the current and projected atmospheric concentrations of the six, key, well-mixed GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) threaten the public health and welfare of current and future generations. Under the cause of contribute finding, the Administrator found that the combined emissions of these well-mixed GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

Based on these findings, on April 1, 2010, the U.S. EPA finalized the light-duty vehicle rule controlling GHG emissions. This rule confirmed that January 2, 2011, is the date that a 2012 model year vehicles become subject to these rule requirements in order to be sold in the United States. On May 13, 2010, the U.S. EPA issued the final GHG Tailoring Rule. This rule set thresholds for GHG emissions that define when permits are required for new and existing industrial facilities under the Prevention of Significant Deterioration and Title V Operating Permit programs. Implementation of the Federal rules is expected to reduce the level of emissions from new motor vehicles and large stationary sources.

STATE

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is occurring, and that there is

a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, CARB approved amendments to the *California Code of Regulations* (*CCR*) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to *CCR* Title 13, Sections 1900 and 1961 and adoption of *13 CCR* Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Executive Order S-20-04 (green building initiative). Executive Order S-20-04, the California Green Building Initiative, (signed into law on December 14, 2004), establishes a goal of reducing energy use in State-owned buildings by 20 percent from a 2003 baseline by 2015. It also encourages the private commercial sector to set the same goal. The initiative places the California Energy Commission (CEC) in charge of developing a building efficiency benchmarking system, commissioning and retro-commissioning (commissioning for existing commercial buildings) guidelines, and developing and refining building energy efficiency standards under Title 24 to meet this goal.

Executive Order S-3-05 (target dates for emissions reductions). Executive Order S-3-05 set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on

California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of Cal/EPA created the California Climate Action Team (CAT), made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 1368. SB 1368 (Chapter 598, Statutes of 2006) is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the California Public Utilities Commission (CPUC) to establish a performance standard for baseload generation of GHG emissions by investor-owned utilities by February 1, 2007. SB 1368 also required the CEC to establish a similar standard for local publicly owned utilities by June 30, 2007. These standards could not exceed the GHG emissions rate from a baseload combined-cycle, natural gas–fired plant. Furthermore, the legislation states that all electricity provided to California, including imported electricity, must be generated by plants that meet the standards set by CPUC and CEC.

Executive Order S-1-07 (fuel sales). Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs the California Air Resources Board (CARB) to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

Senate Bill 97. SB 97, signed in August 2007 (Chapter 185, Statutes of 2007; PRC Sections 21083.05 and 21097), acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. This bill directs the Governor's Office of Planning and Research (OPR), which is part of the State Natural Resources Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions (or the effects of GHG emissions), as required by CEQA.

OPR published a technical advisory recommending that CEQA lead agencies make a good-faith effort to estimate the quantity of GHG emissions that would be generated by a proposed project. Specifically, based on available information, CEQA lead agencies should estimate the emissions associated with project-related vehicular traffic, energy consumption, water usage, and

construction activities to determine whether project-level or cumulative impacts could occur, and should mitigate the impacts where feasible. OPR requested CARB technical staff to recommend a method for setting CEQA thresholds of significance as described in *CEQA Guidelines* Section 15064.7 that will encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout the State.

The Natural Resources Agency adopted the CEQA Guidelines Amendments prepared by OPR, as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010.

Senate Bills 1078 and 107. SB 1078 (Chapter 516, Statutes of 2002) requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. SB 107 (Chapter 464, Statutes of 2006) changed the target date to 2010.

Executive Order S-14-08 (renewable energy standard). Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will address land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Assembly Bill 3018. AB 3018 established the Green Collar Jobs Council (GCJC) under the California Workforce Investment Board (CWIB). The GCJC will develop a comprehensive approach to address California's emerging workforce needs associated with the emerging green economy. This bill will ignite the development of job training programs in the clean and green technology sectors.

Executive Order S-13-08 (climate adaptation strategy). Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of State's first climate adaptation strategy. This will result in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-21-09 (renewable energy portfolio standard). Executive Order S-21-09, 33 percent Renewable Energy for California, directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002) which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006) which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

CARB Scoping Plan

On December 11, 2008, CARB adopted its Scoping Plan, which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's Scoping Plan contains the main strategies California will implement to reduce CO_2eq emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million MT CO_2eq[1] under a business as usual (BAU)[2] scenario. This is a reduction of 42 million MT CO_2eq, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

CARB's Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, commercial and residential, industrial, etc.). CARB used three-year average emissions, by sector, for 2002 to 2004 to forecast emissions to 2020. At the time CARB's Scoping Plan process was initiated, 2004 was the most recent year for which actual data was available. The measures described in CARB's Scoping Plan are intended to reduce the projected 2020 BAU to 1990 levels, as required by AB 32.

[1] Carbon Dioxide Equivalent (CO_2eq) - A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[2] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions. See http://www.arb.ca.gov/cc/inventory/data/forecast.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated Metropolitan Planning Organization for the Southern California region and is the largest Metropolitan Planning Organization in the United States. With respect to air quality planning, SCAG has prepared the *Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future* for the region, which focuses on transportation and growth management and forms the basis for the land use and transportation control portions of the *2007 Air Quality Management Plan for the South Coast Air Basin*. SCAG is responsible under the Federal Clean Air Act for determining conformity of projects, plans, and programs with the South Coast Air Quality Management District (SCAQMD).

LOCAL

City of Murrieta

The City of Murrieta, as part of the proposed General Plan 2035, has prepared a Climate Action Plan (CAP). The purpose of the CAP is to address the main sources of emissions that contribute to global climate change. The CAP consists of the following:

- A city-wide existing GHG emissions inventory;
- Quantification of General Plan horizon year emissions;
- Development of measures aimed at reducing GHG emissions generated within the City;
- Development of thresholds of significance and a methodology for CEQA review of GHG and climate change impacts for subsequent projects within the City;
- A mechanism for monitoring and reporting of the GHG compliance program; and
- An implementation plan for future action.

As part of the CAP, the City has joined the International Council for local Environmental Initiatives (ICLEI)-Local Governments for Sustainability. ICLEI is an association of over 1,100 local governments from 67 countries who are committed to sustainable development. ICLEI provides technical consulting, training, and information services to build capacity, share knowledge, and support local governments in the implementation of sustainable development at the local level. Future GHG analyses for projects proposed in the City will be tiered off of the CAP.

5.6.2 ENVIRONMENTAL SETTING

The project site lies within the southern portion of the South Coast Air Basin (Basin). The Basin is a 6,600-square mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

GLOBAL CLIMATE CHANGE GASES

The natural process through which heat is retained in the troposphere is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This "trapping" of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide. Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential for each GHG based on its ability to absorb and re-radiate long wave radiation. The Global Warming Potential (GWP)[3] of a gas is determined using carbon dioxide as the reference gas with a GWP of one (1).

[3] All Global Warming Potentials are given as 100 year GWP. Unless noted otherwise, all Global Warming Potentials were obtained from the Intergovernmental Panel on Climate Change. Climate Change (Intergovernmental Panel on Climate Change, *Climate Change, The Science of Climate Change – Contribution of Working Group I to the Second Assessment Report of the IPCC*, 1996).

GHGs normally associated with a proposed project include the following:

- ***Water Vapor (H_2O).*** Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively.

  The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, this is not believed to contribute a significant amount (less than one percent) to atmospheric concentrations of water vapor. The IPCC has not determined a GWP for water vapor.

- ***Carbon Dioxide (CO_2).*** CO_2 is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of CO_2 in the atmosphere has increased 36 percent.[4] CO_2 is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- ***Methane (CH_4).*** CH_4 is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of CH_4 are landfills, natural gas systems, and enteric fermentation. CH_4 is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of CH_4 is 21.

- ***Nitrous Oxide (N_2O).*** N_2O is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of N_2O is 310.

- ***Hydrofluorocarbons (HFCs).*** HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is growing, as the continued phase out of chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) gains momentum. The GWP of HFCs range from 140 for HFC-152a to 11,700 for HFC-23.[5]

- ***Perfluorocarbons (PFCs).*** PFCs are compounds consisting of carbon and fluorine. They are primarily created as a byproduct of aluminum production and semi conductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding

[4] U.S. Environmental Protection Agency, *Inventory of United States Greenhouse Gas Emissions and Sinks 1990 to 2008*, April 2010.

[5] U.S. Environmental Protection Agency, *High GWP Gases and Climate Change*, June 22, 2010.

PFCs is their long atmospheric lifetime (up to 50,000 years).[6] The GWP of PFCs range from 6,500 to 9,200.

- ***Sulfur hexafluoride (SF_6).*** SF_6 is a colorless, odorless, nontoxic, nonflammable gas. It is most commonly used as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF_6 is the most potent GHG that has been evaluated by the Intergovernmental Panel on Climate Change with a GWP of 23,900. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to carbon dioxide (4 parts per trillion [ppt] in 1990 versus 365 parts per million [ppm], respectively).[7]

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric O_3 depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- ***Hydrochlorofluorocarbons (HCFCs).*** HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The GWPs of HCFCs range from 93 for HCFC-123 to 2,000 for HCFC-142b.[8]

- ***1,1,1 trichloroethane.*** 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 110 times that of CO_2.[9]

- ***Chlorofluorocarbons (CFCs).*** CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. EPA's Final Rule (57 FR 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with GWPs ranging from 4,600 for CFC 11 to 14,000 for CFC 13.[10]

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6 Ibid.
7 Ibid.
8 U.S. Environmental Protection Agency, *Protection of Stratospheric Ozone: Listing of Global Warming Potential for Ozone Depleting Substances*, November 7, 2006.
9 Ibid.
10 U.S. Environmental Protection Agency, *Class I Ozone Depleting Substances*, March 7, 2006.

GHG EMISSIONS INVENTORY METHODOLOGY

An inventory of GHG emissions requires the collection of information from a variety of sectors and sources. Community emissions from electricity and natural gas are based on usage rates specific to each land use type and are calculated using emissions coefficients compiled by ICLEI. Transportation data, including vehicle miles traveled (VMT), are based on traffic data provided by Iteris. Solid waste data was based on generation factors as well as historic and projected generation data identified in Section 5.21, Solid Waste and the *California Department of Resources Recycling and Recovery* (CalRecycle). City staff were instrumental in providing data on municipal operations.

The inventory was compiled using ICLEI's Clean Air Climate Protection (CACP) software. The CACP software estimates emissions derived from energy consumption and waste generation within a community. Emissions are determined using specific factors (or coefficients) according to the type of fuel used. Emissions are aggregated and reported in terms of carbon dioxide equivalent units (CO_2eq). Converting all emissions to CO_2eq units allows for the consideration of different GHGs in comparable terms. For example, methane is 21 times more powerful than CO_2 in its capacity to trap heat, so the model converts one ton of methane emissions to 21 tons of CO_2eq. The emission coefficients and methodology employed by the software are consistent with national and international inventory standards established by the Intergovernmental Panel on Climate Change (1996 Revised IPCC Guidelines for the Preparation of National GHG Emissions Inventories), the U.S. Voluntary GHG Reporting Guidelines (EIA form1605), and, for emissions generated from solid waste, the U.S. EPA's Waste Reduction Model (WARM).

Compiled data were entered into the CACP software to create a community emissions inventory and a municipal emissions inventory. The community inventory represents all the energy used and waste produced within Murrieta and its contribution to GHG emissions. Municipal sources represent all City operated buildings and vehicles, and include government buildings, solid waste, and street lights. The municipal inventory is a subset of the community inventory, and includes emissions derived from internal government operations.

Separate emissions inventories for community and municipal operations are generally created, since the government is committed to action on climate change, and has a higher degree of control to achieve reductions in its own municipal emissions than those created by the community at large. Additionally, by proactively reducing emissions generated by its own activities, the City of Murrieta takes a visible leadership role in the effort to address climate change. This is important for inspiring local action in Murrieta, as well as for inspiring other communities.

When calculating the emissions inventory, all energy consumed in the City was included. As a result, even though the electricity used by Murrieta's residents is produced elsewhere, this energy and emissions associated with it appears in the City's inventory. The decision to calculate emissions in this manner reflects the general philosophy that a community should take full ownership of the impacts associated with its energy consumption, regardless of whether the

generation occurs within the geographical limits of the community. Additionally, the energy consumption is a result of activities that are within the City's regulatory authority.

GHG EMISSIONS SECTORS

CACP separates the GHG emissions inventory into community-wide and government-related emissions. Community-wide emissions represent the total GHG emissions originating from activity within each sector throughout the community. Government-related emissions, although separated in CACP, are considered a subset of the community-wide (i.e., total) GHG emissions. CACP calculates GHG emissions from energy consumption, transportation, and solid waste, which are further discussed below.

Energy Consumption

Energy-related emissions are from the consumption of both electricity and natural gas. These emissions are both direct (e.g., building energy consumption) and indirect (e.g., produced off-site from energy production and water consumption [including water treatment and delivery]). The emissions inventory used electricity and natural gas usage rates for residential, commercial, and industrial land uses for the year 2009 from the CEC California Grid Average. The energy consumption data separated private users from government-operated facilities (i.e., City owned).

In order to calculate GHG emissions from natural gas and electricity consumption, ICLEI obtained California-specific emission coefficients. For natural gas consumption, a 2009 emission coefficient (kilograms of CO_2 per million British thermal units [kg CO_2/MMBtu]) for natural gas delivery was used within CACP for both community-wide and government-related energy use. The specific natural gas emission coefficient used to calculate GHG emissions was verified by California Climate Action Registry (CCAR) and the CEC. Similar to natural gas consumption, a 2009 emission coefficient (pounds of CO_2 per kilowatt [lbs CO_2/kWh]) was used to calculate GHG emissions associated with electricity delivery, which is also verified by CCAR.

Transportation

Murrieta's transportation sector includes emissions generated from vehicle miles traveled (VMT). Iteris provided vehicle activity data (i.e., VMT) occurring on local roadways and freeway ramps within the City limits. The City provided vehicle and VMT data for the City vehicle fleet.

ICLEI used CARB's Emission Factors model (EMFAC2007) to obtain Riverside County-specific emission coefficients for vehicle fuel distribution, vehicle fuel efficiencies, and emission factors. Riverside County-specific emissions factors data was only used for community-wide transportation data. The City provided municipal vehicle fleet data with specific information regarding fuel and vehicle types. ICLEI also used EMFAC2007 assumptions to generate emission factors for the City vehicle fleet.

Solid Waste

Emissions from waste result primarily from organic waste occurring at landfills where the waste is disposed. Methane (CH_4) is the primary GHG from waste and the emissions result from chemical reactions and microbes acting upon the waste as the biodegradable materials break down. Solid waste generation and disposal data was obtained from CalRecycle (formerly the California Integrated Waste Management Board [CIWMB]). CACP provides GHG emission coefficients for various solid waste categories. These national default emission coefficients were used to calculate GHG emissions associated with solid waste disposal. The only alteration made to these emission coefficients was to set all waste category sequestration rates to zero in order to avoid the City taking credit for downstream emissions sequestration without also accounting for upstream emissions associated with production, transport, and consumption.

BASELINE GHG EMISSIONS INVENTORY

Community Sector

Table 5.6-1, *Baseline (Year 2009) Community-Wide GHG Emissions Inventory*, presents Murrieta's 2009 community-wide GHG emissions and the percent contribution of each emissions sector. As shown below, transportation-related activities account for the majority of the City's GHG emissions (approximately 48.3 percent). Approximately 23.5 percent of Murrieta's community-wide GHG emissions are attributed to residential uses. Commercial uses account for approximately 15.4 percent. Office, business park, civic/institutional, industrial, and waste disposal account for the remaining 12.6 percent of community-wide GHG emissions.

Table 5.6-1
Baseline (Year 2009) Community-Wide GHG Emissions Inventory

Community Sector	GHG Emissions	
	Total $MTCO_2eq$/year	CO_2eq (percent)
Residential	91,492	23.5
Commercial		
Commercial	60,153	15.4
Office	12,711	3.3
Business Park	8,332	2.1
Civic/Institutional	9,333	2.4
Industrial	3,463	0.9
Transportation	188,138	48.3
Waste	14,795	3.8
TOTAL[1]	**389,717**	**100**
GHG = greenhouse gas; $MTCO_2eq$/yr = metric tons of carbon dioxide equivalent per year		
Notes: 1. Totals may be slightly off due to rounding.		
Source: ICLEI, *Clean Air and Climate Protection 2009 Software Version 2.2.1b*, April 2010.		

Municipal Sector

Municipal emissions include energy use from City facilities such as water delivery facilities as well as government buildings, vehicle fleets, streetlights, and City employee commuting. Municipal sector emissions represent an opportunity for the City to demonstrate how to reduce GHG emissions. *Table 5.6-2*, *Baseline (Year 2009) Municipal Operations GHG Emissions Inventory*, presents government-related GHG emissions and the percent contribution of each emission sector. Approximately 58.2 percent of government-related GHG emissions are generated from water pumping, treatment, and delivery and wastewater treatment accounts for 14.8 percent. Electricity consumption of streetlights and traffic signals represent 18.6 percent. GHG emissions from employee commute total approximately 4.2 percent of government-related emissions, while buildings and facilities account for just 1.1 percent of annual GHG emissions.

Table 5.6-2
Baseline (Year 2009) Municipal Operations GHG Emissions Inventory

Municipal Sector	GHG Emissions	
	Total $MTCO_2eq$/year	CO_2eq (percent)
Buildings and Facilities	466	1.1
Streetlights & Traffic Signals	7,640	18.6
Water Delivery Facilities	23,941	58.2
Wastewater Facilities	6,091	14.8
Employee Commute	1,738	4.2
Vehicle Fleet	1,251	3.0
Total[1]	**41,125**	**100**

GHG = greenhouse gas; $MTCO_2eq$/yr = metric tons of carbon dioxide equivalent per year

Notes:
1. Totals may be slightly off due to rounding.

Source: ICLEI, *Clean Air and Climate Protection 2009 Software Version 2.2.1b*, April 2010.

Total Baseline GHG Emissions

Total Baseline GHG emissions include both the Community Sector and the Municipal Sector. As indicated in *Table 5.6-3*, *Total Baseline (Year 2009) GHG Emissions*, the Citywide GHG emissions are 430,842 MT CO_2eq per year. On a per capita basis, the annual emissions for each person in the City are 4.3 MT CO_2eq.

Table 5.6-3
Total Baseline (Year 2009) GHG Emissions

Sector	GHG Emissions	
	Total $MTCO_2eq$/year	CO_2eq (percent)
Community Sector	389,717	90.5
Municipal Sector	41,125	9.5
Total	**430,842**	**100**
GHG = greenhouse gas; $MTCO_2eq$/yr = metric tons of carbon dioxide equivalent per year		
Source: ICLEI, *Clean Air and Climate Protection 2009 Software Version 2.2.1b*, April 2010.		

5.6.3 SIGNIFICANCE THRESHOLD CRITERIA

At this time, there is no absolute consensus in the State of California among CEQA lead agencies regarding the analysis of global climate change and the selection of significance criteria. In fact, numerous organizations, both public and private, have released advisories and guidance with recommendations designed to assist decision-makers in the evaluation of GHG emissions given the current uncertainty regarding when emissions reach the point of significance. That being said, several options are available to lead agencies.

First, lead agencies may elect to rely on thresholds of significance recommended or adopted by State or regional agencies with expertise in the field of global climate change (see *CEQA Guidelines* Section 15064.7(c)). However, to date, neither CARB nor SCAQMD have adopted significance thresholds for GHG emissions for residential or commercial development under CEQA.[11] CARB has suspended all efforts to develop a threshold, and SCAQMD's threshold remains in draft form. Accordingly, this option (i.e., reliance on an adopted threshold) is not viable for the City of Murrieta.

Second, lead agencies may elect to conclude that the significance of GHG emissions under CEQA is too speculative. However, this option is not viable due to the important focus on global climate change created by the various regulatory schemes and scientific determinations cited in this section.

[11] Of note, in December 2009, the San Joaquin Valley Unified Air Pollution Control District adopted guidance for use by lead agencies in the valley, in assessing the significance of a project's GHG emissions under CEQA. The guidance relies on the use of performance-based standards, and requires that projects demonstrate a 29 percent reduction in GHG emissions, from business-as-usual, to determine that a project would have a less than significant impact. The guidance is for valley land use agencies and not applicable to areas outside the district. The Bay Area Air Quality Management District (BAAQMD) adopted its own GHG thresholds of significance on June 2, 2010. The threshold is based on quantitative standards including a per capita emission standard and project emission standard as well as a qualitative standard based on compliance with a qualified GHG reduction strategy. The BAAQMD thresholds are based on an analysis of local inventories of GHG emissions and local reduction programs; therefore, they would not be an appropriate basis for a GHG significance threshold in the City of Murrieta.

Third, lead agencies may elect to use a zero-based threshold, such that any emission of GHGs is significant and unavoidable. However, this type of threshold may indirectly truncate the analysis provided in CEQA documents and the mitigation commitments secured from new development, and could result in the preparation of extensive environmental documentation for even the smallest of projects, thereby inundating lead agencies and creating an administrative burden. Moreover, because the GHG analysis is a cumulative analysis, a zero based threshold would be inconsistent with *CEQA Guidelines* Section 15130(a)(3), which requires that cumulatively significant impacts, such as GHG emissions, be "cumulatively considerable", as defined by *CEQA Guidelines* Section 15065(a)(3).

Fourth, lead agencies may elect to utilize their own significance criteria, so long as such criteria are informed and supported by substantial evidence. Recent amendments to the *CEQA Guidelines*, and specifically the addition of *CEQA Guidelines* Section 15064.4, subdivision (b), support the selection of this significance criterion:

> *"A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:*
>
> *(1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;*
>
> *(2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;*
>
> *(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project".*

Appendix G of the *CEQA Guidelines* also has been revised to provide some guidance regarding the criteria that may be used to assess whether a project's impacts on global climate change are significant. The Appendix G environmental checklist form asks whether a project would: (i) generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or (ii) conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

Based on the above factors (and particularly the adopted addition of *CEQA Guidelines S*ection 15064.4, subdivisions (b)(2) and (b)(3)), it has been determined that it is appropriate for the City of Murrieta to rely on AB 32 implementation guidance (such as the CARB Scoping Plan) as a benchmark for purposes of this EIR and use the statute to inform the City's judgment as to whether the proposed project's GHG emissions would result in a significant impact (refer to *CEQA Guidelines* Section 15064, subdivision [f][1]). Accordingly, the following significance criterion is used to assess impacts:

Will the project's GHG emissions impede compliance with the GHG emissions reductions mandated in AB 32?

The City of Murrieta has prepared a CAP which recognizes the importance of reducing GHG emissions, and has identified a specific GHG emissions reductions target in compliance with the goals of AB 32. Clearly defined emissions reduction targets will provide City decision makers and the community with a clear direction for Murrieta's GHG emissions management efforts, and will provide milestones against which progress can be evaluated over time. This quantitative reduction target coupled with strategies and actions in this CAP would allow Murrieta to have greater control of the amount of GHGs emitted into the atmosphere.

Under AB 32, the State has committed to reducing GHG emissions to 1990 levels by 2020. Based on the CARB *Scoping Plan*, reducing GHG emissions to 1990 levels means cutting approximately 30 percent from BAU emission levels projected for 2020, or about 15 percent from today's levels.[12] The CARB *Scoping Plan* projects future emissions by comparing potential reductions from various measures to a BAU scenario. The BAU scenario represents future GHG emissions without the implementation of reduction measures. As a result, the CARB *Scoping Plan* outlines the State's strategy to achieve the 2020 GHG emissions limit with a comprehensive set of actions that will be developed by 2012.

Consistent with the CARB Scoping Plan, the City has chosen a reduction target of 15 percent below their current (2009 baseline) emissions levels by 2020. This reduction target will contribute to the stabilization of global GHG emission concentrations and achievement of AB 32 goals. Therefore, if the proposed General Plan 2035 can reduce its GHG emissions by 15 percent below 2009 levels by 2020, a less than significant impact would result.

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, greenhouse gas impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

[12] In the CARB Scoping Plan, "today's levels" are based on the statewide GHG inventory for 2005. However, cities and counties are encouraged to set a 15 percent GHG reduction target for both municipal operations and the community as a whole based on the most current GHG inventory conducted.

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Based on these standards the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.6.4 PROJECT IMPACTS AND MITIGATION MEASURES

GREENHOUSE GAS EMISSIONS

- **GREENHOUSE GAS EMISSIONS GENERATED BY DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis:

Effects of Climate Change on the Project

In addition to analyzing a project's impacts on the environment, *CEQA* requires a lead agency to consider the effects of bringing development into an area that may present hazards.[13] The primary effect of global climate change has been a rise in average global tropospheric temperature of 0.2 degrees Celsius per decade, determined from meteorological measurements worldwide between 1990 and 2005.[14] While there is broad agreement on the causative role of GHGs to climate change, there is considerably less information or consensus on how climate change would affect any particular location, operation, or activity. The IPCC has published numerous reports on potential impacts of climate change on the human environment. These reports provide a comprehensive and up-to-date assessment of the current state of knowledge on climate change. Despite the extensive peer review of reports and literature on the impacts of

[13] *CEQA Guidelines* Section 15126.2[a] (*Consideration and Discussion of Significant Environmental Impacts*).

[14] Intergovernmental Panel on Climate Change, *Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change*, 2007.

global climate change, the IPCC notes the fact that there is little consensus as to the ultimate impact of human interference with the climate system and its causal connection to global warming trends.

The following climate change effects could potentially affect the City of Murrieta.

- ***Sea Level Rise.*** According to the IPCC, climate change is expected to raise sea levels by up to four feet. The City is approximately 22 miles from the Pacific Ocean and ranges from approximately 1,050 feet above mean sea level (msl) to 1,700 feet above msl. Sea levels are anticipated to rise 12 to 18 inches by 2050.[15] Therefore, sea level rise of this magnitude would not be capable of inundating the City. However, if determined to be a significant threat, protective measures such as levees would likely be installed by regional and local governments to protect urbanized areas.
- ***Water Supply.*** The City receives some of its water supplies from the State Water Project through the Metropolitan Water District of Southern California (MWD). Surface water supplies in the City from the State Water Project could potentially be reduced as a result of climate change effects.[16] Climate change could also impact groundwater supplies. Warmer temperatures could lead to higher evaporation or shorter rainfall seasons, which would mean that soil deficits would persist for longer time periods. Higher evapotranspiration would likely reduce the amount of water available for recharge and can lead to greater pumping of groundwater to make up for losses in surface water. Groundwater serves as a source of water supply in Murrieta, which could result in serious implications for water supply in the City. However, potential impacts to groundwater are too speculative to determine at this time.
- ***Natural Disasters.*** Climate change could result in increased flooding and weather-related disasters. The proposed project is located approximately 22 miles from the Pacific Ocean and would not be exposed to intense coastal storms. The frequency of large floods on rivers and streams could also increase. The proposed project would not impede flood flows or be susceptible to increased flooding; thus, flood-related impacts would be less than significant even under an intensified flooding scenario.
- ***Wildfires.*** Climate change could result in increased occurrences and duration of wildfire events due to warmer temperatures, longer dry seasons, reduced winter precipitation, and early snowmelt. The City is located within areas designated by the California Department of Forestry and Fire Protection (CalFire) as Very High Fire Hazard Severity Zones (VHFHSZ) and Non-VHFHSZ. Development within the VHFHSZ is required to meet strict building construction requirements specified in the *California Building Code* Chapter 7A which would substantially reduce the risk and significance of wildland fires.

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[15] California Natural Resources Agency, *2009 California Climate Adaptation Strategy*, 2009.

[16] California Department of Water Resources, *Progress on Incorporating Climate Change into Management of California's Water Resources*, July 2006.

- ***Public Health.*** Climate change could potentially cause an increase in infections, disease, asthma, and other health-related problems. Heat waves are expected to have a major impact on public health as well as decreasing air quality and an increase in mosquito breeding and mosquito-borne diseases. Vector control districts throughout the State are already evaluating how they will address the expected changes to California's climate. The City would comply with State regulations to implement necessary measures for vector control.

- ***Air Quality.*** Climate change could potentially compound negative air quality impacts in the South Coast Air Basin, resulting in respiratory health impacts. The California Climate Adaptation Strategy states that climate change influences on atmospheric processes will promote formation of ground-level pollutants, such as ozone and secondary aerosols (particulate matter), and that these increases could offset much of the potential gains achieved through air pollution control measures. However, this would be a regional effect.

Other predicted physical and environmental impacts associated with climate change include heat waves, alteration of disease vectors, biome shifts, impacts on agriculture and the food supply, reduced reliability in the water supply, and strain on the existing capacity of sanitation and water-treatment facilities. While these issues are a concern for society at large, implementation of City policies and regional, State, and Federal regulations regarding health and safety would lessen potential impacts to the City of Murrieta.

Projected Greenhouse Gas Emissions

To determine the GHG emission reductions necessary to achieve Murrieta's target (15 percent reduction in emissions from 2009 emission levels by 2020), the City's GHG emissions were projected for the proposed General Plan 2035 buildout year, then GHG emissions were projected for year 2020 under a trend scenario. The trend scenario is based on anticipated growth and development as well as future year consumption rates for energy, transportation, water transport, and waste. The existing and projected emissions are presented in *Table 5.6-4*, *Baseline and Projected 2020 and 2035 Emissions*. The emissions forecast estimates future emissions under a BAU scenario. The BAU scenario assumes that no effort has been made to reduce emissions. Therefore, the future emissions depicted in *Table 5.6-4* present how GHG emissions may increase in Murrieta if no reduction programs are implemented.

Growth and development under a 2035 BAU scenario would continue along a similar trend as under the 2020 BAU conditions. Assuming that the same type of current emissions-generating practices continue to occur within Murrieta, the City's GHG emissions would be anticipated to increase from 430,842 MT CO_2eq in 2009 to 1,385,382 MT CO_2eq in 2035. This represents a 192 percent increase from the 2009 baseline level in 2035. In comparison, the City's projected

population is expected to increase 32 percent by 2035 from 2009.[17] Therefore, if current emissions-generating practices continue, Murrieta's GHG emissions are expected to increase at a higher rate than its population in 2035. This trend can be explained by increases in per capita activity levels (i.e., energy consumption, waste disposal, water consumption, and VMT).

Table 5.6-4
Baseline and Projected 2020 and 2035 Emissions

Emissions Sector	GHG Emissions					
	2009 Baseline		2020 Projected		2035 Projected	
	$MTCO_2eq/yr$	% of Emissions[1]	$MTCO_2eq/yr$	% of Emissions[1]	$MTCO_2eq/yr$	% of Emissions[1]
COMMUNITY SECTOR						
Residential	91,492	23.5	105,148	13.3	123,770	9.3
Commercial						
Commercial	60,153	15.4	96,636	12.3	146,386	11.0
Office	12,711	3.3	232,750	29.5	532,806	39.9
Business Park	8,332	2.1	23,398	3.0	43,942	3.3
Civic/Institutional	9,333	2.4	8,309	1.1	6,914	0.5
Mixed Use	-	-	3,113	0.4	7,358	0.6
Industrial	3,463	0.9	4,241	0.5	5,302	0.4
Transportation	188,138	48.3	296,651	37.6	444,625	33.3
Waste	14,795	3.8	18,419	2.3	23,363	1.8
Community Sub-Total[2]	**389,717**	**100**	**788,666**	**100**	**1,334,466**	**100**
MUNICIPAL SECTOR						
Buildings and Facilities	466	1.1	485	1.1	513	1.0
Streetlights & Traffic Signals	7,640	18.6	8,125	17.9	8,786	17.3
Water Delivery Facilities	23,941	58.2	26,791	59.2	30,679	60.3
Wastewater Facilities	6,091	14.8	6,864	15.2	7,918	15.6
Employee Commute	1,738	4.2	1,739	3.8	1,740	3.4
Vehicle Fleet	1,251	3.0	1,264	2.8	1,281	2.5
Municipal Sub-Total[2]	**41,125**	**100**	**45,268**	**100**	**50,917**	**100**
Grand Total (Community and Municipal Sectors)[2]	**430,842**	N/A	**833,934**	N/A	**1,385,382**	N/A

GHG = greenhouse gas; $MTCO_2eq/yr$ = metric tons of carbon dioxide equivalent per year

Notes:
1. The percentage of emissions refers to the respective sectors (either community or municipal) and not to the combined total.
2. Totals may be slightly off due to rounding.

Source: ICLEI, *Clean Air and Climate Protection 2009 Software Version 2.2.1b*, April 2010.

Under a BAU scenario, the City's GHG emissions (municipal and community) would be anticipated to increase from 430,842 MT CO_2eq in 2009 to 833,934 MT CO_2eq in 2020. This represents a 75 percent increase from the 2009 baseline level. In comparison, the City's projected population is expected to increase 13 percent by 2020 from 2009.[18] Therefore, if

[17] Southern California Association of Governments (SCAG), *Adopted 2008 RTP Growth Forecast by City*, http://www.scag.ca.gov/forecast/index.htm. Accessed January 17, 2010.
[18] Ibid.

current emissions-generating practices continue, Murrieta's GHG emissions are expected to increase at a higher rate than its population in 2020. This trend can be explained by increases in per capita activity levels (i.e., energy consumption, waste disposal, water consumption, and VMT).

Proposed Climate Action Plan Reduction Measures

The City has prepared a CAP as part of the proposed General Plan 2035 to address GHG emissions reduction within the City. There are seven CAP strategies that Murrieta has crafted to achieve the desired reduction target of 15 percent below baseline levels by 2020. Combined, these strategies would decrease GHG emissions by approximately 469,386 MT CO_2eq by 2020, enabling the community to contribute to global efforts to combat climate change. It should be noted that the strategies and emissions reduction measures take into account projected growth within the City. Each of the strategies contains emission reduction measures from municipal and non-municipal operations. These measures are consistent with and build upon the goals and policies within the proposed General Plan 2035. Although GHG inventories for 2035 (buildout year associated with the proposed General Plan 2035) are included, these are included only for informational purposes, as the reduction strategy that was chosen is set to comply with the AB 32 benchmark of 2020. However, implementation of the GHG reduction measures in the CAP would ensure the GHG emissions are significantly reduced from a 2035 BAU scenario. Each of the seven strategies recommends measures and actions that would make the vision of the CAP a reality. Measures define the direction that the City would take to accomplish its GHG reduction goals. Actions define the specific steps that City staff and decision-makers would take over time. The seven emission reduction strategies and associated GHG reduction measures identified in the CAP are as follows:

- ***Community Involvement Strategy (Climate Action Strategy 1).*** The community involvement strategy is intended to foster a sense of ownership of the ideas and actions to be carried out within the City. To create a successful plan that is supported by the community, who will ultimately make these changes.

  Specific measures to implement this strategy include Climate Action Strategy 1, Goal CIR-6 and associated Measure CIR-6.12 which would increase public education of public transit options through public workshops. Climate Action Strategy 1, Goal CSV-15 and Measures CSV-15.1 through CSV-15.7 address green building, energy efficiency, and renewable energy options for the City. Additionally, Climate Action Strategy 1, Goal HC-1 and Measure HC-1.3 encourage the municipal use of fuel-efficient and low emissions vehicles (i.e., hybrid and/or electric vehicles).

- ***Land Use and Community Vision Strategy (Climate Action Strategy 2).*** The land use and community vision strategy encourages changes in the land use pattern to enable residents to reduce dependence on their cars to get around town.

  In support of this strategy, Climate Action Strategy 2, Goal LU-1 and Measure LU-1.6 would balance land uses within the City to reduce VMT by promoting more efficient

future land use patterns and amending the City's Development Code to ensure efficiency. Climate Action Strategy 2, Goals LU-4 through LU-6, ED-5, ED-6, and ED-8, Measures LU-4.3, LU-5.1, LU-5.2, LU-6.3, ED-5.1, ED-6.1, ED-6.2, and ED-8.1 address the goal of improving the jobs/housing balance within the City to reduce VMT of commuters. This would be accomplished by locating residential uses near jobs and public transportation, incorporating mixed-use development, and updating the Development Code to allow for emerging businesses and industry types. Climate Action Strategy 2, Goals LU-7 and LU-8 and Measures LU-7.4, LU-7.8, LU-8.1, LU-8.2, and LU-8.4 through LU-8.8 would promote transit oriented development within the City. Specifically, multi-modal transit opportunities should be located near higher density residential, mixed-use, and employment development to increase transit ridership and reduce VMT. Pedestrian-friendly measures are addressed by Climate Action Strategy 2, Goals LU-9 and LU-10, Measures LU-9.1 through LU-9.8, and LU-10.1 through LU-10.9. Human-scale development, mixed-use development, infill development, shortened blocks, and pedestrian-oriented design would encourage pedestrian modes of travel as opposed to vehicular travel. Additionally, Climate Action Strategy 2, Goals ED-3, ED-4, ED-10, AQ-6, and Measures ED-3.1 through ED-3.4, ED-4.2, ED-10.6, and AQ-6.3 support a sustainable economy. An increased jobs/housing balance would be achieved through the support of a diverse range of business activities, incentives to attract new businesses and industries, increased development in the Historic Downtown, and encouragement of non-polluting industry.

- ***Transportation and Mobility Strategy (Climate Action Strategy 3).*** The transportation and mobility strategy identifies opportunities to improve mobility such as walking, bicycling, and transit use, and to decrease the need to drive.

  In support of this strategy, Climate Action Strategy 3, Goals LU-24, CIR-1, CIR-6, and AQ-5, Measures LU-24.2, LU-24.6, CIR-1.1, CIR-1.9, CIR-1.11, CIR-6.1 through CIR-6.6, AQ-5.1, AQ-5.3 through AQ-5.4, AQ-5.6, and AQ-5.7 specifically address reduced driving within the City. This would be accomplished through a pedestrian-oriented environment, mixed-use development, increased alternative transportation options, and implementation of transportation demand management measures. Additionally, Climate Action Strategy 3, Goals LU-22, CIR-8, and Measures LU-22.6, CIR-8.1, CIR-8.2, and CIR-8.9 through CIR-8.12 provide for interconnected bicycle, pedestrian, and multi-use trails within the City to discourage vehicle dependence. Improved public transportation ridership is addressed by Climate Action Strategy 3, Goal CIR-5 and LU-25, and Measures CIR-5.9 through CIR-5.11, CIR-5.14, and LU-25.2 which specifically encourage development of a Metrolink station within the City, which would reduce regional vehicular trips. Pedestrian travel is promoted by Climate Action Strategy 3, Goal CIR-2 and CIR-7, and Measures CIR-2.3 and CIR-2.4 through CIR-2.6, CIR-2.12, and CIR-7.1 through CIR-7.8 which would ensure efficient and safe pedestrian movement, the installation of traffic calming measures, and creation of internal sidewalk systems linking different land uses in new developments.

- ***Energy Use and Conservation Strategy (Climate Action Strategy 4).*** The energy use and efficiency strategy recommends ways to increase energy efficiency in existing buildings, enhance energy performance for new construction, and increase use of renewable energy.

  In support of this strategy, Climate Action Strategy 4, Goal CSV-12 and Policies CSV-12.1 through CSV-12.8, and Climate Action Strategy 4, Draft 2008-2014 Housing Element Goal 2, Measure 2.3, and Action 2.5 which promote energy conservation by providing incentives, allowing for solar power generation, developing required improvements to improve energy efficiency by 15 percent, as well as adopting an Energy Conservation Ordinance. Climate Action Strategy 4, Goal CSV-14 and Measures CSV-14.1 through CSV-14.4 address green building measures, which ensure new construction projects would comply with the 2010 California State Green Building Standards Code, integrate green building methods, and raise community awareness regarding green building.

- ***Water Use and Efficiency Strategy (Climate Action Strategy 5).*** The intent of this strategy is to conserve water through efficient use and conservation.

  To implement this strategy, Climate Action Strategy 5, Goal INF-2 and associated Measures INF-2.1 through INF-2.5 would increase the use of recycled water. The City would support and work with other water districts to explore options for expanding recycled water infrastructure to reduce the demand for potable water. Climate Action Strategy 5, Goal CSV-1 and Measures CSV-1.2 and CSV-1.4 promote water conservation, water recycling, and groundwater recharge. Climate Action Strategy 5, Goal CSV-2 and Measures CSV-2.1, CSV-2.2, and CSV-2.4 promote landscape irrigation water reduction by ensuring that developments would comply with water efficiency requirements, encouraging the retrofitting of building systems (indoor and outdoor), and promoting water efficient landscaping practices through outreach efforts.

- ***Waste Reduction and Recycling Strategy (Climate Action Strategy 6).*** The strategy builds on past City successes by increasing waste diversion, reducing consumption of materials that otherwise end up in landfills, and increasing recycling.

  In support of this strategy, Climate Action Strategy 6, Goal INF-1 and Measure INF-1.15 encourages the City to continue promoting reduced waste with informational and outreach programs. Climate Action Strategy 6, Goal CSV-13 and Measures CSV-13.1 through CSV-13.7 ensure landfill diversion requirements are met, promote recycling, encourage composting programs, promote public outreach and education workshops on composting, and explore the implementation of a community-wide composting program.

- ***Open Space Strategy (Climate Action Strategy 7).*** This strategy expands the utilization of open spaces for habitat, storm water management, soil retention, air filtration, and cooling, aesthetic and economic value, local food security, increased and improved parks, preservation, and to create new open spaces.

To implement this strategy, Climate Action Strategy 7, Goal CSV-9 and associated Measures CSV-9.1 through CSV-9.9 aim to increase suburban open space by establishing street tree standards and a landscape program, and promoting tree planting. Climate Action Strategy 7, Goal CSV-10 and Measures CSV-10.1 through CSV-10.7 promote locally-grown food and the availability of fresh produce in the City. Climate Action Strategy 7, Goals ROS-7 through ROS-9 and associated Measures aim to preserve and enhance open space resources, and encourage new developments to incorporate parks and recreation facilities, gardens, green spaces, and public plazas.

Implementation of the recommended CAP measures and actions would result in a potential reduction in GHG emissions of up to 885,247 MT CO_2eq; refer to *Table 5.6-5*, *Summary of GHG Reduction Measures*. As a result, the City of Murrieta would not achieve the emission reduction target of 15 percent below 2009 emission levels with these measures alone. However, the community can assume credit for a portion of the GHG emission reductions that occur through legislation that is being implemented at the statewide level. Senate Bill 107 (SB 107) establishes performance standards for GHG emission reductions from electric utilities and Assembly Bill 1493 (AB 1493) establishes performance standards for GHG emission reductions from motor vehicles. Executive Order S-1-07 (EO S-1-07) also establishes performance standards for the carbon intensity of transportation fuels. At the time of the CAP preparation, the City only has confidence in estimating the GHG emission reductions associated with SB 107, AB 1493, and EO S-1-07. As the regulatory framework surrounding AB 32 grows in the future, it may be possible to evaluate a wider range of statewide reductions.

Table 5.6-5
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2$eq per Year)	Percent Reduction
Community Involvement Strategy			
CIR-6	Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.	Supporting Measure	N/A
CSV-15	A community taking a leadership role in resource conservation and reduction of greenhouse gas emissions by implementing programs to improve municipal operations.	97	0.02%
HC-1	Application of innovative and model best practices in the community health field.	253	0.05%
	Subtotal	**350**	**0.07%**
Land Use and Community Vision Strategy			
LU-1	A complementary balance of land uses throughout the community that meets the needs of existing residents and businesses as well as anticipated growth, and achieves the community's vision.	18,674	3.98%

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
LU-4	A housing stock that meets the diverse needs of Murrieta's existing and future residents.	Supporting Measure	N/A
LU-5	Promotion of quality industrial development that provides local employment opportunities.	3,641	0.78%
LU-6	Land use policy that encourages job retention and attraction.	52,288	11.14%
LU-7	Economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community.	Supporting Measure	N/A
Number	Strategy and Measure	2020 GHG Reductions (MTCO2eq per Year)	Percent Reduction
LU-8	A community that provides opportunities for mixed use and/or transit-oriented development.	784	0.17%
LU-9	Land use patterns and urban design that support healthy and sustainable lifestyles and businesses.	2,334	0.50%
LU-10	A community that provides pedestrian-friendly environments for residential, commercial, business, and recreation uses.	Supporting Measure	N/A
ED-3	A sound, stable, and diversified economic base.	Supporting Measure	N/A
ED-4	Positive balance between the supply of retail opportunities and demand for goods and services.	Supporting Measure	N/A
ED-5	An improved jobs/housing balance.	Supporting Measure	N/A
ED-6	An educated and highly-skilled labor force.	Supporting Measure	N/A
ED-8	Strategic Approach to Economic Growth	Supporting Measure	N/A
ED-10	A revitalized and economically stable Historic Downtown Murrieta.	Supporting Measure	N/A
AQ-6	Stationary source pollution (point source and area source) are minimized through existing and future regulations and new technology.	Supporting Measure	N/A
	Subtotal	**77,721**	**16.56%**
Transportation and Mobility Strategy			
LU-22	Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.	Supporting Measure	N/A
LU-24	Historic Murrieta as the City's cultural, civic and community center.	Supporting Measure	N/A
LU-25	Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.	Supporting Measure	N/A
CIR-1	A circulation system that serves the internal circulation needs of the City, while also addressing the inter-community or through travel needs.	7,470	1.59%
CIR-2	A comprehensive circulation system that promotes safety.	14,939	3.18%

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
CIR-5	A supported regional transportation system that serves existing and future travel between Murrieta and other population and employment centers within southwest Riverside County and the larger region, and that accommodates the regional travel needs of developing areas outside the City.	1,867	0.40%
CIR-6	Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.	37,345	7.96%
CIR-7	Residential areas and activity centers are accessible to all pedestrians, including persons with disabilities or having special accessibility needs.	934	0.20%
CIR-8	Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.	6,536	1.39%
AQ-4	Mobile source emissions are reduced by providing a balance of jobs and housing that serve the needs of the community.	18,674	3.98%
AQ-5	Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.	47	0.01%
	Subtotal	**87,812**	**18.77%**
Energy Use and Conservation Strategy			
CSV-12	Energy conservation and the generation of energy from renewable sources is prioritized as part of an overall strategy to reduce greenhouse gas emissions.	54,588	11.63%
CSV-14	A community that encourages and incentivizes the sustainable development of buildings and neighborhoods, particularly with respect to durability, energy and water use, and transportation impacts.	120,120	25.59%
Housing Element Goal 2	Conserve and enhance the quality of existing housing and residential neighborhoods in Murrieta.	Supporting Measure	N/A
	Subtotal	**174,708**	**37.22%**
Water Use and Efficiency Strategy			
INF-2	Infrastructure for recycled water is expanded throughout Murrieta for irrigation and other non-potable uses.	4,019	0.86%
CSV-1	A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.	10,097	2.15%
CSV-2	Murrieta promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures in buildings and landscaping.	Supporting Measure	N/A
	Subtotal	**14,116**	**3.01%**

Table 5.6-5 [continued]
Summary of GHG Reduction Measure Performance

Number	Strategy and Measure	2020 GHG Reductions ($MTCO_2eq$ per Year)	Percent Reduction
Waste Reduction and Recycling Strategy			
INF-1	New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.	Supporting Measure	N/A
CSV-13	Solid waste is diverted from landfills through waste reduction, re-use and recycling.	7,009	1.50%
	Subtotal	**7,009**	**1.50%**
Open Space Strategy			
CSV-9	A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.	1,590	0.34%
CSV-10	Fresh food is grown locally and made available through multiple venues that maintain a link to the City's agricultural heritage and promote healthy eating.	Supporting Measure	N/A
ROS-7	Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.	Supporting Measure	N/A
ROS-8	New development is part of a coordinated system of open space, parkland, recreation facilities, and trails.	Supporting Measure	N/A
ROS-9	Public plazas or green spaces provide additional open space opportunities for existing and future residents and employees.	Supporting Measure	N/A
	Subtotal	**1,590**	**0.34%**
Statewide Reductions			
	SB 1078 and SB 107	53,691	11.44%
	AB 1493 and EO S-1-07	52,389	11.16%
	Subtotal Statewide Reductions	**106,080**	**22.60%**
	Total Reductions	**469,386**	**100%**
		15.21% from 2009 baseline	
Source: City of Murrieta, *City of Murrieta Draft Climate Action Plan*, January 2011.			

The GHG reduction strategies and measures in the CAP were based on the goals and policies in the proposed General Plan 2035 and were designed to include performance criteria that would allow the City to achieve its GHG reduction target of 15 percent below 2009 levels by 2020. As proposed, the CAP meets this target, with a projected 15.21 percent reduction. This 15.21 percent reduction includes credit for a portion of the GHG emission reductions that occur through legislation that is being implemented at the statewide level (SB 107, AB 1493, and EO-E-1-07). The CAP includes other supporting measures that contribute to the GHG emission reductions of other related measures. Other measures could not be quantified, due either to a lack of substantial evidence or limitations inherent in quantifying the effect of less tangible programs and policies. For the CAP to successfully guide Murrieta toward meeting its GHG

reduction target, the City must play a prominent role in implementing the CAP's programs and policies. The public also has a role by participating in and ensuring success of the measures and actions.

Consistency with the California Attorney General's Mitigation Measures

With implementation of the proposed CAP Climate Action Strategies and associated measures and actions, the proposed General Plan 2035 would comply with measures that are consistent with the California Office of the Attorney General's recommended measures to reduce GHG emissions. The CAP incorporates sustainable practices consistent with the Attorney General's recommended measures which include water, energy, solid waste, land use, and transportation efficiency measures.

Consistency with the CARB Scoping Plan

CARB Scoping Plan Measures/Recommended Actions include those related to transportation, electricity consumption, natural gas usage, water conservation, green buildings, and recycling and waste management. The proposed CAP incorporates several Climate Action Strategies and associated measures and actions that would be consistent with, and help implement the CARB Scoping Plan in order to obtain AB 32 goals, as well as the Governor's Executive Order.

Impact Conclusion

As presented above, implementation of the GHG reduction strategies and measures in the CAP would allow the proposed General Plan 2035 to achieve its GHG reduction target of 15 percent below 2009 levels by 2020. As proposed, the CAP meets this target with a projected 15.21 percent reduction, and the proposed General Plan 2035 would be consistent with the reduction targets of AB 32. Thus, a less than significant impact would occur.

Goals and Policies in the Proposed General Plan 2035: A detailed summary of the goals and policies outlined below can be found in Chapter 3, Climate Action Strategies in Appendix Q, Climate Action Plan, as well as Section 3.0, Project Description, in this EIR. The complete goal and policy statement is stated in Section 3.0, Project Description.

LAND USE ELEMENT

Goals: LU-1, LU-4, LU-5, LU-6, LU-7, LU-8, LU-9, LU-10, LU-22, LU-24, LU-25

Policies : LU-1.6, LU-4.3, LU-5.1, LU-5.2, LU-6.1, LU-7.4, LU-7.8, LU-8.1, LU-8.2, LU-8.4, LU-8.5, LU-8.6, LU-8.7 ,LU-8.8, LU-9.1, LU-9.2, LU-9.3, LU-9.4, LU-9.5, LU-9.6, LU-9.7, LU-9.8, LU-10.1, LU-10.2, LU-10.3, LU-10.4, LU-10.5, LU-10.6, LU-10.7, LU-10.8, LU-10.9, LU-22.6, LU-24.2, LU-24.6, LU-25.2

ECONOMIC DEVELOPMENT ELEMENT

Goals: ED-3, ED-4, ED-5, ED-6, ED-8, ED-10
Policies: ED-3.1, ED-3.2, ED-3.3, ED-3.4, ED-4.2, ED-5.1, ED-6.1, ED-6.2, ED-8.1, ED-10.6

CIRCULATION ELEMENT

Goals: CIR-1, CIR-2, CIR-5, CIR-6, CIR-7, CIR-8
Policies: CIR-1.1, CIR-1.9, CIR-1.11, CIR-2.3, CIR-2.5, CIR-2.6, CIR-2.7, CIR-2.12, CIR-5.9, CIR-5.10, CIR-5.11, CIR-5.14, CIR-6.1, CIR-6.2, CIR-6.3, CIR-6.4, CIR-6.5, CIR-6.6, CIR-6.12, CIR-7.1, CIR-7.2, CIR-7.3, CIR-7.4, CIR-7.5, CIR-7.6, CIR-7.7, CIR-7.8, CIR-8.1, CIR-8.2, CIR-8.10, CIR-8.11, CIR-8.12, CIR-8.13

INFRASTRUCTURE ELEMENT

Goals: INF-1, INF-2
Policies: INF-1.15, INF-2.1, INF-2.2, INF-2.3, INF-2.4, INF-2.5

HEALTHY COMMUNITY ELEMENT

Goals: HC-1
Policies: HC-1.3

CONSERVATION ELEMENT

Goals: CSV-1, CSV-2, CSV-9, CSV-10, CSV-12, CSV-13, CSV-14, CSV-15
Policies: CSV-1.2, CSV-1.4, CSV-2.1, CSV-2.2, CSV-2.4, CSV-9.1, CSV-9.2, CSV-9.3, CSV-9.4, CSV-9.5, CSV-9.6, CSV-9.7, CSV-9.8, CSV-9.9, CSV-10.1, CSV-10.2, CSV-10.3, CSV-10.4, CSV-10.5, CSV-10.6, CSV-10.7, CSV-12.1, CSV-12.2, CSV-12.3, CSV-12.4, CSV-12.5, CSV-12.6, CSV-12.7, CSV-12.8, CSV-13.1, CSV-13.2, CSV-13.3, CSV-13.4, CSV-13.5, CSV-13.6, CSV-13.7, CSV-14.1, CSV-14.2, CSV-14.3, CSV-14.4, CSV-15.1, CSV-15.2, CSV-15.3, CSV-15.4, CSV-15.5, CSV-15.6, CSV-15.7

RECREATION AND OPEN SPACE ELEMENT

Goals: ROS-7, ROS-8, ROS-9
Policies: ROS-7.1, ROS-7.2, ROS-7.3, ROS-7.4, ROS-8.1, ROS-8.2, ROS-8.3, ROS-8.4, ROS-9.1, ROS-9.2, ROS-9.3, ROS-9.4, ROS-9.5

AIR QUALITY ELEMENT

Goals: AQ-4, AQ-5, AQ-6
Policies: AQ-4.1, AQ-4.2, AQ-4.3, AQ-4.4, AQ-5.1, AQ-5.3, AQ-5.4, AQ-5.6, AQ-5.7, AQ-6.3

HOUSING ELEMENT

Goals: Goal 2
Policies: Policy 2.3
Action: Action 2.5

Mitigation Measures: No mitigation measures beyond the strategies, goals, and measures identified in the proposed Climate Action Plan are required.

Level of Significance After Mitigation: Not Applicable.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONFLICT WITH AN APPLICABLE GREENHOUSE GAS REDUCTION PLAN, POLICY, OR REGULATION.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: As previously stated, the City has prepared a CAP as part of the proposed General Plan 2035 process, which includes a variety of strategies, measures, and actions to reduce GHG emissions in accordance with State reduction goals. These strategies, measures, and actions are consistent with and build upon the Goals and Policies within the City's proposed General Plan 2035. *Table 5.6-6*, *Climate Action Strategy Reductions* illustrates the reductions that would be achieved per Climate Action Strategy with implementation of the CAP.

Table 5.6-6
Climate Action Strategy Reductions

Reduction Categories	Reductions from CAP Measures	
	$MTCO_2eq/yr$	Percentage
Climate Action Strategy 1: Community Involvement Strategy	350	0.07
Climate Action Strategy 2: Land Use and Community Vision Strategy	77,721	16.56
Climate Action Strategy 3: Transportation and Mobility Strategy	87,812	18.77
Climate Action Strategy 4: Energy Use and Conservation Strategy	174,708	37.22
Climate Action Strategy 5: Water Use and Efficiency Strategy	14,116	3.01
Climate Action Strategy 6: Waste Reduction and Recycling Strategy	7,009	1.49
Climate Action Strategy 7: Open Space Strategy	1,590	0.34
AB 1078 and SB 107	53,691	11.44
AB 1493 and EO S-1-07	52,389	11.16
Total	**469,386**	**100**
	15.21% from 2009 baseline	

CAP reduction measures would result in a total of approximately 469,386 $MTCO_2eq$ (15.21 percent) below 2020 BAU GHG emissions. The proposed General Plan 2035 would be consistent with the proposed CAP, as CAP strategies, measures, and actions are consistent with and build upon the goals and policies within the proposed General Plan 2035. Therefore, the proposed General Plan 2035 would be consistent, and would not conflict with an applicable GHG reduction plan, policy, or regulation. Impacts in this regard are less than significant.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.6.

Mitigation Measures: No mitigation measures beyond the strategies, goals, and measures identified in the proposed CAP are required.

Level of Significance After Mitigation: Not Applicable.

5.6.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **GREENHOUSE GAS EMISSIONS RESULTING FROM DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD IMPACT GREENHOUSE GAS EMISSIONS ON A CUMULATIVELY CONSIDERABLE BASIS.**

Level of Significance Before Analysis and Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 would result in a less than significant impact regarding GHG emissions with implementation of CAP reduction strategies, measures, and actions. These policies and measures would result in a reduction of approximately 469,386 $MTCO_2eq$ (15.21 percent) below 2020 BAU GHG emissions, which is consistent with the State reduction goals set forth in AB 32.

On December 30, 2009, the Natural Resources Agency adopted the CEQA Guideline Amendments prepared by Office of Planning and Research (OPR), as directed by SB 97. On February 16, 2010, the Office of Administration Law approved the CEQA Guidelines Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The CEQA Guidelines Amendments became effective on March 18, 2010. The Natural Resources Agency originally proposed to add subdivision (f) to section 15130 to clarify that sections 21083 and 21083.05 of the Public Resources Code do not require a detailed analysis of GHG emissions solely due to the emissions of other projects (i.e., *CEQA Guidelines, Section* 15130(a)(1); *Santa Monica Chamber of Commerce v. City of Santa Monica* (2002) 101 Cal.App.4th 786, 799). Rather, the proposed subdivision (f) would have provided that a detailed analysis is required when evidence shows that the incremental contribution of the project‘s GHG emissions is cumulatively considerable when added to other cumulative projects (i.e., *Communities for a Better Environment v. California Resources Agency* (2002), supra, 103 Cal.App.4th at 119-120). In essence, the proposed addition would be a restatement of law as applied to GHG emissions. Analysis of GHG emissions as a cumulative impact is consistent with case law arising under the National Environmental Policy Act (e.g., *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172, 1215-1217 [9th Cir. 2008]). Other portions of the CEQA Guideline Amendments address how lead agencies may determine whether a project‘s emissions are cumulatively considerable (e.g., Proposed Sections 1506(h)(3) and 15064.4). However, public comments noted that the new subdivision merely restated the law, and was capable of misinterpretation. The Natural Resources Agency, therefore, determined that because other provisions of the CEQA Guideline Amendments address the analysis of GHG emissions as a cumulative impact, and because the reasoning of those is fully explained in the Initial Statement of Reasons, subdivision (f) should not be added

to the CEQA Guidelines. The deletion was reflected in the revisions that were made available for further public review and comment on October 23, 2009.

It is generally the case that an individual project of this size is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.[19] GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.[20] In addition, as noted in *Table 5.6-6*, implementation of the CAP would result in GHG reduction of approximately 469,386 MT CO_2eq (15.21 percent) below 2020 BAU. For the reasons discussed in this section and because the project incorporates GHG reduction measures, the proposed General Plan 2035's GHG emissions would not result in a cumulative considerable impact.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.6.

Mitigation Measures: No mitigation measures beyond the strategies, goals, and measures identified in the proposed CAP are required.

Level of Significance After Mitigation: Not Applicable.

5.6.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Greenhouse Gas emissions impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with CAP strategies, goals, and measures. No significant unavoidable GHG emissions impacts would occur as a result of buildout of the proposed General Plan 2035.

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Murrieta

General Plan Update

Section 5.7:

Noise

5.7 NOISE

The purpose of this section is to summarize the existing noise conditions within the City of Murrieta. Information in this section was obtained from the *City of Murrieta Municipal Code* (Municipal Code). For the purposes of mobile source noise modeling and contour distribution, traffic information contained in the *Traffic Impact Analysis* (Draft January 2011, Final September 2011), prepared by Iteris was utilized; refer to Appendix C, Traffic Impact Analysis. Appendix E, Noise Data, includes data to support this analysis is this section.

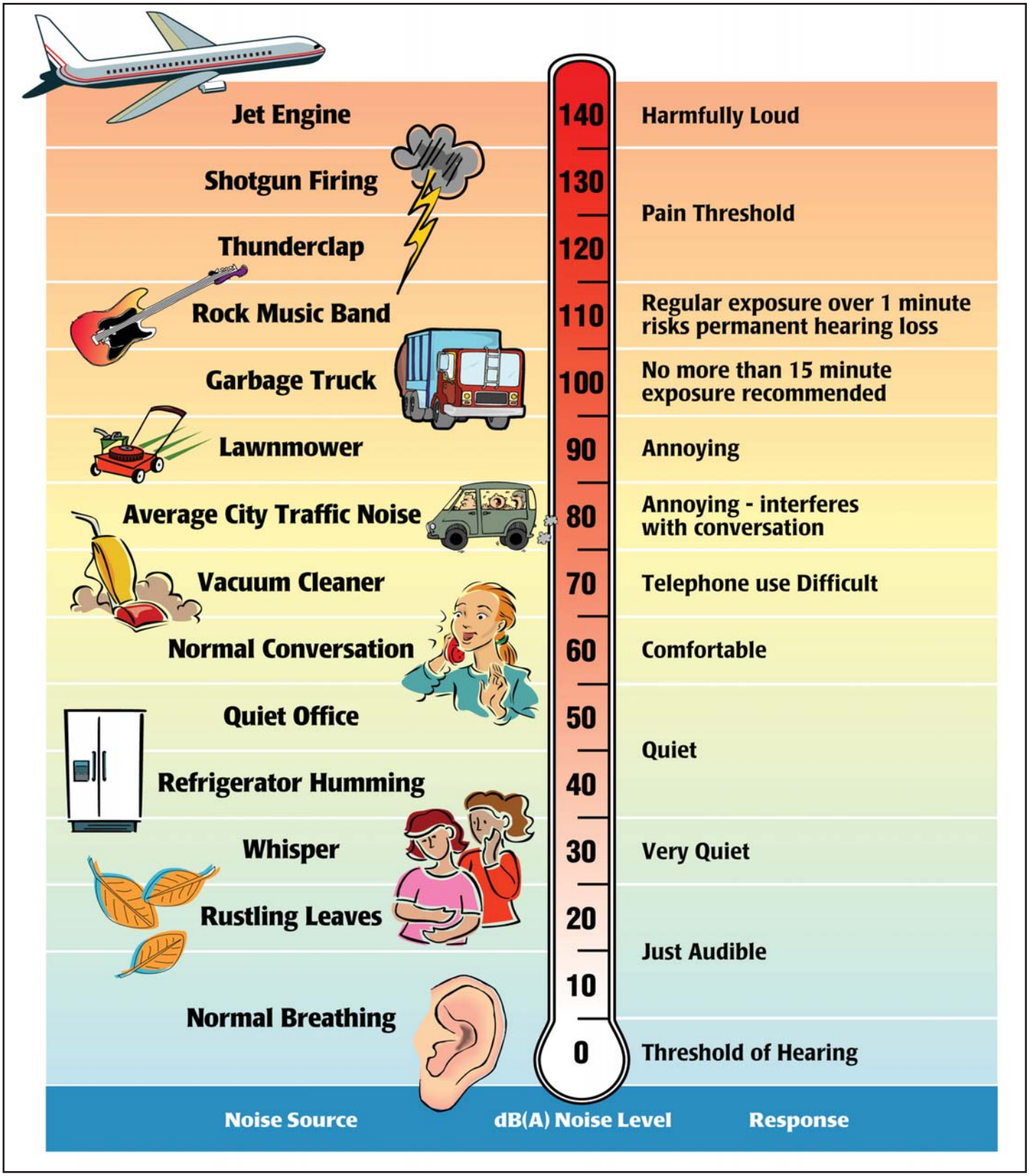
5.7.1 REGULATORY SETTING

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and should be approximated by the A-waited sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the "ambient" nose level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually one hour). The Leq is the foundation of the composite noise descriptor, Ldn, and shows very good correlation with community response to noise.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud and 20 dBA higher four times as loud, and so forth. Everyday sounds normally range from 30 dBA (very quiet) to 100 dBA (very loud). Examples of various sound levels in different environments are illustrated on *Exhibit 5.7-1*, *Sound Levels and Human Response*.



Source: Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.
Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety* (EPA/ONAC 550/9-74-004), March 1974.

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Sound Levels and Human Response

Exhibit 5.7-1

Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Numerous methods have been developed to measure sound over a period of time; refer to *Table 5.7-1*, *Noise Descriptors*.

Table 5.7-1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 PM to 10:00 PM, and +10 dBA for the night, 10:00 PM to 7:00 AM
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency (EPA) for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq}. The L_{dn} is calculated by averaging the L_{eq}'s for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 PM to 7:00 AM), by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01}, L_{10}, L_{50}, L_{90}, respectively) of the time during the measurement period.
Source: Cyril M. Harris, *Handbook of Noise Control*, dated 1979.	

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. Standards usually address the needs of most of the general population. This section summarizes the laws, ordinances, regulations, and standards that are applicable to the proposed project. Regulatory requirements related to environmental noise are typically promulgated at the local level. However, Federal and State agencies provide standards and guidelines to the local jurisdictions.

FEDERAL

The Federal Noise Control Act of 1972 established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, the U.S. Environmental Protection Agency (U.S. EPA) administrators determined that subjective issues such as noise would be better addressed at more local levels of government, thereby allowing more individualized control for specific issues by designated Federal, State, and local government agencies. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to specific federal agencies, and state and local governments. However, noise control guidelines and regulations contained in the U.S. EPA rulings in prior years remain in place. No Federal noise regulations are directly applicable to the proposed project.

STATE

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. State regulations governing noise levels generated by individual motor vehicles (i.e., the *California Vehicle Code*) and those governing occupational noise control (i.e., Occupational Safety and Health Administration) are not applicable to planning efforts nor are these areas typically subject to CEQA analysis. Thus, these regulatory guidelines are not included in this analysis. The following is State of California and state agency regulation that has been deemed applicable to this project.

Title 24

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for residential buildings (*CCR Title 24*, Part 2, Chapter 12, Section 1207.11.2). *Title 24* establishes standards for interior room noise attributable to outside noise sources. *Title 24* also specifies that acoustical studies should be prepared whenever a residential building or structure is proposed to be located in areas with exterior noise levels 60 dB Ldn or greater. The acoustical analysis must show that the building has been designed to limit intruding noise to an interior level not exceeding 45 dB Ldn for any habitable room.

Governor's Office of Planning and Research

The State of California General Plan Guidelines, published by the State Governor's Office of Planning and Research (OPR), provides guidance for the acceptability of specific land use types within areas of specific noise exposure. *Table 5.7-2*, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. OPR guidelines are advisory in nature. Local jurisdictions, including the City of Murrieta, have the responsibility to set specific noise standards based on local conditions.

Table 5.7-2
Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA

CNEL = community noise equivalent level; NA = not applicable

NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, California, *General Plan Guidelines,* October 2003.

LOCAL

City of Murrieta Noise Element

The State of California has mandated that local governments prepare a noise element as part of their general plans. The Noise Element of the proposed General Plan 2035 will be the guiding document for the City's noise policy and contains various goals and accompanying policies and objectives designed to protect residents and businesses from excessive and persistent noise intrusions. The Noise Element will describe the existing noise environment, goals and policies, as well as State noise regulations and airport land use guidelines for noise compatibility.

City of Murrieta Development Code

The City of Murrieta's regulations with respect to noise are included in Chapter 16.30 of the *Development Code*, also known as the *Noise Ordinance*. Construction-related and operational noise restrictions are discussed below:

Construction Noise. Section 16.30.130 of the City of Murrieta *Noise Ordinance* regulates construction noise. The *Noise Ordinance* prohibits noise generated by construction activities between the hours of 7:00 PM and 7:00 AM and on Sundays and holidays. Construction activities shall not be conducted in a manner that the maximum noise levels at the affected structures will not exceed those listed in *Table 5.7-3*, *City of Murrieta Construction Noise Standards*.

Table 5.7-3
City of Murrieta Construction Noise Standards

	Single-Family Residential	Multi-Family Residential	Commercial
Mobile Equipment			
Daily, except Sundays and holidays, 7:00 AM to 8:00 PM	75 dBA	80 dBA	85 dBA
Daily, except Sundays and holidays, 8:00 PM to 7:00 AM	60 dBA	64 dBA	70 dBA
Stationary Equipment			
Daily, except Sundays and holidays, 7:00 AM to 8:00 PM	60 dBA	65 dBA	70 dBA
Daily, except Sundays and holidays, 8:00 PM to 7:00 AM	50 dBA	55 dBA	60 dBA
Source: City of Murrieta, *City of Murrieta Development Code Section 16.30.130*.			

Operational Noise. Within the City of Murrieta, the *Noise Ordinance* governs operational noise generated between two properties and does not regulate noise from transportation sources, such as traffic, aircraft, and railways. Section 16.30.090 of the *Noise Ordinance* establishes the exterior noise standards for all receptor properties within a designated noise zone. The City's exterior noise level limits between properties are presented in *Table 5.7-4*, *City of Murrieta Exterior and Interior Noise Limits*.

Table 5.7-4
City of Murrieta Exterior and Interior Noise Limits

Noise Zone	Land Use (Receptor Property)	Time Period	Allowed Exterior Noise Level (dBA)
Exterior Noise Limits			
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 PM to 7:00 AM	45
		7:00 AM to 10:00 PM	50
	Residential properties within 500 feet of a kennel(s)	7:00 AM to 10:00 PM	70
III	Commercial properties	10:00 PM to 7:00 AM	55
		7:00 AM to 10:00 PM	60
IV	Industrial properties	Anytime	70
Interior Noise Limits			
All noise zones	Multi-family residential	10:00 PM to 7:00 AM	40
		7:00 AM to 10:00 PM	45

Source: City of Murrieta, *City of Murrieta Development Code Section 16.30.090*.

Section 16.30.090(B) of the *Development Code* further restricts noise levels. Section 16.30.090(B) states, in part:

> *No person shall operate or cause to be operated. any source of sound at any location within the city or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by a person that causes the noise level, when measured on any other property to exceed the following exterior noise standards:*
>
> > *Standard No. 1 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than thirty (30) minutes in any hour. Standard No. 1 may be the applicable noise level from Table 3-6 above.*
> >
> > *Standard No. 2 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than fifteen (15) minutes in any hour. Standard No. 2 shall be the applicable noise level from Table 3-6 above, plus five dB.*

Standard No. 3 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable noise level from Table 3-6 above plus ten dB.

Standard No. 4 shall be the exterior noise level which shall not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable noise level from Table 3-6 above plus fifteen (15) dB.

Standard No. 5 shall be the exterior noise level which shall not be exceeded for any period of time. Standard No. 5 shall be the applicable noise level from Table 3-6 above plus twenty (20) dB.

Section 16.30.100 sets forth interior noise levels limits for multi-family residential properties, as stated in *Table 5.7-4*. Section 16.30.100 states, in part:

> No person shall operate or cause to be operated within a residential unit any source of sound, or allow the creation of any noise, that causes the noise level when measured inside a neighboring receiving residential unit to exceed the following standards:
>
> > Standard No. 1. The applicable interior noise level for cumulative period of more than five minutes in any hour;
> >
> > Standard No. 2. The applicable interior noise level plus five dB for a cumulative period of more than one minute in any hour; or
> >
> > Standard No. 3. The applicable interior noise level plus ten dB for any period of time.

5.7.2 ENVIRONMENTAL SETTING

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. The percentage of people claiming to be annoyed by noise generally increases with the environmental sound level. However, many factors also influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

When the noise level of an activity rises above 70 dBA, the chance of receiving a complaint is possible, and as the noise level rises, dissatisfaction among the public steadily increases. However, an individual's reaction to a particular noise depends on many factors, such as the

source of the sound, its loudness relative to the background noise, and the time of day. The reaction to noise can also be highly subjective; the perceived effect of a particular noise can vary widely among individuals in a community.

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

1. Noise-Induced Hearing Loss
2. Interference with Communication
3. Effects of Noise on Sleep
4. Effects on Performance and Behavior
5. Extra-Auditory Health Effects
6. Annoyance

Noise-Induced Hearing Loss. Although it often causes discomfort and sometimes pain, noise-induced hearing loss usually takes years to develop. Noise-induced hearing loss can impair the quality of life through a reduction in the ability to hear important sounds and to communicate with family and friends. Hearing loss is one of the most obvious and easily quantified effects of excessive exposure to noise. While the loss may be temporary at first, it could become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly caused by the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, substantial damage can be caused by non-occupational sources. According to the United States Public Health Service, nearly ten million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure.

Interference with Communication. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools, and can cause fatigue and vocal strain in those who need to communicate in spite of the noise. Interference with communication has proved to be one of the most important components of noise-related annoyance.

Effects of Noise on Sleep. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of

effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Effects on Performance and Behavior. Recent research indicates that more moderate noise levels can produce disruptive after-effects, commonly manifested as a reduced tolerance for frustration, increased anxiety, decreased incidence of "helping" behavior, and increased incidence of "hostile" behavior.

Extra-Auditory Health Effects. Noise has been implicated in the development or exacerbation of a variety of health problems, ranging from hypertension to psychosis. As with other categories, quantifying these effects is difficult due to the amount of variables that need to be considered in each situation. As a biological stressor, noise can influence the entire physiological system. Most effects seem to be transitory, but with continued exposure some effects have been shown to be chronic in laboratory animals.

Annoyance. Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the United States Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, it is clear that noise can affect human health. Most of the effects are, to a varying degree, stress related.

SOURCES OF NOISE

Mobile Sources

FREEWAYS AND STREETS

The roadways within the City that generate the most traffic noise from vehicle and truck traffic include the major north-south trending I-15 and I-215 due to higher traffic volumes and vehicle speeds than other roadways. Major east-west arterials that generate significant noise include Jefferson Avenue and Washington Avenue. Major north-south arterials generating traffic noise include Clinton Keith Road, Kalmia Street/California Oaks Road, and Murrieta Hot Springs Road.

Vehicular noise along major roadways was modeled to estimate existing noise levels from mobile traffic. The existing and future roadway noise levels were projected using the FHWA Traffic Noise Prediction Model (RD-77-108), together with several roadway and site parameters. The FHWA model is based upon reference energy mean emission levels (REMELS) for automobiles, medium trucks (two axles) and heavy trucks (three or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. To predict CNEL values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume. The California Vehicle Noise (Calveno) traffic noise emission curves are used as recommended by the California Department of Transportation (Caltrans) to more accurately calculate noise levels generated by traffic in California.

Traffic volumes used in the FHWA model were obtained from Iteris (January 2011). These traffic inputs determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of automobile and truck traffic, roadway grade, angle of view, and site conditions (hard or soft). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. *Exhibit 5.7-2*, *Existing Roadway Noise Contours* and *Table 5.7-5*, *Existing Roadway Noise Levels*, indicates the location of the 60-, 65-, and 70-CNEL noise contours associated with vehicular traffic along local roadways as modeled with the FHWA computer model.

Table 5.7-5
Existing Roadway Noise Levels

Roadway Segment	Existing				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Clinton Keith Road					
Southwest City Limits to Calle del Oso Oro	9,100	63.9	283	90	28
Calle del Oso Oro to Grand Avenue	11,100	65.9	448	142	45
Grand Avenue to Nutmeg Street	19,000	67.0	591	187	59
Nutmeg Street to Murrieta Oaks Road	27,300	68.6	848	268	85
Murrieta Oaks Road to I-215	27,040	68.6	842	266	84
I-215 to Antelope Road	5,281	58.9	91	29	9
Antelope Road to Meadowlark Road/Whitewood Lane	13,000	62.9	224	71	22
Calle del Oso Oro					
Clinton Keith Road to Calle Cipres	4,200	59.3	98	31	10
Calle Cipres to Washington Avenue	11,400	63.7	267	85	27
Nutmeg Street					
Washington Avenue to Adams Avenue	5,900	60.9	138	44	14

Table 5.7-5 [continued]
Existing Roadway Noise Levels

Roadway Segment	Existing				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Adams Street to Jefferson Avenue	5,900	60.8	138	44	14
Jefferson Avenue to Jackson Avenue	9,300	62.8	218	69	22
Jackson Avenue to Clinton Keith Road	10,900	64.7	339	107	34
Lemon Street					
Washington Avenue to Adams Avenue	3,300	58.7	77	24	8
Adams Avenue to Jefferson Avenue	4,200	59.7	98	31	10
Kalmia Street					
Hayes Avenue to Washington Avenue	1,500	55.2	35	11	4
Washington Avenue to Adams Avenue	15,400	66.3	479	151	48
Adams Avenue to Jefferson Avenue	20,600	67.6	640	202	64
Jefferson Avenue to Madison Avenue	25,500	68.3	793	251	79
Madison Avenue to I-15	35,300	69.7	1,098	347	110
California Oaks Road					
I-15 to Monroe Avenue	29,500	68.8	918	290	92
Monroe Avenue to Jackson Avenue	29,200	68.7	908	287	91
Jackson Avenue to Hancock	24,900	67.0	584	185	58
Hancock to Clinton Keith Road	15,100	66.1	470	149	47
Ivy Street					
Hayes Street to Washington Avenue	900	48.7	8	2	1
Washington Avenue to Adams Avenue	8,900	63.9	277	88	28
Adams Avenue to Jefferson Avenue	9,500	64.2	295	93	30
Jefferson Avenue to Madison Avenue	11,300	64.8	351	111	35
Los Alamos Road					
Madison Avenue to Lincoln Avenue	10,400	64.5	324	102	32
Lincoln Avenue to Hancock Avenue	19,000	67.0	591	187	59
Hancock Avenue to I-215	19,200	67.1	597	189	60
I-215 to Whitewood Lane	23,000	66.6	538	170	54
Whitewood Lane to Ruth Ellen Way	3,800	59.3	89	28	9
Murrieta Hot Springs Road					
Jefferson Avenue to Madison Avenue	18,285	67.1	568	180	57
Madison Avenue to I-15	42,600	70.2	1,325	419	132
I-15 to I-215	65,100	71.9	2,022	639	202
I-215 to Alta Murrieta Drive	74,500	72.9	2,315	732	231
Alta Murrieta Drive to Jackson Avenue	48,000	71.0	1,492	472	149
Jackson Avenue to Whitewood Road	43,263	70.5	1,347	426	135
Whitewood Road to Margarita Road	51,200	71.3	1,591	503	159
Margarita Road to Eastern City Limits	40,000	70.2	1,244	393	124

Table 5.7-5 [continued]
Existing Roadway Noise Levels

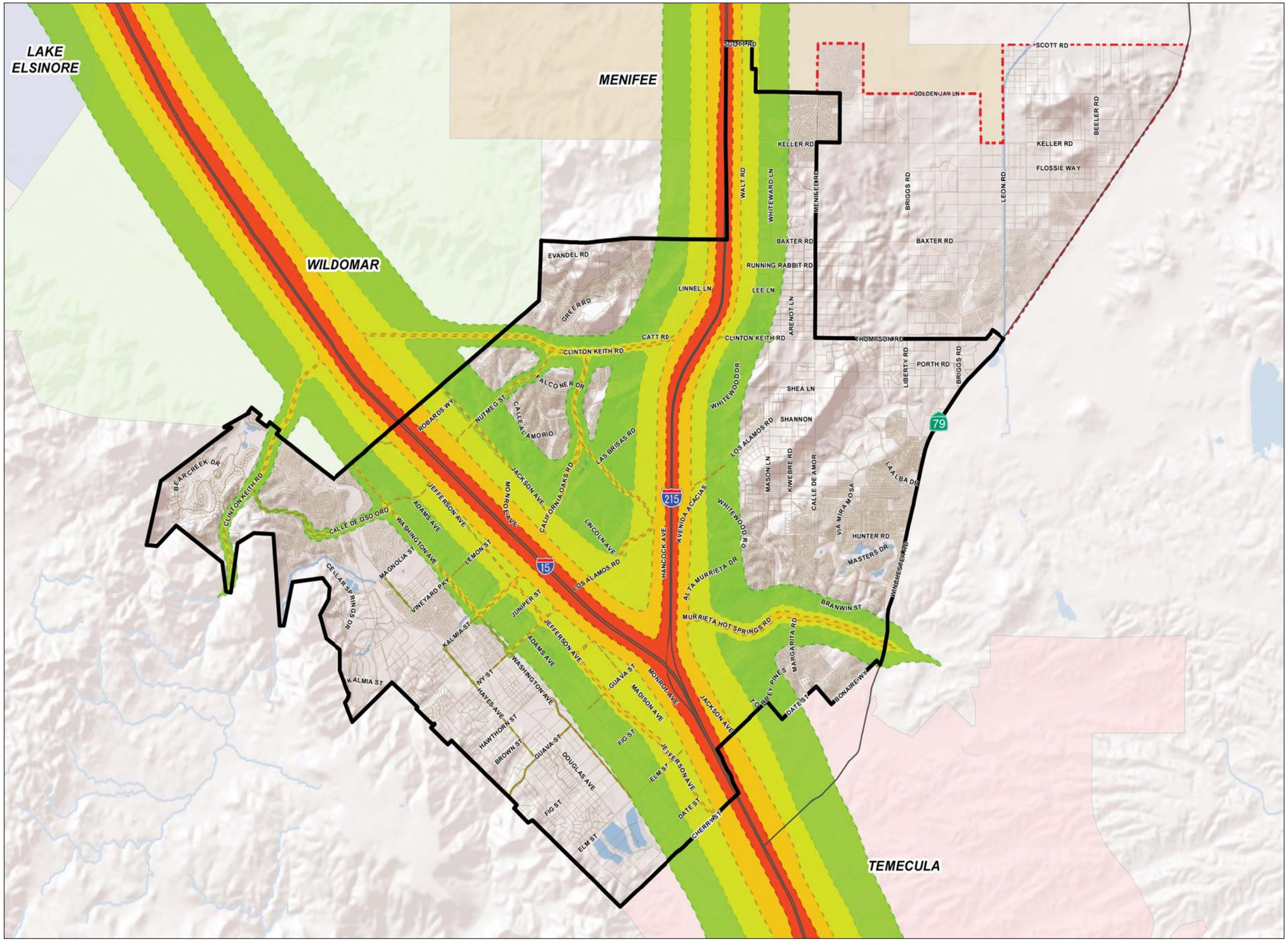
Roadway Segment	Existing				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Guava Street					
West of Hayes Avenue	500	49.2	9	3	1
Hayes Avenue to Douglas Avenue	700	50.5	12	4	1
Douglas Avenue to Washington Avenue	1,200	53.0	21	7	2
Adams Avenue to Jefferson Avenue	2,100	55.4	36	11	4
Jefferson Avenue to Madison Avenue	3,100	57.1	53	17	5
Madison Avenue to Monroe Avenue	200	45.2	3	1	0
Elm Street					
Adams Avenue to Madison Avenue	2,500	55.9	43	14	4
Hayes Avenue					
Nighthawk Way to Vineyard Parkway	1,900	54.8	33	10	3
Kalmia Street to Ivy Street	1,900	56.3	45	14	4
Ivy Street to Hawthorne Street	1,300	50.3	11	4	1
Hawthorne Street to Guava Street	700	50.5	12	4	1
Washington Avenue					
North of Calle del Oso Oro	10,000	63.2	234	74	23
Calle del Oso Oro to Nighthawk Way/Magnolia Street	14,300	64.8	335	106	34
Nighthawk Way/Magnolia Street to Vineyard Parkway	12,600	64.2	295	93	30
Vineyard Parkway to Kalmia Street	20,800	66.2	488	154	49
Kalmia Street to Ivy Street	8,300	58.3	71	23	7
Ivy Street to Hawthorne Street	1,400	53.6	24	8	2
South of Hawthorne Street	1,300	53.3	22	7	2
Jefferson Avenue					
North of Nutmeg Street	10,000	64.7	311	98	31
Nutmeg Street to Magnolia Street	9,000	62.8	211	67	21
Magnolia Street to Lemon Street	10,000	64.6	311	98	31
Lemon Street to Kalmia Street	11,200	65.0	348	110	35
Kalmia Street to Ivy Street	17,900	66.8	557	176	56
Ivy Street to Murrieta Hot Springs Road	12,000	65.1	373	118	37
Murrieta Hot Springs Road to Guava Street	27,800	68.7	864	273	86
Guava Street to Fig Street	28,000	69.9	1,131	358	113
Fig Street to Elm Street	29,000	70.1	1,172	371	117
South of Elm Street	20,736	67.4	644	204	64
Madison Avenue					
Kalmia Street to Ivy Street/Los Alamos Road	14,914	67.1	602	190	60
Ivy Street/Los Alamos Road to Murrieta Hot Springs Road	24,100	68.1	749	237	75

Table 5.7-5 [continued]
Existing Roadway Noise Levels

Roadway Segment	Existing				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Murrieta Hot Springs Road to Guava Street	3,400	54.5	29	9	3
Jackson Avenue					
North of Nutmeg Street	7,100	61.7	167	53	17
Nutmeg Street to Monroe Avenue	14,900	64.9	349	110	35
Monroe Avenue to California Oaks Road	14,900	64.8	349	110	35
Hancock Avenue					
California Oaks Road to Las Brisas Road	14,700	64.7	345	109	34
Las Brisas Road to Los Alamos Road	19,550	66.0	458	145	46
Los Alamos Road to Murrieta Hot Springs Road	19,500	66.0	457	144	46
I-15					
City Boundary to Nutmeg Street	124,000	79.0	11,989	3,791	1,199
Nutmeg Street to Kalmia Street	124,000	79.0	11,989	3,791	1,199
Kalmia Street Los Alamos Road	127,000	79.1	12,268	3,879	1,227
Los Alamos Road to I-215	127,000	79.1	12,268	3,879	1,227
I-215 to Cherry Street	186,000	80.8	18,005	5,694	1,801
I-215					
Scott Road to Los Alamos Road	89,000	77.3	7,074	2,237	707
Los Alamos Road to Murrieta Hot Springs Road	91,000	78.3	8,803	2,784	880
Murrieta Hot Springs Road to I-15	83,000	77.9	8,024	2,537	802
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					
Source: Traffic noise modeling is based on traffic data provided by Iteris, January 2011.					

As shown in *Table 5.7-5*, the existing noise levels adjacent to City roadways range from a low of 45.2 CNEL along Guava Street from Madison Avenue to Monroe Avenue to a high of 72.9 CNEL along Murrieta Hot Springs Road from I-215 to Alta Murrieta Drive.

Under existing conditions, very few areas (seven segments along Murrieta Hot Springs Road) within the City experience traffic noise levels in excess of 70 CNEL. The 70 dBA contour along these roadway links extends to a maximum of 231 feet from the roadway centerline. However, many of the City's commercial areas experience noise levels in excess of 65 CNEL adjacent to major arterial roadways and freeway rights-of-way. Residences located within this area may experience unacceptable noise levels. It should be noted that these are modeled traffic noise levels, and are not based upon actual site measurements.



LEGEND

- 75 CNEL
- 70 CNEL
- 65 CNEL
- 60 CNEL
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta and ESRI - World Shaded Relief.

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Existing Roadway Noise Contours

Exhibit 5.7-2

Back of 11 x 17 Exhibit

Freeways typically result in greater noise levels than other roadways due to higher traffic volumes and vehicle speeds. As depicted on *Exhibit 5.7-2*, I-15 and I-215 both traverse the City and represent a primary source of traffic noise. The following describes the traffic volumes and general characteristics of the freeways within the City.

- ***Interstate 15.*** I-15 is a major regional transportation corridor that serves as the backbone of the transportation system connecting the major urban centers of San Diego County and San Bernardino County, while passing through the western portion of Riverside County. Based on traffic data from Iteris, ADT along the segments of I-15 that pass through Murrieta ranges from approximately 124,000 to 186,000 for both northbound and southbound traffic.

- ***Interstate 215.*** I-215 is a major regional transportation corridor that serves as the backbone of the transportation system connecting western Riverside County to the major urban center of San Bernardino County. Based on traffic data from Iteris, ADT along the segments of I-215 that pass through Murrieta ranges from approximately 83,000 to 91,000 for both northbound and southbound traffic.

AIRCRAFT

Noise exposure contours around airports are determined from the number and type of aircraft using the airport, the magnitude and duration of each fly over, flight paths, and the time of day when flights occur. The Airport Noise Standards contained in Title 4 of the *California Administrative Code* specify that airports shall not permit noise exposures of 65 CNEL or greater to extend into residential or school areas. The State Aeronautics Act specifies 65 dB CNEL as the criterion which airports must meet to protect existing residential communities from unacceptable exterior exposures to aircraft noise. The exterior maximum of 65 CNEL is given as the level deemed acceptable to a reasonable person residing in urban residential areas where houses are of typical California construction and may have windows partially open.

There is one source of air traffic affecting noise levels within the City of Murrieta; the French Valley (Rancho California) Airport, located outside the City's sphere of influence. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of noise heard in the City. The Riverside County Airport Land Use Commission has prepared a *Comprehensive Land Use Plan* for the French Valley Airport (CLUP), which experiences an average of 506 daily operations. The CLUP indicates only a few parcel on the City's eastern boundary close to SR-79 are within the 55 CNEL noise level contour; the remainder of the 55 CNEL noise level contour is located outside of Murrieta's City boundary. The CLUP also designates portions of the City as being located within Compatibility Zones B1, C, D, and E, all of which require certain land use restrictions.

RAILWAYS

There are no railroads traversing the City; therefore, railroad noise does not currently present annoyance within the City. It should be noted that opportunities to pursue future light rail transit and high speed rail are planned for the future of the City, which would create a new source of mobile noise.

Stationary Sources

The most common sources of stationary noise within the City consist of construction activities, and commercial and industrial uses. Commercial and industrial land uses located near residential areas currently generate occasional noise impacts. Residential land uses and areas identified as noise-sensitive must be protected from excessive noise from stationary sources including commercial and industrial centers. These impacts are best controlled through effective land use planning and application of the City's *Noise Ordinance*.

CONSTRUCTION

Construction noise is one of the most common stationary noise sources in the City. The use of pile drivers, drills, trucks, pavers, graders, and a variety of other equipment can result in short, sporadic elevated noise levels. Although construction noise impacts are generally short-term in nature, it can often disturb nearby sensitive uses.

COMMERCIAL

Commercial uses within the City are generally located along the I-15 and I-215 corridors, as well as other major roadways such as Jefferson Avenue, Madison Avenue, and Murrieta Hot Springs Road. The primary noise sources associated with these facilities are caused by delivery trucks, air compressors, generators, outdoor loudspeakers, and gas venting. Residential, institutional, and park uses are located adjacent to several commercial areas of the City. Commercial operations may cause annoyance to these nearby sensitive receptors.

INDUSTRIAL

The primary noise sources associated with these facilities are caused by mechanical equipment, loading and unloading of vehicles and trucks, and amplified communication. Industrial noise is generally limited to the immediate source area and only impacts sensitive receptors if there is an incompatible mix of land uses in the vicinity of the industrial facility. Therefore, proper planning, zoning, and enforcement of the *Noise Ordinance* are important factors in limiting the amount of disturbance to sensitive receptors from industrial noise sources.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of noise and air pollution than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, long-term care and mental care facilities. Some jurisdictions also consider day care centers, single-family dwellings, mobile home parks, churches, and libraries to be sensitive to noise. Generally, a sensitive receptor is identified as a location where human populations (especially children, senior citizens, and sick persons) are present, and where there is a reasonable expectation of continuous human exposure to noise.

Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. These types of land uses often generate high noise levels. Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. Current land uses located within the City of Murrieta that are sensitive to intrusive noise include residential uses (particularly those in the vicinity of I-15 and I-215), schools, hospitals (particularly The Golden Triangle Medical Center and Sharp Hospital), churches, and parks.

NOISE MEASUREMENT SITES

Noise measurements were taken throughout the City of Murrieta at 10 locations as illustrated in *Exhibit 5.7-3*, *Noise Measurement Locations*. Based upon the City's development patterns, the City was divided into Acoustical Analysis Zones (AAZ) to identify areas of homogenous acoustical conditions. Aerial imagery with a one-foot pixel resolution was utilized for a visual representation of the City's roadway and land use layout. In addition, the City's existing General Plan/Zoning map and proposed General Plan 2035 Focus Areas maps were utilized to determine the City's existing and proposed patterns of development.

The noise measurement locations were selected as a representative sample of the more urbanized portions of the City in order to identify ambient baseline levels. The noise measurements described in *Table 5.7-6*, *Noise Measurements*, were taken to identify ambient noise exposure in the City.

Noise levels at the selected sensitive receptor sites were measured by RBF Consulting on November 4, 2010, using a Brüel & Kjær model 2250 sound level meter (SLM) equipped with Brüel & Kjær pre-polarized freefield microphone, which meets standards of the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Each measurement was for 10 minutes, and the sound meter was calibrated prior to noise monitoring.

Table 5.7-6
Noise Measurements

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Date and Time[1]
1	Corner of Elm Street and Madison Avenue	52.7	41.8	68.5	9.,8	10:47 AM – 10:57 AM
2	Intersection of Arjay Drive and Estate Hill Way	41.9	33.1	57.8	79.0	11:21 AM – 11:31 AM
3	Intersection of Jefferson Avenue and Kalmia Street	58.4	49.6	72.3	102.0	11:52 AM – 12:02 PM
4	Cul-de-sac of Pomerado Court off of Douglas Avenue	51.3	41.9	72.1	89.4	12:16 PM – 12:26 PM
5	Cul-de-sac of Summit Park Center off of Vineyard Knoll Drive	49.9	35.7	71.0	89.9	12:45 PM – 12:55 PM
6	Cul-de-sac of Kilkare Circle off of Boldin Drive	47.8	40.4	64.1	87.7	1:30 PM – 1:40 PM
7	Intersection of Catalina Street and Chateau Drive	51.4	45.4	68.3	92.0	1:56 PM – 2:06 PM
8	Cul-de-sac of Kaelan Court off of Roland Road	47.1	38.7	65.7	94.9	3:10 PM – 3:20 PM
9	Cul-de-sac of Copperleaf Court off of Mimosa Drive	50.4	39.0	68.6	88.9	3:40 PM – 3:50 PM
10	Baxter Road off of Antelope Road (adjacent to Loma Linda Medical Center)	41.6	33.1	60.5	96.7	4:30 PM – 4:40 PM

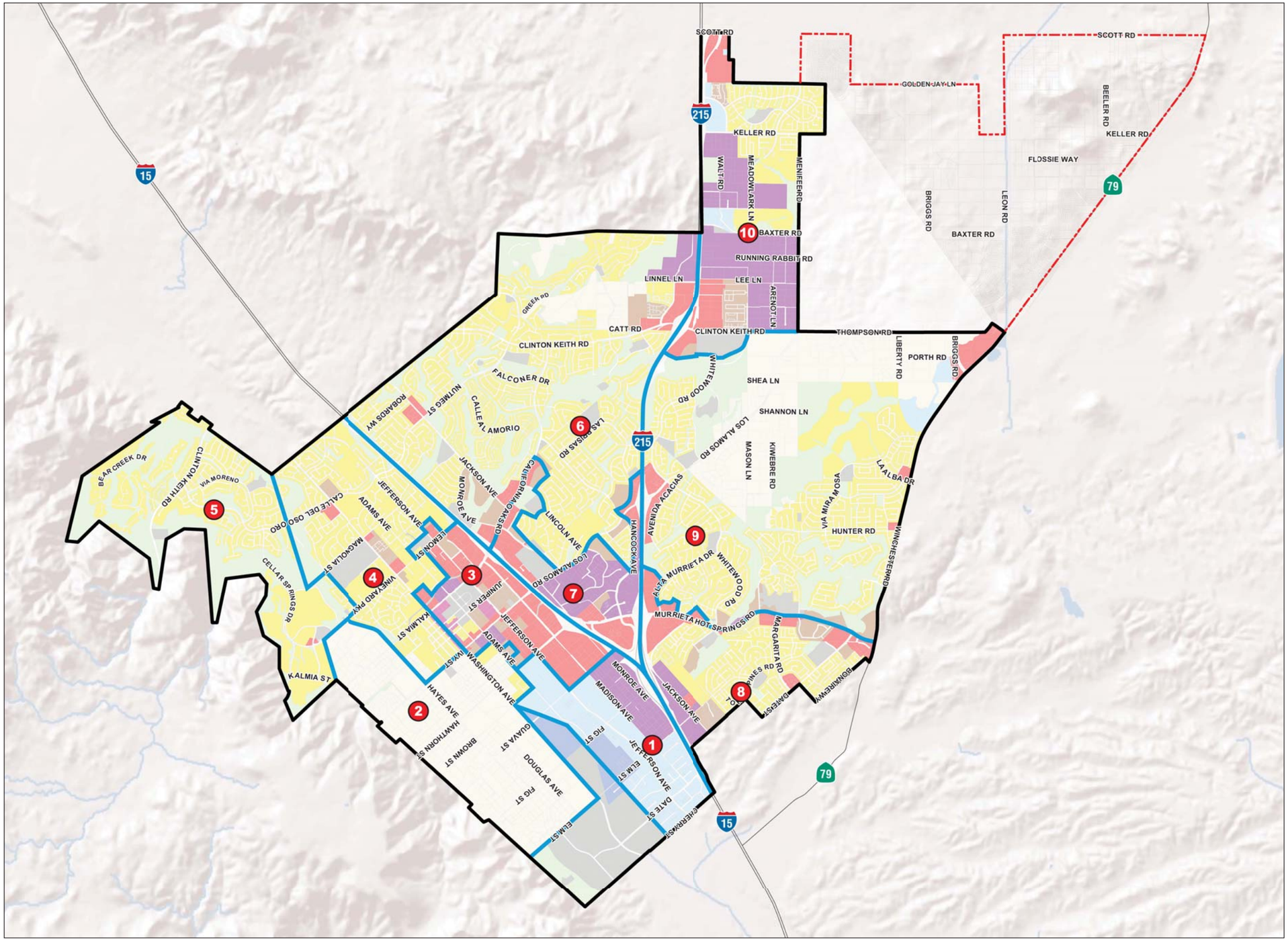
Leq = equivalent sound level; dBA = A-weighted decibel.

1 - Each 10-minute measurement was taken during non-peak traffic hours because free flowing traffic conditions yield higher noise levels, as opposed to rush hour traffic during peak hours when vehicle speeds and heavy truck volumes are low.

Source: RBF Consulting, November 4, 2010.

- ***Measurement Site 1*** was located at the corner of Elm Street and Madison Avenue. Sources of peak noise included vehicular noise from Elm Street, Madison Avenue, I-15, and I-215, an airplane, and truck horn. The noise level monitored at Site 1 was 52.7 dBA.

- ***Measurement Site 2*** was located at the intersection of Arjay Drive and Estate Hill Way. The monitored noise level was 41.9 dBA, with the majority of noise from traffic along Hayes Avenue, two airplanes, and a siren.



LEGEND

- City Limits
- Sphere of Influence
- Acoustical Analysis Zones
- Noise Measurement Location

0 0.5 1
Miles

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Noise Measurement Locations

Exhibit 5.7-3

Back of 11 x 17 Exhibit

- ***Measurement Site 3*** was located at the intersection of Jefferson Avenue and Kalmia Street. The monitored noise level was 58.4 dBA with peak noise from traffic along Jefferson Avenue and Kalmia Street, and vehicles in the City Hall parking lot.

- ***Measurement Site 4*** was located at the cul-de-sac of Pomerado Court off of Douglas Avenue. Sources of peak noise included traffic along Douglas Avenue and an overhead aircraft. The monitored noise level was 51.3 dBA.

- ***Measurement Site 5*** was located at the cul-de-sac of Summit Park Center off of Vineyard Knoll Drive. The monitored noise level was 49.9 dBA. The source of peak noise included traffic along Clinton Keith Road and landscaping activities.

- ***Measurement Site 6*** was located at the cul-de-sac of Kilkare Circle off of Boldin Drive. The monitored noise level was 51.4 dBA. Sources of peak noise were from traffic along Kilkare Circle and three airplanes.

- ***Measurement Site 7*** was located at the intersection of Catalina Street and Chateau Drive. Sources of peak noise included traffic along Catalina Street, I-15, and I-215, and a siren. The monitored noise level was 51.4 dBA.

- ***Measurement Site 8*** was located at the cul-de-sac of Kaelan Court off of Roland Road. Sources of peak noise included a helicopter and an airplane. The monitored noise level was 47.1 dBA.

- ***Measurement Site 9*** was located at the cul-de-sac of Copperleaf Court off of Mimosa Drive. Sources of peak noise included an airplane, trucks, and maintenance activities. The monitored noise level was 50.4 dBA.

- ***Measurement Site 10*** was located along Baxter Road off of Antelope Road, adjacent to the Loma Linda Medical Center. The monitored noise level was 41.6 dBA and peak noise included traffic along I-215 and Antelope Road, and two airplanes.

5.7.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, noise impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- 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, expose people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

CUMULATIVE NOISE EXPOSURE

A project is considered to have a significant noise impact where it causes an adopted noise standard to be exceeded for the project site or for adjacent sensitive receptors. In addition to being concerned about the absolute noise level that might occur when a new source is introduced into an area, it is also important to consider the existing noise environment. In community noise assessments, it is "generally not significant" if no noise-sensitive sites are located within the project vicinity, or if permanent increases in community noise levels associated with implementation of the project would not exceed +3 dB at noise-sensitive locations in the project vicinity.[1] A limitation in using a single value to evaluate an impact related to a noise level increase would be the failure to account for the preexisting ambient noise environment to which a person has become accustomed. Studies assessing the percentage of people highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is needed to cause a response. As ambient noise levels increase, a lesser change in noise levels is required to elicit significant annoyance. The significance criteria listed in *Table 5.7-7, Significance of Changes in Cumulative Noise Exposure* are based on published guidance from the Federal Interagency Committee on Noise (FICON), the California Department of Transportation (Caltrans), and OPR, and considered to correlate well with human response to permanent changes in ambient noise levels.

[1] California Department of Transportation, *Technical Noise Supplement*, November 2009.

Table 5.7-7
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Project (Ldn or CNEL)	Significant Impact Assumed to Occur if the Ambient Noise Level is Increased by:
< 60 dBA	5.0 dBA or more
> 60 dBA	3.0 dBA or more

Source:
California Department of Transportation, *Technical Noise Supplement*, November 2009.
Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

VIBRATION AND GROUNDBORNE NOISE IMPACTS

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., machinery) or transient in nature (e.g., explosions). Vibration levels can be depicted in terms of amplitude and frequency relative to displacement, velocity, or acceleration. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings. PPV and RMS vibration velocity are normally described in inches per second (in/sec). Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. The response of the human body to vibration relates well to average vibration amplitude; therefore, vibration impacts on humans are evaluated in terms of RMS vibration velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB). The logarithmic nature of the decibel serves to compress the broad range of numbers required to describe vibration.

CEQA states that the potential for any excessive groundborne noise and vibration levels must be analyzed; however, it does not define the term "excessive" vibration. Numerous public and private organizations and governing bodies have provided guidelines to assist in the analysis of groundborne noise and vibration The City's *Development Code* Section 16.30.130(K) prohibits the operation of any device that creates vibration above the City's established perception threshold of 0.01 in/sec over the range of one to 100 Hertz.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.7.4 PROJECT IMPACTS AND MITIGATION MEASURES

SHORT-TERM CONSTRUCTION NOISE

■ CONSTRUCTION-RELATED ACTIVITIES ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD GENERATE NOISE LEVELS IN EXCESS OF ESTABLISHED STANDARDS.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Typical activities associated with construction are a highly noticeable temporary noise source. Noise from construction activities is generated by two primary sources: 1) the transport of workers and equipment to construction sites, and 2) the noise related to active construction equipment. These noise sources can be a nuisance to local residents and businesses or unbearable to sensitive receptors (i.e., residences, hospitals, senior centers, schools, day care facilities, etc.).

While implementation of the proposed General Plan 2035 would not directly result in new development within in the City, it would allow additional development, which would generate noise during construction activities. Although a large portion of the City is developed, approximately 36 percent of the City is currently vacant. Most construction would occur within the five Focus Areas targeted for land use in the proposed General Plan 2035. It is unlikely the City would experience intensive construction activity with implementation of the proposed General Plan 2035. Although the City has construction noise level standards, construction noise levels have not been modeled at this program level of analysis, as the extent and timing of future construction activities within the City are unknown at this time.

Proposed General Plan 2035 Goal N-4 would reduce noise levels from construction activities. Specifically, Policies N-4.1 through N-4.6 would ensure construction activity complies with the City's Noise Ordinance, limit the hours of construction in residential areas on Sundays and holidays, employ construction noise reduction methods when feasible (i.e., shutting off idling equipment, temporary acoustic barriers, staging equipment away from sensitive receptors), require municipal vehicles and equipment to comply with noise standards, and ensure acceptable noise levels in noise-sensitive areas. The City would require each future project to implement the proposed General Plan 2035 policies to reduce construction noise levels. Through the environmental review process for individual projects, additional mitigation may also be required to further reduce construction-related noise impacts to a less than significant level.

Compliance with and/or adherence to the City's *Noise Ordinance* and the proposed General Plan 2035 goals and policies would reduce short-term construction noise impacts to less than significant levels.

Goals and Policies in the Proposed General Plan 2035:

NOISE ELEMENT

Goal N-4 Reduced noise levels from construction activities.

Policies

N-4.1 Regulate construction activities to ensure construction noise complies with the City's Noise Ordinance.

N-4.2 Limit the hours of construction activity in residential areas to reduce intrusive noise in early morning and evening hours and on Sundays and holidays.

N-4.3 Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, 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.

N-4.4 Encourage municipal vehicles and noise-generating mechanical equipment purchased or used by the City to comply with noise standards specified in the City's Municipal Code, or other applicable codes.

N-4.5 Allow exceedance of noise standards on a case-by-case basis for special circumstances including emergency situations, special events, and expedited development projects.

N-4.6 Ensure acceptable noise levels are maintained near schools, hospitals, convalescent homes, churches, and other noise-sensitive areas.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 and adherence to the City's Noise Ordinance are required.

Level of Significance After Mitigation: Not Applicable.

- **CONSTRUCTION-RELATED ACTIVITIES ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD GENERATE OR EXPOSE PERSONS OR STRUCTURES TO EXCESSIVE GROUNDBORNE VIBRATION.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Construction activities that may occur as a result of implementing the proposed General Plan 2035 have the potential to generate low levels of groundborne vibration. *Table 5.7-8*, *Typical Vibration Levels For Construction Equipment*, identifies various vibration velocity levels for types of construction equipment that would operate within the City during construction.

Table 5.7-8
Typical Vibration Levels For Construction Equipment

Equipment	Approximate ground velocity in decibels at 25 feet (inches/second)	Approximate ground velocity in decibels at 50 feet (inches/second)
Pile Driver (impact)	104	98
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52
Notes: Root mean square amplitude ground velocity in decibels (VdB) referenced to 1 micro-inch/second.		
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.		

Similar to noise, groundborne vibration would attenuate at a rate of approximately 6 VdB per doubling of distance. The groundborne vibration generated during construction activities would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of specific projects. Based upon the information provided in *Table 5.7-8*, vibration levels could reach up to 87 VdB for typical construction activities (and up to 104 VdB if pile driving activities were to occur) at sensitive uses located within 25 feet of construction. For sensitive uses that are located at or within 25 feet of potential project construction sites, sensitive receptors

at these locations may experience vibration levels during construction activities that exceed the FTA's vibration impact threshold of 85 VdB for human annoyance. The City's *Development Code* Section 16.30.130(K) prohibits the operation of any device that creates vibration above the City's established perception threshold of 0.01 inches/second over the range of one to 100 Hertz. Proposed General Plan 2035 Policies N-4.2 and N-4.3 also assist in the reduction of vibration impacts by limiting the hours of construction activity in residential areas and employing noise reduction methods that would also reduce vibration impacts to surrounding uses during construction.

With adherence to the City's *Noise Ordinance*, proposed General Plan 2035 goals and policies, and Mitigation Measure NOI-1, programmatic-level construction vibration impacts would be less than significant. Individual development projects would be reviewed for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, applicable mitigation measures would be placed on the project as conditions of approval.

Goals and Policies in the Proposed General Plan 2035:

NOISE ELEMENT

Goal N-4 Reduced noise levels from construction activities.

Policies

N-4.2 Limit the hours of construction activity in residential areas to reduce intrusive noise in early morning and evening hours and on Sundays and holidays.

N-4.3 Employ construction noise reduction methods to the maximum extent feasible. These measures may include, but not limited to, shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, 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.

Mitigation Measures:

NOI-1 The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels.

- Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers).

- The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition.

- Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.

Level of Significance After Mitigation: Less Than Significant Impact.

LONG-TERM OPERATIONAL IMPACTS

■ FUTURE NOISE LEVELS ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONTRIBUTE TO AN EXCEEDANCE OF THE CITY'S NOISE STANDARDS RESULTING IN POTENTIAL NOISE IMPACTS TO SENSITIVE RECEPTORS.

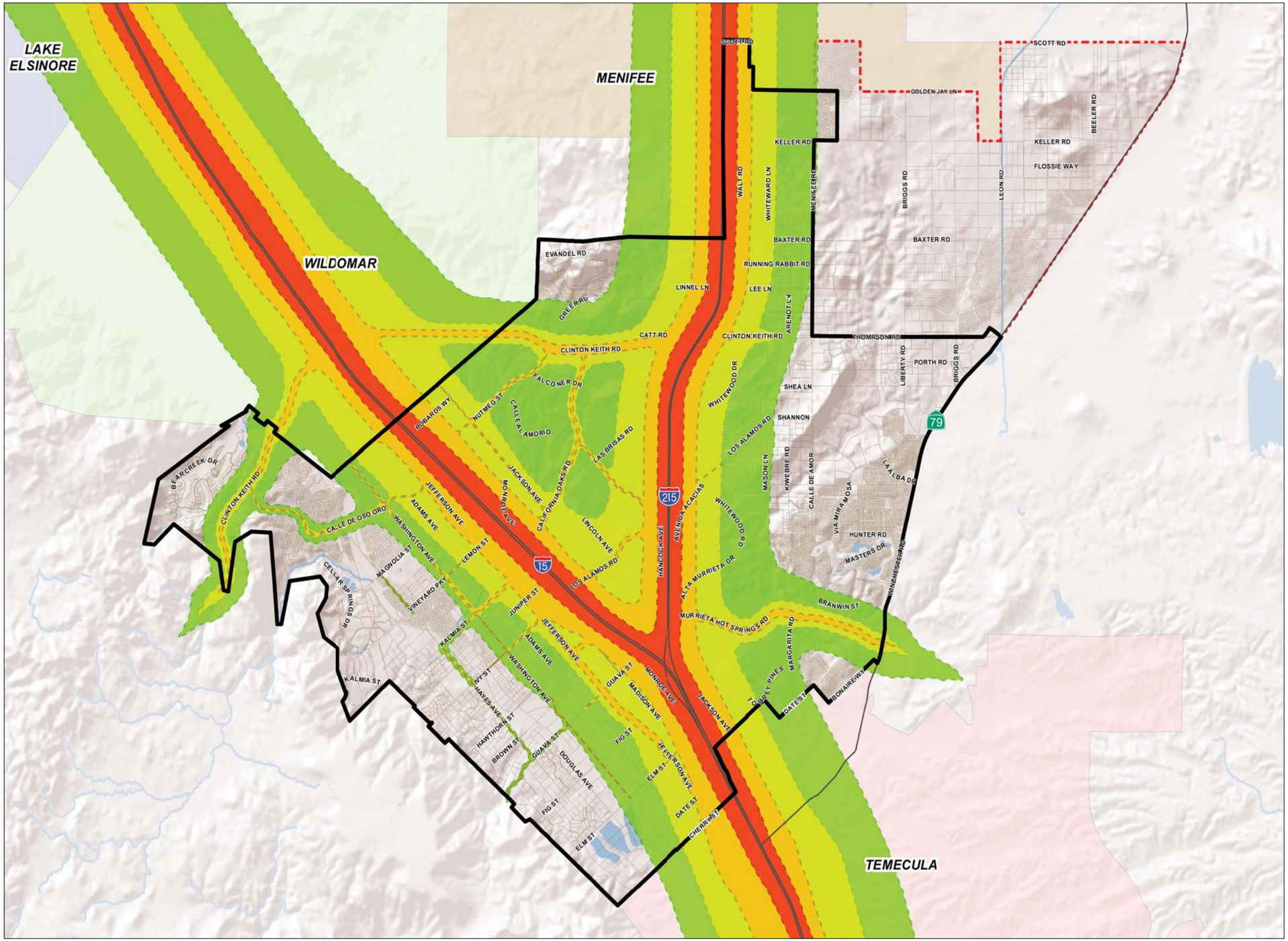
Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis:

MOBILE SOURCES

Traffic Noise

Implementation of the proposed General Plan 2035 would facilitate new development and within the City. Such development, primarily within the five Focus Areas targeted for land use change in the proposed General Plan 2035, would generate additional traffic, which would potentially increase ambient noise levels at existing land uses along roadways. *Exhibit 5.7-4*, *General Plan 2035 Roadway Noise Contours* and *Table 5.7-9*, *General Plan 2035 Roadway Noise Levels*, indicates forecast traffic noise levels associated with buildout under the Recommended General Plan Scenario. The following is a summary of the calculated traffic noise levels:



LEGEND

- 75 CNEL
- 70 CNEL
- 65 CNEL
- 60 CNEL
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta and ESRI - World Shaded Relief.

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General Plan 2035 Roadway Noise Contours

Exhibit 5.7-4

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- 24 modeled roadway segments (along Clinton Keith Road, Kalmia Street, California Oaks Road, Los Alamos Road, Murrieta Hot Springs Road, and Jefferson Avenue) (excluding freeway segments) would generate noise levels greater than 70 dBA CNEL at 100 feet from centerline.
- 25 segments (along Clinton Keith Road, Calle del Oso Oro, Nutmeg Street, Kalmia Street, California Oaks Road, Ivy Street, Los Alamos Road, Elm Street, Washington Avenue, Jefferson Avenue, Madison Avenue, Jackson Avenue, and Hancock Avenue) would generate noise levels between 65 dBA CNEL and 70 dBA CNEL at 100 feet from the centerline.
- 16 modeled roadway segments (along Calle del Oso Oro, Nutmeg Street, Lemon Street, Kalmia Street, Ivy Street, Elm Street, Hayes Avenue, and Washington Avenue) would generate noise levels between 60 dBA CNEL and 65 dBA CNEL at 100 feet from the centerline.
- 13 modeled roadway segments (along Ivy Street, Los Alamos Road, Guava Street, Hayes Avenue, and Washington Avenue) would generate noise levels below 60 dBA CNEL at 100 feet from the centerline.

The traffic noise levels presented represent an application of conservative traffic noise modeling methodologies, which assume no natural or artificial shielding from existing or proposed structures or topography. Actual traffic noise exposure levels at noise-sensitive receptors in the project vicinity would vary depending on a combination of factors such as variations in daily traffic volumes, shielding provided by existing and proposed structures, and meteorological conditions.

Table 5.7-9
General Plan 2035 Roadway Noise Levels

Roadway Segment	Year 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Clinton Keith Road					
Southwest City Limits to Calle del Oso Oro	33,600	69.5	1,045	330	104
Calle del Oso Oro to Grand Avenue	25,600	69.5	1,034	327	103
Western City Limits to Nutmeg Street	56,000	71.7	1,740	550	174
Nutmeg Street to Murrieta Oaks Road	82,900	73.4	2,580	816	258
Murrieta Oaks Road to I-215	79,000	73.3	2,455	776	246
I-215 to Antelope Road	70,200	70.2	1,211	383	121
Antelope Road to Meadowlark Lane/Whitewood Road	60,700	69.5	1,046	331	105
Calle del Oso Oro					
Clinton Keith Road to Calle Cipres	10,200	63.2	239	76	24
Calle Cipres to Washington Avenue	19,800	66.1	464	147	46

Table 5.7-9 [continued]
General Plan 2035 Roadway Noise Levels

Roadway Segment	Year 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Nutmeg Street					
Washington Avenue to Adams Avenue	12,800	64.3	300	95	30
Adams Street to Jefferson Avenue	13,200	64.3	309	98	31
Jefferson Avenue to Jackson Avenue	14,200	64.6	333	105	33
Jackson Avenue to Clinton Keith Road	15,200	66.1	473	149	47
Lemon Street					
Washington Avenue to Adams Avenue	6,300	61.5	148	47	15
Adams Avenue to Jefferson Avenue	12,100	64.3	284	90	28
Kalmia Street					
Hayes Avenue to Washington Avenue	8,200	62.6	192	61	19
Washington Avenue to Adams Avenue	18,800	67.2	585	185	59
Adams Avenue to Jefferson Avenue	28,400	69.0	883	279	88
Jefferson Avenue to Madison Avenue	49,300	71.2	1,532	485	153
Madison Avenue to I-15	54,500	71.6	1,696	536	170
California Oaks Road					
I-15 to Monroe Avenue	54,500	71.5	1,693	535	169
Monroe Avenue to Jackson Avenue	52,400	71.2	1,629	515	163
Jackson Avenue to Hancock Avenue	31,700	68.0	743	235	74
Hancock Avenue to Clinton Keith Road	25,800	68.4	801	253	80
Ivy Street					
Hayes Street to Washington Avenue	700	47.6	6	2	1
Washington Avenue to Adams Avenue	8,900	63.9	277	88	28
Adams Avenue to Jefferson Avenue	14,100	65.9	438	139	44
Jefferson Avenue to Madison Avenue	22,600	67.8	703	222	70
Los Alamos Road					
Madison Avenue to Lincoln Avenue	24,700	68.2	767	243	77
Lincoln Avenue to Hancock Avenue	35,100	69.7	1,092	345	109
Hancock Avenue to I-215	53,600	71.5	1,668	528	167
I-215 to Whitewood Road	31,000	67.9	726	230	73
Whitewood Road to Ruth Ellen Way	3,800	59.3	89	28	9
Murrieta Hot Springs Road					
Jefferson Avenue to Madison Avenue	46,400	71.1	1,441	456	144
Madison Avenue to I-15	77,500	72.8	2,411	762	241
I-15 to I-215	91,000	73.4	2,830	895	283
I-215 to Alta Murrieta Drive	93,000	73.9	2,894	915	289
Alta Murrieta Drive to Jackson Avenue	63,200	72.2	1,966	622	197
Jackson Avenue to Whitewood Road	57,600	71.8	1,792	567	179
Whitewood Road to Margarita Road	66,400	72.4	2,064	653	206
Margarita Road to Eastern City Limits	52,500	71.4	1,633	516	163

Table 5.7-9 [continued]
General Plan 2035 Roadway Noise Levels

Roadway Segment	Year 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Guava Street					
West of Hayes Avenue	5,900	59.9	102	32	10
Hayes Avenue to Douglas Avenue	6,300	60.1	109	34	11
Douglas Avenue to Washington Avenue	5,200	59.3	90	28	9
Adams Avenue to Jefferson Avenue	11,400	62.7	197	62	20
Jefferson Avenue to Madison Avenue	1,100	52.6	19	6	2
Madison Avenue to Monroe Avenue	3,300	57.3	57	18	6
Elm Street					
Adams Avenue to Madison Avenue	2,800	56.4	48	15	5
Hayes Avenue					
Nighthawk Way to Vineyard Parkway	3,600	57.6	62	20	6
Kalmia Street to Ivy Street	6,500	61.6	152	48	15
Ivy Street to Hawthorne Street	4,900	56.0	42	13	4
Hawthorne Street to Guava Street	4,500	58.6	78	25	8
Washington Avenue					
North of Calle del Oso Oro	10,000	63.2	234	74	23
Calle del Oso Oro to Nighthawk Way/Magnolia Street	14,900	65.0	349	110	35
Nighthawk Way/Magnolia Street to Vineyard Parkway	12,600	64.2	295	93	30
Vineyard Parkway to Kalmia Street	20,800	66.2	488	154	49
Kalmia Street to Ivy Street	8,300	58.3	71	23	7
Ivy Street to Hawthorne Street	1,400	53.6	24	8	2
South of Hawthorne Street	3,300	57.4	57	18	6
Jefferson Avenue					
North of Nutmeg Street	24,500	68.5	762	241	76
Nutmeg Street to Magnolia Street	39,700	69.2	931	294	93
Magnolia Street to Lemon Street	40,100	70.6	1,247	394	125
Lemon Street to Kalmia Street	46,900	71.2	1,458	461	146
Kalmia Street to Ivy Street	61,500	72.2	1,912	605	191
Ivy Street to Murrieta Hot Springs Road	53,600	71.6	1,668	527	167
Murrieta Hot Springs Road to Guava Street	53,100	71.6	1,650	522	165
Guava Street to Fig Street	45,100	72.0	1,822	576	182
Fig Street to Elm Street	44,600	71.9	1,798	569	180
South of Elm Street	30,300	69.1	942	298	94
Madison Avenue					
Kalmia Street to Ivy Street/Los Alamos Road	16,900	67.7	682	216	68
Ivy Street/Los Alamos Road to Murrieta Hot Springs Road	24,100	68.1	749	237	75
Murrieta Hot Springs Road to Guava Street	18,000	61.7	155	49	15

Table 5.7-9 [continued]
General Plan 2035 Roadway Noise Levels

Roadway Segment	Year 2035				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Jackson Avenue					
North of Nutmeg Street	9,600	63.0	225	71	23
Nutmeg Street to Monroe Avenue	18,000	65.7	422	133	42
Monroe Avenue to California Oaks Road	17,600	65.5	412	130	41
Hancock Avenue					
California Oaks Road to Las Brisas Road	15,300	64.9	358	113	36
Las Brisas Road to Los Alamos Road	24,600	67.0	576	182	58
Los Alamos Road to Murrieta Hot Springs Road	27,000	67.4	633	200	63
I-15					
City Boundary to Nutmeg Street	199,900	81.0	19,309	6,106	1,931
Nutmeg Street to Kalmia Street	199,900	81.0	19,309	6,106	1,931
Kalmia Street Los Alamos Road	197,000	91.0	19,045	6,022	1,904
Los Alamos Road to I-215	142,600	79.6	13,797	4,363	1,380
I-215 to Cherry Street	248,800	82.1	24,066	7,610	2,407
I-215					
Scott Road to Los Alamos Road	195,300	80.7	15,512	4,905	1,551
Los Alamos Road to Murrieta Hot Springs Road	170,600	81.1	16,506	5,220	1,651
Murrieta Hot Springs Road to I-15	149,900	80.5	14,501	4,586	1,450
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					
Source: Traffic noise modeling is based on traffic data provided by Iteris, January 2011.					

With implementation of the proposed General Plan 2035, some residential uses would experience noise levels that would exceed the allowable Land Use Criteria Compatibility Criteria (refer to *Table 5.7-2*). However, proposed General Plan 2035 Goal N-3 would minimize noise from mobile sources. Specifically, Policies N-3.1, N-3.2, and LU-25.3 consider noise mitigation measures in the design of and improvements to streets, highways, and freeways as well as working with Caltrans to achieve maximum noise abatement for highway and freeway projects. Policy N-3.3 also encourages the construction of noise barriers and maintenance of existing noise barriers along I-15 and I-215. Therefore, compliance with the proposed General Plan 2035 goals and policies would reduce traffic exposure at sensitive land uses. Implementation of the goals and polices would be realized through the review of individual development projects by the City for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures would be placed on the project as conditions of approval to ensure compliance with the appropriate Land Use Criteria Compatibility Criteria.

Railways

Currently, there are no railroads traversing the City. However, opportunities to pursue future light rail transit and high speed rail are planned for the future of the City, which would create a new source of mobile noise. At this time, the location of any stations or rail alignments is not known. Implementation of Policy N-3.6 would require the City to coordinate with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that noise attenuation measures are addressed. Additionally, Policy LU-25.2 would require the City to establish a proactive role in the implementation of Proposition 1A in regards to the High Speed Rail.

Airport Noise

There is one primary source of air traffic affecting noise levels within the City of Murrieta; the French Valley (Rancho California) Airport, located outside the City's sphere of influence. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of noise heard in the City. The Riverside County Airport Land Use Commission has prepared a *Comprehensive Land Use Plan* for the French Valley Airport (*CLUP*), which experiences an average of 506 daily operations.

The CLUP indicates only a few parcel on the City's eastern boundary close to SR-79 are within the 55 CNEL noise level contour; the remainder of the 55 CNEL noise level contour is located outside of City boundaries. The *CLUP* also designates portions of the City as being located within Compatibility Zones B1, C, D, and E, all of which require certain land use restrictions. As cited in the French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration, the City of Murrieta already committed to mitigate development-related impacts to noise through compliance with applicable General Plan Noise Element policies. The City would continue to compliance with applicable policies from the update Noise Element. In addition, implementation of Policies LU-25.8 and 25.9 would require the City to work with the Riverside County Airport Land Use Commission in the development of the French Valley Airport Land Use Plan and other planning and environmental studies. In addition, compliance with Mitigation Measure NOI-2 would ensure aircraft noise impacts to residential uses within the 55 CNEL noise contour are mitigated to a less than significant level.

STATIONARY SOURCES

Commercial and industrial land uses are located near sensitive receptor areas. These uses currently generate occasional stationary noise impacts. Primary noise sources associated with these facilities are due to customer trips, delivery trucks, heavy machinery, air compressors, generators, outdoor loudspeakers, and gas vents. Other significant stationary noise sources within the City include construction activities, street sweepers, and gas-powered leaf blowers.

Residential Uses

In 2035, residential uses would comprise the largest land use category in the City, with 10,255 acres or 56.5 percent of the total land in the City. Rural and single-family parcels cover the largest total area of land. A total of 93.7 percent of the residential land are rural and single-family, while 6.3 percent of the land contains multi-family uses. Future development of residential lots would create stationary noise typical of any new residential development. Noise that is typical of single-family residential areas includes children playing, pets, amplified music, pool and spa equipment operation, mechanical equipment, woodworking, car repair, and home repair. Noise from residential stationary sources would primarily occur during the "daytime" activity hours.

Commercial/Office/Industrial

Noise generally produced in commercial, office, and industrial districts includes that typically associated with slow moving truck deliveries, parking areas, landscape maintenance, and similar activities. However, noise strategies and actions require the reduction of noise transmission between commercial/office/industrial and residential uses. Implementation of Policies N-2.2 through N-2.5 would ensure the reduction of noise transmission between these uses through proper site planning and design. Policy N-2.7 would require new mixed-use developments to be designed to limit noise from loading areas, refuse collection, and other activities associated with commercial activity. Policy N-2.8 encourages commercial uses in mixed-use developments that are not noise intensive.

Mechanical Equipment

Typical mechanical equipment associated with stationary sources includes heating, ventilation, and air conditioning units (HVAC). Actual activity levels would vary from season to season and day to day, and noise level reference data for the HVAC units are only available for high activity levels more characteristic of conditions during daytime hours on a warm summer day. Typical HVAC units would operate in unoccupied mode throughout the entire nighttime period, using a temperature threshold for cooling that is unlikely to be triggered during those hours. HVAC related noise levels would be substantially lower during the nighttime hours than during the loudest daytime hour. As discussed above, temporal variations in noise emissions from the HVAC units are expected to be complex and cannot be accurately distilled into a single diurnal pattern. It is reasonable to expect that, for at least a single daytime hour during warmer times of the year, all or nearly all of the HVAC units could be operating simultaneously and nearly continuously. Implementation of Policy N-2.6 would incorporate noise reduction features for items such as HVAC units during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.

Slow-Moving Trucks (Deliveries)

In commercial and industrial areas, noise sources at loading areas may include maneuvering and idling trucks, truck refrigeration units, fork lifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), noise from public address systems, and voices of truck drivers and employees. Noise sources at loading areas may include maneuvering and idling trucks, truck refrigeration units, fork lifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), noise from public address systems, and voices of truck drivers and employees. Policy N-2.6 addresses noise reduction features for loading activities in commercial areas, which reduces noise impacts on sensitive land uses. Policy N-3.4 would help reduce truck traffic noise by enforcing the use of truck routes to limit unnecessary truck traffic in residential and commercial areas.

Parking Areas

Traffic associated with parking lots is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, an engine starting-up, and car passing by may be an annoyance to adjacent sensitive receptors. Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Policy N-2.6 addresses noise reduction features for parking areas to reduce noise impacts on sensitive land uses.

Landscape Maintenance

Implementation of the proposed General Plan 2035 would introduce new landscaping requiring periodic maintenance. Noise generated by maintenance equipment such as gasoline-powered lawnmowers, leaf-blowers, or hedge edgers could be a nuisance to nearby sensitive receptors. Maintenance activities would be conducted during daytime hours for brief periods of time and would increase ambient noise levels.

In conclusion, all mobile and stationary source impacts would be reduced to less than significant levels by complying with the goals and policies in the proposed General Plan 2035 and the City's *Noise Ordinance*.

Goals and Policies in the Proposed General Plan 2035:

NOISE ELEMENT

Goal N-1 Noise sensitive land uses are properly and effectively protected from excessive noise generators.

Policies

N-1.1 Comply with the Land Use Compatibility for Community Noise Environments.

N-1.2 Protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.

N-1.3 Discourage new residential development where the ambient noise level exceeds the noise level standards set forth in the Noise and Land Use Compatibility Guidelines and the City Noise Ordinance.

N-1.4 Coordinate with the County of Riverside and adjacent jurisdictions to minimize noise conflicts between land uses along the City's boundaries.

Goal N-2 A comprehensive and effective land use planning and development review process that ensures noise impacts are adequately addressed.

Policies

N-2.1 Review and update the Noise Ordinance to ensure that noise exposure information and specific policies and regulations are current.

N-2.2 Fully integrate noise considerations into land use planning decisions to prevent new noise/land use conflicts.

N-2.3 Consider the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development proposals.

N-2.4 Encourage proper site planning and architecture to reduce noise impacts.

N-2.5 Permit only those new development or redevelopment projects that have incorporated mitigation measures, so that standards contained in the Noise Element and Noise Ordinance are met.

N-2.6 Incorporate noise reduction features for items such as, but not limited to, parking and loading areas, ingress/egress point, HVAC units, and refuse collection areas, during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses.

N-2.7 Require that new mixed-use developments be designed to limit potential noise from loading areas, refuse collection, and other activities typically associated with commercial activity through strategic placement of these sources to minimize noise levels on-site.

N-2.8 Encourage commercial uses in mixed-use developments that are not noise intensive.

N-2.9 Orient mixed-use residential units, where possible, away from major noise sources.

N-2.10 Locate balconies and operable windows of residential units in mixed-use projects away from the primary street and other major noise sources, where possible, or provide appropriate mitigation.

Goal N-3 Noise from mobile noise sources is minimized.

Policies

N-3.1 Consider noise mitigation measures in the design of all future streets and highways and when improvements occur along existing freeway and highway segments.

N-3.2 Work with CalTrans to achieve maximum noise abatement in the design of new highway projects or with improvements to interchanges along the I-15 and I-215 Freeways, and with widening of SR 79.

N-3.3 Encourage the construction of noise barriers and maintenance of existing noise barriers for sensitive receptors located along the I-15 and I-215 Freeways.

N-3.4 Enforce the use of truck routes to limit unnecessary truck traffic in residential and commercial areas. Consider requiring traffic plans for construction projects and new commercial and industrial uses.

N-3.5 Consider the use of rubberized asphalt for new roadways or roadway rehabilitation projects.

N-3.6 Coordinate with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that noise attenuation measures are addressed.

Goal LU-25 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

Policies

LU-25.2 Establish a strong role in the implementation of Proposition 1A with the California High Speed Rail Authority (CHSRA).

LU-25.3 Continue coordination with the California Department of Transportation (Caltrans) related to the local impacts of change and development of the I-15 and I-215 Freeways as well as other local transportation routes and areas of influence under the jurisdiction of Caltrans.

LU-25.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a "hazard" by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

Mitigation Measures:

NOI-2 Residential projects located within the 55 CNEL noise contour for the French Valley Airport shall be subject to review by the Riverside County Airport Land Use Commission and shall be required to ensure interior noise levels from aircraft operations are at or below 45 dB CNEL.

Level of Significance After Mitigation: Less Than Significant Impact.

5.7.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

CUMULATIVE SHORT-TERM CONSTRUCTION NOISE

- **CUMULATIVE SHORT-TERM CONSTRUCTION NOISE ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: It is anticipated that the City would experience construction activity associated with redevelopment of existing developed sites as well as new construction on undeveloped sites. Short-term construction noise is a localized activity and would affect only land uses that are immediately adjacent to a specific project site. Each construction project would have to comply with the local noise ordinance, as well as mitigation measures that may be prescribed pursuant to *CEQA* provisions that require significant impacts to be reduced to the extent feasible. Thus, a less than significant impact would occur.

Goals and Policies in the Proposed General Plan 2035: Refer to Goal N-4 and Policies N-4.1 through N-4.6 referenced above in this Section 5.7.

Mitigation Measures: Refer to Mitigation Measure NOI-1. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

CUMULATIVE LONG-TERM OPERATIONAL IMPACTS

- **CUMULATIVE LONG-TERM OPERATIONAL NOISE ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: For this topic, the cumulative impacts are based upon assumptions made within Appendix E and Section 5.4, Traffic and Circulation, to address cumulative noise impacts within the City. Cumulative stationary noise sources would generally be less than significant with the implementation of the goal and policies in the proposed General Plan 2035. However, as traffic noise tends to dominate the noise environment within the City, the analysis below

considers whether the increase in traffic noise would be noticeable and significant per the criteria outlined in *Table 5.7-7*.

MOBILE SOURCES

Table 5.7-10, *Cumulative Traffic Noise Exposure*, compares the "Existing" scenario to the "General Plan Buildout" scenario and outlines the anticipated noise level changes adjacent to specific roadways in the City as a result of implementation of the proposed General Plan 2035, along with cumulative growth in the Sphere of Influence and outside the City. The proposed General Plan 2035 identifies the following five Focus Areas as areas of land use change:

- North Murrieta Business Corridor
- Clinton Keith/Mitchell
- Golden Triangle North (Central Murrieta)
- South Murrieta Business Corridor
- Multiple Use Area 3 (MU-3)

Although some growth is anticipated within the Historic Murrieta Specific Plan and Los Alamos Hills Focus Areas, no land use changes are included in proposed General Plan 2035. The change in traffic patterns is due to the redistribution of traffic on City streets associated with the change in land uses based upon the proposed General Plan 2035 Land Use Policy Map. As indicated in *Table 5.7-10*, buildout of the proposed General Plan 2035 would generate an audible noise level increase along 30 roadway segments along Clinton Keith Road, Nutmeg Street, Kalmia Street, Ivy Street, Los Alamos Road, Murrieta Hot Springs Road, Guava Street, Hayes Avenue, and Jefferson Avenue, as well as along I-15 and I-215. These 30 roadway segments would create a potentially significant impact as defined in *Table 5.7-7*. Compliance and/or adherence to the proposed General Plan 2035 goals and policies would not reduce the generated audible noise levels to a less than significant level. Therefore, if the proposed General Plan 2035 buildout condition occurred, a significant unavoidable impact would occur in this regard.

STATIONARY SOURCES

Noise caused by stationary sources would not substantially increase with implementation of the proposed General Plan 2035 as the City of Murrieta is generally built out. Through implementation of the proposed General Plan 2035, it is anticipated that there would be few new stationary sources. Therefore, a less than significant impact would occur in regards to cumulative stationary noise exposure.

Table 5.7-10
Cumulative Traffic Noise Exposure

Roadway Segment	Existing		2035 Buildout		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Clinton Keith Road						
Southwest City Limits to Calle del Oso Oro	9,100	63.9	33,600	69.5	5.6	***Yes***
Calle del Oso Oro to Grand Avenue	11,100	65.9	25,600	69.5	3.6	***Yes***
Grand Avenue to Nutmeg Street	19,000	67.0	56,000	71.7	4.7	***Yes***
Nutmeg Street to Murrieta Oaks Road	27,300	68.6	82,900	73.4	4.8	***Yes***
Murrieta Oaks Road to I-215	27,040	68.6	79,000	73.3	4.7	***Yes***
I-215 to Antelope Road	5,281	58.9	70,200	70.2	11.3	***Yes***
Antelope Road to Meadowlark Road/Whitewood Lane	13,000	62.9	60,700	69.5	6.6	***Yes***
Calle del Oso Oro						
Clinton Keith Road to Calle Cipres	4,200	59.3	10,200	63.2	3.9	*No*
Calle Cipres to Washington Avenue	11,400	63.7	19,800	66.1	2.4	*No*
Nutmeg Street						
Washington Avenue to Adams Avenue	5,900	60.9	12,800	64.3	3.4	***Yes***
Adams Street to Jefferson Avenue	5,900	60.8	13,200	64.3	3.5	***Yes***
Jefferson Avenue to Jackson Avenue	9,300	62.8	14,200	64.6	1.8	*No*
Jackson Avenue to Clinton Keith Road	10,900	64.7	15,200	66.1	1.4	*No*
Lemon Street						
Washington Avenue to Adams Avenue	3,300	58.7	6,300	61.5	2.8	*No*
Adams Avenue to Jefferson Avenue	4,200	59.7	12,100	64.3	4.6	*No*
Kalmia Street						
Hayes Avenue to Washington Avenue	1,500	55.2	8,200	62.6	7.4	***Yes***
Washington Avenue to Adams Avenue	15,400	66.3	18,800	67.2	0.9	*No*
Adams Avenue to Jefferson Avenue	20,600	67.6	28,400	69.0	1.4	*No*
Jefferson Avenue to Madison Avenue	25,500	68.3	49,300	71.2	2.9	*No*
Madison Avenue to I-15	35,300	69.7	54,500	71.6	1.9	*No*
California Oaks Road						
I-15 to Monroe Avenue	29,500	68.8	54,500	71.5	2.7	*No*
Monroe Avenue to Jackson Avenue	29,200	68.7	52,400	71.2	2.5	*No*
Jackson Avenue to Hancock Avenue	24,900	67.0	31,700	68.0	1.0	*No*
Hancock Avenue to Clinton Keith Road	15,100	66.1	25,800	68.4	2.3	*No*
Ivy Street						
Hayes Street to Washington Avenue	900	48.7	700	47.6	-1.1	*No*
Washington Avenue to Adams Avenue	8,900	63.9	8,900	63.9	0	*No*
Adams Avenue to Jefferson Avenue	9,500	64.2	14,100	65.9	1.7	*No*
Jefferson Avenue to Madison Avenue	11,300	64.8	22,600	67.8	3.0	***Yes***
Los Alamos Road						
Madison Avenue to Lincoln Avenue	10,400	64.5	24,700	68.2	3.7	***Yes***

Table 5.7-10 [continued]
Cumulative Traffic Noise Exposure

Roadway Segment	Existing		2035 Buildout		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Lincoln Avenue to Hancock Avenue	19,000	67.0	35,100	69.7	2.7	*No*
Hancock Avenue to I-215	19,200	67.1	53,600	71.5	4.4	***Yes***
I-215 to Whitewood Lane	23,000	66.6	31,000	67.9	1.3	*No*
Whitewood Lane to Ruth Ellen Way	3,800	59.3	3,800	59.3	0	*No*
Murrieta Hot Springs Road						
Jefferson Avenue to Madison Avenue	18,285	67.1	46,400	71.1	4.0	***Yes***
Madison Avenue to I-15	42,600	70.2	77,500	72.8	2.6	*No*
I-15 to I-215	65,100	71.9	91,000	73.4	1.5	*No*
I-215 to Alta Murrieta Drive	74,500	72.9	93,000	73.9	1.0	*No*
Alta Murrieta Drive to Jackson Avenue	48,000	71.0	63,200	72.2	1.2	*No*
Jackson Avenue to Whitewood Road	43,263	70.5	57,600	71.8	1.3	*No*
Whitewood Road to Margarita Road	51,200	71.3	66,400	72.4	1.1	*No*
Margarita Road to Eastern City Limits	40,000	70.2	52,500	71.4	1.2	*No*
Guava Street						
West of Hayes Avenue	500	49.2	5,900	59.9	1.7	*No*
Hayes Avenue to Douglas Avenue	700	50.5	6,300	60.1	9.6	***Yes***
Douglas Avenue to Washington Avenue	1,200	53.0	5,200	59.3	6.3	***Yes***
Adams Avenue to Jefferson Avenue	2,100	55.4	11,400	62.7	7.3	***Yes***
Jefferson Avenue to Madison Avenue	3,100	57.1	1,100	52.6	-4.5	*No*
Madison Avenue to Monroe Avenue	200	45.2	3,300	57.3	12.1	***Yes***
Elm Street						
Adams Avenue to Madison Avenue	2,500	55.9	2,800	56.4	0.5	*No*
Hayes Avenue						
Nighthawk Way to Vineyard Parkway	1,900	54.8	3,600	57.6	2.8	*No*
Kalmia Street to Ivy Street	1,900	56.3	6,500	61.6	5.3	***Yes***
Ivy Street to Hawthorne Street	1,300	50.3	4,900	56.0	5.7	***Yes***
Hawthorne Street to Guava Street	700	50.5	4,500	58.6	8.1	***Yes***
Washington Avenue						
North of Calle del Oso Oro	10,000	63.2	10,000	63.2	0	*No*
Calle del Oso Oro to Nighthawk Way/Magnolia Street	14,300	64.8	14,900	65.0	0.2	*No*
Nighthawk Way/Magnolia Street to Vineyard Parkway	12,600	64.2	12,600	64.2	0	*No*
Vineyard Parkway to Kalmia Street	20,800	66.2	20,800	66.2	0	*No*
Kalmia Street to Ivy Street	8,300	58.3	8,300	58.3	0	*No*
Ivy Street to Hawthorne Street	1,400	53.6	1,400	53.6	0	*No*
South of Hawthorne Street	1,300	53.3	3,300	57.4	4.1	*No*

Table 5.7-10 [continued]
Cumulative Traffic Noise Exposure

Roadway Segment	Existing		2035 Buildout		Difference in dBA @ 100 feet from Roadway	Potentially Significant Impact?
	ADT	dBA @ 100 Feet from Roadway Centerline	ADT	dBA @ 100 Feet from Roadway Centerline		
Jefferson Avenue						
North of Nutmeg Street	10,000	64.7	24,500	68.5	3.8	***Yes***
Nutmeg Street to Magnolia Street	9,000	62.8	39,700	69.2	6.4	***Yes***
Magnolia Street to Lemon Street	10,000	64.6	40,100	70.6	6.0	***Yes***
Lemon Street to Kalmia Street	11,200	65.0	46,900	71.2	6.2	***Yes***
Kalmia Street to Ivy Street	17,900	66.8	61,500	72.2	5.4	***Yes***
Ivy Street to Murrieta Hot Springs Road	12,000	65.1	53,600	71.6	6.5	***Yes***
Murrieta Hot Springs Road to Guava Street	27,800	68.7	53,100	71.6	2.9	*No*
Guava Street to Fig Street	28,000	69.9	45,100	72.0	2.1	*No*
Fig Street to Elm Street	29,000	70.1	44,600	71.9	1.8	*No*
South of Elm Street	20,736	67.4	30,300	69.1	1.7	*No*
Madison Avenue						
Kalmia Street to Ivy Street/Los Alamos Road	14,914	67.1	16,900	67.7	0.6	*No*
Ivy Street/Los Alamos Road to Murrieta Hot Springs Road	24,100	68.1	24,100	68.1	0	*No*
Murrieta Hot Springs Road to Guava Street	3,400	54.5	18,000	61.7	7.3	***Yes***
Jackson Avenue						
North of Nutmeg Street	7,100	61.7	9,600	63.0	1.3	*No*
Nutmeg Street to Monroe Avenue	14,900	64.9	18,000	65.7	0.8	*No*
Monroe Avenue to California Oaks Road	14,900	64.8	17,600	65.5	0.7	*No*
Hancock Avenue						
California Oaks Road to Las Brisas Road	14,700	64.7	15,300	64.9	0.2	*No*
Las Brisas Road to Los Alamos Road	19,550	66.0	24,600	67.0	1.0	*No*
Los Alamos Road to Murrieta Hot Springs Road	19,500	66.0	27,000	67.4	1.4	*No*
I-15						
City Boundary to Nutmeg Street	124,000	79.0	199,900	81.0	2.0	*No*
Nutmeg Street to Kalmia Street	124,000	79.0	199,900	81.0	2.0	*No*
Kalmia Street Los Alamos Road	127,000	79.1	197,000	91.0	11.9	***Yes***
Los Alamos Road to I-215	127,000	79.1	142,600	79.6	0.5	*No*
I-215 to Cherry Street	186,000	80.8	248,800	82.1	1.3	*No*
I-215						
Scott Road to Los Alamos Road	89,000	77.3	195,300	80.7	3.4	***Yes***
Los Alamos Road to Murrieta Hot Springs Road	91,000	78.3	170,600	81.1	2.8	*No*
Murrieta Hot Springs Road to I-15	83,000	77.9	149,900	80.5	2.6	*No*

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Traffic noise modeling is based on traffic data provided by Iteris, January 2011.

Goals and Policies in the Proposed General Plan 2035: Refer to Goal N-3 and Policies N-3.1 through N.3.6 and Goal LU-25 and Policies LU-25.2, LU-25.3, LU-25.8, and LU-25.9 referenced above in this Section 5.7.

Mitigation Measures: Refer to Mitigation Measure NOI-2. No additional mitigation measures are available.

Level of Significance After Mitigation: Significant Unavoidable Impact.

5.7.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite compliance with goals and policies, and mitigation measures, the proposed General Plan 2035 would result in significant unavoidable impacts regarding the following:

- ***Cumulative Long-Term Operational Noise*** – The change in traffic patterns is due to the redistribution of traffic on City streets as a result of implementation of the proposed General Plan 2035, along with cumulative growth in the Sphere of Influence and outside the City. The traffic associated with the proposed General Plan 2035 and cumulative growth would generate an audible noise level increase along 30 roadway segments. Thus, cumulative long-term operational noise impacts would be significant and unavoidable.

All other impacts related to noise associated with implementation of the proposed General Plan 2035 would be less than significant with compliance with the goals and policies in the proposed General Plan 2035 and the recommended mitigation measures.

If the City of Murrieta approves the proposed General Plan 2035, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

the future of southern california

Murrieta

General Plan Update

Section 5.8:

Geology and Seismic Hazards

5.8 GEOLOGY AND SEISMIC HAZARDS

This section describes the City of Murrieta's existing geologic, seismic, and soil conditions, and the existing Federal, State, and local regulations with which development must comply. Geologic and seismic impacts that could result from implementation of the proposed General Plan 2035 are identified. Information in this section is based upon the *Seismic and Geologic Hazards Review General Plan 2035, City of Murrieta, California* technical report prepared by Leighton and Associates, December 2009, and included as Appendix G.

5.8.1 REGULATORY SETTING

FEDERAL

Federal Soils and Water Resources Conservation Act

The purpose of the Federal Soil and Water Resources Conservation Act (1977) *(16 United States Code* Section 2001-2009*)* is to protect or restore the functions of the soil on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If impacts are made on the soil, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. The Secretary of Agriculture oversees the programs associated with the Act.

STATE

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (*California Public Resources Code*, Chapter 7.5, Section 2621-2699.6) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This State law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as subsidence or liquefaction.

The Act requires the State Geologist to establish regulatory zones, known as "Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. Earthquake Fault Zones were called "Special Studies Zones" prior to January 1, 1994. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific area must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet set backs are required).

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property that is being sold lies within one or more State-mapped hazard areas, including Earthquake Fault Zones.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (*California Public Resources Cod*e, Chapter 7.8, Section 2690-2699.6) provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone. The State Geologist is responsible for compiling seismic hazard zone maps. The SHMA specifies that the lead agency of a project may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils.

CALIFORNIA BUILDING STANDARDS CODE

California building standards are published in the *California Code of Regulations*, *Title 24*, known as the *California Building Standards Code* (*CBSC*). The *CBSC* applies to all applications for residential building permits. The *CBSC* consists of 11 parts that contain administrative regulations for the California Building Standards Commission and for all State agencies that implement or enforce building standards. Local agencies must ensure that development complies with the guidelines contained in the *CBSC*. Cities and counties have the ability to adopt additional building standards beyond the *CBSC*. *CBSC* Part 2, named the *California Building Code* is based upon the *2009 International Building Code*, and Part 11, named the *California Green Building Standards Cod*e, and is also called the CalGreen Code.

California has adopted statewide, mandatory codes based upon the International Code Council's (ICC) Uniform codes. The 2010 California Building Standards Code will adopt the 2009 International codes (I-codes), and take effect January 1, 2011.

LOCAL

City of Murrieta Municipal Code

The "Building Code of the City of Murrieta" (*Building Code*) is codified in *Title 15*, Buildings and Construction, of the City's *Municipal Code*. The City's *Building Code* adopted the *California Building Code*, 2010 Edition. The purpose of the City's *Building Code* is to provide minimum standards to safeguard life or limb, health, property and public welfare by regulating the design, construction, quality of materials, use and occupancy, location and maintenance of buildings, equipment structures and grading within the City, the electrical, plumbing, heating, comfort cooling and certain other equipment specifically regulated herein; and the moving of buildings with, into, from and through the City.

Murrieta Emergency Operations Plan[1]

The City of Murrieta Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, national security emergencies, and technological incidents affecting the City. The EOP describes the operations of the City of Murrieta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities. The EOC centralizes the collection and dissemination of information about the emergency and makes policy-level decision about response priorities and the allocation of resources. As part of the City's Emergency Management Program, the EOC Manager (Fire Division Chief) is responsible for ensuring the readiness of the EOC.

The City has developed a set of quick response references (checklist) for the Murrieta EOC. The set checklist is located in Part Two of the City's Emergency Operation Plan. The checklist enumerates issues that are related to earthquake disasters and emergencies.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan[2]

Table 6.6-2, Riverside County Local Jurisdiction Hazard Assessment Worksheet of Section 6.6, Emergency Response, provides a detailed identification and analysis of the hazards faced by Riverside County and the City of Murrieta according to the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). Table 6.6-2 assigns each hazard a severity

[1] *Murrieta Emergency Operations Plan, Part 1: Basic Plan*, and *City of Murrieta Emergency Operations Plan, Part 2: Supporting Documents*, City of Murrieta, June 2008.

[2] Ibid

rating, indicating the amount of damage that would be done to the County and the City and its population should the hazard occur. Table 6.6-2 also assigns a probability rating, indicating the likelihood that the hazard may occur within the County and City. Both ratings are on a scale of 0-4, with 4 being the most severe or the most likely to occur. Within the County, earthquakes are assigned a severity rating of 4 and a probability rating of 3. Within the City, earthquakes are assigned a severity rating of 4 and a probability rating of 3.

5.8.2 ENVIRONMENTAL SETTING

For purposes of this section, and to remain consistent with the *Seismic and Geologic Hazards Review General Plan 2035, City of Murrieta, California* technical report prepared by Leighton and Associates (2009), the City was divided into three corridor areas for discussion purposes. These corridors will be referred to as Geology Study Areas 1 through 3 and may be generally described as follows:

- ***Geology Study Area 1 – Southwest Murrieta/Jefferson Business Corridor:*** The major retail and light industrial agglomeration within Murrieta and located generally west of the Golden Triangle along the west side of Interstate 15 (I-15), south of Kalmia Street and north of the City's southern boundary.

- ***Geology Study Area 2 – Golden Triangle:*** Located north of the intersection of I-15 and Interstate 215 (I-215) and south of Los Alamos Road.

- ***Geology Study Area 3 – Northeast I-215 and Clinton Keith Road:*** The northeastern quadrant of the City located along the east side of I-215 and north of Clinton Keith Road where relatively most vacant land currently exists.

REGIONAL SETTING

The City of Murrieta is located within the northern portion of the Peninsular Range geomorphic province which is characterized by steep, elongated valleys and ranges that generally trend northwestward from the tip of Baja California to the Los Angeles Basin. The City is regionally located at the base of the Santa Ana Mountains and the Santa Rosa Plateau, the Santa Margarita and Agua Tibia ranges are located approximately 12 to 14 miles to the south, and the San Jacinto ranges lie approximately 35 miles to the east. More specifically, Murrieta is situated within two structural blocks or subdivision of the Peninsular Range province. The western foothill boundary of the City is within the Santa Ana Mountains block and the east portion is within the Perris block. The provinces are separated by the active Elsinore fault zone, which forms a complex pull-apart basin (locally referred to as the Temecula Valley) that is filled with sedimentary deposits. The relatively stable Santa Ana Mountains and Perris Block are underlain by pre-Cretaceous aged metasedimentary rocks and Cretaceous aged plutonic rocks of the southern California batholith. Tertiary-aged sediments, volcanics, and Quaternary-aged sediments flank the Santa Ana mountain range to the west, elevated portions of the valley floor,

and within the western flanks and localized valleys of the Perris Block. The Quaternary sediments include the "Unnamed" Sandstone, Pauba Fanglomerate, Pauba Sandstone, and younger alluvial sediments.

AREA GEOLOGY

The City is underlain by several surficial deposits and/or bedrock units based on published geologic maps; refer to *Exhibit 5.8-1*, *Regional Geology Map*. The surficial deposits and bedrock units that are most likely to be encountered during future developments are described below:

- ***Artificial Fill (not a mapped unit):*** Artificial fills are generally referred to as undocumented fills or engineered (documented) fills. Undocumented fills are typically those fills that were placed without the review and testing of a geotechnical consultant. Engineered fills are those fills that were observed and tested by a geotechnical consultant. Most artificial fills within the City are expected to be engineered and placed during construction of existing public roads and private developments. The engineering characteristics and vertical or horizontal extent of these fills are site-specific.

- ***Colluvial Deposits (not a mapped unit):*** Colluvium is the name for sediments that have been built up or deposited at the bottom of a low-grade slope or against a barrier on that slope, transported by gravity. As such, these deposits generally consist of silty sand and sandy gravel with abundant angular and sub-angular fragments of the underlying bedrock units.

- ***Young Axial-Channel Deposits (map symbol Qya):*** These alluvial deposits (late Holocene) are generally found in active stream beds, channels or flood plains and consist of unconsolidated to locally poorly consolidated sand and gravel with small amounts of silt.

- ***Young Alluvial-Valley Deposits (map symbol Qyv):*** These alluvial flood plain deposits (Pleistocene, younger than 500,000 years) are generally found along the main Murrieta Creek channel and expected to exceed 100 feet in depth. These deposits are found throughout the main channel areas of Area 1 (Southwest Murrieta/Jefferson Business Corridor: the major retail and light industrial agglomeration within Murrieta and located generally west of the Golden Triangle along the west side of Interstate I-15, south of Kalmia Street and north of the City's southern boundary).

- ***Pauba-sandstone (map symbol Qps):*** The Pauba-sandstone formation (Pleistocene) is moderately well-indurated, extensively crossbedded, channeled and filled sandstone and siltstone that contains local intervening cobble-and-boulder conglomerate beds. The formation is generally found in the southern half of the City including portions of Area 1 and most of Area 2 (Golden Triangle: north of the intersection of I-15 and I-215 and south of Los Alamos Road).

- ***Pauba-fanglomerate (map symbol Qpf):*** The Pauba-fanglomerate member (Pleistocene) is well indurated, poorly sorted fanglomerate and mudstone and generally found along the east flank of the Santa Ana Mountains (west of Murrieta).

- ***Basalt of the Hogbacks (not mapped):*** The locally named Hogbacks are an elevated hilltop located in the eastern portion of the City. Capping this unique feature is a remnant channel filled with basalt (Tertiary-age).

- ***Monzogranite to Granodiorite Bedrock (map symbol Kpvg):*** The Cretaceous-age formation locally known as the Paloma Valley Ring Complex constitutes portion of the hills along the northern part of the City and underlies the older alluvium in Area 3 (Northeast I-215 and Clinton Keith Road: the northeastern quadrant of the City located along the east side of Interstate 215 and north of Clinton Keith Road where relatively most vacant land currently exists).

- ***Gabbro Bedrock (map symbol Kgb):*** The Cretaceous-age formation also constitutes portions of the hills along the northern part of the City and underlies the older alluvium in Area 3.

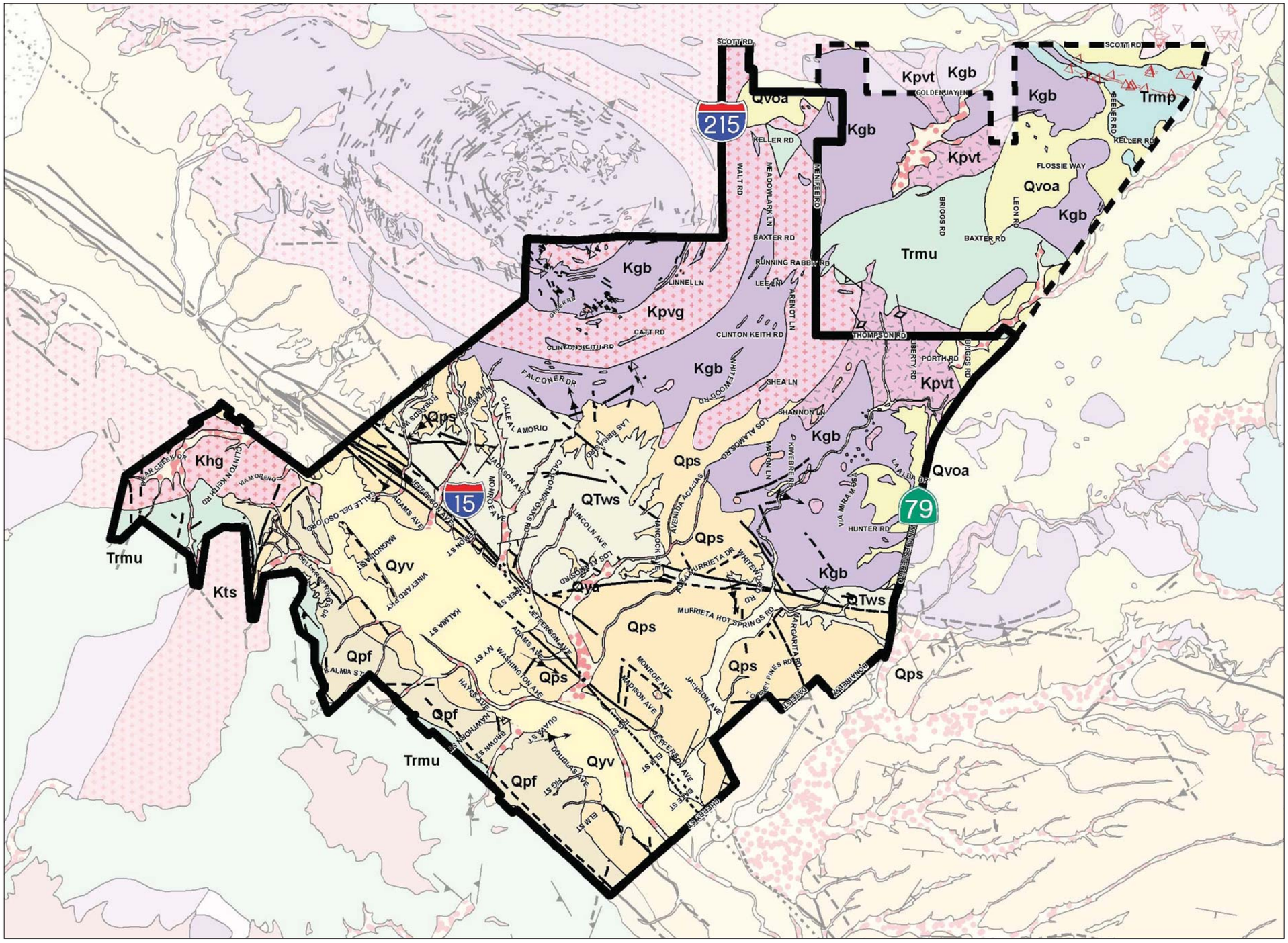
- ***Metasedimentary Rock (map symbol Mzu):*** The Mesozoic-aged metamorphic grade sedimentary rock unit exits in the northeastern quadrant of the City and also constitutes most of the Santa Ana plateau to the west of the City. The bedrock unit consists of laminated to thinly bedded metasilstone, claystone, and shale.

GEOLOGIC HAZARDS

The potential extent and severity of any non-earthquake related geologic hazard varies throughout the General Plan Planning Study Area depending upon the underlying geology, topography, groundwater conditions, and soil type. The most common geologic hazards that may be encountered within the City are expansive soils, collapsed soils, loading settlement, subsidence, and hazardous minerals/radon.

Expansive Soils

Expansive soils are surface deposits rich in clays that expand when wet and shrink when dried. The change in volume can exert detrimental stresses on buildings and cause structural damage. Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. There have been reported cases of expansive clay layers within the Pauba formation and Alluvial-Valley deposits.



LEGEND

- Qya Young axial-channel deposits
- Qyv Young alluvial-valley deposits
- Qvoa Very old axial-channel deposits
- Qpf Pauba Formation, Fanglomerate member
- Qps Pauba Formation, Sandstone member
- QTws Sandstone and conglomerate of Wildomar area
- Kgb Gabbro, undifferentiated
- Kpvg Paloma Valley Ring Complex, Monzogranite to granodiorite
- Kpvt Paloma Valley Ring Complex, Tonalite
- Trmp Rocks of Menifee Valley, Phyllite
- Trmu Rocks of Menifee Valley, undifferentiated
- Murrieta City Boundary
- Murrieta Sphere of Influence
- Mapped Fault (per Base map referenced below)

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta; USGS, 2006, Geologic map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California, Version 1.0, Open File Report 2006-1217, Digital.

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Regional Geology Map

Exhibit 5.8-1

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Collapsed Soils

The collapsed soils process, or hydro-consolidation, typically occurs in recently deposited soils (Holocene age – less than 10,000 years old) that were deposited in an arid or semi-arid environment. These soils typically contain a high percentage of voids and possess low relative density. The soil particles may be partially supported by clay or silt, or chemically cemented with carbonates. When inundated by water, the soils collapse and substantial settlement occurs.

Damage to structures and ground cracking due to hydro-consolidation (collapse) of recent alluvial deposits has occurred in the California Oaks area of Murrieta. Documented collapsible soils in the California Oaks area were documented to be the most severe and resulted in significant property damage. It was determined that the alluvium was left in place during rough grading, and later collapsed when ground water levels rose due to rise in groundwater or irrigation.

Loading Settlement

Loading settlement can be immediate or occur gradually over a long period of time. Immediate settlement is normally associated with loose granular soils when subjected to loads. Long-term or consolidations settlement normally takes place in soft saturated silts and clays. These soils are generally found in young alluvium or loosely deposited materials.

Subsidence

Subsidence is the ground settlement that results over time from the extraction of oil or groundwater. This process usually extends over a large area and occurs on a gradual basis so the settlement effects on a single site, relative to its immediate neighbors, may be negligible as the neighboring properties are also subsiding. However, ground fissuring due to subsidence can cause structural damage and should be evaluated by the site specific geotechnical report. Although there are no reports of significant subsidence due to groundwater withdrawal in the City, alluvial valley areas are considered susceptible; refer to *Exhibit 5.8-2, Subsidence Susceptibility Map*.

Hazardous Materials/Radon

Naturally occurring geologic formations throughout California may contain minerals that are considered hazardous. Hazardous minerals include asbestos, mercury and rocks that contain small amounts of uranium and thorium that decay and release radioactive radon gas. Radon gas is a naturally occurring radioactive gas that is tasteless, odorless, and invisible. Radon gas becomes hazardous when confined in buildings and the long term exposure levels in the air exceed the United States Environmental Protection Agency's (U.S. EPA) concentration of 4 picocuries per liter (4pCi/L). Per the California Department of Public Health Services website, rocks containing the minerals that release radon gas exist in the Murrieta area.

Seismicity and Faulting

The City of Murrieta, like the rest of southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The most significant known active fault zones that are capable of seismic ground shaking and can impact the City are the Elsinore Fault Zone, San Jacinto Fault Zone, Newport-Inglewood Fault Zone, and the San Andreas Fault Zone.

Elsinore Fault Zone: The Elsinore Fault Zone, which includes the local Elsinore-Temecula fault, passes through the City to the west of Interstate I-15; refer to *Exhibit 5.8-3*, *Alquist-Priolo Earthquake Fault Zone Map* and *Exhibit 5.8-4*, *Riverside County Fault Hazard Map.* The Elsinore-Temecula Fault Zone is capable of generating a Maximum Earthquake Magnitude (Mw) of 6.8 per the Richter scale.

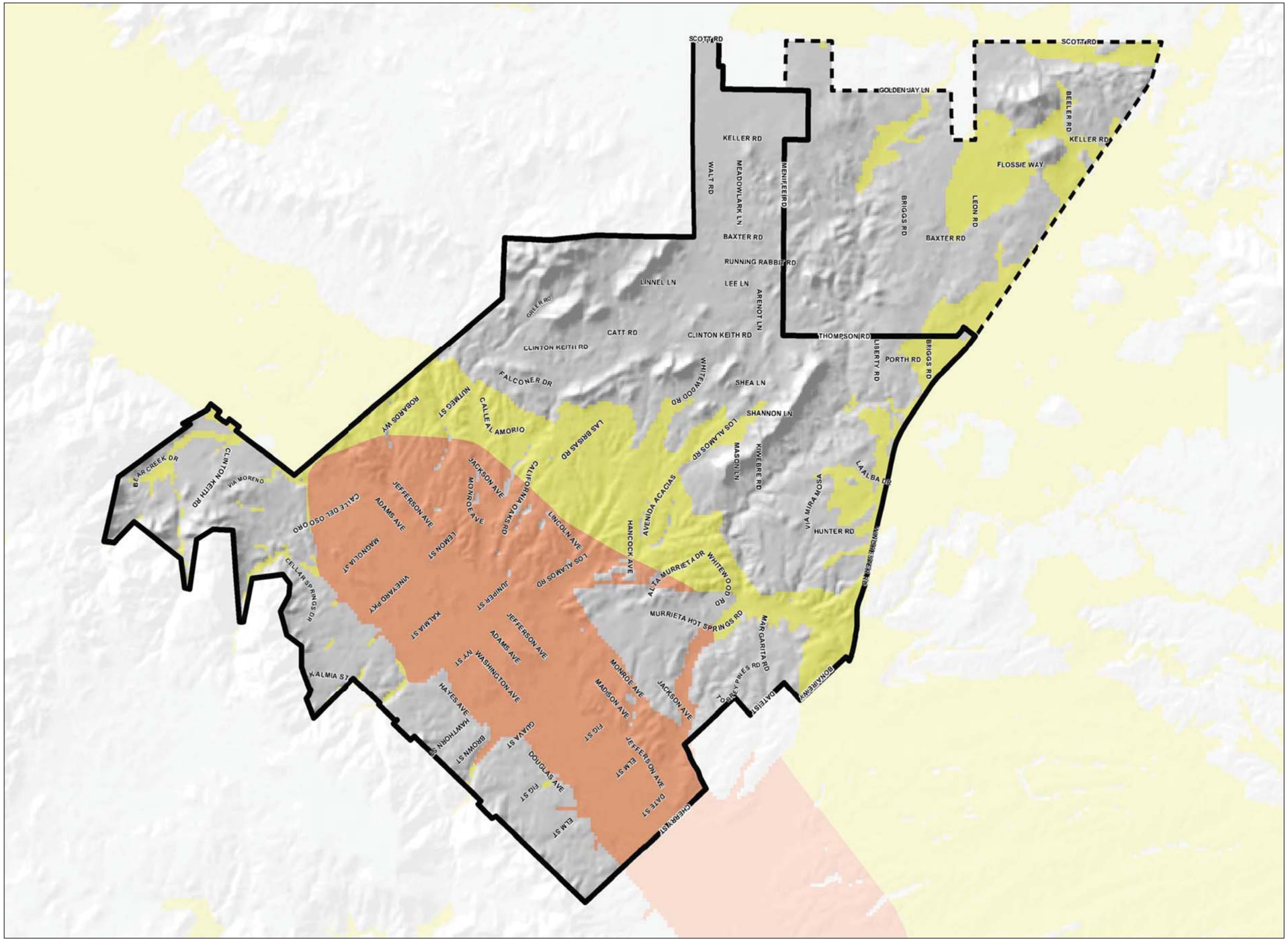
San Jacinto Fault Zone: The San Jacinto Fault Zone is located approximately 21 miles northeast of the City and is capable of generating earthquakes in excess of 7.2 Mw.

Newport-Inglewood Fault Zone (offshore): The Newport-Inglewood Fault Zone is located approximately 28 miles southwest of the City and is capable of generating earthquakes in excess of 6.9 Mw.

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

The State Geologist designates seismic hazard zones and the State issues earthquake fault zone maps to assist cities and counties in avoiding the hazard of surface fault rupture. The State identified two Alquist-Priolo Earthquake Fault Zones within Murrieta. The Temecula Segment of the Elsinore Fault Zone traverses the City and the Murrieta Creek Fault is located at the extreme southwest corner of the City; as shown in *Exhibit 5.8.3*, *Alquist-Priolo Earthquake Fault Zone Map*. The earthquake fault zones extend approximately 500 feet in width on either side of a major active fault trace and approximately 200 to 300 feet in width on either side of a well defined minor active fault, as designated by the State. Development of a building designated for human occupancy is generally restricted within 50 feet of an identified fault.

In addition to the State Alquist-Priolo Hazards Act mapping, the County of Riverside has zoned fault systems and required similar special studies prior to land development. These are referred to as County Earthquake Fault Zones as shown in *Exhibit 5.8-4*, *Riverside County Fault Hazard Map.*



LEGEND

Subsidence Susceptibility

- Active
- Susceptible

- Murrieta City Boundary
- Murrieta City Sphere of Influence

0 0.5 1
Miles

Source: Riverside County, 2007, Subsidence Data.

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Subsidence Susceptibility Map

Exhibit 5.8-2

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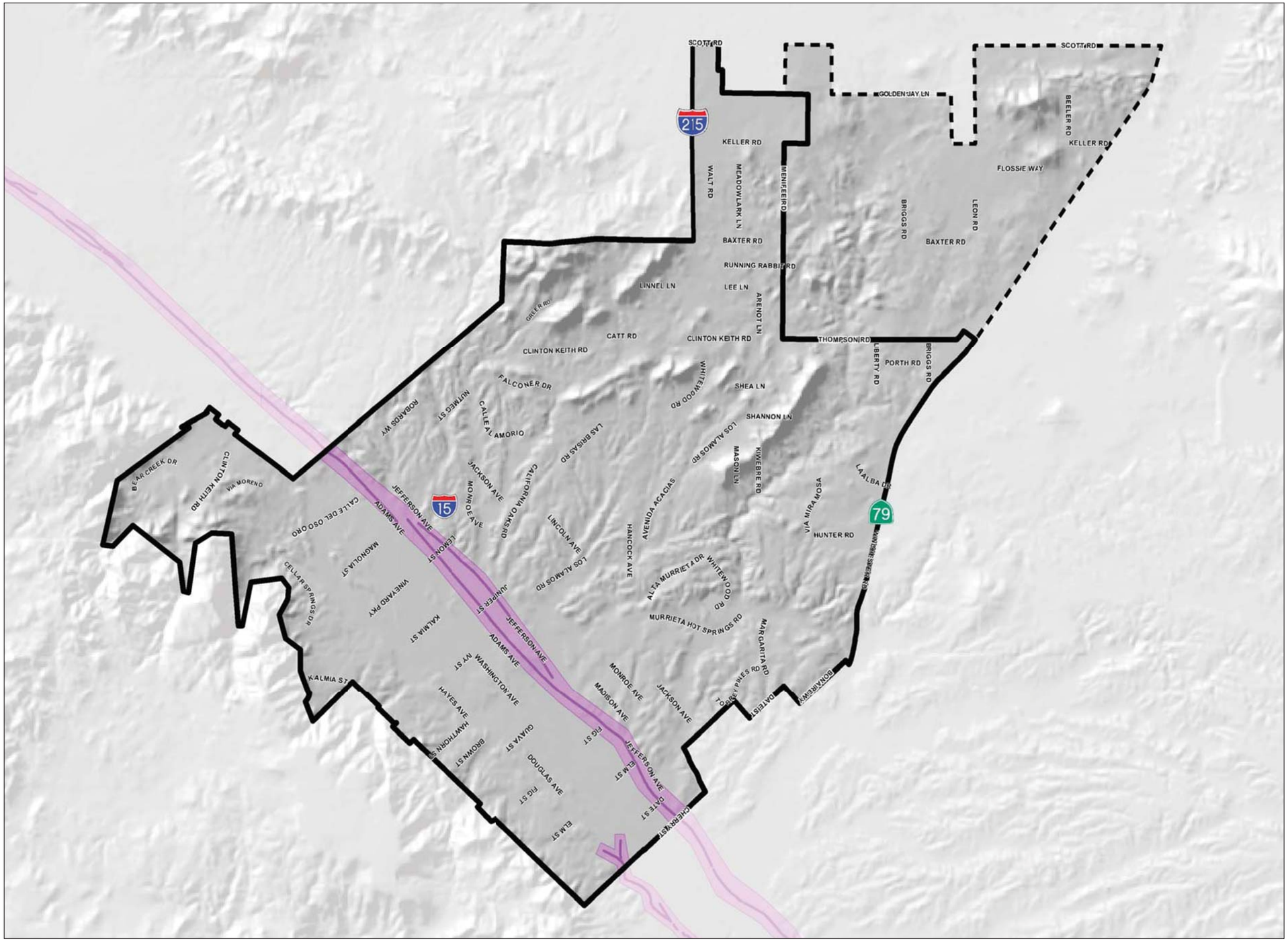

LEGEND

- Alquist-Priolo Earthquake Faults
- Alquist-Priolo Earthquake Fault Zones
- Murrieta City Boundary
- Murrieta City Sphere of Influence

0 0.5 1
Miles

Source: CGS, 2002, State of California Alquist Priolo Fault Zones and Faults, Digital Files.

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Alquist-Priolo Earthquake Fault Zone Map

Exhibit 5.8-3

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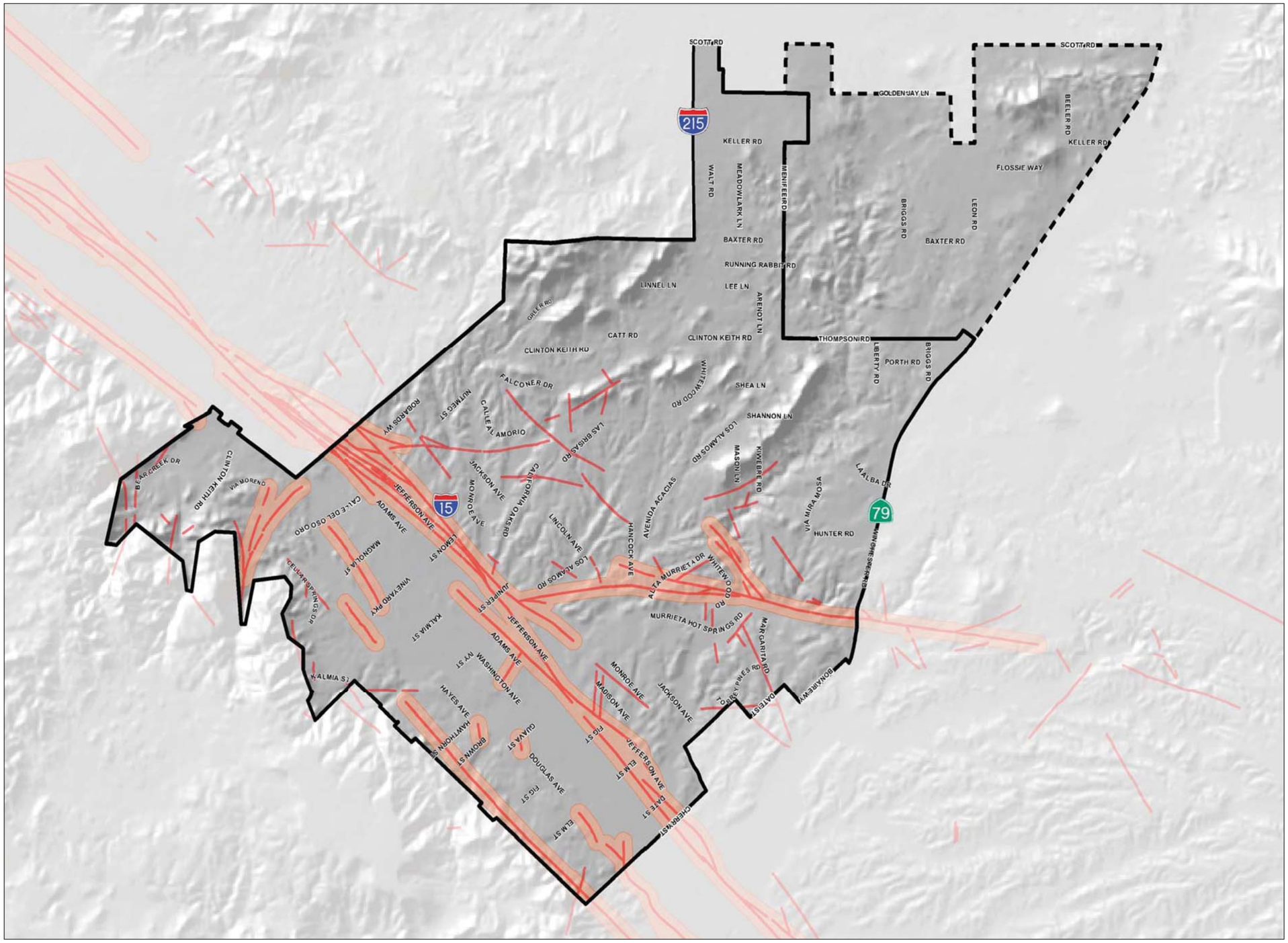

LEGEND

- Riverside County Earthquake Faults
- Riverside County Earthquake Fault Zones
- Murrieta City Boundary
- Murrieta City Sphere of Influence

0 0.5 1
Miles

Source: Riverside County Earthquake Fault Zones and Faults, Digital Files.

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Riverside County Fault Hazard Map

Exhibit 5.8-4

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Fault Rupture

Faults throughout southern California have formed over millions of years. Some of these faults are generally considered inactive under the present geologic conditions. As mentioned above, several State and County fault systems are mapped within the City boundaries and any proposed tracts of four or more dwelling units or critical structures including hospitals, emergency structures, or schools must investigate the potential for and setback from ground rupture hazards. Typically, this is accomplished by excavation of a trench across the site, determining the location of faulting and establishing building setbacks.

Ground Shaking

The intensity of earthquake ground shaking varies from one area to another depending primarily upon the distance to the fault, magnitude of the earthquake, and the local geology. The effect of seismic shaking on future structures and land development projects within the City may be mitigated by adhering to the *CBSC* or applicable codes and standards at the time. Site-specific peak and spectral accelerations are to be developed in accordance with the *CBSC*, and the guidelines included in American Society of Civil Engineers Standard 7-05. Typical seismic design values per the *CBSC* for study areas 1 through 3 are provided below. The *CBSC* regulates the design and construction of foundations, building frames, retaining walls, excavations, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. The procedures and limitations for the design of structures are based on site characteristics, occupancy type, structural system, height, configuration, and seismic zoning.

Secondary Seismic Hazards

Ground shaking can induce secondary seismic hazards such as liquefaction, lateral spreading, subsidence, ground fissuring, and landslides.

Dynamic Settlement/Liquefaction

Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. Soil liquefaction is a process in which saturated, cohesionless soils lose their strength due to the build-up of excess pore water pressure during cyclic loading such as that induced by earthquakes. The primary factors affecting the liquefaction potential of deposit are: 1) intensity and duration of earthquake shaking; 2) soil type and relative density; 3) overburden pressures; and 4) depth to groundwater. Soils most susceptible to liquefaction are clean, loose, uniformly graded, fine-grained sands, and non-plastic silts that are saturated. Silty sands, under specific site conditions, may also be susceptible to liquefaction. A majority of the alluvial deposits along the Murrieta Creek lie within a liquefaction hazard zone per County of Riverside; refer to *Exhibit 5.8-5*, *Liquefaction Susceptibility Map.* Most of these alluvial soils are also considered susceptible to liquefaction per State Seismic Hazard Zones; refer to *Exhibit 5.8-6*, *State Seismic Hazard Zones.*

Lateral Spreading

The process of liquefaction may also produce lateral spreading of soils adjacent to a body of water or water course (Murrieta Creek and Warm Springs Creek). Lateral spreading is therefore considered a liquefaction-induced ground failure whereby block(s) of surficial intact natural or artificial fill soils displace downslope or towards a free face along a shear zone that has formed within the liquefied sediment. The displacement of the ground surface associated with the lateral spreading may be on the order of several inches to several feet at the top of the slope and may affect areas well beyond the top of slope. Developments located further from the creeks or drainage courses are anticipated to be at less risk from lateral spreading than those adjacent to the creek embankment.

Differential Subsidence and Ground Fissuring

Ground fissuring typically develops along previous established planes of weakness such as possibly potentially active and active fault traces as well as along steep buried contacts between bedrock to recent alluvial soils. The active Elsinore-Temecula and the Murrieta Creek Fault may develop fissuring along the fault trace during a significant seismic event or groundwater elevation change. As such, there is a low to high potential for ground fissuring and associated differential subsidence along the active fault zones. If commercial water wells are installed within or near the subsidence zone, the potential for ground fissuring and differential settlement could be substantially increased.

Landslides

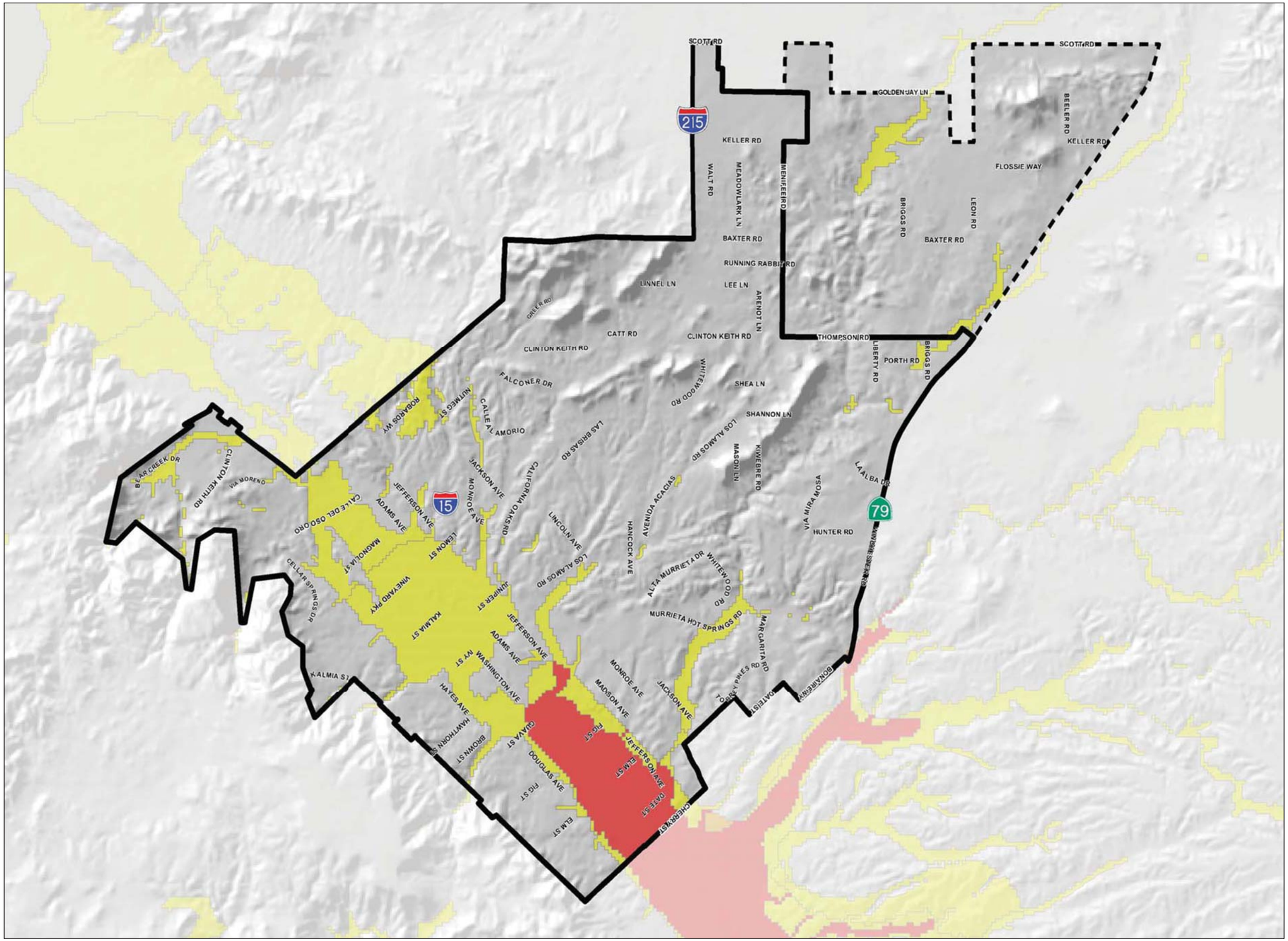
The potential for earthquake-related landsliding within the City limits is based on known conditions and published geologic maps. Several old landslides have been mapped in areas along the Santa Ana Mountains eastern slopes and the hills along the northern side of the City. The State Seismic Hazard Zones provides locations of previous known landsliding or where local conditions indicate a potential for ground displacements; as shown in *Exhibit 5.8-6*, *State Seismic Hazard Zones.*

Rock Fall Hazards

The potential for rock fall due to natural weathering and instability or rock falls due to a seismic event are possible in areas of the City. The hazard areas are limited to those properties at the base of hill sides where rocks and boulders exist.

Seiches and Tsunamis

Due to the great distance to large bodies of water, the possibility of seiches and tsunamis impacting the City is considered remote. The nearest large body of water is Lake Elsinore, located approximately 6¼ miles northwest.



LEGEND

Liquefaction Susceptability

- Very High
- High
- Moderate

- Murrieta City Boundary
- Murrieta City Sphere of Influence

0 0.5 1
Miles

Source: Riverside County Earthquake Fault Zones and Faults, Digital Files.

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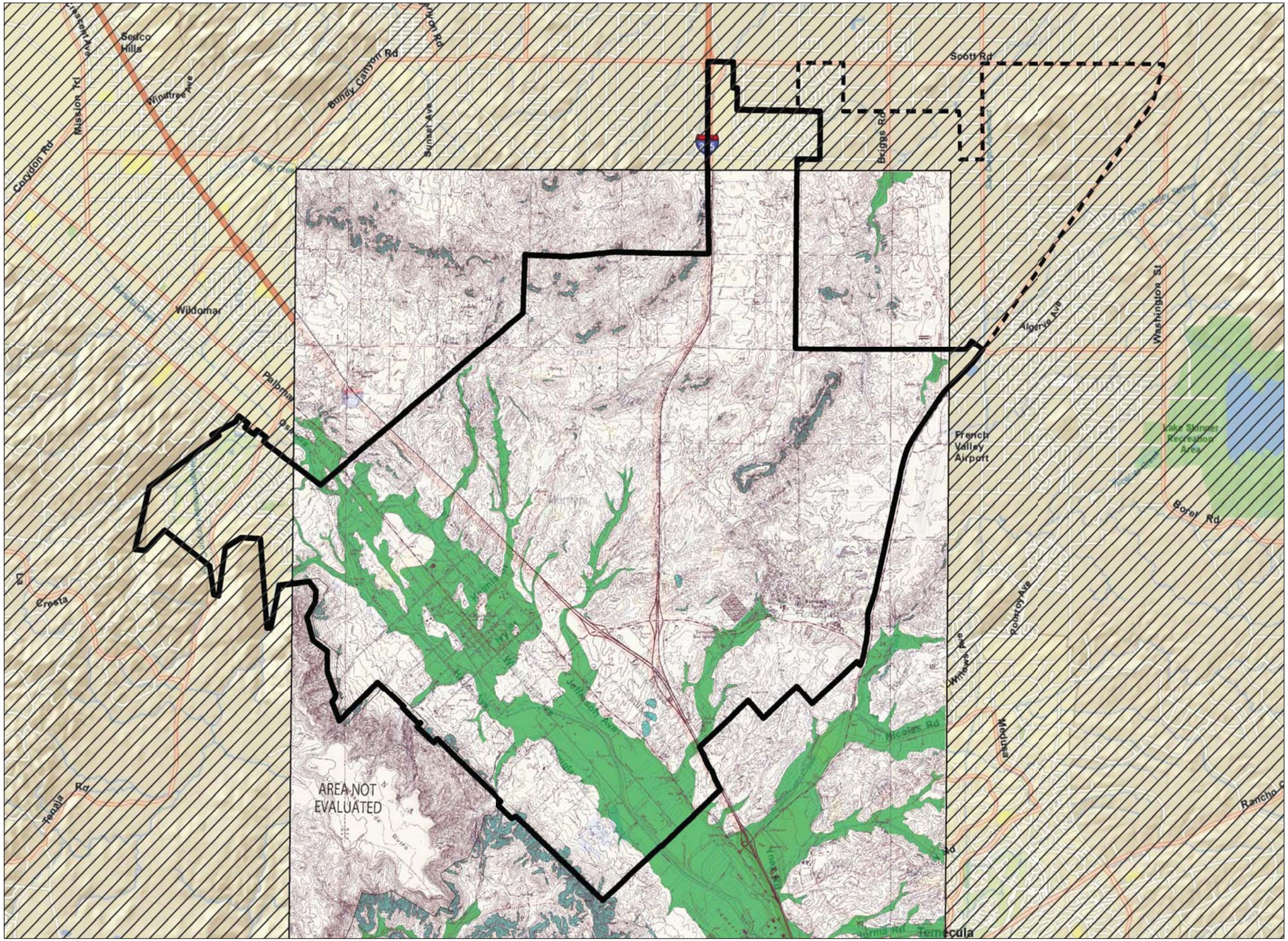
Liquefaction Susceptibility Map

Exhibit 5.8-5

Back of 11 x 17 Exhibit



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State Seismic Hazard Zones Map

Exhibit 5.8-6

Back of 11 x 17 Exhibit

5.8.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, geology and seismic hazard impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Expose people or structures to 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 Zone Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
    - Strong seismic ground shaking.
    - Seismic-related ground failure, including liquefaction.
    - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- 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 landslides, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risk to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.8.4 PROJECT IMPACTS AND MITIGATION MEASURES

FAULT RUPTURE AND SEISMIC GROUNDSHAKING

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIALLY SUBSTANTIAL ADVERSE EFFECTS INVOLVING FAULT RUPTURE OR STRONG SEISMIC GROUNDSHAKING.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The City of Murrieta, like the rest of southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The most significant known active fault zones that are capable of seismic ground shaking and can impact the City are the Elsinore Fault Zone, San Jacinto Fault Zone, Newport-Inglewood Fault Zone, and the San Andreas Fault Zone. The Elsinore fault zone runs through the City on the west side of I-15. Furthermore, the San Jacinto, Newport-Inglewood, and San Andreas Fault Zones, all capable of generating ground shaking in Murrieta, are all located within 40 miles of the City. The City is situated on undocumented fill, alluvial deposits, pauba formation, granitic rock, and would likely experience groundshaking due to a seismic event.

The intensity of groundshaking would depend upon the magnitude of the earthquake, distance to the epicenter and the geology of the area between the epicenter and the City. Development anticipated under the proposed General Plan 2035 potentially would result in the addition of 10,734 dwelling units and 36,210,757 square feet throughout the City, thereby exposing more residents and employees to the effects of ground shaking from locally and regionally generated earthquakes.

Strong seismic groundshaking could result in substantial damage to some new buildings within the City. The effects of groundshaking would be sufficiently mitigated for buildings designed and constructed in conformance with current building codes and engineering standards. However, there is the possibility of partial to total collapse of buildings built prior to 1933 and some tilt-up concrete block buildings built prior to 1972. Structural vulnerabilities in older buildings that are less earthquake resistant are most likely to contribute to the largest source of injury and economic loss as a result of an earthquake. However, most of the existing homes in the City were constructed after the adoption of modern building codes, which have been established to reduce seismic impacts on structures.

Implementation of the proposed General Plan 2035 could expose people or structures to potential substantial adverse effects as a result of strong seismic groundshaking. Impacts associated with seismically-induced groundshaking would be considered significant, unless mitigated.

Mitigation has been recommended in order to reduce impacts associated with seismically induced groundshaking to less than significant levels. The mitigation involves compliance with the recommendations detailed in site-specific Geotechnical Studies conducted as part of future development. Also, numerous controls would be imposed on future development through the permitting process that would further lessen impacts associated with seismically-induced groundshaking. The design, construction, and engineering of buildings within the City would be subject to compliance with the City's *Building Code* and *CBSC*. Additionally, the proposed General Plan 2035 Safety Element includes goals and policies to protect the community from risks associated with seismic hazards. These measures acknowledge safety concerns pertaining to seismic groundshaking. All future development would be subject to compliance with applicable building codes (i.e., City Building Code, California Building Standards Code), proposed General Plan 2035 Safety Element goals and policies, the Local Hazards Mitigation Plan, and recommended mitigation, which would lessen potential impacts associated with fault rupture and strong seismic groundshaking to less than significant levels.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-2 Damage from geologic and seismic hazards is minimized by identifying and addressing these hazards during the planning and engineering of built improvements.

Policies

SAF-2.1 Prior to site development, projects located in areas where liquefaction, subsidence, landslide and fissuring are considered hazards shall be required to prepare geologic reports addressing site conditions, potential risk, and mitigation, to the satisfaction of the City Engineer.

SAF-2.2 Require that all new development comply with the Alquist-Priolo Earthquake Fault Zoning Act.

SAF-2.3 Seek to maintain emergency access in the event of an earthquake by engineering roadways to reduce damage to them.

Goal SAF-12 Murrieta is prepared to coordinate effective response and recovery efforts for major emergencies.

Policies

SAF-12.1 Maintain an effective, coordinated and up-to-date Emergency Operations Plan in partnership with the Riverside County and other agencies.

SAF-12.2 Support a safe, secure, and technologically advanced Emergency Operations Center (EOC) to coordinate the City's response to disasters and maintain training of City personnel in operation of the EOC.

SAF-12.3 Review and test the City's Emergency Operations Plan periodically to note any deficiencies or practices requiring modification.

SAF-12.4 Provide training to maintain City staff proficiency in implementation of the Emergency Operations Plan, for all staffing levels.

SAF-12.5 Provide public outreach, presentations, and information that prepares residents and businesses to safeguard life and property during and immediately after emergencies.

SAF-12.6 Participate in regularly scheduled disaster exercises to better prepare Police, Fire and other City employees with disaster responsibilities.

SAF- 12.7 Continue to participate in maintaining the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan, and incorporate it into City planning efforts as appropriate.

Mitigation Measures:

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

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

Level of Significance After Mitigation: Less than Significant Impact.

GROUND FAILURE

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD EXPOSE PEOPLE AND STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS FROM SEISMIC-RELATED OR OTHER TYPES OF GROUND FAILURES.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would result in potential significant impacts involving the exposure of people or structures to potential substantial adverse effects, particularly in the Geology Study Areas involving earthquake-induced landslides or differential subsidence and ground fissuring.

Earthquake-Induced Landslides. Several landslide areas have been mapped in areas along the Santa Ana Mountains and the hills along the northern side of the City, as shown in *Exhibit 5.8-6, State Seismic Hazard Zones.* Thus, there is the potential for landslides in the Clinton-Keith/Mitchell and the South Murrieta Business Corridor Focus Areas.

Differential Subsidence and Ground Fissuring. Fissuring typically develops along previous established planes of weakness such as active and potentially active faults. The active Elsinore-Temecula and the Murrieta Creek fault may develop fissuring along the fault trace during a significant seismic event or groundwater elevation change. As such, there is a low to high potential for ground fissuring and associated differential subsidence along the active fault zones.

In addition, portions of the City of Murrieta are subject to liquefaction, “dry” settlement, and lateral spreading during a seismic event because of the presence of alluvial-channel deposits, particularly located in Geology Study Areas 1 and 2, which correspond to the South Murrieta Business Corridor and the Golden Triangle North (Central Murrieta) Focus Areas.

Site-specific reports would be required for future development projects (Mitigation Measure GEO-1), including an evaluation of liquefaction hazards or dynamic densification of dry or moist soil above the water table. The site-specific evaluation for future development projects would need to include an evaluation for settlement associated with dynamic densification of dry soils. To reduce the effects and magnitude of seismically-induced dynamic settlements, remedial grading measures or ground improvement techniques are normally implemented. In addition, the site-specific reports should determine whether the potential for landsliding or slope instability exists, and whether buttressing or other slope stabilization methods are required. The reports should also identify the potential presence of such soils based on laboratory testing and provide mitigation measures to reduce their impact on the proposed improvements. Such measures typically include compacting and removing of the collapsible soils.

Impacts related to ground failure are considered significant unless mitigated. Mitigation Measure GEO-1 requires site-specific geologic investigation of liquefaction potential, as well as any other geologic and seismic hazards and mitigation measures. Mitigation Measures GEO-2 requires the implementation of recommended measures identified in a Geotechnical Study to reduce impacts. Further, the Seismic Hazards Mapping Act specifies that the lead agency may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils. If a geologic report concludes liquefaction impacts cannot be reduced to less than significant with mitigation as necessary, development would not be permitted. Therefore, following compliance with the proposed General Plan 2035 Safety Element goals and policies and with the recommended mitigation measures, impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.8.

Mitigation Measures: Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

SOIL EROSION/LOSS OF TOPSOIL

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN IMPACTS RELATED TO SOIL EROSION OR LOSS OF TOPSOIL.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Construction activities associated with future development projects within the City have the potential to result in soil erosion during excavation, grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. Construction associated with future development would be required to comply with the requirements of the Municipal National Pollutant Discharge Elimination System (NPDES) Construction Permit and would implement City grading permit regulations that include compliance with erosion control measures, including grading and dust control measures.

Specifically, construction associated with future development projects must comply with *Title 15*, Chapter 15.52, of the City's *Municipal Code*, which requires necessary permits, plans, plan checks, and inspections to reduce the effects of sedimentation and erosion. In addition, construction associated with future development projects would be required to have erosion control plans approved by the City of Murrieta Departments of Public Works and Building and

Safety, as well as Storm Water Pollution Prevention Plans (SWPPP). As part of these requirements, Best Management Practices (BMPs) would be implemented during construction activities to reduce soil erosion to the maximum extent possible. Furthermore, all construction activities would be required to comply with SCAQMD Rule 403 regarding the control of fugitive dust. Therefore, compliance with the proposed General Plan 2035 Safety Element goals and policies, and compliance with the City's applicable building regulations regarding erosion control and SCAQMD Rule 403 would ensure that impacts related to soil erosion during construction phases of future development projects would be less than significant.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.8.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

SOIL

- **FUTURE DEVELOPMENT RESULTING FROM IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN IMPACTS RELATED TO EXPANSIVE SOILS, SOIL STRENGTH, OR THE POTENTIAL TO SUPPORT SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The City is underlain primarily by several surficial deposits and/or bedrock units. These deposits include alluvial-valley and alluvial-channel deposits which are made of gravel, sand, silt, and clay, and are subject to liquefaction. In some areas, these soil types exceed 100 feet in depth. In some areas, groundwater is estimated to be at a depth of 10-30 feet below ground surface. Soils with a percentage of clay have the potential to expand when water is added and shrink when water is lost, resulting in what is called expansive soils. Expansive soils can result in damage to overlying structures and infrastructure.

Site-specific reports would be required for future development projects (Mitigation Measure GEO-1) and these reports, typically identify the extent of the expansive soils and provide mitigation measures to reduce their impact on the proposed improvements. Such measures may include structural mitigation or ground improvement. In addition, the *California Building Standards Code* contains minimum requirements for construction on expansive soils.

In addition, in areas that are not currently supported by water or wastewater infrastructure (refer to *Section 5.15*, *Water Supply*, and *Section 5.16*, *Wastewater*, future development would be required to install septic systems or alternative waste water disposal systems. Prior to the installation of such systems, project applicants would be required to comply with applicable City or Riverside County requirements. However, future development projects associated with the implementation of the proposed General Plan 2035 are not anticipated to create impacts to soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste. Impacts are considered less than significant in this regard.

Future development projects associated with implementation of the proposed General Plan 2035 would be required to comply with all applicable building codes (i.e., *City Building Code*, and C*alifornia Building Standards Code*) and Mitigation Measures GEO-1 and GEO-2. Therefore, compliance with the proposed General Plan 2035 Safety Element goals and policies, and with the recommended mitigation measures would reduce impacts regarding expansive soils to a less than significant level.

Goals and Policies, in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.8.

Mitigation Measures: Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.8.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO SEISMIC, GEOLOGIC, AND SOIL CONDITIONS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Although conditions conducive to potential seismic and geologic hazards occur regionally, the increased exposure of people and structures to these hazards resulting from buildout of the proposed General Plan 2035 would be specific to the City of Murrieta. However, increased growth within the subregion, as a result of the proposed General Plan 2035 and other projects, would contribute to the cumulative exposure of people and structures to geologic and seismic hazards. As concluded above, impacts related to seismic, geologic, and soil conditions

associated with implementation of the proposed General Plan 2035 would be less than significant with adherence to the *CBSC*, *Municipal Code*, and NPDES requirements. Unsafe seismic, geologic, and soil conditions exist throughout southern California and new development in such areas could result in potentially significant impacts. These potential impacts would be evaluated on a project-by-project basis in accordance with CEQA. If a specific site were determined to create a significant impact that could not be feasibly mitigated, the site would not be appropriate for development. Individual development projects under the proposed General Plan 2035 would undergo site-specific evaluation to determine the threat and the cumulative threat of regional seismic and geologic hazards. This process, along with compliance to the proposed General Plan 2035 Safety Element goals and policies, Federal and State laws, local building codes, and public safety standards would result in less than significant cumulative impacts related to potential seismic, geologic, and soil hazards. Therefore, implementation of the proposed General Plan 2035 would not result in cumulatively considerable impacts involving seismic and geologic hazards.

Goals and Policies, in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.8.

Mitigation Measures: Refer to Mitigation Measures GEO-1 and GEO-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.8.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to geologic, soil, and seismicity associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with policies and implementation measures in the proposed General Plan 2035. No significant unavoidable geologic, soil, and seismic impacts would occur as a result of buildout of the proposed General Plan 2035.

5.8.7 SOURCES CITED

Seismic and Geologic Hazards Review General Plan 2035, City of Murrieta, California technical report, Leighton and Associates, December 2009.

City of Murrieta Final General Plan EIR, prepared by EIP Associates, June 1994.

City of Murrieta General Plan, prepared by EIP Associates, June 1994.

City of Murrieta Draft General Plan Safety Element, prepared by RBF Consulting, January 2011

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Murrieta Emergency Operations Plan, Part 1: Basic Plan, and City of Murrieta Emergency Operations Plan, Part 2: Supporting Documents, City of Murrieta, June 2008.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP), FEMA Copy, Updated March, 2005

the future of southern california

Murrieta

General Plan Update

Section 5.9:

Cultural Resources

5.9 CULTURAL RESOURCES

The purpose of this section is to identify cultural and historical resources within the City of Murrieta and Sphere of Influence, and evaluate potential impacts to such resources that could result from implementation of the proposed General Plan 2035. Cultural resources relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, which make Murrieta unique or significant. This section is based upon the information contained in the *Cultural Resources Assessment* prepared by LSA Associates, Inc., January 4, 2010, and included in Appendix I.

5.9.1 REGULATORY SETTING

FEDERAL

National Historic Preservation Act

Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, established a national policy of historic preservation, and encourages such preservation. The NHPA established the Advisory Council on Historic Preservation (ACHP) and provided procedures for the agency to follow if a proposed action affects a property that is included, or that may be eligible for inclusion, on the National Register of Historic Places (NRHP). The NRHP was developed as a direct result of the NHPA.

Section 106 requires that the head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or Federally-assisted undertaking in any state, and the head of any Federal department or independent agency having authority to license any undertaking, shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. The head of any such Federal agency is required to allow the ACHP a reasonable opportunity to comment with regard to such undertaking.

National Register of Historic Places

The National Register of Historic Places is the official list of properties that have been recognized for their significance and worthiness of long-term preservation. The National Register Criteria for Evaluation establishes guidelines utilized by Federal, State, and local governments, private groups, and citizens to assess the significance of cultural resources and to identify those properties that should be considered for protection from demolition, destruction, or

alteration. To be listed in the NRHP, or deemed eligible for listing, properties must meet certain criteria for historic or cultural significance. Qualities of significance may be found in aspects of American history, architectural design or theme (interpreted in the broadest sense to include landscape architecture and planning), archaeology, engineering, or culture. The following criteria are used to determine the eligibility of properties for listing on the NRHP:

- ***Criterion A*** – It is associated with events that have made a significant contribution to the broad patterns of our history.
- ***Criterion B*** – It is associated with the lives of persons who are significant in our past.
- ***Criterion C*** – It embodies the distinctive characteristics of a type, period, or method of construction, or it represents the work of a master or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.
- ***Criterion D*** – It has yielded, or may be likely to yield, information important in prehistory and history.

Each resource eligible for listing on the NRHP must demonstrate qualities of integrity, measured by the degree to which the resource retains its historic location, design, setting, materials, workmanship, feeling, and/or association. To be considered for listing, the resource must (generally) be a minimum of 50 years of age; however, some exceptions and overriding considerations to this requirement do occur. Listing on the NRHP does not in and of itself provide protection for a historic resource. Listing on the NRHP instead allows owners of such resources eligibility for financial and tax incentives to assist in the rehabilitation or preservation of such resources.

Criteria Considerations. The National Register does not typically consider cemeteries, birthplaces, or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; or, properties that have achieved significance within the past 50 years as eligible for the National Register; however, such properties may qualify if they are integral parts of districts that are determined to meet the criteria, or if they fall within any of the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;

- A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.

Integrity. Integrity involves the ability of a resource to convey its cultural or historical significance. In order to be eligible for inclusion on the National Register, a property or resource must be shown to be significant consistent with National Register criteria, as well as demonstrating integrity. Evaluation of integrity can be subjective; however, it must always be fundamentally grounded in an understanding of a property's physical features and how such features relate to its overall significance.

The National Register criteria recognize seven aspects or qualities that define integrity. To retain historic integrity, a property needs to possess several (and usually most) of these aspects. Knowing why, where, and when a property is significant is essential in determining which of these aspects is most important to a particular property. The National Register considers the following aspects in evaluating the level of integrity of a particular resource:

1. Location is the place where the historic property was constructed or the place where the historic event occurred.
2. Design is the combination of elements that create the form, plan, space, structure, and style of a property.
3. Setting is the physical environment of a historic property.
4. Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
5. Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6. Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
7. Association is the direct link between an important historic event or person and a historic property.

Historic Rehabilitation and Tax Credits Program

The National Park Service (NPS) and the Internal Revenue Service (IRS), in partnership with State Historic Preservation Office (SHPO), are responsible for administering the Historic Rehabilitation Tax Credits program. This program rewards private financial investment in the rehabilitation of historic buildings that are listed in the National Register of Historic Places. Properties must be income-producing and must be rehabilitated according to rehabilitation standards set by the Secretary of the Interior for historic properties.

STATE

California Historical Resource (CHR) Status Codes

In order to be considered as significant, a resource must meet at least one of the above-listed criteria and retain enough integrity to support its period of significance and association within a historical context. A resource is assigned a CHR status code following evaluation to identify its significance level. The following general categories represent the status codes assigned to such resources considered for significance:

1. Properties listed in the National Register or the California Register.
2. Properties determined eligible for listing in the National Register or California Register.
3. Appears eligible for National Register or California Register through survey evaluation.
4. Appears eligible for National Register or California Register through other evaluation.
5. Properties recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated for National Register or California Register or needs re-evaluation.

Generally, resources that are assigned a CHR code of 6 are determined ineligible for designation under any criteria and are not considered historical resources for the purposes of CEQA or the Murrieta Cultural Resource Preservation Ordinance; however, several subcategories exist within each of the status codes that allow for various exemptions, such as whether or not a resource contributes to a Historic District.

California Register of Historical Resources

The California Office of Historic Preservation (OHP) established the California Register as an authoritative guide to historical resources in the State of California. Criteria used for inclusion of properties on this listing are as follows:

> "While the significance criteria for the California Register are similar to those used by the NRHP this new California Register will document the unique history of the Golden State."

To qualify for listing in the California Register, the resource must retain integrity and meet at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in the NRHP program as a property's ability to convey its significance. Evaluation of integrity may be a somewhat subjective judgment; however, it must be founded on "an understanding of a property's physical features and how they relate to its significance."

California Historic Building Code

The *California Historic Building Code* (*CHBC*) provides guidelines for the preservation, restoration, rehabilitation, relocation, and reconstruction of buildings or structures designated as qualified historical buildings or properties by a local, State, or Federal jurisdiction, as defined by *CHBC* Sections 8-218. The *CHBC* provides guidelines for long-term preservation efforts of qualified historical buildings or properties in order to allow owners to make improvements for access for persons with disabilities; to provide a cost-effective approach to preservation; and, to ensure overall safety of affected occupants or users.

As defined by the *CHBC*, a "qualified historical building" is "any building, site, structure, object, district, or collection of structures, and their associated sites, deemed of importance to the history, architecture, or culture of an area by an appropriate local, State, or Federal governmental jurisdiction. This includes designated buildings or properties on, or determined eligible for, official national, State, or local historical registers or official inventories, such as the National Register of Historic Places, California Register of Historical Resources, State Historical Landmark, State Points of Historical Interest, and officially adopted city or county registers, inventories, or surveys of historical or architecturally significant sites, places, or landmarks."[1]

California Environmental Quality Act

Pursuant to *CEQA Guidelines* Section 15064.5, the Lead Agency is required to evaluate whether a proposed project would have a significant adverse effect on unique historical or archaeological resources. *CEQA Guidelines* Section 15064.5(b) states that a substantial adverse change means physical demolition, destruction, relocation, or alteration in the resource, such that the resource is

[1] California Historic Building Code (Sections 18950 to 18961 of Division 13, Part 2.7 of California Health and Safety Code).

"materially impaired." An historical resource is considered to be materially impaired when a project demolishes or materially alters the physical characteristics that justify the determination of its significance.

In addition, under *CEQA Guidelines* Section 15064.5(b)(3), a project that seeks to improve an historic resource in accordance with either of the following publications will be considered as mitigated to a level of less-than-significant:

- Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings
- Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings

LOCAL

City of Murrieta Historic Preservation Advisory Commission

The City of Murrieta Historic Preservation Advisory Commission (HPAC) acts in an advisory capacity to the City Council with regard to the preservation of cultural and archaeological resources within the City's boundaries. Through the City Planner or Community Development Director, the HPAC makes recommendations to the City Council regarding the designation of cultural resources. Such resources may include individual properties, archaeological districts, or Historic Murrieta Specific Plan within the City. In addition, the HPAC is responsible for maintaining the register of designated cultural resources within the City; reviewing land use, redevelopment, municipal improvement and other planning matters and programs undertaken by the City with regard to cultural resources; providing recommendations to the City Council on the use of available Federal, State, local and private funding sources for protection of the City's cultural resources; and, reviewing applications for certificates of appropriateness related to demolition permits and development plan approval, in compliance with the City's *Development Code* for designated cultural resources.

City of Murrieta Development Code

Chapter 16.26, *Cultural Resource Preservation*, of the City of Murrieta *Development Code* (*Municipal Code*, *Title 16*, Article III, Chapter 16.26) is intended to "establish a mechanism by which community resources such as buildings, structures and sites within the City of Murrieta, which are of pre-historic or historic interest or value, or which exhibit special elements of the City's architectural, cultural, or social heritage may be identified, protected, enhanced, perpetuated and used in the interest of the public's health, safety, welfare, and enrichment."[2] The provisions of Chapter 16.26 are applicable to any cultural or archaeological resource, or identified historic preservation area located within the City's boundaries.

[2] City of Murrieta Municipal Code. Adopted 1995.

Murrieta Municipal Code §16.26.050: Designation Criteria for Cultural Resources, Archaeological Districts, and Historic Districts. Section 16.26.050 of the Development Code allows for an improvement or natural feature to be designated a cultural resource by the City Council, and any individual resource or area within the City may be designated as an archaeological district or historic preservation district by the City Council, if it meets any of the following criteria:

A. Individual Resource Designation

1. It exemplifies or reflects special elements of the City's cultural, architectural, aesthetic, social, economic, political, artistic and/or engineering heritage;
2. It is identified with persons, a business use or events significant in local, state or national history;
3. It embodies distinctive characteristics of style, type, period or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
4. It is representative of the notable work of a builder, designer or architect; or,
5. Its unique location or singular physical characteristic represents an established and familiar visual feature of a neighborhood, community or the City.

B. Local District Designation

A geographic area may be designated as a local archaeological district or historic preservation district if the City Council, after hearing(s), finds that all of the requirements set forth below are met. Concurrent with the designation of a historic preservation district, design guidelines shall be developed and shall apply to all properties within the historic preservation district.

1. Archaeological District

a. The area is a geographically definable area.

b. The area possesses either:

   1. A significant concentration or continuity of archaeological resources; or,
   2. The area is associated with the prehistory of Murrieta.

c. The designation of the geographic area as an archaeological district is reasonable, appropriate, and necessary to protect, promote, and further the goals and purposes of the ordinance codified in this chapter and is not inconsistent with other goals and policies of the City.

2. Historic Preservation District

a. The area is a geographically definable area:

b. The area possesses either:

1. A significant concentration or continuity of buildings unified by past events or aesthetically by plan or physical development; or,
2. The area is associated with an event, person, or period significant or important to Murrieta history.

c. The designation of the geographic area as a historic preservation district is reasonable, appropriate, and necessary to protect, promote, and further the goals and purposes of the ordinance codified in this chapter and is not inconsistent with other goals and policies of the City.

d. Determining Factors: In determining whether to designate a historic preservation district, the following factors shall be considered:

1. District should have integrity of design, setting, materials, workmanship, and association; and,
2. The collective value of the buildings and structures in a district taken together may be greater than the value of each individual building or structure.

Historic Murrieta Specific Plan

The Historic Murrieta Specific Plan is intended to provide a vision for future development within the designated area, establish guidelines for land use decisions, improve the area's physical and economic environment, and establish City goals for quality development within Historic Murrieta. The Specific Plan area is essentially the original "Murrieta Town Site" subdivided by the Temecula Land and Water Company in 1884. It is generally bounded by Kalmia Street to the north, Ivy Street to the south, Hayes Avenue to the west, and Jefferson Avenue to the east. The Specific Plan establishes a vision for development within the area and provides design guidelines for future projects to ensure that the overall vision is achieved and maintained. Guidelines for land use patterns, tree preservation, gateways, streetscape, infrastructure, parking, streets, and alleyways, among other elements, are discussed within the Specific Plan. In addition, the Specific Plan identifies 10 Land Use Districts within the Specific Plan Area to allow for implementation of the overall Plan vision and goals, consistent with goals and policies of the City's original General Plan.

5.9.2 ENVIRONMENTAL SETTING

Paleo-Indian Period. Archaeological research and tribal oral traditions in the Murrieta-Temecula area suggests that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term village complexes and habitation sites located in Murrieta, which are valuable resources. The remnants of early villages as well as the local art and ethnographic accounts provide an important record of Murrieta's early occupation by Native Americans.[3]

[3] City of Murrieta *General Plan*, June 21, 1994.

Late Period. It is generally assumed that the Late Period began approximately AD 500 to 750, and its termination is widely accepted as AD 1769, the date of the beginning of permanent European occupation of California. The Luiseno Peoples occupied the Murrieta-Temecula area and called themselves Payomkawichum before the influx of European settlers and the Mission Period. There are also many Luiseno place names within the Murrieta area. Several village complexes were located within the City's boundaries; one that has been definitively identified by the Tribe is Qengva, which is in the southwest part of Murrieta. To the north of Qengva is 'avaa'ax, referring to the cottonwood trees along Murrieta Creek. To the east is the "The Owls' Nest" or Muula Putee, which is located on what residents know as the Hogbacks in the Los Alamos area. Flowing beside these prominent hills to the south is the Santa Gertrudis River or Totpa, a very important water source.

Spanish and Mexican Periods. Both the San Luis Rey and the San Juan Capistrano Missions claimed the territory for cattle raising and used local vaqueros to manage their cattle herds. They likely used Los Alamos Road to travel from the Alamos grasslands to the missions. Soon after Spain lost control of Mexico and the missions closed, the entire Murrieta area was divided among three land grants: Rancho Temecula, San Jacinto Rancho, and Rancho Santa Rosa.[4]

American Period. As travel along the Santa Fe Trail and Southern Emigrant trails during the early American Period brought more settlers, settlement occurred along the Santa Ana and San Jacinto waterways. The Southern Pacific Railroad line from Los Angeles through the San Gorgonio Pass was completed in 1876. In 1883, the California Southern Railway allowed for travel through the Cajon Pass and down to San Diego through western Riverside County. The trains were eventually used to transport settlers into the area, creating a period of agricultural and land development, ultimately resulting in the establishment of Riverside County in 1893. Transportation, agriculture, and the control of water have continued to be central themes in the settlement, development, and growth of Riverside County (Robinson 1979).

The Murrieta area was originally included in Mission San Luis Rey's lands as part of Rancho Temecula. After secularization, other ranchos were carved from Rancho Temecula, including the Pauba, La Laguna, and Little Temecula Ranchos. By the mid-19th century, Murrieta's land area was bisected by the Southern Emigrant Trail, which ran through western Riverside County in a similar alignment to the current I-15 Freeway. The trail, which also served as the route of the Butterfield Overland Stage, went through a major stop called "Alamos," the Spanish word for cottonwoods, located near the present-day intersection of Cherry and Jefferson Avenues in Murrieta. Another branch of the Southern Emigrant Trail veered northward from Temecula to Box Springs near present-day Moreno Valley, roughly following the present-day route of I-215 Freeway (Lech 2004).

[4] Ibid.

The City of Murrieta was named after Don Juan Murrieta, a Spaniard who originally settled in the Merced region of the San Joaquin Valley. Don Juan Murrieta eventually drove his herds of sheep southward to southern California, and after bringing 100,000 sheep to southwestern Riverside County (along with several business partners), purchased 52,000 acres of the Temecula and Pauba ranchos from Vincent de Laveaga of San Francisco in 1873. Juan and his brother Ezekiel Murrieta deeded a right-of-way to the California Southern Railway in 1882 and soon thereafter announced their plans to subdivide a town called "Murrietaville" along the railroad (Garrison 1963; Lech 2004).

In 1884, before they could make their plans a reality, the Murrieta brothers were bought out by the Temecula Land and Water Company, which immediately subdivided a portion of its new holdings. The subdivided lands included 14,500 lots that were generally 40 acres in size, as well as some larger tracts ranging from 200 to 4,000 acres each for large-scale agriculture (Garrison 1963). At the heart of the subdivision was the Murrieta town site, which consisted of 160 acres divided into 537 lots near the railroad depot. The original grid layout of streets included Kalmia, Juniper, and Ivy Streets which ran northeast to southwest; and Washington, Clay, and Hayes Streets, which ran northwest to southeast. The town increased rapidly during the boom years that affected many railroad-adjacent towns in southern California in the late 1880s (Lech 2004).

By 1886, the town included a post office, depot, large hotel, restaurant, newspaper, two general stores, a hardware and furniture store, school, livery stable, lumber yard, butcher shop, laundry, blacksmith shop, church, newspaper called *The Era*, and two physicians. By 1890, the town had a population of 800 (Garrison 1963). When Riverside County was formed in 1893, Murrieta was designated one of 12 original judicial townships and the 40th election precinct (Gunther 1984).

The Santa Fe Railroad acquired California Southern Railway after a wet winter in 1883–1884 ruined a large stretch of their newly-created railway through the Temecula Valley. The connection was reconstructed; however, their purchase was not financially profitable. After they completed a line through the San Jacinto Valley, the California Southern alignment became somewhat redundant as well. In 1891, after a wet winter flooded and washed out the California Southern tracks in Temecula Valley, Santa Fe drastically curtailed rail service through Murrieta. Instead of repairing the flood-prone line through Fallbrook, Elsinore, and Corona, the route was realigned through the Pechanga Valley and connected to the Santa Fe line up through Perris. Murrieta became the end of a rail spur from Corona and not a stop along any major thoroughfare (Garrison 1963). This, in addition to the broader southern California real-estate bust in the 1890s, dampened Murrieta's growth as a town. After a short-lived attempt in the 1890s to attract "gentleman planters" to the area with an irrigation district aimed at supporting widespread groves of deciduous fruits, the area settled into a more bucolic existence (Lech 2004). Daily train service continued into Murrieta until 1935, after automobile use had become a well-established alternative to train travel in southern California (Garrison 1963).

After the close of the rail line in 1935, the land boom ended. By 1947, the town had an estimated population of 1,200. In that same year, the Murrieta Fire Protection District was formed. Civic accomplishments in the 1950s included a new town hall (1956) and the formation of the Murrieta Valley Chamber of Commerce (1959). In the 1960s, the area became known for the breeding of fine racehorses.

From the 1890s through the late 20th century, Murrieta's land use and local economy was largely based on dry-farming grains (barley, wheat, and oats), and Murrieta's identity was influenced by established farms of vast rolling fields of seasonal grasses. Murrieta was largely a town consisting of grain farmers who drove huge teams of horses pulling combine harvesters over the fields of the Antelope Valley, the Santa Rosa Plateau, and the Alamos district. Murrieta farmers also grew potatoes, alfalfa, vegetables, and grape vineyards, as well as orchards of olive, cherry, pear, apple, fig, and nectarine trees (Alter et al. 2005).

One exception to the community's dominant agricultural identity was the regionally-popular Murrieta Hot Springs. Located along present Murrieta Hot Springs Road just east of I-215, the mineral-rich springs have been used by people for thousands of years. The Luiseño called the springs Churuukunuknu Haki'wuna and their extensive use of the springs is reflected in the numerous habitation sites and artifacts identified nearby. Non-Indian visitors in the late 19th century determined what the Luiseno already know about the springs, that the springs had healing properties, and Murrieta Hot Springs became part of a rapidly growing network of Southern California destinations for health-seekers. In 1887, a Pasadena syndicate bought the hot springs, along with over a thousand acres of land. After several years of new owners, Murrieta Hot Springs was purchased by Fritz Guenther in 1902. It prospered under the family's ownership for nearly 70 years, expanding from 200 acres of ranch land and a few decrepit buildings into over 500 acres of prime resort spa, complete with bathhouses, tiled pools, hotels, great halls, stables, gardens, and hiking trails; however, by 1969, profits declined due to laws prohibiting gambling, and affordable air travel enticed families to take their vacations elsewhere. Murrieta Hot Springs was sold again, continuing its decline over the years until the spa was closed in 1990 and the resort was auctioned off (Boyce 1995).

HISTORIC/ARCHAEOLOGICAL RESOURCES

Cultural resources are represented by the material remnants of human activity in an area and can be either prehistorical (aboriginal/native American) or historical (European and Euro-American). Although not necessarily of cultural significance per *CEQA*, cultural remains are considered to be of cultural concern if they are at least 50 years old. Such resources may include midden (ashy or greasy dark soil indicating former occupation); ground stone tools and milling features; rock shelters; rock art (petroglyphs); rock features (cairns, stone walls); quarries; trails; and, ecofactual material (faunal remains, fire-affected rocks). Other indicators of former occupancy may include pottery, human skeletal remains, and body adornments (i.e. shell or bone beads, jewelry). Cultural resources can also include oral traditions, ethnographic accounts, traditional songs and stories, and places important for the continuation of traditional beliefs and practices.

A records search at the Eastern Information Center (EIC), located in the Department of Anthropology at the University of California, Riverside, indicated that 330 cultural resource studies have been conducted within the City and the Sphere of Influence, resulting in the identification of a total of 199 documented cultural resources. Previous studies within the City and the Sphere of Influence consist mainly of cultural resource assessments, survey reports, and archaeological test excavations. The documented resources within the City and the Sphere of Influence include more than 75 separate milling features in bedrock, 36 milling artifacts, 53 sites with lithic artifacts (flakes, points, debitage), five sites with rock art, nine possible prehistoric campsites or habitation sites, three possible prehistoric quarries, seven built resources, and 11 historic archaeological sites (trash scatters, habitation remains). The significance of each of these resources was not identified, and instead requires consideration on a site- or resource-specific basis.

Potential Historic Resources

A review of the Riverside Historic Properties Directory revealed that an additional 73 properties have been documented and evaluated, shown in *Table 5.9-1*, *Evaluated Resources in the Historic Properties Directory*. Several of these resources have been demolished. Eleven of them are part of the Murrieta Hot Springs complex, which was incorporated into a Christian conference center in 1995.

The Murrieta Historical Resources Inventory Update (Alter et al. 2004) included 71 potentially historic resources, shown in *Table 5.9-2*, *Potentially Historic Resources in the City of Murrieta*. Many of these resources were initially documented by the Riverside County Historical Commission in a 1982 survey that was submitted to the EIC, and are in the Riverside Historic Properties Directory; thus, they appear in *Table 5.9-1* as well. However, the City of Murrieta has never adopted a list of historic resources.

As indicated by their CHR status codes, Murrieta's documented historic properties include properties that appear eligible for the National Register or California Register through survey evaluation, and properties recognized as historically significant by local government. As yet, no individual resources, archaeological districts, or historic preservation districts have been designated for inclusion on the Murrieta Register of Cultural Resources.

Table 5.9-1
Evaluated Resources in the Riverside Historic Properties Directory

Address	Name	Date of Construction	CHR Status Code
24695 1st Avenue	Old Cheney Place, Holiness Parsonage	1900	5S2
24903 1st Avenue	Bradford Place/Houston Place	1890 (demolished)	5S2
24995 1st Avenue	Freeman House	1915	5S2
24628 2nd Avenue		1920	5S2
24646 2nd Avenue		1930 (demolished)	5S2
24675 2nd Avenue	Murrieta Elementary School	1920 (ruins)	3S
24790 2nd Avenue		1922	3S
24770 2nd Avenue	R.W. Bollen Place, Chrisman Place	1910	3S
42011 A Street	Methodist Parsonage/MT Auto Parts	1910	5S2
24260 Adams Avenue	Jake Lambert House Site	1900	7R
24370 Adams Avenue	Deering Home, Sawyer House	1930	7R
24460 Adams Avenue	Judge Thorn House, Curtis Thompson	1900	5S2
25549 Adams Avenue	Brown House	1885	3S
25701 Adams Avenue	Roy Southard Place	1894 (demolished)	3S
41919 C Street	Frank Lloyd House	1920	5S2
42086 C Street	Frank Thorn House	1898	3S
24711 Clay Avenue	Lambert House	1900 (demolished)	7R
24737 Clay Avenue	Fountain House Hotel Site	1936	7R
42036 D Street	Cora Stoller House	1910	5S2
24120 Hayes Avenue	Sykes House	1905 (demolished)	5S2
24916 Hayes Avenue	Williams Ranch/Mefferd	1920	5S2
41833 Ivy Street		1920	5S2
41950 Ivy Street	Hedges House/Rail House	1900	5S2
42835 Ivy Street	Matteson Ranch/Olive Hill Ranch	1930	7R
Jefferson Avenue	Burnham House/Drucker Ranch	1932	5S2
25679 Jefferson Avenue	Merrill House/Provolt House	1900	5S2
25751 Jefferson Avenue	Raleigh Brown Place	1910 (demolished)	5S2
41958 Juniper Street	Doolittle House/Cruz House	1885	5S2
41539 Kalmia Street	Austin Warner House, Hite House	1913 (demolished)	5S2
37100 Los Alamos Road		1947 (demolished)	7R
37201 Los Alamos Road	James Place	1915 (demolished)	5S2
40851 Los Alamos Road	Yoder Ranch	1900 (demolished)	5S2
41301 Los Alamos Road	Ross Rail House	1916 (demolished)	7R

Table 5.9-1 (continued)
Evaluated Resources in the Riverside Historic Properties Directory

Address	Name	Date of Construction	CHR Status Code
41621 Magnolia Street	Cornwell Place, Morrow Place	1920 (demolished)	5S2
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Hotel	1915	3B
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Bungalows	1905	3B
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, California	1908	3B
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Alive Polari	1908	3S
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Steam Plants	1925	3D
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Offices	1928	3D
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Bath House	1929	3B
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Plunge	1929	3B
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, New Hotel	1926	3B
39401 Murrieta Hot Springs	Murrieta Hot Springs, Landscape	1910	3D
39401 Murrieta Hot Springs Road	Murrieta Hot Springs, Dining Room	1910	3B
39405 Murrieta Hot Springs	Guenther's Murrieta Hotsprings	1926	7J
40030 Murrieta Hot Springs Road	Temecula Hot Springs		5S2
92362 Murrieta Hot Springs Road	Murrieta Hot Springs, Memorial Hall	1913	3B
39755 Murrieta Hot Springs Road			6Y
New Clay Avenue	Grain Elevator	1919	3S
24721 Clay Avenue	Manse House	1931	5S2
24912 Plum Avenue	B.W. Tarwater House	1888	3S
42670 Tenaja Road	McCool House	1920 (demolished)	5S2
10250 Verdugo Road	Wheeler Ranch, Ranch Home	1910 (demolished)	3B
10250 Verdugo Road	Wheeler Ranch, Rancho Viejo de Car	1910 (demolished)	3S
10250 Verdugo Road	Wheeler Ranch, Root Cellar	1910 (demolished)	3B

Table 5.9-1 (continued)
Evaluated Resources in the Riverside Historic Properties Directory

Address	Name	Date of Construction	CHR Status Code
10250 Verdugo Road	Wheeler Ranch, Barn	1910 (demolished)	3B
10250 Verdugo Road	Wheeler Ranch, Bunk House #1	1910 (demolished)	3D
10250 Verdugo Road	Wheeler Ranch, Bunk House #2	1910 (demolished)	3D
24190 Washington Avenue	Schupe's Log Cabin, Anderson's Café	1920 (demolished)	3S
24264 Washington Avenue	Paul Thompson Place	1937	5S2
24280 Washington Avenue	U.S. Soil Conservation Office	1934 (demolished)	5S2
24490 Washington Avenue	Thompson House	1914	5S2
24629 Washington Avenue	George Cocking House, Kane House	1920 (demolished)	5S2
24641 Washington Avenue	Sam Barnes House	1920 (demolished)	5S2
24770 Washington Avenue	Lakeman's Restaurant/Ray's Café	1900	5S2
24792 Washington Avenue	Lakeman House/Bezanson House	1885 (demolished)	5S2
24854 Washington Avenue	Hamilton House	1925	5S2
24890 Washington Avenue		1930	5S2
24973 Washington Avenue	Cliff Thompson House	1917 (demolished)	5S2
25190 Washington Avenue	Dodd House, Stoner House	1885	5S2
25229 Washington Avenue	Buchanan House	1885	5S2
25440 Washington Avenue	Hutchison House	1885	3S
92362 Washington Avenue	Thompson House, A.K. Small House	1900	5S2

Table 5.9-2
Potentially Historic Resources in the City of Murrieta

Address	Name	Date of Construction	CHR Status Code
24635 1st Street	H.P. Zimmerman Property	1920	6Z
24643 1st Street	I.O. and Marion O. Rail Property/ Gagnon House	1930	6Z
24695 1st Avenue	Old Cheney Place, Holiness Parsonage	1900	5S2
24757 1st Street	Lotta Matteson Property/Westrem House	1950	6Z
24903 1st Avenue	Bradford Place/Houston Place	1890 (demolished)	5S2
24920 1st Street	Frank G. Thorne Property/Steely House	1925	6Z
24995 1st Avenue	Freeman House	1915	5S2
24620-24646 2nd Street		1910	5S2
24628 2nd Avenue		1920	5S2
24646 2nd Avenue		1930 (demolished)	5S2
24675 2nd Avenue	Murrieta Elementary School	1920 (ruins)	3S
24770 2nd Avenue	R.W. Bollen Place, Chrisman Place	1910	3S
24790 2nd Avenue		1922	3S
24815 2nd Street	Fred & Cora Cooper Property/ Boyd/Jones House	1930	6Z
24993 2nd Street	Charles Provost Property/ Alvarado-Luz House	1920	6Z
42011 A Street	Methodist Parsonage/MT Auto Parts	1910	5S2
24260 Adams Avenue	Jake Lambert House Site	1900	7R
24370 Adams Avenue	Deering Home, Sawyer House	1930	7R
24460 Adams Avenue	Judge Thorn House, Curtis Thompson	1900	5S2
24960 Adams Avenue			
25549 Adams Avenue	Brown House	1885	3S
41919 C Street	Frank Lloyd House	1920	5S2
41940 C Street	Fire Station No. 1	1948	5S2
42086 C Street	Frank Thorn House	1898	3S
24711 Clay Avenue	Lambert House	1900	7R
24721 Clay Avenue	Manse House	1931	5S2
24737 Clay Avenue	Fountain House Hotel Site	1936	7R
42036 D Street	Cora Stoller House	1910	5S2
24120 Hayes Avenue	Sykes House	1905 (demolished)	5S2
24916 Hayes Avenue	Williams Ranch/Mefferd	1920	5S2
41529 Ivy Street		(demolished)	

Table 5.9-2 (continued)
Potentially Historic Resources in the City of Murrieta

Address	Name	Date of Construction	CHR Status Code
41541 Ivy Street			
41763 Ivy Street	Nancy Lee Gossett Property	1940	6Z
41833 Ivy Street		1920	5S2
41950 Ivy Street	Hedges House/Rail House	1900	5S2
24413 Jefferson Avenue	Bessie Wickerd Property	1930	5S2
24831 Jefferson Avenue		1920	5S2
25580 Jefferson Avenue	Charles Charnock Property (Demolished)	1930	5S2
41810 Juniper Street			
41958 Juniper Street	Doolittle House/Cruz House	1885	5S2
41539 Kalmia Street	Austin Warner House, Hite House	1913 (demolished)	5S2
37100 Los Alamos Road	George Hind/ Gentry Family Property	1945	5S2
37201 Los Alamos Road	James Place	1915 (demolished)	5S2
40798 Los Alamos Road		1930	6Z
40851 Los Alamos Road	Yoder Ranch	1900 (demolished)	5S2
41223 Madison Avenue		1930	5S2
41886 Magnolia Street	H.B. Lashlee Property/ Railroad Workers Dormitory (Demolished)	1942	5S2
41908 Magnolia Street	H.B. Lashlee Property	1906	5S2
New Clay Avenue	Grain Elevator	1919	3S
24901 New Clay Street	Norma Jean Cunnington Property/ Isham House	1978	6Z
21945 Plum Street		1935	5S2
24912 Plum Avenue	B.W. Tarwater House	1888	3S
24980 Plum Street	D.H. and Sarah J. Turnbeaugh Property	1930	6Z
24264 Washington Avenue	Paul Thompson Place	1937	5S2
24280 Washington Avenue	U.S. Soil Conservation Office	1934 (demolished)	5S2
24490 Washington Avenue	Thompson House	1914	5S2
24629 Washington Avenue	George Cocking House, Kane House	1920 (demolished)	5S2
24641 Washington Avenue	Sam Barnes House	1920 (demolished)	5S2
24741 Washington Avenue			

Table 5.9-2 (continued)
Potentially Historic Resources in the City of Murrieta

Address	Name	Date of Construction	CHR Status Code
24770 Washington Avenue	Lakeman's Restaurant/Ray's Café	1900	5S2
24785-24791 Washington Avenue			
24792 Washington Avenue	Lakeman House/Bezanson House	1885 (demolished)	5S2
24854 Washington Avenue	Hamilton House	1925	5S2
24861 Washington Avenue			
24890 Washington Avenue		1930	5S2
24935 Washington Avenue			
24973 Washington Avenue	Cliff Thompson House	1917 (demolished)	5S2
25069 Washington Avenue			
25190 Washington Avenue	Dodd House, Stoner House	1885	5S2
25229 Washington Avenue	Buchanan House	1885	5S2
25440 Washington Avenue	Hutchison House	1885	3S

POTENTIAL HISTORIC LANDSCAPE FEATURES AND HERITAGE TREES

A number of historic landscape features and heritage trees have been noted within the City and the Sphere of Influence, including tree species that contribute to visual character such as landmark oak, sycamore, cottonwood, willow, cypress, juniper, and eucalyptus trees, as well as olive groves and pecan trees. Other such resources with aesthetic and historic value include various palms and trees at the Murrieta Hot Springs Resort, conifers dating from pre-World War I along Murrieta Hot Springs Road, and a landmark cottonwood tree associated with a former ceremonial ground and trail route located near Lemon Street. These features have been inventoried and are provided protection under Chapter 16.42, Tree Preservation, of the *City of Murrieta Development Code*, as well as measures given in the *Historic Murrieta Specific Plan* and other regulations aimed at protection of the City's historic resources.

Paleontological Resources

Paleontological resources are the fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. The Murrieta area is generally underlain by highly fossiliferous rock units that include the Pauba formation and Unnamed Sandstone formation. The San Bernardino County Museum Earth Sciences Division has classified the majority of the City and the Sphere of Influence as having a high potential for containing significant, nonrenewable paleontological resources.

Three major fossiliferous Pleistocene age sedimentary rock units are exposed along the Elsinore fault zone within the City and the Sphere of Influence. These units are as follows:

Unnamed Sandstone (middle Pleistocene, may span 200,000 years between 850,000 and 650,000 years before present). Paleontologic localities in the Unnamed Sandstone portions of the City and the Sphere of Influence contain diverse Ice Age fauna. The Unnamed Sandstone localities within the City and the Sphere of Influence are among the most important late Irvington Land Mammal Age (middle Pleistocene) sites in California and have produced at least 45 vertebrate taxa and additional invertebrate taxa. This formation has a high potential for containing significant, nonrenewable paleontologic resources.

Pauba Sandstone (early to late Pleistocene, less than 700,000 years before present). This formation provides an important record of early Rancholabrean taxa which is rarely represented in California and has yielded at least 24 taxa of fossil vertebrates including fossil Pleistocene horse. This formation is considered to have a high potential for containing significant, nonrenewable paleontologic resources.

Quaternary Old Alluvium (late Pleistocene, 10,000 years before present). To the northeast of the City and the Sphere of Influence near Lake Skinner, fossil horse has been discovered, and therefore, this formation is considered conducive to fossil preservation; however, no resources have been recorded within the City and the Sphere of Influence within this formation.

According to the *Master Environmental Assessment* prepared for the City of Murrieta (October 1992), formations in the Murrieta area have yielded extensive fossil remains that include mammoth, mastodon, ground sloth, dire wolf, short-faced bear, saber-toothed cat, tapir, camel, llama, and pronghorn. Known deposits have also yielded smaller vertebrate fossils that contribute significant data which assist in deciphering temporal constraints under which sediments were deposited. Smaller vertebrate fossils found in the area include rabbit, rodent, bat, shrew, bide, amphibian, lizard, tortoise, and turtle.

5.9.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, cultural resources impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

According to *Public Resources Code* Section1(j), a "historical resource" includes, but is not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California." *CEQA Guidelines* state that the term "historical resources" applies to any such resources listed in, or determined to be eligible for listing in, the California Register of Historical Resources; included in a local register of historical resources; or determined to be historically significant by the Lead Agency (*Title 14 CCR* Section 15064.5(a)(1)-(3)).

CEQA Guidelines require that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing in the California Register of Historical Resources" (*Title 14 CCR* Section 15064.5(a)(3)).

Under C*EQA*, a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource is defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register, a local register of historical resources pursuant to Section 5020.1(k) of the *Public Resources Code* or historical resources survey meeting the requirements of Section 5024.1(g) of the *Public Resources Code*. In general, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties and associated guidelines shall be considered as mitigated to below the level of significance.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.9.4 PROJECT IMPACTS AND MITIGATION MEASURES

HISTORICAL AND ARCHAEOLOGICAL RESOURCES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD IMPACT HISTORICAL AND ARCHAEOLOGICAL RESOURCES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Within the City and the Sphere of Influence, 199 cultural resources and more than 73 potentially historic properties have been documented. Murrieta's potentially historic inventory of properties include properties for review and consideration for National Register or California Register eligibility through survey evaluation, and properties recognized as historically significant by local government. In addition, Murrieta has inventoried potential historic landscape features and heritage trees.

Implementation of the proposed General Plan 2035 could result in the development of vacant land and land identified as underutilized. Ground-disturbing activities associated with subsequent development of land within the City could unearth previously unknown archaeological resources. Therefore, implementation of the proposed General Plan 2035 has the potential to disturb or destroy undocumented archaeological or historical resources, or human remains. All future development projects would be required to comply with all applicable Federal, State, and local regulations concerning the preservation of historic resources.

Historic resources may be vulnerable to future development activities, which may cause a substantial adverse change in the significance of a historical resource. Future construction activities, new development, and infrastructure improvements anticipated by the proposed General Plan 2035 have the potential to disturb or destroy historic resources. Pursuant to *CEQA*, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. However, all future development within the City would be subject to compliance with the established Federal and State regulatory framework, which is intended to mitigate potential impacts to historical resources.

The City has recognized the importance of preserving its history and character in the Conservation Element with Goal CSV-11 that seeks to preserve the City's significant historical, archaeological, and cultural value resources. Additionally, implementation of the goals and policies of the proposed General Plan 2035 Conservation and Land Use Elements, and Mitigation Measures CR-1 and CR-2, would reduce potential impacts to undocumented archaeological resources, cultural resources, and historical structure/resources to less than significant levels.

In addition, the *City of Murrieta Development Code* and *Historic Murrieta Specific Plan* provide protections for cultural and historic resources, including historic landscape features and trees. The proposed General Plan 2035 includes goals and policies regarding Historic Murrieta and to continue the City's efforts to preserve its historic character while encouraging pedestrian-oriented infill development that restores the area as a community core (Goal LU-24). Other proposed General Plan 2035 goals and policies seek to continue the rural character and heritage of the Los Alamos area (Goal LU-22).

Future development would be subject to compliance with the proposed General Plan 2035 Conservation Element and Land Use Element goals and policies outlined below and Mitigation Measure CR-1, which would ensure that future development in the City would not adversely impact archaeological, cultural, or historical resources, thereby reducing potential impacts to less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

Policies

CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.

Goal CSV-11 Murrieta protects, enhances, and celebrates archaeological, cultural, and historic resources as a way to foster community identity**.**

Policies

CSV-11.1 Promote the protection and preservation of archaeological, cultural, historical, and architecturally significant sites, structures, districts, Native American resources, and natural features throughout the community, consistent with the Cultural Resource Preservation Ordinance. Preferred methods of protection include

avoidance of impacts, placing resources in designated open space and allocation of local resources and/or tax credits as feasible.

CSV-11.2 Encourage appropriate adaptive reuse of historic structures and sites.

CSV-11.3 Promote the designation of eligible resources to the City Register of Cultural Resources, the County Landmarks Program, or other regional, state, or federal programs.

CSV-11.4 Encourage the development of programs to educate the community about Murrieta's historic resources and involve the community in historic preservation.

CSV-11.5 Comply with state and federal law regarding the identification and protection of archaeological and Native American resources, and consult early with the appropriate tribal governments.

CSV-11.6 Investigate the feasibility of establishing a museum or other repository to archive and display Murrieta's archaeological resources.

CSV-11.7 Maintain the position of archivist/historian at the Murrieta Public Library, and promote the Library's Heritage Room as a repository for historical information about the Murrieta area.

CSV-11.8 Promote the use of historic elements in City parks and public places.

CSV-11.9 Exercise sensitivity and respect for all human remains, including cremations, and comply with all applicable state and federal laws regulating human remains.

LAND USE ELEMENT

Goal LU-11 A community that is comprehensively designed to create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity.

Policies

LU-11.1 Study and determine areas in the City where rural character can be created, enhanced, or preserved.

LU-11.7 Prepare and implement design guidelines for special districts or areas with unique character in the City of Murrieta, as appropriate.

Goal LU-22 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

Policies

LU-22.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.

LU-22.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.

Goal LU-24 Historic Murrieta as the City's cultural, civic and community center.

Policies

LU-24.1 Preserve and enhance the historic Murrieta area as the governmental and cultural focal point of the City.

Mitigation Measures:

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

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

15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

Level of Significance After Mitigation: Less Than Significant Impact.

BURIAL SITES

IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD IMPACT UNMARKED BURIAL SITES.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Given the history of various Indian tribes and their presence throughout Murrieta and the region, there is the potential for human remains, including those interred outside of formal cemeteries, to be encountered during earth removal or disturbance activities with implementation of the proposed General Plan 2035. However, archaeological resources have been documented within and near the City. Therefore, ground-disturbing activities in the City, such as grading or excavation, have the potential to disturb as yet unidentified human remains.

The Native American Graves Protection and Repatriation Act within the State of California, is enacted by the California Native American Historical, Cultural and Sacred Sites Act, and applies to Federal, State, and private lands. Upon discovery of human remains, the activity ceases and the County Coroner shall be notified. If the remains are of a Native American, the coroner notifies the Native American Heritage Commission (NAHC), which then notifies the mostly likely descendents. The NAHC is directed to prepare an inventory of Native American Sacred Places on public lands. It is illegal for anyone to knowingly or willfully possess or obtain any Native American artifacts or human remains from a Native American grave or cairn. Any person who removes, without authority of law, Native American artifacts or human remains from a Native American grave or cairn with the intent to sell or dissect such remains is guilty of a felony punishable by imprisonment in a Federal or State prison.

If human remains were found, those remains would require proper treatment, in accordance with applicable laws. State of California *Public Resources Health and Safety Code* Sections 7050.5-7055 describe the general provisions for human remains. Specifically, H*ealth and Safety Code* Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in *California Public Resources Code* Section 5097.98 would be implemented. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, and compliance with proposed General Plan 2035 Conservation Element Goal CSV-11 and Policy CSV-11.5 and Mitigation Measure CR-2, impacts in this regard would be less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-11 Murrieta protects, enhances, and celebrates archaeological, cultural, and historic resources as a way to foster community identity**.**

Policies

CSV-11.5 Comply with state law regarding the identification and protection of Native American resources, and consult with the appropriate tribal governments.

Mitigation Measures:

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

Level of Significance After Mitigation: Less Than Significant Impact.

PALEONTOLOGICAL RESOURCES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD DIRECTLY OR INDIRECTLY IMPACT A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The San Bernardino County Museum Earth Sciences Division has classified the majority of the City and the Sphere of Influence as having a high potential for containing significant, nonrenewable paleontological resources. Formations in the Murrieta area

have yielded extensive fossil remains. In particular, fossils may be present in three major fossiliferous Pleistocene age sedimentary rock units that are exposed along the Elsinore fault zone, as discussed above.

Future development associated with implementation of the proposed General Plan 2035 could indirectly result in impacts to undiscovered paleontological resources through remediation, demolition, or construction activities. All future improvements and development within the City would be subject to compliance with the proposed General Plan 2035 Conservation Element Goal CSV-7 and the associated policies, and Mitigation Measures CR- and CR-2, which would ensure impacts to paleontological resources or unique geologic features are reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-7 Paleontological resources are conserved as a record of the region's natural history.

Policies

CSV-7.1 Continue development review procedures that protect paleontological resources.

CSV-7.2 Encourage local display and educational use of paleontological resources.

Mitigation Measures: Refer to Mitigation Measures CR-1 and CR-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.9.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO CULTURAL RESOURCES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Future development projects in the City of Murrieta, County of Riverside, and the region may encounter cultural resources. During the growth anticipated to occur with implementation of the proposed General Plan 2035, it is possible that undiscovered

archaeological, paleontological and/or historic resources could be impacted. It is possible that cumulative development could result in the adverse modification or destruction of archaeological, paleontological, and/or historic resources. Potential cultural resource impacts associated with the development of individual projects under the proposed General Plan 2035 would be specific to each site. All new developments would be required to comply with existing Federal, State, and local regulations concerning the protection of archaeological, paleontological and historic resources on a project-by-project basis. Additionally, implementation of the goals and policies of the proposed General Plan 2035, and recommended mitigation measures, would reduce potential impacts to undocumented archaeological resources, cultural resources, and historical structure/resources to less than significant levels. Thus, implementation of the proposed General Plan 2035 would not result in cumulatively considerable cultural resource impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.9.

Mitigation Measures: Refer to Mitigation Measures CR-1 through CR-3. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to cultural resources associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the existing regulatory framework, proposed General Plan 2035 goals and policies, and mitigation measures. No significant unavoidable cultural resource impacts would occur as a result of buildout of the proposed General Plan 2035.

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the future of southern california

Murrieta

General Plan Update

Section 5.10:

Biological Resources

5.10 BIOLOGICAL RESOURCES

This section describes the biological resources in the City of Murrieta (City) and the Sphere of Influence (SOI), and potential adverse impacts associated with implementation of the proposed General Plan 2035. Review and analysis of compliance with all Federal, State, and local laws and policies regarding biological resources have also been conducted. This section is largely based upon the information contained in the *Biological Resources Report* (LSA Associates, Inc., December 2009) (refer to Appendix H), and the Western Riverside County Multiple Species Habitat Conservation Plan and Final EIR/EIS.

5.10.1 REGULATORY SETTING

Threatened and endangered species are listed by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG). In California, three agencies generally regulate activities within inland streams, wetlands, and riparian areas: U.S. Army Corps of Engineers (ACOE); the CDFG; and the Regional Water Quality Control Board (RWQCB). The ACOE Regulatory Branch regulates activities pursuant to Section 404 of the Federal Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. The CDFG regulates activities under CDFG Code Sections 1600-1607. The RWQCB regulates activities pursuant to Section 401 of the CWA and the California Porter-Cologne Act.

FEDERAL

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 (50 CFR 17) is intended to protect plants and animals that have been identified as being at risk of extinction and classified as either threatened or endangered. FESA also regulates the "taking" of any endangered fish or wildlife species, per Section 9 of the Act. A responsible agency or individual landowners are required to submit to a formal consultation with the USWFS to assess potential impacts to listed species as the result of a development project, pursuant to FESA Sections 7 and 10. The USFWS is required to make a determination as to the extent of impact to a particular species a project would have. If it is determined that potential impacts to a species would likely occur, measures to avoid or reduce such impacts must be identified.

Federal Clean Water Act

SECTION 404

The ACOE maintains regulatory authority over the discharge of dredged or fill material into the waters of the United States, pursuant to Section 404 of the CWA. The ACOE and United States Environmental Protection Agency (EPA) defines "fill material" as any "material placed in waters of the United States where the material has the effect of: (i) Replacing any portion of a water of the United States with dry land; or (ii) Changing the bottom elevation of any portion of the waters of the United States." Fill material may include sand, rock, clay, construction debris, wood chips, or other similar "materials used to create any structure or infrastructure in the waters of the United States." The term "waters of the United States" includes the following:

- All waters that have, are, or may be used in interstate or foreign commerce (including sightseeing or hunting), including all waters subject to the ebb and flow of the tide;
- Wetlands;
- All waters such as interstate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds; the use, degradation or destruction of which could affect interstate or foreign commerce;
- All impoundments of water mentioned above;
- All tributaries of waters mentioned above;
- Territorial seas; and,
- All wetlands adjacent to the waters mentioned above.

In the absence of wetlands, the ACOE's jurisdiction in non-tidal waters extends to the ordinary high water mark (OHWM), which is defined as *"…that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area (33 CFR 328.3(e))."*

Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands are jointly defined by the ACOE and EPA as *"those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3(b))."*

On January 9, 2001, the U.S. Supreme Court issued the decision, Solid Waste Agency of Northern Cook County v. U.S. Army Corp of Engineers et al. As a result of this case, the scope of the ACOE's Section 404 CWA regulatory permitting program was limited, restricting

ACOE's jurisdictional authority over isolated, non-navigable, intrastate waters that are not tributary or adjacent to navigable waters or tributaries (i.e., wetland conditions). The Supreme Court held that Congress did not intend for isolated, non-navigable water conditions to be covered within Section 404 of the CWA, as they are not considered to be true "waters of the U.S."

SECTION 401

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the Federal CWA and the California Porter-Cologne Water Quality Control Act. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the United States, including wetlands (isolated and non-isolated conditions).

Through 401 Certification, Section 401 of the CWA allows the RWQCB to regulate any proposed Federally permitted activity that may affect water quality. Such activities include the discharge of dredged or fill material, as permitted by the ACOE, pursuant to Section 404 of the CWA. The RWQCB is required to provide "certification that there is reasonable assurance that an activity which may result in the discharge to waters of the United States will not violate water quality standards," pursuant to Section 401. Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards, of which are given as objectives in each of the RWQCB's Basin Plans.

In addition, pursuant to the Porter-Cologne Water Quality Control Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 does not apply. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) of 1984, in combination with the California Native Plant Protection Act of 1977, regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the State. The State of California also lists Species of Special Concern based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. The CDFG is given the responsibility by the State to assess development projects for their potential to impact listed species and their habitats. State listed special-status species are also addressed through the issuance of a 2081 permit (Memorandum of Understanding).

California Fish and Game Code

Within the State of California, fish, wildlife, and native plant resources are protected and managed by the CDFG. The Fish and Game Commission and/or the CDFG are responsible for issuing permits for the take or possession of protected species. The following sections of the Code address the protected species: Section 3511 (birds); Section 4700 (mammals); Section 5050 (reptiles and amphibians); and, Section 5515 (fish).

California Department of Fish and Game Lake and Streambed Alteration Agreements

Historically, the State of California regulated activities in rivers, streams, and lakes pursuant to *California Fish and Game Code* Sections 1600-1607; however, on January 1, 2004, legislation went into effect that repealed Fish and Game Code Sections 1600-1607 and instead, added *Fish and Game Code* Sections 1600-1616. This action eliminated the separation between private/public notifications (previously 1601/1603). Section 1602 of the *Fish and Game Code* requires any person, state, or local governmental agency, or public utility to notify the CDFG before commencing any activity that would result in one or more of the following:

- Substantially obstruct or divert the natural flow of a river, stream, or lake;
- Substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or,
- Deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

Fish and Game Code Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes within the State of California. While the jurisdictional limits are similar to the limits defined by ACOE regulations, CDFG jurisdiction includes riparian habitat supported by a river, stream, or lake with or without the presence or absence of saturated soil conditions or hydric soils. CDFG jurisdiction generally includes to the top of bank of the stream, or to the outer limit of the adjacent riparian vegetation (outer drip line), whichever is greater. Any project that occurs within or in the vicinity of a river, steam, lake, or their tributaries typically requires notification of the CDFG, including rivers or streams that flow at least periodically or permanently through a bed or channel with banks that support fish or other aquatic life, and watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

Migratory Bird Treaty Act of 1918

The Federal Migratory Bird Treaty Act (MBTA) was originally drafted to end the commercial trade in bird feathers popular in the latter part of the 1800s. The MBTA makes it illegal to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 C.F.R. Part 10, including

feathers, nests, eggs, or other avian products. The USFWS is responsible for enforcing the MBTA.

California Environmental Quality Act

In addition to specific Federal and State statutes for the protection of threatened and endangered species, *California Environmental Quality Act* (*CEQA*) *Guidelines* Section 15380(b) provides that a species not listed on the Federal or State list of protected species may be considered rare or endangered if it can be shown that the species meets certain specified criteria. Modeled after definitions in the FESA and the section of the *California Fish and Game Code* dealing with rare or endangered plants and animals, these criteria are given in *CEQA Guidelines* Section 15380(b). The effect of Section 15380(b) is to require public agencies to undertake reviews to determine if projects would result in significant effects on species not listed by either the USFWS or CDFG (i.e., candidate species). Through this process, agencies are provided with the authority to protect additional species from the potential impacts of a project until the appropriate government agencies have an opportunity to designate the species as protected, if deemed appropriate.

WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN

Adopted by the Riverside County Board of Supervisors on June 23, 2003, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities in Western Riverside County. The MSHCP contributes to preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California. The MSHCP is intended to allow Western Riverside County and its Cities to maintain land use control and development flexibility, while addressing the requirements of the State and Federal Endangered Species Acts, by planning a regional preserve system that can meet future public and private project mitigation needs. The MSHP does not impose major new restrictions on land use. Rather, the plan is designed to streamline and coordinate existing procedures for review and permitting of a project's impacts to biological resources. An overall goal of the MSHCP is to conserve native vegetation communities and associated species, rather than focusing preservation efforts on one species at a time.

The MSHCP Implementation Agreement (IA) lists the specific obligations required by the affected cities, in order to be active participants in the MSHCP implementation. One of those obligations includes amending General Plans to implement the requirements of the MSHCP for public and private development projects. Other obligations include the following:

1. City representation on the Western Riverside County Regional Conservation Authority (RCA) Board of Directors and Reserve Management Oversight Committee (MSHCP Sections 6.6.2 and 6.6.4);

2. Collect Local Development Mitigation Fees and Long-term Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) fees, and transmit to RCA quarterly (MSHCP Section 8.5), and Riverside County Habitat Conservation Agency (RCHCA) quarterly for SKR fees based on the Seventh Amendment to the RCHCA Joint Powers Agreement;

3. Meet the local Reserve Assembly contribution obligations through the Habitat Acquisition and Negotiation Strategy (HANS) for private development projects (MSHCP Section 6.1.1), for public projects at least 1:1 habitat mitigation ratio, and payment of Local Development Mitigation Fees for commercial and industrial development (MSHCP Section 7.0);

4. Comply with Joint Project Review process and annually transmit information on all projects within Criteria Cells (MSHCP 6.6.2);

5. Siting and Design Guidance and Best Management Practices for Covered Activities (MSHCP Section 7.0 and MSHCP Appendix C);

6. Riparian/Riverine and Fairy Shrimp Habitat (MSHCP Section 6.1.2), Narrow Endemic Plants (MSHCP Section 6.1.3), Criteria Area Survey Species (MSHCP Section 6.3.2), and Urban/Wildlands Interface Guidelines (MSHCP Section 6.1.4);

7. Enforce terms of project approvals for public and private projects using applicable land use permit enforcement procedures and practices to ensure compliance with MSHCP, Permits, and Implementation Agreement; and

8. Manage MSHCP Conservation Area property and conservation easements owned or leased by the City (MSHCP Sections 5.0 and 8.0).

The USFWS' and CDFG's approvals of the MSHCP and execution of the IA allows them to issue Take Authorizations to the IA signatories (including the City). In June 2004, the USFWS issued a Section 10(a)(1)(B) permit for the MSHCP. Additionally, the CDFG issued California Natural Community Conservation Plan Approval and Take Authorization for the MSHCP, as per California Fish and Game Code, Section 2800 et seq. The MSHCP would minimize and mitigate habitat loss and the incidental take of covered species in association with activities covered under the permit. Issuance of Take Authorization allows MSHCP participants to implement land use decisions consistent with the Plan without project-by-project review and permitting by the Wildlife Agencies, subject only to joint project review by the RCA to evaluate consistency with the MSHCP. A local, streamlined approach to planning for Endangered/Sensitive Species will provide for and maintain biological diversity by creating an interconnected MSHCP Conservation Area in the Plan Area. In addition to the preservation of species and associated

habitats, the MSHCP Conservation Area will provide open space and recreational opportunities, which will enhance the quality of life in Riverside County.

Under the MSHCP, local Permittees such as the City of Murrieta conduct covered activities consistent with the MSHCP, its associated IA, and Section 10(a)(1)(B) permit issued. The City approved the MSHCP on September 16, 2003 (Resolution No. 03-1245) and is a local Permittee under the MSHCP. As such, the City has the authority to meet the Federal and State endangered species and conservation planning obligations for its jurisdiction. Issuance of Take Authorization allows the City to implement land use decisions consistent with the MSHCP without project-by-project review and permitting by the Wildlife Agencies. The City of Murrieta Community Development Department is responsible for ensuring that all development proposed is consistent with the MSHCP Species Conservation Guidelines and Area Plan Conservation Criteria. The MSHCP, Permits, and IA serve as governing documents for the implementation of the conservation goals and land use planning parameters required by the local Permittees.

The Western Riverside County RCA, a joint powers authority, was established to assist the local Permittees with MSHCP implementation. The RCA is responsible for the administration of acquisitions and conservation easement dedication, land management, biological resource monitoring, and MSHCP fee collection and accounting.

Conceptual Reserve Design

The MSHCP is a Criteria-based plan that describes a MSHCP Conservation Area that will be assembled over time. For purposes of analysis and description, the MSHCP developed a Conceptual Reserve Design that envisions one of the ways in which the Additional Reserve Lands could be configured to be consistent with MSHCP objectives. *Exhibit 5.10-1*, *MSHCP Proposed and Existing Conservation Land*, illustrates the Conceptual Reserve Design, which is based on existing Conserved Lands, proposed "Core Areas" (undeveloped lands), and proposed "Linkages" (between Core Areas). The Conceptual Reserve Design forms the basis for the overall conservation and impact estimates for Covered Species under the MSHCP Plan (refer to the Planning and Covered Species Section below).

Existing Conserved Lands. Conserved Lands include Public/Quasi Public [PQP] Conserved Lands 2003 and Pre-Existing Conservation Agreements. As indicated in *Exhibit 5.10-1*, the City's existing Conserved Lands are predominantly located east of I-215 and south of Clinton Keith Road. Additionally, some PQP Conserved Lands and Pre-Existing Conservation Agreements are located south of I-15, but predominantly within the City's southern corner.

Proposed Core Areas. Core Areas involve a block of habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more Covered Species. The identified Core Areas include both existing PQP Lands and new areas.

Proposed Linkages. Linkages are a connection between Core Areas with adequate size, configuration, and vegetation characteristics to generally provide for "live-in" habitat[1] and/or provide for genetic flow for identified Planning Species. Linkages also provide movement habitat for a particular species. In contrast, movement corridors do not provide live-in habitat for species. Movement corridors are often linear and facilitate efficient movement by providing adequate cover and lack of physical obstacles for movement. Each habitat connection may be defined as a corridor or a Linkage for each species. Therefore, although areas in the MSHCP designated as Linkages may in fact function only as movement corridors for some species, for simplicity, connections between blocks of habitat are always referred to generally as Linkages. A Constrained Linkage is a constricted connection expected to provide for movement of identified Planning Species between Core Areas, where options for assembly of the connection are limited due to existing land use patterns.

Area Plans

In order to describe and implement the MSHCP's proposed conservation objectives efficiently, the Reserve Area is subdivided into ¼ quadrants (or 160-acre Cells), based on USGS topographic map sections. The Cells are grouped into Area Plans and Subunits for ease of discussion and planning. *Exhibit 5.10-2*, *MSHCP Area Plans and Subunits*, illustrates the boundaries of the MSHCP Area Plans and Subunits. As indicated in *Exhibit 5.10-2*, portions of the City/SOI are within the boundaries of the Southwest and Sun City/Menifee Area Plans, and include the following Subunits and Cells:

Southwest Area Plan (City Limits)

- Subunit SW1: Murrieta Creek Subunit;
- Subunit SW5: French Valley/Lower Sedco Hills Subunit;
- Subunit SW6: Santa Rosa Plateau Subunit (Cells 6658, 6659, 6779, 6780, and 6781).

Sun City/Menifee Area Plan (SOI)

- Subunit SCM1: Warm Springs Creek/French Valley Subunit (Cells 5066, 5163, 5167, and 5168).

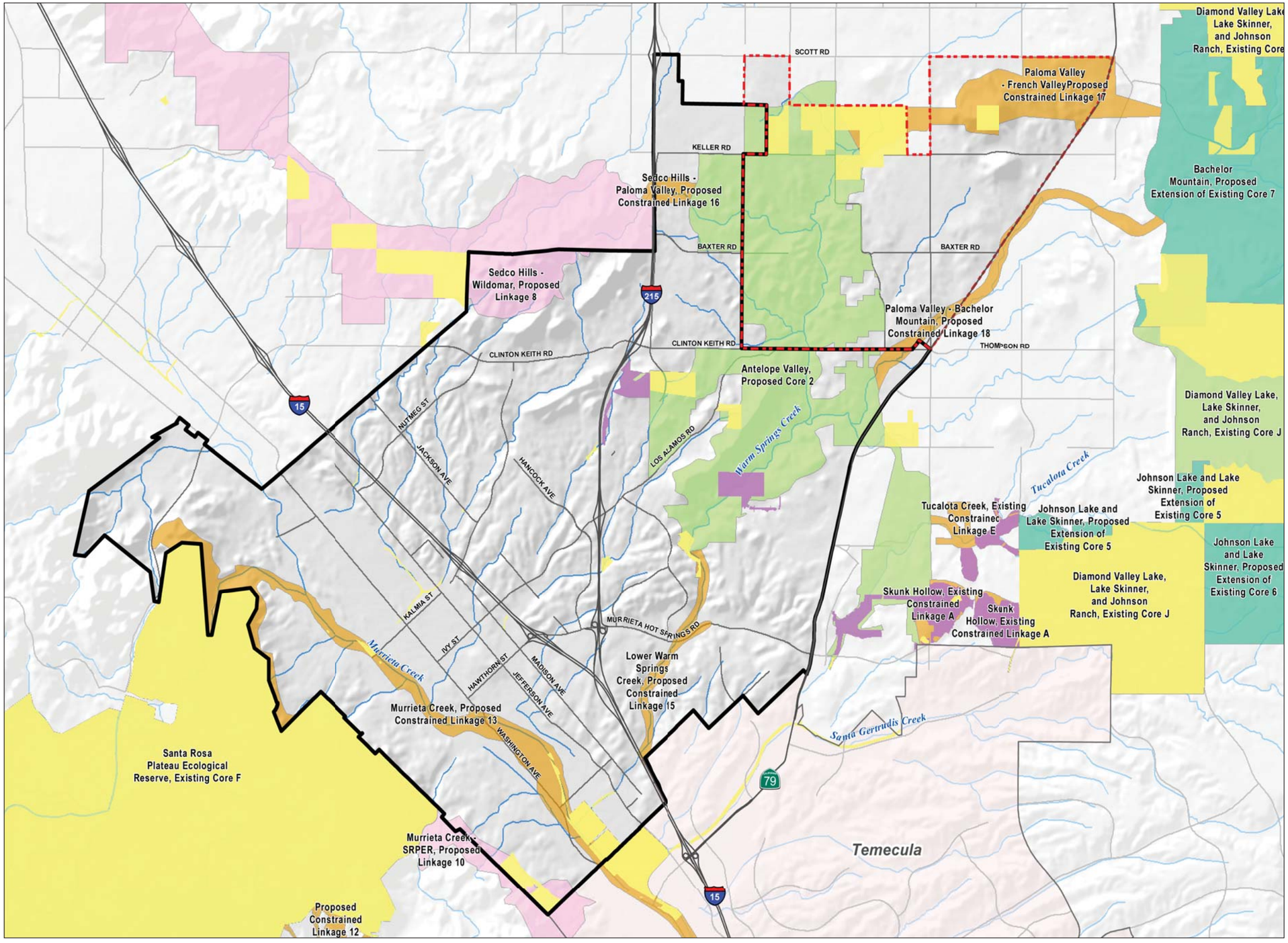
Conservation Goals

The Conservation Goals for the City/SOI focus on Proposed Linkages (i.e., Linkage and Constrained Linkage) and Proposed Cores (i.e., Core and Extension of Existing Core), as illustrated on *Exhibit 5.10-1* and outlined below:

Proposed Linkage

- 8: Sedco Hills/Wildomar.

[1] Live-In Habitat contains the necessary components to support key life history requirements of a species (e.g., year-round Habitat for permanent residents or breeding Habitat for migrant species).



Source: AirPhotoUSA, 2008; County of Riverside, 2006; and City of Murrieta, 2009.

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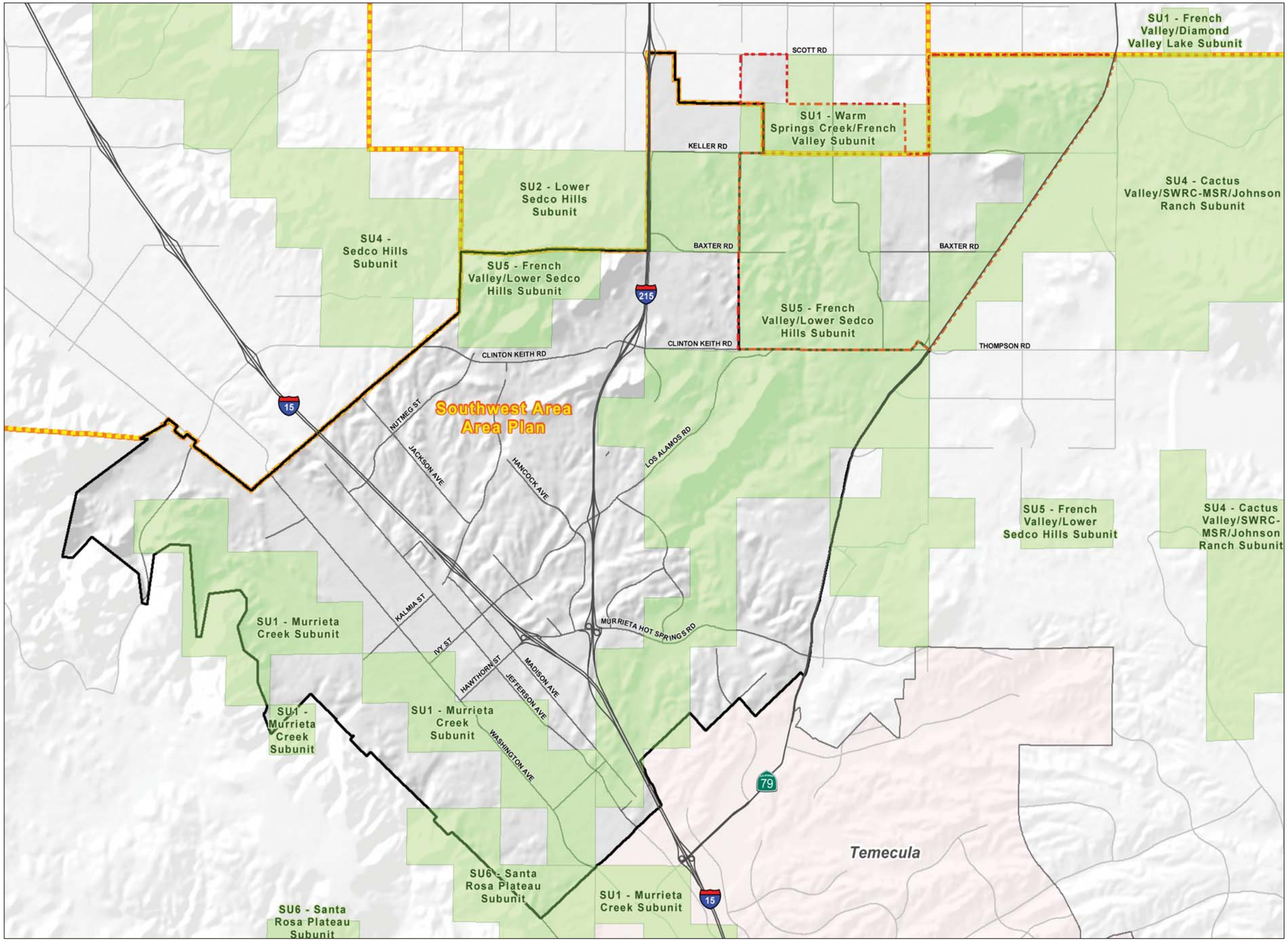
MSHCP Proposed and Existing Conservation Land

Exhibit 5.10-1

Back of 11 x 17 Exhibit.



LEGEND

- Sphere of Influence
- City Boundary
- Area Plan Boundary
- Area Plan Sub Units

0 0.5 1
Miles

Source: AirPhotoUSA, 2008; County of Riverside, 2006; and City of Murrieta, 2009.

LSA

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MSHCP Area Plans and Subunits

Exhibit 5.10-2

Back of 11 x 17 Exhibit.

Proposed Constrained Linkages

- 13: Murrieta Creek;
- 15: Lower Warm Springs Creek;
- 16: Sedco Hills-Paloma Valley;
- 17: Paloma Valley-French Valley;
- 18: Paloma Valley-Bachelor Mountain.

Proposed Core[2]

- 2: Antelope Valley.

Exhibit 5.10-2 illustrates the boundaries of the MSHCP Area Plans and Subunits, and indicates portions of the City/SOI are within the boundaries of the Southwest and Sun City/Menifee Area Plans, and include Subunits SW1, SW5, SW6, and SCM1. MSHCP Table 3-2, Target Acreage by Area Plan Subunit, for each Area Plan Subunit. As indicated in MSHCP Table 3-2, the target conservation range for Subunits SW1, SW5, and SW6 is between 6,285 and 11,775 acres. The target conservation range for Subunit SCM1 is between 395 and 565 acres. The target conservation range for lands within Subunits SW1, SW5, SW6, and SCM1 located within City limits is between 1,580 and 3,200 acres. The variable target acreage ranges are generally based on the difference between the area of the Criteria Area for the particular Subunit and the area of the Conceptual Reserve Design for the particular Subunit.

Biological Issues and Considerations

Biological Issues and Considerations for the Southwest (SW) and Sun City/Menifee (SCM) Area Plan Subunits within the City/SOI are:

- Murrieta Creek Subunit (SW1) and Santa Rosa Plateau (SW6): Maintain habitat function as riparian and aquatic species live-in habitat and large mammal movement linkage.

- French Valley/Lower Sedco Hills (SW5) and Warm Springs Creek/French Valley (SCM1): Maintain habitat Core for narrow endemic plants (saline/alkali and clay), Quino checkerspot butterfly, Riverside fairy shrimp, Los Angeles pocket mouse, western pond turtle, and habitat linkages through the City limits (east-west and north-south) for wildlife movement and plant dispersal.

Planning and Covered Species

Planning Species are identified, in order to provide guidance for Reserve Assembly in Cores and Linkages and/or Area Plans. The Planning Species considered for conservation during the MSHCP planning process are summarized in MSHCP Table 2-2 (Species Considered For Conservation Under The MSHCP Since 1999). "Covered Species" are those within the MSHCP

[2] There are no "Proposed Extension of Existing Core" identified within the City or the SOI.

Plan Area that will be conserved by the MSHCP when it is implemented. A total of 146 species addressed in the MSHCP are concluded to be Covered Species, as follows:

- 118 species are considered to be adequately conserved under the MSHCP. Among these are species for which surveys may be required. Specific survey requirements are included in the species-specific conservation objectives presented in MSHCP Sections 6.1.2, 6.1.3, 6.3.2, and 9.0.

- 28 species will be considered to be adequately conserved under the MSHCP when certain conservation requirements are met as identified in the species-specific conservation objectives for those species (refer to MSHCP Section 9.0);

  - 16 of the 28 species, require compliance with particular species-specific conservation objectives (refer to MSHCP Table 9-3), in order to shift those particular species to the list of Covered Species Adequately Conserved.

  - 12 of the 28 species, require that a Memorandum of Understanding be executed with the Forest Service that addresses management for these species on Forest Service Land, in order to shift these species to the list of Covered Species Adequately Conserved. A complete summary of MSHCP species survey requirements is provided in Appendix E to this document.

A Conservation Strategy was developed for each of the MSHCP's Covered Species. The Conservation Strategy for each species consists of four components: 1) A global biological goal; 2) a global biological objective; 3) species-specific biological objectives; and 4) management and monitoring activities. Covered species are further discussed in the Environmental Setting [Western Riverside County Multiple Species Habitat Conservation Plan] Section below.

MSHCP Implementation Structure

The MSHCP Implementation Structure is outlined in MSHCP Section 6.0 (Implementation Structure). The "Implementation Mechanism" selected by the Permittees (including Murrieta) is the legal mechanism to implement the terms of the MSHCP and the IA. The USFWS and CDFG Permits (USFWS Section 10(a)(1)(B) permit and CDFG Take Authorization) for the MSHCP became effective upon execution of the IA. Permittees' obligations to fully implement the terms and conditions of the MSHCP and the IA commence upon execution of the Implementation Mechanism. After adoption of the Implementation Mechanism, the Local Permittees will submit a copy of the appropriate documents to the RCA and the Wildlife Agencies.

As a Permittee City, Murrieta is required to adopt the following:

- An ordinance imposing the Local Development Mitigation Fee as analyzed in the MSHCP Nexus Fee Report. Ordinances shall be adopted in substantially the same form or at a minimum containing the same requirements as the MSHCP model ordinance.

- An ordinance or resolution that adopts the MSHCP and establishes procedures and requirements for the implementation of its terms and conditions. An ordinance or resolution shall be adopted in substantially the same form or at a minimum containing the same requirements as the MSHCP model ordinance or resolution. The ordinance or resolution shall contain, at a minimum, the following conditions:

  - Commitment to utilize the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) or appropriate alternative method to ensure compliance with the Criteria.

  - Imposition of all other terms of the MSHCP, including but not limited to requirements concerning riparian/riverine areas and vernal pools, narrow endemic plant species, and appropriate surveys as set forth in MSHCP Sections 6.1.2, 6.1.3, and 6.3.2.

  - Agreement to enforce all other terms and conditions of the MSHCP, Implementing Agreement and the Permits.

In compliance with these requirements, the City of Murrieta has adopted Resolution 03-1245, Resolution Number 03-1246 (Western Riverside County MSHCP Implementation Policy), and Ordinance No. 289-03, which are discussed in the City of Murrieta MSHCP Resolutions/Ordinance Section below.

PROPERTY OWNER INITIATED HABITAT EVALUATION AND ACQUISITION NEGOTIATION STRATEGY (HANS)

Pursuant to MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS)), the HANS process applies to property, which may be needed for inclusion in the MSHCP Conservation Area or subjected to other MSHCP Criteria. The Process is implemented by the County and those Cities that have agreed to implement the HANS process. The process is described as follows, pursuant to MSHCP Section 6.1.1.

Under the MSHCP, the Western Riverside County RCA, the County, Cities, or various State and Federal Agencies may obtain interests in property needed to implement the MSHCP over time. Interest may be obtained in fee, conservation easement, deed restriction, land exchange, flood control easement or other type of interest acceptable to the RCA, the County, Cities, acquiring State and/or Federal Agency, and property owner. As a property interest is obtained, it will become part of the MSHCP Conservation Area.

The establishment of Criteria Area boundaries is intended to facilitate the process by which the County or Cities evaluate property that may be needed for inclusion in the MSHCP Conservation Area. The Criteria Area, is an area significantly larger than what will be the MSHCP Conservation Area; refer to MSHCP Figure 3-1, MSHCP Plan Map. Property within the Criteria Area will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation

under the MSHCP and does not impose land use restrictions. The Process ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area and that owners of land not needed for the MSHCP Conservation Area receive Take Authorization for Covered Species Adequately Conserved through the Permits issued to the County and Cities pursuant to the MSHCP.

Development of property outside of the MSHCP Conservation Area (both within and outside of the Criteria Area) receive Take Authorization for Covered Species Adequately Conserved provided payment of a mitigation fee is made (or any credit for land conveyed is obtained), as required by Murrieta's Local Development Mitigation Fee Ordinance, and compliance with MSHCP Section 6.0 (MSHCP Implementation Structure) occurs, as required by Murrieta's MSHCP Implementation Policy. Payment of the mitigation fee and compliance with the requirements of MSHCP Section 6.0 are intended to provide full mitigation under CEQA, NEPA, FESA, and CESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the USFWS, CDFG, and/or any other appropriate participating regulatory agencies and as set forth in the MSHCP's IA. However, it is recognized that the MSHCP cannot provide mitigation for projects regulated by entities or agencies not participating in the MSHCP.

All proposed discretionary development projects within the Criteria Area would be subject to review under the HANS process and monitored through a uniform computerized tracking system. However, the issuance of a grading permit or site preparation permit for an individual single family home or mobile home on an existing legal lot shall not be subject to review under the HANS process but shall be subject to review under the procedures described in the Expedited Review Process for Single-Family Homes or Mobile Homes To Be Located on an Existing Lot Within the Criteria Area. This HANS process would not limit the County's or the Cities' ability to approve or deny a development application except that a project consistent with the HANS process may not be denied solely because a development application does not comply with the MSHCP Conservation Criteria.

PROTECTION OF SPECIES ASSOCIATED WITH RIPARIAN/RIVERINE AREAS AND VERNAL POOLS

MSHCP Section 6.1.2 describes the process through which protection of riparian/riverine areas and vernal pools would occur within the MSHCP Plan Area. Protection of riparian/riverine areas and vernal pools is important to conservation of the various species identified in MSHCP Section 6.1.2. The procedures outlined in this section are intended to ensure that the biological functions and values of these areas throughout the MSHCP Plan Area are maintained such that habitat values for species inside the MSHCP Conservation Area are maintained.

PROTECTION OF NARROW ENDEMIC PLANT SPECIES

As a Criteria-based plan, the MSHCP focuses on preserving individual species through conservation. Conservation is based on each species' particular habitat requirements, as well as

the known distribution data for each species. The existing MSHCP database does not, however, provide the level of detail sufficient to determine the extent of the presence or distribution of narrow endemic plant species within the MSHCP Plan Area. Narrow endemic plant species are highly restricted by their habitat affinities, edaphic requirements or other ecological factors, and for which specific conservation measures have been identified in MSHCP Section 6.1.3. Since conservation planning decisions for these species will have a substantial effect on the status of these species, additional information regarding the presence of these species is required during the long-term implementation of the MSHCP, in order to ensure that appropriate conservation of these species occurs. MSHCP Section 6.1.3 identifies the narrow endemic plant species for the MSHCP and the procedures necessary to ensure that the biological functions and values of these areas throughout the MSHCP Plan Area are maintained such that habitat values for species inside the MSHCP Conservation Area are maintained. These procedures address the following requirements:

- Survey, Mapping and Documentation Requirements;
- Avoidance and Minimization;
- Determination of Biologically Equivalent or Superior Preservation;
- Relationship to Existing Wetland Regulations; and
- Additional Species Benefits.

ADDITIONAL SURVEY NEEDS AND PROCEDURES

Additional surveys may be needed for certain species in conjunction with implementation of the MSHCP, in order to achieve coverage for these species. MSHCP Section 6.3.2 (Additional Survey Needs and Procedures) discusses those additional survey needs and procedures.

HABITAT CONSERVATION PLAN FOR THE SETPHENS' KANGAROO RAT IN WESTERN RIVERSIDE COUNTY

Background

In October 1988 the Stephens' kangaroo rat (SKR) was listed as an endangered species by the United States Fish and Wildlife Service (USFWS). Under the Endangered Species Act (ESA), both the SKR and its habitat were protected from any type of disturbance resulting in "take" of the species. The net effect was to freeze new development on more than 22,000 acres throughout western Riverside County. At the time of listing very little was known about the animal, its geographical distribution, or its habitat needs.

In order to address severe economic impacts of the SKR listing, the Riverside County Habitat Conservation Agency (RCHCA) prepared a Short-Term Habitat Conservation Plan (HCP). This HCP, approved by the USFWS and CDFG in August 1990, was intended as an interim conservation program designed to afford protection to the SKR while a plan providing for the establishment of permanent preserves could be developed.

Stephens' Kangaroo Rat Habitat Conservation Plan (1996)

On behalf of its members, the Riverside County Habitat Conservation Agency (RCHCA) sought a permit from the U.S. Fish and Wildlife Service (USFWS) and an agreement with the California Department of Fish and Game (CDFG) which would authorize incidental and management take, respectively, of the Stephens' kangaroo rat (SKR), a species protected under both the California and federal Endangered Species Acts (ESA). Toward this objective, the RCHCA prepared a Habitat Conservation Plan (HCP) which describes the conservation, mitigation, and monitoring measures which will be implemented if the permit and agreement are approved by the USFWS and CDFG.

This HCP is intended to replace a SKR Short-Term HCP, which the RCHCA and its member agencies have been implementing since 1990. Under that plan the USFWS and CDFG authorized a limited amount of incidental take subject to conservation and mitigation actions designed to:

- Provide for interim protection of Study Areas in order to allow for their evaluation as potential SKR reserves;
- Ensure full mitigation for all SKR occupied habitat incidentally taken through acquisition of replacement habitat in Study Area locations approved by the USFWS;
- Allow time for the RCHCA to conduct biological research necessary to document the species' characteristics and identify factors essential to its continued existence in the HCP area;
- Design a regional reserve system adequate to ensure long-term SKR persistence in the plan area; and
- Establish reliable funding sources sufficient to implement all provisions of the HCP for which the RCHCA assumed financial responsibility.

With the HCP, RCHCA seeks to:

- Replace its existing authorizations for incidental take of SKR with a 30-year permit and agreement;
- Replace the conservation, mitigation, and monitoring measures established under the Short-Term plan with those described in this HCP; and
- Implement a conservation program for the SKR which will also provide the basis for a subsequent ecosystem based plan covering all sensitive habitat types and species in RCHCA jurisdictions.

The new permit and agreement would be valid for 30 years and would authorize incidental take of SKR on RCHCA member agency lands within the plan area mapped in the HCP (Figure S-1).

The HCP area covers 533,954 acres within RCHCA member jurisdictions, including approximately 30,000 acres of occupied SKR habitat (Table S-1).

CONSERVATION, MITIGATION, AND MONITORING MEASURES

To meet the requirements specified in the California and Federal ESA's for the incidental and management take authorizations it seeks, the RCHCA prepared this HCP which identifies how the impacts of SKR incidental take will be minimized, mitigated, and monitored, and the degree to which the species' persistence in the plan area will be ensured.

1. Establishment, Completion, Expansion, and Management of the Core Reserves

The establishment, completion, expansion, and management of the core reserves defined in Chapter 5. SKR Conservation and Mitigation Measures will be the primary means of mitigating the impacts of incidental take to SKR in the plan area. These conservation and management activities also will be the primary means of assuring that SKR will persist within the plan area.

Through its implementation of the Short-Term SKR plan the RCHCA has ensured the conservation of the vast majority of land contained within the core reserves defined in this HCP. In order of decreasing size, the seven core reserves established by this HCP are:

- Lake Skinner-Domenigoni Valley (13,158 acres);
- Lake Mathews-Estelle Mountain (11,243 acres);
- San Jacinto-Lake Perris (10,932 acres);
- Sycamore Canyon-March Air Force Base (2,502 acres);
- Steele Peak (1,753 acres);
- Potrero ACEC (995 acres); and
- Motte Rimrock (638 acres).

In the aggregate these core reserves encompass 41,221 acres, including 12,460 acres of SKR occupied habitat.

2. RCHCA Funding Commitments

In addition to the $30 million expended to date by the RCHCA to implement the Short-Term HCP and develop this conservation plan, the agency will provide an additional $11.7 million toward land acquisition, core reserve management, and administration activities necessary to implement this HCP. The implementation budget for the HCP are presented in Chapter 5, SKR Conservation and Mitigation Measures.

3. Monitoring of Compliance and Plan Effectiveness

The RCHCA will maintain responsibility for monitoring compliance with the terms and conditions of the permit and agreement. Additionally, with the assistance of the RMCC, the

RCHCA will evaluate the effectiveness of HCP conservation and mitigation measures, and submit annual reports concerning same to USFWS and CDFG.

Annual reports will be reviewed by USFWS and CDFG to assess the effectiveness of the HCP in ensuring SKR persistence in the plan area. If necessary, modifications to the HCP will be made to address problems identified in the annual reports.

4. Plan Implementation

All of the institutional arrangements necessary for plan implementation are presently in place or will be established through interagency and cooperative agreements. The RCHCA Joint Powers Agreement already vests sufficient authority in the agency to perform all tasks necessary to fulfill its commitments for HCP implementation. Implementation of this HCP will be governed by legal agreements executed among the RCHCA, its member agencies, USFWS, CDFG, BLM, U.S. Department of Interior, and the State of California Resources Agency. The purpose of such agreements is to specify the terms and conditions under which the HCP will be implemented, and define the roles and responsibilities of all parties. The RCHCA and its member agencies will execute a combined Implementation Agreement/California Endangered Species Permit agreement with the aforementioned Federal and State agencies.

The City of Murrieta joined the Riverside County Habitat Conservation Agency Joint Exercise Powers Agreement on August 1, 1995.

IMPLEMENTATION AGREEMENT, RIVERSIDE COUNTY, LONG TERM CONSERVATION PLAN

The Agreement was made and entered into on April 23, 1996 by and among the United States Department of Interior, the United States Fish and Wildlife Service, the United States Bureau of Land Management, The Resources Agency of the State of California, the California Department of Fish and Game, the Riverside County Habitat Conservation Agency, the County of Riverside, and the cities of Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Perris, Riverside, and Temecula, all of which are located within the County of Riverside.

CITY OF MURRIETA DEVELOPMENT CODE – TREE PRESERVATION

Murrieta Development Code (*MDC*) Chapter 16.42, *Tree Preservation*, provides regulations for the protection, preservation, and maintenance of native Oak, Sycamore, and Cottonwood trees, trees of historic or cultural significance, groves and stands of mature trees, and mature trees in general, that are associated with proposals for development. These provisions are also intended to perpetuate these trees through the replacement of trees removed as a result of a new development. Pursuant to *MDC* Chapter 16.42, a protected tree includes any of the following:

A. Native Oak with a diameter at breast height of four inches or greater. Smaller trees may also be protected under special circumstances as determined by the Director;

B. Trees of historical or cultural significance as identified by Council resolution;

C. Significant groves or stands of trees;

D. Mature trees located on a parcel of one acre or more. Smaller trees may also be protected under special circumstances as determined by the Director; or,

E. Any tree required to be planted or preserved as environmental mitigation for a discretionary permit.

No person is allowed to remove, cut down, or otherwise destroy a protected tree, unless a Tree Removal Permit has been approved by the Director of the Department of Planning. All development projects within the City are required to recognize through project design the desirability of preserving protected trees to the greatest extent feasible. The design of proposed grading and other improvements shall also reflect certain measures such as providing sufficient growing areas, minimizing disruption or removal of root zones, fencing of trees at or beyond the drip line during grading and construction, and minimizing all cutting, filling, or compaction of soils within the drip line, among other measures.

CITY OF MURRIETA MSHCP RESOLUTIONS/ORDINANCE

RESOLUTION NUMBER 03-1245

Resolution Number 03-1245 makes responsible agency findings pursuant to CEQA for the MSHCP/NCCP and approves the Western Riverside County MSHCP/NCCP and IA. Additionally, this Resolution adopts the environmental findings pursuant to CEQA and a Statement of Overriding Considerations.

RESOLUTION NUMBER 03-1246 (WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN IMPLEMENTATION POLICY)

The Western Riverside County MSHCP Implementation Policy was adopted by the City on September 16, 2003, for the purpose of establishing procedures and requirements for implementation of the Western Riverside County MSHCP. Adoption and implementation of this Policy enables the City to achieve the conservation goals set forth in the Western Riverside County MSHCP, implement the associated IA, and preserve the ability of affected property owners to make reasonable use of their land consistent with NEPA, CEQA, FESA, CESA, NCCP Act, and other applicable laws.

The regulations specified in this Policy apply to all land within the City (with certain exceptions). Pursuant to Section V (Procedures) of this Resolution, the procedures for implementing the MSHCP are:

A. The City shall implement the requirements for private and public project contributions to the MSHCP Conservation Area, as set forth in the MSHCP, through compliance with one of the following:

   1. The City shall implement the Habitat Acquisition and Negotiation Strategy (HANS); or

   2. Upon receipt of a completed application for a project that is subject to this Resolution, or prior to the City's initiation of a project, the City shall determine whether all or a portion of the real property for the project is located within the boundaries of the Criteria Area. If the City determines that all or a portion of the real property for the project is located within the Criteria Area, then the City shall perform the following:

      a. Determine the design criteria applicable to the project based on the particular USGS section, quadrant, and/or cell grouping in which the project property is located, as set forth in Section 3.2 of the MSHCP; and

      b. Impose as a condition to the City's approval of the project such conditions as are necessary to ensure the project complies with and implements the design criteria applicable to the project.

Additionally, the City shall implement the requirements pertaining to the following:

B. Protection of riparian/riverine areas and vernal pools as set forth in MSHCP Section 6.1.2;

C. Protection of narrow endemic plant species as set forth in MSHCP Section 6.1.3;

D. Conditions of Approval for the urban/wildlands interface guidelines as set forth in MSHCP Section 6.1.4;

E. Conditions of Approval for surveys as set forth in MSHCP Section 6.3.2; and

City transfer of property.

ORDINANCE NUMBER 289-03 (LOCAL DEVELOPMENT MITIGATION FEE ORDINANCE)

The Local Development Mitigation Fee Ordinance establishes a mitigation fee for funding the preservation of natural ecosystems in accordance with the Western Riverside County MSHCP. Pursuant to Section 4 (Local Development Mitigation Fee) of this Ordinance, a local development mitigation fee shall be paid for each development project or portion thereof to be constructed within the City, as specified in this Ordinance.

5.10.2 ENVIRONMENTAL SETTING

Literature used to document the biological resources existing setting were the *Biological Resources Report* (LSA Associates, Inc., December 2009), the CDFG Natural Diversity Data Base (NDDB) (2009a), the California Native Plant Society (CNPS) Electronic Inventory, the United States Department of Agriculture (USDA) Soil Survey, Western Riverside Area, California (Soil Conservation Service 1971), United States Geological Survey (USGS) topographic maps, California Water Quality Control Board hydrologic data, and the MSHCP (2003).

TOPOGRAPHY

The City is located in the southern tip of the Riverside Lowlands bioregion. The City is surrounded by three foothill ranges — Sedco Hills, Tucalota Hills (Bachelor Mountain), and Santa Rosa Plateau — and two drainage areas — Murrieta Creek and Warm Springs Creek. Elevation ranges from approximately 1,050 feet to 1,550 feet above mean sea level (amsl). The City is built on a series of plateaus, each raising the land elevation by roughly 100 feet starting from Murrieta Creek, stepping up at Interstate 15 (I-15), again at Murrieta Hot Springs Road, and finally at the Hogbacks. The "Hogbacks" is a small range of foothills situated south to north (one to two miles) with a 300-foot elevation gain above the valley floor.

SOILS

Two soil associations in Murrieta contain soil types of MSHCP importance: Cajalco-Temescal-Las Posas, underlying the northern portion of the City of Murrieta, east of the I-15; and Hanford-Tujunga-Greenfield, located along the I-15 corridor. Soils with a variety of properties have been identified in the MSHCP as indicative of rare or listed plant and wildlife species. These soils generally fall into three categories: saline-alkali, heavy clays, and vernal pool soils. Refer to Section 5.8, Geology and Seismic Hazards, for further discussion.

VEGETATION AND HABITATS

The vegetation types present in the City/SOI are illustrated in *Exhibit 5.10-3*, *Vegetation and Land Use*. The Wildlife Habitat Relationship (WHR) system of vegetation classification was used to map land cover and land use.[3] As indicated *Exhibit 5.10-3*, the vegetation types present in the City/SOI include annual grassland, coastal scrub, chaparral, oak woodland, riparian, and wetlands.

Table 5.10-1, *Existing Vegetation and Land Use in the City and Sphere of Influence*, outlines more specific categories and acreages of the plant communities within the City/SOI.

[3] The WHR is a standardized habitat classification scheme for California containing 59 habitats, structural stages for most habitats, and 124 special habitat elements.

Approximately 8,374 acres of undeveloped land with potential wildlife habitat (excludes agricultural lands) are present within the City/SOI.

Annual Grassland. Introduced annual grasses are dominant plant species in this habitat. These include wild oats, soft chess, rip-gut brome, red brome, and foxtail fescue. Many wildlife species use annual grasslands for foraging along with other habitat features necessary for nesting or roosting or escape cover. Species commonly found in this habitat are western fence lizard, garter snake, western rattlesnake, black-tailed jackrabbit, California ground squirrel, Botta's pocket gopher, coyote, burrowing owl, horned lark, turkey vulture, kestrel, and red-tailed hawk.

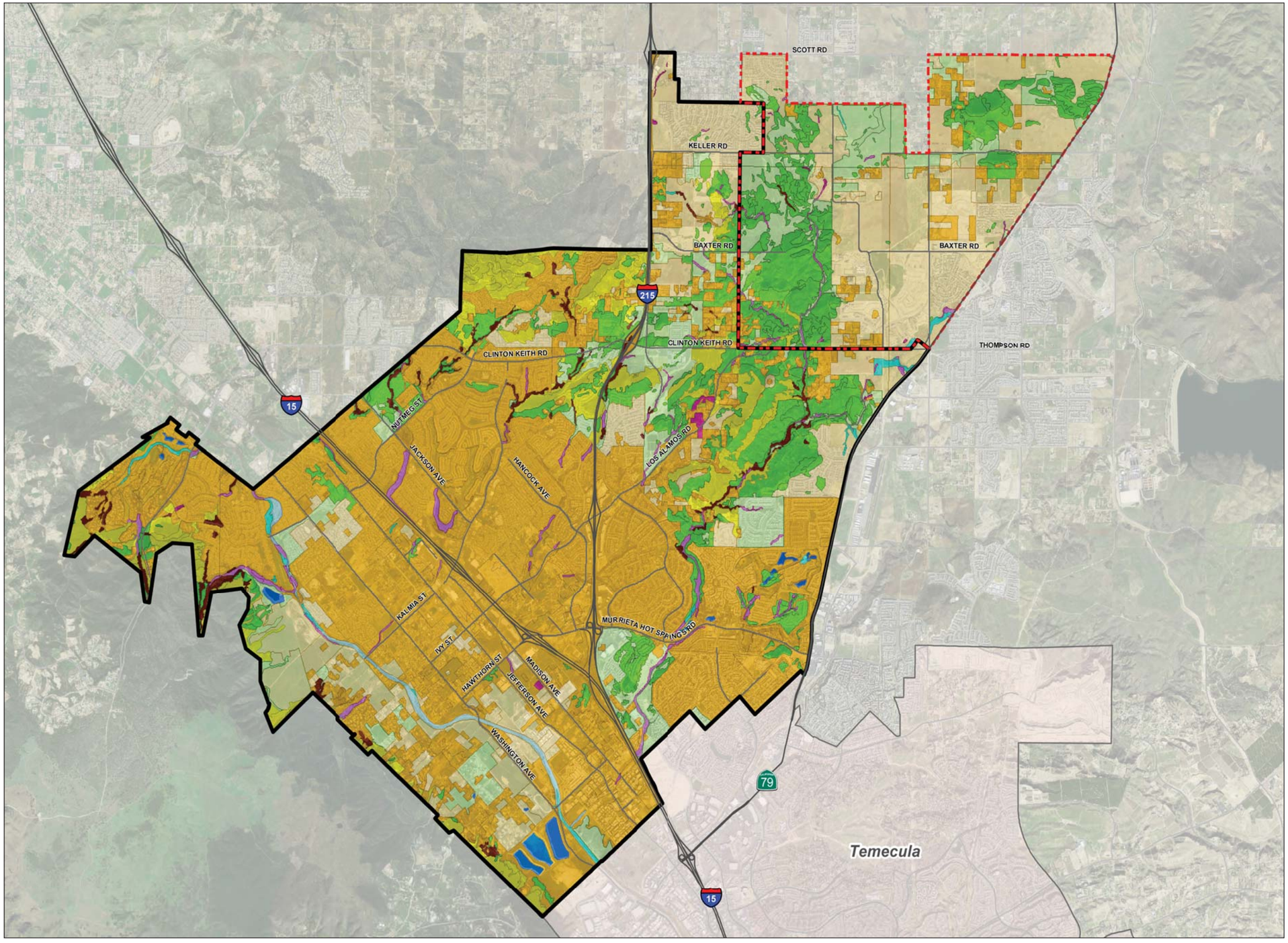
Table 5.10-1
Existing Vegetation and Land Use in the City and Sphere of Influence

Wildlife Habitat[1]	Wildlife Habitat Mapping Units (Common Name)	Approximate Area (acres)
Annual Grassland	California annual grassland alliance	2,340
Coastal Oak Woodland	Five different plant associations	303
Coastal Scrub	Sixteen different plant associations	3,372
Cropland, Orchard, Vineyard	Agricultural Land Use	5,662
Eucalyptus	Eucalyptus Alliance	35
Fresh Emergent Wetland	Bulrush-cattail	107
Lacustrine	Water mapping unit	128
Mixed Chaparral	Twelve different plant associations	1,636
Riverine/Lacustrine	Sandbars, mud flats, riparian shrubs and trees associated with a river	137
Urban	Five different mapping units	12,816
Valley Foothill Riparian	Nine different plant associations	316
TOTAL		26,852

1. Based on the Wildlife Habitat Relationship (WHR) system of vegetation classification.

Coastal Oak Woodland. Oak woodlands can be deciduous and evergreen hardwoods, either dense with closed canopy or widely spaced in a savannah-like setting. Understory may be absent or may be dense coastal scrub and chaparral. Dominant species are Engelmann oak, coast live oak, interior live oak, and California walnut. Over 60 species of mammals and 110 bird species use oak habitats.

Coastal Scrub. Plant associations in coast scrub are of low to moderately sized shrubs with semi-woody stems, woody bases, and shallow root systems known to grow in a moderate moisture climate. Species composition, diversity, and density vary greatly with change in geographic location. California sage brush, California buckwheat, deerweed, brittlebush, black sage, and white sage are common coastal scrub species in the City. The California gnatcatcher, a song bird federally listed as threatened, is found exclusively in coastal scrub habitat.



Murrieta
General Plan Update

LEGEND

- Sphere of Influence
- City Boundary

Vegetation and Land Use (2006)

- Annual Grassland
- Coastal Oak Woodland
- Coastal Scrub
- Cropland, Orchard - Vineyard
- Eucalyptus
- Fresh Emergent Wetland
- Lacustrine
- Mixed Chaparral
- Riverine, Lacustrine
- Urban
- Valley Foothill Riparian

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Miles

Source: AirPhotoUSA, 2008; County of Riverside, 2006; and City of Murrieta, 2009.

LSA

07/11 • JN 10-106976

Vegetation and Land Use

Exhibit 5.10-3

Back of 11 x 17 Exhibit.

Cropland, Orchard, Vineyard. Croplands in association with orchards and vineyards are established on the most fertile soils in California, which historically supported high wildlife diversity and abundance. Some wildlife species have adapted to agricultural activities, but may be considered agricultural pests, thus, their presence in agricultural areas can be managed to reduce loss of crop production.

Eucalyptus. Eucalyptus habitats are usually single species thickets, rows of individual trees, or stands of closed canopy mature trees. These trees provide roosting and nesting habitat for many raptors, such as red-tailed hawk and barn owls, along with crows and ravens. The eucalyptus groves also serve as resting places for migratory song birds, such as tanagers and orioles, and monarch roosting.

Fresh Emergent Wetland. An emergent wetland is dominated by erect perennial and herbaceous water-loving plants and one of the most productive wildlife habitats in California. Numerous bird species, reptiles, and amphibians use wetlands as their primary habitat.

Lacustrine. Lacustrine habitat is distinguished by the presence ponded water in depressions or dammed streambeds with standing water, either present year-round or intermittent and seasonal. Submerged, floating, or emergent vegetation would be present depending upon the depth of the water. Numerous mammals, birds, reptiles, amphibians, crustaceans, and insects use lakes and ponds for food, water, cover, and reproduction.

Mixed Chaparral. Chaparral is a homogenous brushland dominated by thick, stiff shrubs with evergreen leaves in a nearly impenetrable thicket. Chaparral habitat can have numerous species of woody plants. Chaparral supports many species known to occur in coastal shrub and forest habitats.

Riverine. This habitat is influenced by intermittent or perennial running water. The habitat includes open water, riffle-pool complexes, emergent water-loving plants, and adjacent riparian terrestrial habitat. Waterfowl, eagles, herons, swallows, and flycatchers forage in riverine habitat. Beavers occupy the streams within the City.

Urban. Vegetation in urban settings includes tree groves, street strips, shade trees, lawns, and shrubs. Other classifications can be trees in between buildings, parks, open spaces, and ornamental gardens. Common species are mockingbird, scrub jay, acorn woodpecker, house finch, black phoebe, raccoon, opossum, and striped skunk. Suburban areas with large tracts of adjacent natural vegetation have increased wildlife diversity due to readily available water from landscape irrigation.

Valley Foothill Riparian. This habitat is known for statuesque cottonwoods, sycamores, and willows with either open understory or with shade-tolerant herbaceous or shrub species. Riparian habitats provide food, water, migration and dispersal corridors, escape cover, thermal protection, and reproductive sites.

MSHCP PLANNING SPECIES

In order to describe and implement the MSHCP's proposed conservation objectives efficiently, the Reserve Area's Cells are grouped into Area Plans and Subunits. As indicated in *Exhibit 5.10-2*, portions of the City are within the boundaries of the Southwest Area Plan (Subunits SW1, SW5, and SW6) and portions of the SOI are within the boundaries of the Sun City/Menifee Area Plan (Subunit SCM1). The MSHCP identifies wildlife and plant species expected or known to occur within each Area Plan (Planning Species), in order to provide guidance for Conceptual Reserve Design. Planning Species include Listed species and species with specific habitat requirements. The Planning Species that are relevant to the City/SOI are outlined in *Table 5.10-2*, *Species of Importance in the City and Sphere of Influence (Western Riverside County MSHCP).* It is noted that *Table 5.10-2* may also include species which are not Planning Species for the area in question, but which may have important or key populations located in the area. Of the 54 Planning Species known or expected to occur within the City/SOI, 27 are Special Status (Listed) Species and 27 are Non-Listed Species; refer also to the Special Status Plants, Wildlife, and Habitats Section below.

The MSHCP Conservation goals focus on species associated with unusual soil types such as heavy clays, strongly saline-alkali loams, and soils with impenetrable layer that provide conditions required to form vernal pools. Listed plant and wildlife species associated with specific soil types are Munz's onion, San Diego ambrosia, spreading navarretia, California Orcutt grass, and Quino checkerspot butterfly. Coastal scrub and chaparral habitat areas are important for the Quino checkerspot butterfly and California gnatcatcher. Annual grassland and coastal scrub habitat is important to listed Stephens' kangaroo rat. Riparian, lacustrine, and emergent wetland habitats are important to listed least Bell's vireo and southwestern willow flycatcher.

Table 5.10-2
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Plants			
Allium munzii **Munz's onion**	US: FE CA: ST CNPS: 1B MSHCP: S	On clay soils in openings within coastal sage scrub, pinyon juniper woodland, and grassland; 300 to 1,070 meters (1,000 to 3,500 feet) elevation. Known only from western Riverside County in Temescal Canyon, Gavilan Plateau, Bachelor Mountain, and Skunk Hollow areas. Clay soils on mesic exposures or seasonally moist microsites in grassy openings of coastal sage scrub, chaparral, juniper woodland, or valley and foothill grassland.	Blooms April through May (Perennial bulb)

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Ambrosia pumila **San Diego ambrosia**	US: FE CA: SP CNPS: 1B MSHCP: S	Occurs in open habitats, usually near drainages or vernal pools, usually in sandy loam or on clay (including upland clay slopes) from 20 to 487 meters (70 to 1,600 feet) elevation. Known from western Riverside and western San Diego Counties. Also occurs in Mexico. Open floodplain terraces on Garretson gravelly fine sandy loams, or in the watershed margins of vernal pools or alkali playas on Las Posas loam in close proximity to Willow silty alkaline soils. Occurs in sparse annual vegetation.	Generally non-flowering (perennial herb)
Atriplex parishii **Parish's brittlescale**	US: – CA: SP CNPS: 1B MSHCP: S	Alkali meadows, vernal pools, chenopod scrub, and playas. Usually on drying alkali flats with fine soils. In California, known from Riverside, San Diego, and Orange Counties. Also occurs in Mexico. Believed extirpated from Los Angeles and San Bernardino Counties. Domino, Willows, and Traver soils in alkali vernal pools, alkali annual grassland, alkali playa, and alkali scrub components of alkali vernal plains.	Blooms June through October (annual herb)
Atriplex serenana var. *davidsonii* **Davidson's saltscale**	US: – CA: SP CNPS: 1B MSHCP: S	Alkaline soils in scrub and herbaceous communities from 10 to 460 meters (30 to 1,500 feet) elevation. In California, known only from Los Angeles, Orange, Riverside, San Diego, San Luis Obispo, and Ventura Counties. Believed extirpated from Santa Barbara and perhaps Los Angeles Counties. Also occurs in Mexico. Domino, Willows, and Traver soils in alkali vernal pools, alkali annual grassland, alkali playa, and alkali scrub components of alkali vernal plains.	Blooms April through October (annual herb)
Brodiaea filifolia **Thread-leaved brodiaea**	US: FT CA: SE/1B MSHCP: S	Usually on clay or associated with vernal pools or alkaline flats; occasionally in vernally moist sites in fine soils (clay loam, silt loam, fine sandy loam, loam, loamy fine sand). Typically associated with needlegrass or alkali grassland or vernal pools. Below 860 meters (2,800 feet) elevation. Los Angeles, Orange, Riverside, San Bernardino and San Diego Counties.	Blooms March through June (Perennial corm)
Brodiaea orcuttii **Orcutt's brodiaea**	US: – CA: 1B MSHCP: C	Clay and some serpentine soils in grasslands near streams or vernal pools, also known from woodlands, chaparral, and conifer forest; sea level to 1,615 meters (5,300 feet) elevation; Orange, Riverside, and San Diego Counties, and Baja California.	May through July
California macrophylla (*Erodium macrophyllum*) **Round-leaved filaree**	US: – CA: SP CNPS: 1B MSHCP: S	Clay soils in woodland, scrub, and grassland communities from 15 to 1,200 meters (50 to 4,000 feet) elevation. Known from central and south coastal areas and the Central Valley in California. Also occurs in Oregon and Mexico. Clay soils in open cismontane woodland (e.g., oak, juniper woodlands) and valley and foothill grassland. The MSHCP account for this species states that it is restricted to "very friable clay soils. Within the City/SOI, two of the mapped localities occur on Bosanko clay soils" and that "this species tends to be associated primarily with wild oats (*Avena fatua*)."	Blooms March through May (annual herb)

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Centromadia pungens ssp. *laevis* **Smooth tarplant**	US: – CA: SP CNPS: 1B MSHCP: S	Alkaline areas in chenopod scrub, meadows, playas, riparian woodland, valley and foothill grassland below 480 meters (1,600 feet) elevation. Known from Riverside and San Bernardino Counties, extirpated from San Diego County. Primarily alkaline soils in alkali scrub, alkali playas, riparian woodland, watercourses, and alkaline grasslands. The MSHCP account for this species states that "Suitable habitat for the smooth tarplant includes alkali scrub, alkali playas, and grasslands with alkaline affinities...smooth tarplant is restricted to clay and alkaline, silty-clay soils."	Blooms April through November (annual herb)
Chorizanthe polygonoides var. *longispina* **Long-spined spineflower**	US: – CA: 1B MSHCP: C	Clay soils in chaparral, coastal scrub, meadows and seeps, valley and foothill grassland at 30 to 1,450 meters (100 to 4,800 feet) elevation. Occurs in Riverside and San Diego Counties.	April through July (annual herb)
Dudleya multicaulis **Many-stemmed dudleya**	US: – CA: SP CNPS: 1B MSHCP: S	Heavy, often clay soils or around granitic outcrops in chaparral, coastal sage scrub, and grassland below 790 meters (2,600 feet) elevation. Known only from Los Angeles, Orange, Riverside, San Bernardino, and San Diego Counties. Clay soils in barrens, rocky places, ridgelines, and thinly vegetated openings in chaparral, coastal sage scrub, and southern needlegrass grasslands. Visible population size varies considerably year-to-year depending on rainfall patterns. The MSHCP account for this species states that "Many-stemmed dudleya is associated with openings in chaparral, coastal sage scrub, and grasslands underlain by clay and cobbly clay soils of the following series: Altamont, Auld, Bosanko, Claypit, and Porterville."	Blooms April through July (perennial herb)
Eryngium aristulatum var. *parishii* **San Diego button-celery**	US: FE CA: SE/1B MSHCP: C	Vernal pools at 15 to 620 meters (50 to 2,000 feet) elevation. In California, known only from Riverside and San Diego Counties.	April through June
Harpagonella palmeri **Palmer's grapplinghook**	US: – CA: 4 MSHCP: C	Clay soils in openings in coastal sage scrub, juniper woodland, and grassland; below 830 meters (2,700 feet) elevation. In California, known only from Orange, Riverside, and San Diego Counties and the Channel Islands.	March through April
Hordeum intercedens **Vernal barley**	US: – CA: 3 MSHCP: C	Vernal pools and saline flats and depressions below 1,000 meters (3,300 feet) elevation. Known from many California Counties. Also occurs in Mexico.	March through June (annual herb)

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Juglans californica var. *californica* **Southern California black walnut**	US: – CA: 4 MSHCP: C	A 15 to 30-foot tree with multiple trunks that produces small thick-shelled walnuts. Found growing near creeks and rivers.	(tree)
Lasthenia glabrata ssp. *coulteri* **Coulter's goldfields**	US: – CA: SP CNPS: 1B MSHCP: S	Usually alkaline soils in marshes, playas, vernal pools, and valley and foothill grassland below 1,400 meters (4,600 feet) elevation. Known from Colusa, Merced, Tulare, Orange, Riverside, Santa Barbara, San Diego, San Luis Obispo, and Ventura Counties. Believed extirpated from Kern, Los Angeles, and San Bernardino Counties. Also occurs in Mexico. Traver, Domino or (usually) Willows soils in alkali scrub, alkali playas, vernal pools, and alkali grasslands. The MSHCP account for this species states that "Coulter's goldfields is restricted to clay and alkaline, silty-clay soils."	Blooms February through June (annual herb)
Lepechinia cardiophylla **Heart-leaved pitcher sage**	US: – CA: 1B MSHCP: S	Closed cone coniferous forest, chaparral, cismontane woodland; 550 to 1,370 meters (1,800 to 4,500 feet) elevation; Santa Ana Mountains in Riverside and Orange Counties. Also reported from San Diego County and Baja California.	Blooms April through July (perennial herb)
Limnanthes gracilis ssp. *parishii* **Parish's meadowfoam**	US: – CA: SE/1B MSHCP: C	Seasonally wet meadows and edges of vernal pools and intermittent streams; 550 to 2,000 meters (1,800 to 6,600 feet) elevation. Known from Peninsular Ranges in Riverside and San Diego Counties.	April through June
Myosurus minimus ssp. *apus* **Little mousetail**	US: – CA: SP CNPS: 3 MSHCP: S	Alkaline areas in vernal pools at 20 to 640 meters (70 to 2,100 feet) elevation. Known only from the Central Valley of California and the coastal and inland areas of Southern California. Alkaline soils in vernal pools and vernal plains. The MSHCP account for this species states that "little mousetail is found in areas that have semiregular inundation."	Blooms March through June (annual herb)
Navarretia fossalis **Spreading navarretia**	US: FT CA: SP CNPS: 1B MSHCP: S	In vernal pools, playas, shallow freshwater marshes and similar sites at 30 to 1,310 meters (100 to 4,300 feet) elevation. In California, known only from Los Angeles, San Luis Obispo, Riverside, and San Diego Counties. Also occurs in Mexico. Alkaline soils and southern basaltic claypan in vernal pools. The MSHCP account for this species states that, in Riverside County, it "is found in southern basaltic claypan vernal pools at the Santa Rosa Plateau, and alkaline vernal pools as at Skunk Hollow and at Salt Creek west of Hemet."	Blooms April through June (annual herb)

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Navarretia prostrata **Prostrate navarretia**	US: – CA: 1B MSHCP: S	Vernal pools, usually alkaline, from 15 to 700 meters (50 to 2,300 feet) elevation. Known only from Alameda, Los Angeles, Merced, Monterey, Orange, Riverside, San Benito, San Diego San Luis Obispo, and possibly San Bernardino Counties.	Blooms April through July (annual herb)
Orcuttia californica **California Orcutt grass**	US: FE CA: SE CNPS: 1B MSHCP: S	Vernal pools from 15 to 660 meters (50 to 2,200 feet) elevation. In California, known from Los Angeles, Ventura, Riverside, and San Diego Counties. Also occurs in Mexico.	Blooms April through August (annual grass)
Phacelia stellaris **Brand's phacelia**	US: – CA: 1B MSHCP: S	Sandy openings, sandy benches, dunes, sandy washes or river floodplains in coastal sage scrub at 5 to 400 meters (20 to 1,300 feet) elevation. In western Riverside County, this species appears to be restricted to sandy washes and benches in alluvial floodplains. In California, known only from Los Angeles (believed extirpated), Riverside and San Diego Counties.	Blooms March through June (annual herb)
Quercus engelmannii **Engelmann oak**	US: – CA: 4 MSHCP: C	Chaparral, woodland, and grassland, from 120 to 1,300 meters (400 to 4,300 feet) elevation. Known from Los Angeles, Orange, Riverside, and San Diego Counties and from northern Baja California.	Year-round
Satureja chandleri **San Miguel savory**	US: – CA: 1B MSHCP: S	Rocky areas in chaparral or oak woodland or at the margins these communities in coastal sage scrub or grassland, at 110 to 1,210 meters (400 to 4,000 feet) elevation. Prefers moist rocky canyons with trees or large shrubs. Known only from Orange, Riverside, and San Diego Counties, and Baja California, Mexico.	Blooms March through May (perennial herb)
Trichocoronis wrightii var. *wrightii* **Wright's trichocoronis**	US: – CA: SP CNPS: 2 MSHCP: S	Alkali meadows, river beds, vernal pools, and lakes at 5 to 435 meters (20 to 1,430 feet) elevation. In California, known from the Central Valley and Riverside County. Also occurs in Texas and Baja California. Alkali soils in alkali playa, alkali annual grassland, and alkali vernal pools. The MSHCP account for this species states that "Wright's trichocoronis is restricted to highly alkaline, silty-clay soils in association with Traver, Domino, and Willows soils..."	Blooms May through September (annual or perennial herb)
Invertebrates			
Branchinecta lynchi **Vernal pool fairy shrimp**	US: FT CA: SA MSHCP: S	Vernal pools and swales in grassland areas. Known from the Central Valley, the central coast and south coast mountains as far south as Ventura County, and from the Santa Rosa Plateau, Skunk Hollow, and the Stowe Road vernal pool near Salt Creek just west of Hemet in Riverside County.	Seasonally following rains; typically January through April

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Euphydryas editha quino **Quino checkerspot butterfly**	US: FE CA: SA MSHCP: C	Meadows or openings within coastal sage scrub or chaparral below about 5,000 feet where food plants (*Plantago erecta* and/or *Orthocarpus purpurascens*) are present. Historically known from Santa Monica Mountains to northwest Baja California; currently known only from southwestern Riverside County, southern San Diego County, and northern Baja California.	January through late April
Linderiella santarosae **Santa Rosa Plateau fairy shrimp**	US: – CA: SA MSHCP: S	Southern basalt flow vernal pools with cool clear to milky waters that are moderately predictable and remain filled for extended periods of time. Known only from the Santa Rosa Plateau of western Riverside County.	Seasonally following rains; typically January through April
Streptocephalus woottoni **Riverside fairy shrimp**	US: FE CA: SA MSHCP: S	Warm-water vernal pools (i.e., large, deep pools that retain water into the warm season) with low to moderate dissolved solids, in annual grassland areas interspersed through chaparral or coastal sage scrub vegetation. Suitable habitat includes some artificially created or enhanced pools, such as some stock ponds, that have vernal pool like hydrology and vegetation. Known from areas within about 50 miles of the coast from Ventura County south to San Diego County and Baja California.	Seasonally following rains; typically January through April
Fish			
Gila orcuttii **Arroyo chub**	US: – CA: CSC MSHCP: C	Perennial streams or intermittent streams with permanent pools; slow water sections of streams with mud or sand substrates; spawning occurs in pools. Native to Los Angeles, San Gabriel, San Luis Rey, Santa Ana, and Santa Margarita River systems; introduced in Santa Ynez, Santa Maria, Cuyama, and Mojave River systems and smaller coastal streams.	Year-round
Amphibians			
Rana draytonii **California red-legged frog**	US: FT CA: CSC MSHCP: S	Streams with slow-moving water and deep pools; dense, shrubby riparian vegetation at pool edges. Foothills surrounding the Sacramento Valley and coastal streams from Marin County to northwestern Baja California; Believed to be extirpated between Los Angeles County and the Mexican border. Below about 1,000 feet elevation.	December through April
Taricha torosa torosa **Coast Range newt**	US: – CA: CSC MSHCP: C	Breeds in ponds, reservoirs, and slow-moving streams; uses nearby upland areas including grassland, chaparral, and woodland; coastal drainages from Mendocino County south to San Diego County, with populations from San Luis Obispo County south designated as sensitive.	October through May

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Reptiles			
Actinemys marmorata (pallida) **Western pond turtle**	US: – CA: CSC MSHCP: C	Inhabits permanent or nearly permanent water below 1,830 meters (6,000 feet) from central California, west of the Sierra-Cascade crest south to north-western Baja California. Absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Requires basking sites such as partially submerged logs, rocks, or open mud banks.	Year-round with reduced activity November through March
Birds			
Accipiter cooperii (nesting) **Cooper's hawk**	US: – CA: SA MSHCP: C	Forages in a wide range of habitats, but primarily in forests and woodlands. These include natural areas as well as human-created habitats such as plantations and ornamental trees in urban landscapes. Usually nests in tall trees (20–60 feet) in extensive forested areas (generally woodlots of 4–8 hectares with canopy closure of greater than 60%). Occasionally nests in isolated trees in more open areas.	Year-round
Aimophila ruficeps canescens **Southern California rufous-crowned sparrow**	US: – CA: SA MSHCP: C	Steep, rocky coastal sage scrub and open chaparral habitats, particularly scrubby areas mixed with grasslands. From Santa Barbara County to northwestern Baja California.	Year-round, diurnal activity
Ammodramus savannarum (nesting) **Grasshopper sparrow**	US: – CA: CSC MSHCP: P	Grasslands, agricultural fields, prairie, old fields, and open savanna. Uncommon and very local summer resident on grassy slopes and mesas west of the deserts. Only rarely in migration and in winter. Coastal Southern California.	Coastal: Year-round; only casually in migration elsewhere
Amphispiza belli belli **Bell's sage sparrow**	US: – CA: CSC MSHCP: C	Occupies chaparral and coastal sage scrub from west central California to northwestern Baja California.	Year-round, diurnal activity
Aquila chrysaetos (nesting) **Golden eagle**	US: – CA: CSC/CFP MSHCP: C	Generally open country of the Temperate Zone worldwide. Nesting primarily in rugged mountainous country. Uncommon resident in Southern California.	Year-round diurnal

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Athene cunicularia (burrow sites) **Burrowing owl**	US: – CA: CSC MSHCP: S	Open country in much of North and South America. Usually occupies ground squirrel burrows in open, dry grasslands, agricultural and range lands, railroad rights-of-way, and margins of highways, golf courses, and airports. Often utilizes man-made structures, such as earthen berms, cement culverts, cement, asphalt, rock, or wood debris piles. This species avoids thick, tall vegetation, brush, and trees, but may occur in areas where brush or tree cover is less than 30 percent.	Year-round
Buteo swainsoni (nesting) **Swainson's hawk**	US: – CA: ST MSHCP: C	Open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grasslands or suitable grain or alfalfa fields, or livestock pastures. Breeds and nests in western North America; winters in South America. Uncommon breeding resident and migrant in the Central Valley, Klamath Basin, Northeastern Plateau, Lassen Co., and Mojave Desert. Very limited breeding reported from Lanfair Valley, Owens Valley, Fish Lake Valley, and Antelope Valley. In southern California, now mostly limited to spring and fall transient. Formerly abundant in California with wider breeding range.	Spring and fall (in migration)
Cathartes aura (breeding) **Turkey vulture**	Not SA MSHCP: C	Roost communally. Nest on the ground or cliffs, caves or dead trees.	Year-round or Summer
Dendroica petechia brewsteri (nesting) **California yellow warbler**	US: – CA: CSC MSHCP: C	Riparian woodland while nesting in the western U.S. and northwestern Baja California; more widespread in brushy areas and woodlands during migration and winter, when occurring from western Mexico to northern South America. Migrants belonging to other subspecies are widespread and common.	Summer, winter, or year-round, depending on locale
Elanus leucurus (nesting) **White-tailed kite**	US: – CA: CFP MSHCP: C	Typically nests in riparian trees such as oaks, willows, and cottonwoods at low elevations. Forages in open country. Found in South America and in southern areas and along the western coast of North America.	Year-round
Empidonax traillii extimus **Southwestern willow flycatcher**	US: FE CA: SE MSHCP: S	Rare and local breeder in extensive riparian areas of dense willows or (rarely) tamarisk, usually with standing water, in the southwestern U.S. and northwestern Mexico. Winters in Central and South America.	May through September

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Eremophila alpestris actia **California horned lark**	US: – CA: SA MSHCP: C	Open grasslands and fields, agricultural area, open montane grasslands. This subspecies is resident from northern Baja California northward throughout non-desert areas to Humboldt County, including the San Joaquin Valley and the western foothills of the Sierra Nevada (north to Calaveras County). Prefers bare ground such as plowed or fall-planted fields for nesting, but may also nest in marshy soil. During the breeding season, this is the only subspecies of horned lark in non-desert southern California; however, from September through April or early May, other subspecies visit the area.	Year-round interior (inland areas)
Lanius ludovicianus (nesting) **Loggerhead shrike**	US: – CA: CSC MSHCP: C	Prefers open habitats with scattered shrubs, trees, posts, fences, utility lines, or other perches. Inhabits open country with short vegetation, pastures, old orchards, cemeteries, golf courses, riparian areas, and open woodlands. Highest density occurs in open-canopied valley foothill hardwood, valley foothill hardwood-conifer, valley foothill riparian, pinyon-juniper, juniper, desert riparian, and Joshua tree habitats. Occurs only rarely in heavily urbanized areas, but often found in open cropland. Found in open country in much of North America.	Year-round
Oreortyx pictus **Mountain quail**	Not SA MSHCP: C		
Polioptila californica californica **Coastal California gnatcatcher**	US: FT CA: CSC MSHCP: C	Inhabits coastal sage scrub in low-lying foothills and valleys in cismontane southwestern California and Baja California.	Year-round
Tachycineta bicolor **Tree swallow**	US: – CA: – MSHCP: C	Riparian scrub, woodland and forest, water, oak woodlands and forest. Nests in older trees and snags.	Year-round
Vireo bellii pusillus **Least Bell's vireo**	US: FE CA: SE MSHCP: S	Riparian forests and willow thickets. The most critical structural component of least Bell's vireo habitat in California is a dense shrub layer 2 to 10 feet (0.6–3.0 meter) above ground. Nests from central California to northern Baja California. Winters in southern Baja California.	April through September

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
Mammals			
Dipodomys stephensi **Stephens' kangaroo rat**	US: FE CA: ST MSHCP: C	Found in plant communities transitional between grassland and coastal sage scrub, with perennial vegetation cover of less than 50%. Most commonly associated with *Artemesia tridentata, Eriogonum fasciculatum,* and *Erodium.* Requires well-drained soils with compaction characteristics suitable for burrow construction. Not found in soils that are highly rocky, less than 20 inches deep, or heavily alkaline or clay, or in areas exceeding 25% slope. Occurs only in western Riverside County, northern San Diego County, and extreme southern San Bernardino County, below 915 meters (3,000 feet) elevation. In northwestern Riverside County, known only from east of Interstate 15. Reaches its northwest limit in south Norco, southeast Riverside, and in the Reche Canyon area of Riverside and extreme southern San Bernardino Counties.	Year-round
Lynx rufus **Bobcat**	US: – CA: – MSHCP: C	Chaparral, coastal sage scrub, desert scrub, montane coniferous forest, riparian scrub, woodland and forest, Riversidean alluvial fan sage scrub	Year-round
Perognathus longimembris brevinasus **Los Angeles pocket mouse**	US: – CA: CSC MSHCP: S	Prefers sandy soil for burrowing, but has been found on gravel washes and stony soils. Found in coastal sage scrub in Los Angeles, Riverside, and San Bernardino Counties.	Nocturnal. Active late spring to early fall.
Puma concolor **Mountain lion**	Not SA except Yuma Mtn lion MSHCP: C		

LEGEND

US: Federal Classifications

FE Taxa listed as Endangered.
FT Taxa listed as Threatened.

CA: State Classifications

SE Taxa State-listed as Endangered.
ST Taxa State-listed as Threatened.
CSC California Species of Special Concern. Refers to animals with vulnerable or seriously declining populations.
SA Special Animal. Refers to any other animal monitored by the Natural Diversity Data Base, regardless of its legal or protection status.
SP Special Plant. Refers to any other plant monitored by the Natural Diversity Data Base, regardless of its legal or protection status.

CNPS: California Native Plant Society Classifications

1B Plants considered by CNPS to be rare, threatened, or endangered in California and elsewhere.
2 Plants considered by CNPS to be rare, threatened, or endangered in California, but more common elsewhere.
3 Plants suggested by CNPS for consideration as endangered but about which more information is needed.

Table 5.10-2 [continued]
Species of Importance in the City and Sphere of Influence
(Western Riverside County MSHCP)

Species	Status	Habitat and Description	Activity Period
MSHCP: Western Riverside County MSHCP Status			
S	Species is adequately conserved under the MSHCP, but surveys are required within indicated habitats and/or survey areas.		
C	Species is adequately conserved under the MSHCP.		
P	Species is covered but not considered adequately conserved pending completion of MSHCP specified requirements.		

SPECIAL STATUS PLANTS, WILDLIFE, AND HABITATS

Special status species include those that are listed as rare, threatened, or endangered by either the CDFG or the USFWS; species that are candidates for either Federal or State listing; species designated as "fully protected" or "Species of Special Concern" by CDFG; and other species that are tracked by the California Natural Diversity Data Base, but that do not fall into any of the other categories mentioned above. The special status species discussed below are listed as Federal or State Endangered or Threatened or California Species of Special Concern. A total of 27 special status species (plants and wildlife) are known or expected to occur in the City/SOI.

Special Status Plant Species

The seven (7) special status plant species (i.e., Federal or State Endangered or Threatened or California Species of Special Concern) that are known or expected to occur within the City/SOI are outlined below. Their habitat and distribution are discussed in *Table 5.10-2.*

- Munz's onion (*Allium munzii*);
- San Diego ambrosia (*Ambrosia pumila*);
- Thread-leaved brodiaea (*Brodiaea filifolia*);
- San Diego button-celery (*Eryngium aristulatum var. parishii*);
- Parish's meadowfoam (*Limnanthes gracilis ssp. Parishii*);
- Spreading navarretia (*Navarretia fossalis*); and
- California Orcutt grass (*Orcuttia californica*).

Special Status Wildlife Species

The 20 special status wildlife species (i.e., Federal or State Endangered or Threatened or California Species of Special Concern) that are known or expected to occur within the City/SOI are outlined below. Their habitat and distribution are discussed in *Table 5.10-2.*

- Vernal Pool Fairy Shrimp (*Branchinecta lynchi*);
- Quino Checkerspot Butterfly (*Euphydryas editha quino*);
- Santa Rosa Plateau Fairy Shrimp (*Linderiella santarosae*);
- Riverside Fairy Shrimp (*Streptocephalus woottoni*);
- Arroyo Chub (*Gila orcuttii*);
- California Red-legged Frog (*Rana draytonii*);
- Coast Range Newt (*Taricha torosa torosa*);
- Western Pond Turtle (*Actinemys marmorata (pallida)*);
- Grasshopper Sparrow (*Ammodramus savannarum*);
- Bell's Sage Sparrow (*Amphispiza belli belli*);
- Golden Eagle (*Aquila chrysaetos*);
- Burrowing Owl (*Athene cunicularia*);
- Swainson's Hawk (*Buteo swainsoni*);
- California Yellow Warbler (*Dendroica petechia brewsteri*);
- Southwestern Willow Flycatcher (*Empidonax traillii extimus*);
- Loggerhead Shrike (*Lanius ludovicianus*);
- Coastal California Gnatcatcher (*Polioptila californica californica*);
- Least Bell's Vireo (*Vireo bellii pusillus*);
- Stephens' Kangaroo Rat (*Dipodomys stephensi*); and
- Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*).

Riparian and Wetland Habitats

The City/SOI lie within the inland portion of the Santa Margarita River Basin. Murrieta Creek and Temecula Creek are the main tributaries of the Santa Margarita River, and Warm Springs Creek is a tributary to Murrieta Creek. Both Murrieta Creek and Warm Springs Creek flow through the City/SOI.

Murrieta Creek flows southeasterly through the Murrieta Valley and is generally bounded by Warm Springs Creek to the east. Murrieta Creek occurs as a natural watercourse that runs from the northern City limit to the southern City limit near Cherry Street. Both creeks have highly variable flows and join Temecula Creek to the south of the City to form the Santa Margarita River, which ultimately drains into the Pacific Ocean near the southern boundary of Camp Pendleton. Both creeks generally remain in a semi-natural state with areas of significant native vegetation occurring along portions of each. Other minor tributaries and intermittent stream courses also occur throughout the City/SOI. As indicated in *Table 5.10-1*, lacustrine, riverine, and riparian habitats are present in the City/SOI, among others.

Grasslands within the City/SOI have historically supported vernal pools and seasonal wetlands; however, as development has occurred over the years, much of this habitat has been lost.

Vernal pools are ephemeral wetlands that generally form within shallow depressions where substrate near the surface restricts the percolation of water. Standing rainwater within these depressions often occurs during the fall and winter seasons, which can remain inundated until spring or early summer. These depressions may fill and empty several times during the rainy season, depending on the amount and frequency of precipitation. Vernal pools often support a flowering community, dominated by characteristic wetland plants.

In addition to riparian areas, isolated seasonal wetlands generally occur in topographic depressions within grasslands where soils are sufficiently impermeable to pond water during the rainy season; however, seasonal wetlands differ from vernal pools in that they may not be inundated for as long as vernal pools and generally contain a greater abundance of facultative and grassy species, and few, if any vernal pool endemic species. The final determination of the type of wetland is often ultimately verified by the ACOE. The extent to which special-status plant and animal species utilize these habitats varies; however, any species present in vernal pools may also occupy seasonal wetlands. Both vernal pools and seasonal wetlands offer habitat for a variety of plant and animal species listed as threatened or endangered, or that have other special status that require some level of protection. Vernal pool crustaceans, such as vernal pool fairy shrimp and vernal pool tadpole shrimp, along with a variety of plant species, are characteristically present in vernal pools.

Critical Habitat

The term “critical habitat” applies to areas designated by the USFWS to be of biological importance to Federally-listed species. Critical habitat is represented by a specific geographic area that is considered to be essential for the conservation of a threatened or endangered species and, as such, may require special management and long-term protection. Areas that are not presently occupied by a Federally-listed species may be considered as critical habitat as such habitat may be necessary for the recovery of the species. An area is designated as “critical habitat” following publication of a proposed Federal regulation in the Federal Register and receipt and consideration of public comments on the proposal. The final boundaries of the critical habitat area are published in the Federal Register.

Federal agencies are required to consult with the USFWS on actions they carry out, fund, or authorize in order to ensure that such actions will not result in the destruction or adverse modification of established critical habitat. As such, areas designated as critical habitat are provided protection for the long-term conservation of the species; however, a critical habitat designation has no effect on actions where a Federal agency is not involved (i.e. federal funding or permitting).

There is no designated or proposed critical habitat within the City or the SOI.

5.10.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, biological resources impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- 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 Services.

- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services.

- 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.

- 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.

- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

- Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

CEQA Guidelines Section 15065(a), *Mandatory Findings of Significance*, states that a project may have a significant effect on the environment if it would have "... the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare or threatened species ..."

An evaluation of whether an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would substantially diminish, or result in the loss of, an important biological resource or those that would obviously conflict with local, State, or Federal resource conservation plans, goals, or regulations. Impacts are sometimes locally adverse but not significant because, although they would result in an adverse alteration of existing conditions,

they would not substantially diminish or result in the permanent loss of an important resource on a population- or region-wide basis.

CEQA Guidelines Section 15380, *Endangered, Rare or Threatened Species*, states that a lead agency can consider a non-listed species to be Rare, Threatened, or Endangered for the purposes of CEQA, if the species can be shown to meet the criteria in the definition of Rare, Threatened, or Endangered. For the purposes of this discussion, the current scientific knowledge on the population size and distribution for each special status species was considered according to the definitions for Rare, Threatened, and Endangered listed in CEQA Guidelines Section 15380.

Based on these standards, the effects of the proposed project have been categorized as either a "less than significant impact" or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.10.4 PROJECT IMPACTS AND MITIGATION MEASURES

SPECIAL STATUS SPECIES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD HAVE AN ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Of the 54 Planning Species known or expected to occur within the City/SOI, 27 are Special Status Species (Listed) (i.e., Federal or State Endangered or Threatened or California Species of Special Concern) plant and wildlife species; refer to Table 5.10-2. More specifically, the following seven special status plant species are known or expected to occur within the City/SOI:

- Munz's onion (*Allium munzii*);
- San Diego ambrosia (*Ambrosia pumila*);
- Thread-leaved brodiaea (*Brodiaea filifolia*);
- San Diego button-celery (*Eryngium aristulatum var. parishii*);
- Parish's meadowfoam (*Limnanthes gracilis ssp. Parishii*);
- Spreading navarretia (*Navarretia fossalis*); and
- California Orcutt grass (*Orcuttia californica*).

Additionally, the following 20 special status wildlife species are known or expected to occur within the City/SOI:

- Vernal Pool Fairy Shrimp (*Branchinecta lynchi*);
- Quino Checkerspot Butterfly (*Euphydryas editha quino*);
- Santa Rosa Plateau Fairy Shrimp (*Linderiella santarosae*);
- Riverside Fairy Shrimp (*Streptocephalus woottoni*);
- Arroyo Chub (*Gila orcuttii*);
- California Red-legged Frog (*Rana draytonii*);
- Coast Range Newt (*Taricha torosa torosa*);
- Western Pond Turtle (*Actinemys marmorata (pallida)*);
- Grasshopper Sparrow (*Ammodramus savannarum*);
- Bell's Sage Sparrow (*Amphispiza belli belli*);
- Golden Eagle (*Aquila chrysaetos*);
- Burrowing Owl (*Athene cunicularia*);
- Swainson's Hawk (*Buteo swainsoni*);
- California Yellow Warbler (*Dendroica petechia brewsteri*);
- Southwestern Willow Flycatcher (*Empidonax traillii extimus*);
- Loggerhead Shrike (*Lanius ludovicianus*);
- Coastal California Gnatcatcher (*Polioptila californica californica*);
- Least Bell's Vireo (*Vireo bellii pusillus*);
- Stephens' Kangaroo Rat (*Dipodomys stephensi*); and
- Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*).

Coastal scrub and chaparral habitat areas are important for the Quino checkerspot butterfly and California gnatcatcher. Annual grassland and coastal scrub habitat is important to Stephens' kangaroo rat. Riparian, lacustrine, and emergent wetland habitats are important to listed least Bell's vireo and southwestern willow flycatcher.

Approximately 36 percent of the City (approximately 7,750 acres) is currently vacant. These vacant undeveloped lands may contain native habitat areas where special status plant or wildlife species are known or expected to occur. As discussed in detail in Section 3.0, Project Description, implementation of the proposed General Plan 2035 would result in the development of approximately 10,734 additional dwelling units (DU) and approximately 36.2 million additional square feet (SF) of non-residential uses. This future development is anticipated to occur on both vacant and underutilized land throughout the City. Future development on naturally vegetated vacant land within the City/SOI, both within and outside of the MSHCP Reserve Area, could significantly impact native habitat areas where sensitive plant and wildlife species exist. Additionally, future development may result in a "take" of one of the special status species. The most notable impact would involve the removal of sensitive vegetation communities and sensitive species for building pad development, and building and roadway construction.

Covered Species are those within the MSHCP Area that will be conserved by the MSHCP when it is implemented. All 54 Planning Species (Listed and Non-Listed) known or expected to occur in the City/SOI are adequately conserved under the MSHCP, as follows:

27 Special Status (Listed) Species

- 13 special status species listed as Federal or State Endangered or Threatened or California Species of Special Concern are adequately conserved under the MSHCP;
- 13 special status species listed as Federal or State Endangered or Threatened or California Species of Special Concern are adequately conserved under the MSHCP, but surveys are required within indicated habitats/survey areas; and
- 1 special status species (grasshopper sparrow (Ammodramus savannarum)) listed as California Species of Special Concern is covered but not considered adequately conserved pending completion of the MSHCP specified requirements.

27 Special Status (Non-Listed) Species

- 12 non-listed species are adequately conserved under the MSHCP; and
- 15 non-listed species are adequately conserved under the MSHCP, but surveys are required within indicated habitats/survey areas.

The MSHCP incorporates features that would minimize impacts to special status (Listed) Covered Species, as well as Non-Listed Covered Species, within the City/SOI, to the extent feasible. The direct and indirect impacts of Covered Activities on Non-Listed Covered Species would be the same as for Listed Covered Species. The MSHCP assembles a Reserve Area that incorporates substantial acreages of suitable habitat and known locations in a configuration that provides live-in and linkage habitat for a number of Listed and Non-Listed Covered Species. Portions of the MSHCP Reserve Area extend into the City/SOI, as illustrated on *Exhibit 5.10-2*. The Conceptual Conservation Scenario for the MSHCP Reserve Area is based on existing Conserved Lands, proposed Core Areas (undeveloped lands), and proposed Linkages (between Core Areas). *Exhibit 5.10-1* illustrates the Proposed Linkages and Cores, which are the focus of the Conservation Goals for the City/SOI. These Proposed Linkages and Cores include existing and proposed Conserved Lands that would be permanently protected and managed in their natural state for the benefit of the Covered Species. The target conservation range for lands within Subunits SW1, SW5, SW6, and SCM1 located within City limits is between 1,580 and 3,200 acres.

Additionally, various Listed and Non-Listed Covered Species occurring outside of the MSHCP Conservation Area would be protected by certain MSHCP policies. Namely, MSHCP Section 6.1.3 identifies the narrow endemic plant species for the MSHCP and the procedures necessary to ensure that the biological functions and values of these areas throughout the entire MSHCP Plan Area are maintained, including outside of the Conservation Area. MSHCP Section 6.3.2 requires that additional surveys be conducted for certain species, pursuant to specified

procedures. Species detected during surveys would be conserved in accordance with the respective applicable policy.

The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. The USFWS and CDFG issued take permits for the MSHCP. As such, the City has the authority to meet the Federal and State endangered species and conservation planning obligations for its jurisdiction. Future development would undergo environmental and design review on a project-by-project basis, in order to determine potential impacts to candidate, sensitive, and special status species, and verify compliance with the City's Western Riverside County MSHCP Implementation Policy, which establishes procedures and requirements for implementation of the Western Riverside County MSHCP. Through MSHCP Implementation Policy compliance review, the City would implement the requirements for private and public project contributions to the MSHCP Conservation Area, as set forth in the MSHCP, through the HANS process or by conducting a project-specific review that determines whether all or a portion of the real property for the project is located within the boundaries of the Criteria Area, then determining the applicable design criteria (pursuant to MSHCP Section 3.2) and imposing conditions of approval. Additionally, the City would implement the requirements pertaining to the following issues, in accordance with MSHCP Implementation Policy:

- Protection of riparian/riverine areas and vernal pools as set forth in MSHCP Section 6.1.2;
- Protection of narrow endemic plant species as set forth in MSHCP Section 6.1.3;
- Conditions of Approval for the urban/wildlands interface guidelines as set forth in MSHCP Section 6.1.4;
- Conditions of Approval for surveys as set forth in MSHCP Section 6.3.2; and
- City transfer of property.

Compliance with Murrieta's MSHCP Implementation Policy, which implements the Western Riverside County MSHCP, would ensure that an early determination is made of what properties are needed for the MSHCP Conservation Area and that owners of land outside of the MSHCP Conservation Area receive Take Authorization for Covered Species Adequately Conserved through the Permits issued to the City pursuant to the MSHCP. Development of property outside of the MSHCP Conservation Area (both within and outside of the Criteria Area) would receive Take Authorization for Covered Species Adequately Conserved provided payment of a mitigation fee is made (or any credit for land conveyed is obtained), as required by Murrieta's Local Development Mitigation Fee Ordinance, and compliance with MSHCP Section 6.0 (MSHCP Implementation Structure) occurs, as required by Murrieta's MSHCP Implementation Policy. Compliance with Murrieta's Local Development Mitigation Fee Ordinance (payment of the mitigation fee) and MSHCP Implementation Policy would provide full mitigation under CEQA, NEPA NEPA, FESA, and CESA for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the USFWS and CDFG, and/or any other appropriate participating regulatory agencies and as set forth in the MSHCP's IA.

Moreover, in order to further minimize potential impacts to special status species and habitats, the proposed General Plan 2035 designates a substantial amount of open space, which would be preserved. Approximately 3,221 acres are designated Parks and Open Space, representing approximately 18 percent of the City; refer to *Table 3-4*, *General Plan 2035 Buildout*. The Parks and Open Space Land Use Designation is intended to provide for the preservation of natural open spaces and maintain natural resources, among other objectives. The Parks and Open Space designation includes lands that would remain undeveloped within the City's Planning Area. The Parks and Open Space designation is also consistent with the MDC OS (Open Space) District, which is applied to appropriate areas, in order to ensure the conservation and protection of natural resources, including open space areas.

Additionally, the proposed General Plan 2035 Land Use, Conservation, and Recreation and Open Space Elements, have established goals and policies that address potential impacts to candidate, sensitive, or special status species and their habitats. Namely, Land Use Element Goal LU-25 requires collaboration with Federal, State, County, and other regional agencies and authorities, such as the Western Riverside County MSHCP, to ensure compliance with existing and future legislation that affects the City of Murrieta. To this end, the proposed General Plan 2035 has established Policy LU-25.1, which requires the City to provide a strong role in the development of regional planning efforts by ensuring local land use issues are adequately addressed at the regional level. It is the City's goal (Conservation Element Goal CSV-8) to conserve biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates. To this end, the proposed General Plan 2035 has established Policy CSV-8.1, in order to continue conservation of habitat areas and wildlife corridors under the MSHCP. Policy CSV-8.2 requires compliance with applicable policies and regulations of regional, State, and Federal agencies, in order to achieve common goals for preservation of habitat and the protection of threatened and endangered species. Policy CSV-8.4 requires that development projects be reviewed, in order to determine their impact on biological resources, and compliance with State and Federal regulations. Additionally, it is the City's goal (Recreation and Open Space Element Goal ROS-7) to plan open space areas, in order to protect, conserve, and utilize resources of unique character and value for the community. To this end, the proposed General Plan 2035 has established Policy ROS-7.1, which requires preservation and enhancement of open space resources in Murrieta. Additionally, Policy ROS-7.2 requires that open space be designated, in order to preserve habitat and scenic views of natural areas. All future development would be subject to compliance with the policies outlined below, in furtherance of these City goals.

In general, future development anticipated by the proposed General Plan 2035 would be subject to compliance with Murrieta's MSHCP Implementation Policy, the MSHCP, and the proposed General Plan 2035 goals and policies. Additionally, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to biological resources, including impacts to candidate, sensitive, or special status species and their habitats. If necessary, project-specific mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, future development associated with implementation of the proposed General Plan 2035 is not anticipated to have a

substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

Goal LU-22 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

Policies

LU-22.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.

LU-22.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.

Goal LU-25 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

Policies

LU-25.1 Provide a strong role in the development of regional planning efforts by ensuring local land use issues are adequately addressed at the regional level.

CONSERVATION ELEMENT

Goal CSV-3 A community that participates in a multi-jurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed.

Policies

CSV-3.5 Seek opportunities to restore natural watershed function as an added benefit while mitigating environmental impacts.

Goal CSV-4 Restoration of the natural function and aesthetic value of creeks, while providing flood control measures and opportunities for recreation.

Policies

CSV-4.1 Prioritize creek preservation, restoration and/or mitigation banking along creeks as mitigation for environmental impacts.

CSV-4.3 Preserve Warm Springs Creek and Cole Creek as a wildlife corridor, while accommodating flood control measures and passive recreation.

CSV-4.4 Retain and restore natural drainage courses and their function where health and safety are not jeopardized.

CSV-4.5 Support efforts for restoration, flood control, and recreation along Murrieta Creek, in coordination with regional and federal plans.

CSV-4.6 Seek funds and provide support for creek restoration, maintenance and protection through grant and mitigation programs, development entitlements, and non-profit organizations.

Goal CSV-5 Hills and ridges are protected for their environmental and aesthetic values.

Policies

CSV-5.1 Promote compliance with hillside development standards and guidelines to maintain the natural character and the environmental and aesthetic values of sloped areas.

Goal CSV-8 Conservation of biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates.

Policies

CSV-8.1 Facilitate the conservation of habitat areas and wildlife corridors under the Western Riverside Multiple Species Habitat Conservation Plan.

CSV-8.2 Comply with applicable policies and regulations of regional, State, and Federal agencies to achieve common goals for preservation of habitat and the protection of threatened and endangered species.

CSV-8.3 Work with public and private land owners to conserve biological resources.

CSV-8.4 Review development projects to determine their impact on biological resources, and compliance with state and federal regulations.

CSV-8.5 Address Western Riverside Multiple Species Habitat Conservation Plan policies to preserve jurisdictional, wetland, vernal pool and other areas whose hydrology supports habitat and species identified for conservation in the Plan.

CSV-8.6 Address Western Riverside Multiple Species Habitat Conservation Plan policies for an urban interface, to reduce the impacts from toxics, light, noise, invasive plant species and domestic predators (pets).

RECREATION AND OPEN SPACE ELEMENT

Goal ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

Policies

ROS-7.1 Preserve and enhance open space resources in Murrieta.

ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.

ROS-7.3 Seek opportunities to designate open space along waterways, while also providing for the development of trails.

ROS-7.4 When possible, link open space and parks for the movement of wildlife and people.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

SENSITIVE VEGETATION COMMUNITIES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD HAVE AN ADVERSE EFFECT ON A SENSITIVE VEGETATION COMMUNITY, INCLUDING RIPARIAN HABITAT AND FEDERALLY PROTECTED WETLANDS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: As indicated in *Table 5.10-1*, sensitive upland, forest, and wetland communities are known to occur throughout the City and the SOI. Sensitive upland communities include chaparral and coastal sage scrub, and forest communities include coastal oak woodland. Additionally, wetlands include fresh emergent wetland, lacustrine, chaparral, riverine/lacustrine, and valley foothill riparian. Future development on naturally vegetated vacant land within the City/SOI, both within and outside of the MSHCP Reserve Area, could significantly impact sensitive vegetation communities, including riparian habitat or federally protected wetlands.

The MSHCP incorporates features that would minimize impacts to the City/SOI's sensitive vegetation communities (i.e., riparian habitat or federally protected wetlands) within the Reserve Area. The MSHCP assembles a Reserve Area that incorporates substantial acreages of sensitive vegetation communities. Portions of the MSHCP Reserve Area extend into the City/SOI, as illustrated on *Exhibit 5.10-2*. The Proposed Linkages and Cores involve existing and proposed Conserved Lands that include sensitive vegetation communities that would be permanently protected and managed in their natural state. Additionally, the MSHCP includes adaptive management and monitoring. Impacts to sensitive vegetation communities outside of the Reserve Area are not considered significant, given the substantial presence of these communities within the MSHCP Conservation Area.

The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. The USFWS and CDFG issued take permits for the MSHCP. As such, the City has the authority to meet the Federal and State endangered species and conservation planning obligations for its jurisdiction. Future development would undergo environmental and design review on a project-by-project basis, in order to determine potential impacts to sensitive vegetation communities, including riparian habitat or federally protected wetlands, and verify compliance with the City's Western Riverside County MSHCP Implementation Policy (which implements the MSHCP). Through Implementation Policy compliance review, the City would implement the requirements for private and public project contributions to the MSHCP Conservation Area through the HANS process or by conducting a project-specific review. Additionally, the City would implement the requirements pertaining to riparian/riverine and fairy shrimp habitat (MSHCP Section 6.1.2), which addresses mapping of riparian, riverine, vernal pools, and other potentially jurisdictional wetland areas as part of the CEQA review of applications for Covered Activities within the MSHCP Plan Area. MSHCP Section 6.1.2 calls for avoidance and minimization of impacts to wetland habitat throughout the MSHCP Area, pursuant to existing regulatory standards that call for conservation and mitigation of wetland functions and values. Compliance with Murrieta's MSHCP Implementation Policy, which implements the Western Riverside County MSHCP (including MSHCP Section 6.1.2), would reduce impacts to sensitive vegetation communities, including riparian habitats and federally protected wetlands.

Additionally, the proposed General Plan 2035 Conservation Element has established goals and policies that address potential impacts to riparian habits and wetlands. Namely, it is the City's goal (Conservation Element Goal CSV-8) to conserve biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with

State and Federal mandates. To this end, the proposed General Plan 2035 has established Policy CSV-8.5 to address Western Riverside County MSHCP policies to preserve jurisdictional, wetland, vernal pool, and other areas whose hydrology supports habitat and species identified for conservation in the Plan.

Overall, future development anticipated by the proposed General Plan 2035 would be subject to compliance with Murrieta's MSHCP Implementation Policy, the MSHCP, and the proposed General Plan 2035 goals and policies, in order to address potential impacts to sensitive vegetation communities, including riparian habitats and wetlands. Additionally, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to biological resources, including impacts to sensitive vegetation communities, including, riparian habitats and federally protected wetlands. If necessary, project-specific mitigation would be recommended to reduce potential impacts to a less than significant level. Therefore, future development according to the proposed General Plan 2035 is not anticipated to have a substantial adverse effect on sensitive vegetation communities, including riparian habitat or federally protected wetlands. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.10.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

WILDLIFE MOVEMENT CORRIDORS

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD INTERFERE WITH AN ESTABLISHED WILDLIFE CORRIDOR.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Additionally, future development on naturally vegetated vacant land within the City/SOI could significantly impact wildlife movement corridors. However, as The MSHCP incorporates features that would minimize impacts to wildlife corridors, within the City/SOI. The MSHCP assembles a Reserve Area that incorporates substantial acreages in a configuration that provides live-in and linkage habitat. Portions of the MSHCP Reserve Area extend into the City/SOI, as illustrated on *Exhibit 5.10-2*. The Proposed Linkages and Cores involve existing and proposed Conserved Lands that provide wildlife corridors. Conservation of the Proposed Linkages would ensure both permanent resident "live-in" habitat, as well as movement habitat (i.e., movement corridors), are provided for a particular species.

It is noted, future development may result in the removal of mature trees that provide perching or nesting habitat for migratory birds and raptors, and may result in a "take"; refer to the Special Status Species Section.

The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. As such, the City has the authority to meet the Federal and State conservation planning obligations for its jurisdiction. Future development would undergo environmental and design review on a project-by-project basis, in order to determine potential impacts to wildlife corridors and verify compliance with the City's Western Riverside County MSHCP Implementation Policy, which implements the MSHCP. Through MSHCP Implementation Policy compliance review, the City would implement the requirements for private and public project contributions to the MSHCP Conservation Area, as set forth in the MSHCP, through the HANS process or by conducting a project-specific review.

Additionally, the proposed General Plan 2035 designates a substantial amount of open space (approximately 3,221 acres), which would be preserved, thereby facilitating the movement of wildlife species through wildlife corridors. The proposed General Plan 2035 Conservation Element has established goals and policies that address potential impacts to wildlife corridors. Namely, it is the City's goal (Conservation Element Goal CSV-4) to restore the natural function and aesthetic value of creeks, which serve as wildlife corridors. To this end, the proposed General Plan 2035 Policy CSV-4.1 requires creek preservation and restoration, and Policy CSV-4.3 requires that Warm Springs Creek and Cole Creek be preserved as wildlife corridors. It is the City's goal (Goal CSV-8) to conserve biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with state and federal mandates. To this end, the proposed General Plan 2035 has established Policy CSV-8.1, in order to continue conservation of habitat areas and wildlife corridors under the MSHCP. Additionally, it is the City's goal (Recreation and Open Space Element Goal ROS-7) to plan open space areas, in order to protect, conserve, and utilize resources of unique character and value for the community. To this end, the proposed General Plan 2035 has established Policy ROS-7.1, which requires preservation and enhancement of open space resources in Murrieta. Additionally, Policy ROS-7.2 requires that open space be designated, in order to preserve habitat and scenic views of natural areas. Policy ROS-7.4 requires that open space and parks be linked, when possible, for the movement of wildlife and people. All future development would be subject to compliance with the proposed General Plan 2035 policies, in furtherance of these City goals.

Future development anticipated by the proposed General Plan 2035 would be subject to compliance with Murrieta's MSHCP Implementation Policy, the MSHCP, and the proposed General Plan 2035 goals and policies. Additionally, due to the conceptual nature of the future development, proposals would require individual assessments of potential project-specific impacts to biological resources, including impacts to an established wildlife corridor. Therefore, future development according to the General Plan 2035 is not anticipated to interfere substantially with an established wildlife corridor. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.10.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

LOCAL POLICY/ORDINANCE CONSISTENCY

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONFLICT WITH A LOCAL POLICY OR ORDINANCE PROTECTING BIOLOGICAL RESOURCES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The City of Murrieta has adopted Resolution Number 03-1246 (Western Riverside County MSHCP Implementation Policy) and Ordinance Number 289-03 (Local Development Mitigation Fee), which are intended to protect biological resources in the City/SOI. The Western Riverside County MSHCP Implementation Policy was adopted by the City for the purpose of establishing procedures and requirements for implementation of the Western Riverside County MSHCP. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in Western Riverside County. The Local Development Mitigation Fee Ordinance establishes a mitigation fee for funding the preservation of natural ecosystems in accordance with the Western Riverside County MSHCP. Future development would undergo environmental and design review on a project-by-project basis, in order to verify compliance with the City's Western Riverside County MSHCP Implementation Policy and Local Development Mitigation Fee Ordinance. Refer to the Western Riverside County MSHCP Consistency Section below, which addresses compliance with these regulations and the Western Riverside County MSHCP.

Future development would undergo environmental and design review on a project-by-project basis, in order to ensure compliance with the M*urrieta Development Code*, including Chapter 16.42, *Tree Preservation*. All development projects would be required to recognize through project design the preservation of protected trees to the greatest extent feasible. Compliance with *MDC* Chapter 16.42 would ensure protection, preservation, and maintenance of native Oak, Sycamore, and Cottonwood trees, groves and stands of mature trees, and mature trees in general, among others. Issuance of a Tree Removal Permit would be required, prior to removal of a protected tree.

Additionally, the proposed General Plan 2035 Conservation Element has established goals and policies in furtherance of tree preservation. Namely, it is the City's goal (Conservation Element Goal CSV-9) to promote the growth of an urban forest, recognizing that plants provide natural services such as habitat. To this end, Policy CSV-9.1 requires that native trees, trees of historic or cultural significance, and mature trees, be identified and protected consistent with the Tree Preservation Ordinance. All future development would be subject to compliance with the proposed General Plan 2035 policies, in furtherance of this goal. Therefore, future development according to the proposed General Plan 2035 is not anticipated to conflict with *MDC* Chapter 16.42. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above, along with the following goal and policy.

CONSERVATION ELEMENT

Goal CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

Policies

CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

WESTERN RIVERSIDE COUNTY MSHCP CONSISTENCY

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONFLICT WITH THE PROVISIONS OF THE WESTERN RIVERSIDE COUNTY MSHCP.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis:

MSHCP Implementation Structure. Portions of the MSHCP Reserve Area extend into the City/SOI; refer to Exhibit 5.10-2. The Reserve is intended to protect sensitive plant and wildlife species and their habitats pursuant to the Western Riverside County MSHCP. The MSHCP

Implementation Structure is outlined in MSHCP Section 6.0 (Implementation Structure). As a Permittee City, Murrieta is required to adopt an ordinance imposing the Local Development Mitigation Fee, and an ordinance/resolution that adopts the MSHCP and establishes procedures and requirements for its implementation.

In compliance with MSHCP Section 6.0, the City has adopted the Western Riverside County MSHCP Implementation Policy (Resolution Number 03-1246) and the Local Development Mitigation Fee Ordinance (Ordinance Number 289-03). The Western Riverside County MSHCP Implementation Policy establishes procedures and requirements for implementation of the Western Riverside County MSHCP. Adoption and implementation of this Policy enables the City to achieve the MSHCP Conservation Goals and implement the associated IA. This Policy also includes provisions for implementation of the HANS process and an alternative process that focuses on whether all or a portion of a property is located within the boundaries of the Criteria Area. Additionally, the City's MSHCP Implementation Policy (Sections V.A through V.F) addresses the requirements pertaining to protection of riparian/riverine areas and vernal pools, protection of narrow endemic plant species, urban/wildlands interface, conditions of approval for surveys, and City transfer of property.

Also in compliance with MSHCP Section 6.0, the City has adopted the Local Development Mitigation Fee Ordinance (Ordinance Number 289-03), which establishes a mitigation fee for funding the preservation of natural ecosystems in accordance with the Western Riverside County MSHCP.

MSHCP Conceptual Conservation Scenario. The Conceptual Conservation Scenario for the MSHCP Reserve Area is based on existing Conserved Lands, proposed Core Areas (undeveloped lands), and proposed Linkages (between Core Areas). *Exhibit 5.10-1* illustrates the Proposed Linkages and Cores, which are the focus of the Conservation Goals for the City/SOI. These Proposed Linkages and Cores include existing and proposed Conserved Lands that would be permanently protected and managed in their natural state for the benefit of the Covered Species.

The proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, with individualized approaches for each area. A review of *Exhibit 3-3*, *General Plan 2035 Focus Areas*, and *Exhibit 5.10-1*, indicates that future development within the proposed Focus Areas could involve the Proposed Linkages and Cores, as follows:

- North Murrieta Business Corridor Focus Area: May involve development within Antelope Valley Proposed Core 2 and Sedco Hills-Paloma Valley Proposed Constrained Linkage 16.

- South Murrieta Business Corridor Focus Area: May involve development within Murrieta Creek Proposed Constrained Linkage 13 and Lower Warm Springs Creek Proposed Constrained Linkage 15.

Given that development is also anticipated outside of the Focus Areas, future development may occur within the Proposed Linkages and Cores located elsewhere in the City.

The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. As such, the City has the authority to meet the conservation planning obligations for its jurisdiction. Future development would undergo environmental and design review on a project-by-project basis, in order to confirm consistency with the City's MSHCP Implementation Policy and the MSHCP Species Conservation Guidelines and Area Plan Conservation Criteria. The MSHCP, Permits, and Implementation Agreement would serve as guiding documents for implementation of the conservation goals and land use planning parameters required by the City.

It is noted, the MSHCP, while including a process for negotiation for potential acquisition of property for conservation, also anticipates the potential for project-specific parties to not come to an agreement through the HANS process. The MSHCP states "This HANS process will not be construed as a limitation on the County's or the Cities' ability to approve or deny a development application except that a project consistent with this HANS process may not be denied solely because a development application does not comply with the MSHCP Conservation Criteria." This is evidenced in the MSHCP's approach, which identifies a Conceptual Conservation Scenario and identifies a target acreage range, rather than precise acreage, for each Area Plan Subunit. More specifically, the target conservation range for lands within Subunits SW1, SW5, SW6, and SCM1 located within City limits is between 1,580 and 3,200 acres. Therefore, although acquisition may not be achieved through the HANS process, compliance with the HANS process would ensure compliance with the MSHCP.

Additionally, the proposed General Plan 2035 Conservation Element has established goals and policies that address compliance with the *Western Riverside County MSHCP*. It is the City's goal (Conservation Element Goal CSV-8) to conserve biological resources through habitat preservation and restoration, in coordination with other regional efforts and in compliance with State and Federal mandates. To this end, the proposed General Plan 2035 has established Policy CSV-8.1, in order to continue conservation of habitat areas and wildlife corridors under the MSHCP. Policy CSV-8.2 requires compliance with applicable policies and regulations of regional, State, and Federal agencies, in order to achieve common goals for preservation of habitat and the protection of threatened and endangered species. In addition, Policies CSV-8.5 and CSV-8.6 address the MSHCP regarding the preservation of jurisdictional waters and other resources, and the reduction of impacts at the urban interface. All future development would be subject to compliance with the policies outlined below, in furtherance of these City goals. Therefore, future development according to the proposed General Plan 2035 is not anticipated to conflict with the provisions of the Western Riverside County MSHCP. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.10.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.10.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED PROJECT AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO BIOLOGICAL RESOURCES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Cumulative biological impacts are primarily analyzed in terms of consistency with the *Western Riverside County MSHCP*. The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan focusing on the conservation of species and their associated habitats in Western Riverside County. The MSHCP is intended to allow Western Riverside County and its Cities to better control local land-use decisions while addressing the requirements of the State and Federal Endangered Species Acts. The MSHCP encompasses approximately 1.26 million acres, and includes all unincorporated Riverside County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the Cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto.

The MSHCP Conceptual Reserve Design is based on existing Conserved Lands, proposed Core Areas (undeveloped lands), and proposed Linkages (between Core Areas). The Conceptual Reserve Design forms the basis for the overall conservation and impact estimates for Covered Species under the MSHCP Plan. MSHCP Figure 3-2, Schematic Cores and Linkages, illustrates Western Riverside County's existing Conserved Lands, Proposed Cores, and Proposed Linkages. In order to describe and implement the MSHCP's proposed conservation objectives efficiently, the Reserve Area is subdivided into Cells, which are grouped into Area Plans and Subunits for ease of discussion and planning. MSHCP Figure 3-3, Area Plans and Subunits, depicts the locations of the Area Plan Subunits within Western Riverside County. The Planning Species, and Biological Issues and Considerations for each Subunit are addressed individually for each Area Plan, in furtherance of the Plan's Conservation Goals.

As concluded above, implementation of the proposed General Plan 2035 would result in less than significant impacts involving the following issue areas: special status (listed) species; sensitive vegetation communities, including riparian habitat or federally protected wetlands; wildlife corridors; conflicts with local policies or ordinances protecting biological resources; and conflicts with the MSHCP. This analysis considered: listed, covered species; non-listed, covered species; and non-covered species, among other factors.

The MSHCP Final EIR/EIS analyzed the biological impacts resulting from implementation of the MSHCP for the following issue areas: vegetation communities; listed, covered species; non-listed, covered species; and non-covered species, among others. As outlined in EIR/EIS Table ES-8, the impact analysis concluded implementation of the MSHCP would result in less than significant impacts for the biological issue areas analyzed, except for the following significant and unavoidable impacts:

- Vegetation Community (Sensitive Upland: chaparral, coastal sage scrub, desert scrub, grasslands, Riversidean alluvial fan sage scrub); and

- Non-Covered Species.

City of Murrieta Resolution Number 03-1245 adopts the environmental findings pursuant to CEQA and a Statement of Overriding Considerations.

The biological impacts resulting from implementation of the proposed General Plan 2035 were considered in the MSHCP Final EIR/EIS analysis, since the MSHCP's approach identifies a Conceptual Conservation Scenario intended to accomplish the conservation goals for native vegetation communities and associated species. The MSHCP assembles a Reserve Area that incorporates substantial acreages of existing Conserved Lands, proposed Core Areas, and proposed Linkages. Moreover, the Conceptual Conservation Scenario identifies a target acreage range, rather than a precise acreage, for each Area Plan Subunit throughout MSHCP Area, including the City of Murrieta. The target conservation range for lands within Subunits SW1, SW5, SW6, and SCM1 located within City limits is between 1,580 and 3,200 acres. This target range was assumed for accomplishing the MSHCP's conservation goals. The General Plan 2035 is concluded to be consistent with the MSHCP, as discussed in the Western Riverside County MSHCP Consistency Section above. As such, impacts to biological resources, which are based on the conservation objectives, were anticipated in the MSHCP EIR/EIS. Implementation of the proposed General Plan 2035 project would be consistent with the analysis presented in the Final EIR/EIS, and would result in no greater impacts to biological resources than previously identified.

The cities within jurisdiction of the MSHCP, including the City of Murrieta, approved the MSHCP and are local Permittees under the MSHCP. The USFWS and CDFG issued take permits under the FESA and CESA. As such, the local Permittees (including the City of Murrieta) have the authority to meet the Federal and State endangered species and conservation planning obligations for their respective jurisdictions. The local Permittees, including the City of

Murrieta Department of Planning, would be responsible for ensuring that all development proposed within jurisdiction of the MSHCP is consistent with the MSHCP Species Conservation Guidelines and Area Plan Conservation Criteria. The MSHCP, Permits, and IA would serve as guiding documents for the implementation of the conservation goals and land use planning parameters required by the local Permittees.

All future development within Western Riverside County would undergo environmental and design review on a project-by-project basis, in order to evaluate potential impacts to biological resources and ensure consistency with the Western Riverside County MSHCP. Future development with potential to impact biological resources would also be required to comply with the established Federal and State regulatory framework. Biological impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035, and compliance with the Murrieta MSHCP Implementation Policy, and Western Riverside County MSHCP. Cumulative impacts to biological resources within Western Riverside County are currently being mitigated on a project-by-project basis and in accordance with the MSHCP, including through the HANS process. Therefore, implementation of the proposed General Plan 2035 would not result in cumulatively considerable impacts to biological resources.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.10.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.10.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Biological impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035, compliance with the City's MSHCP Implementation Policy, Local Development Mitigation Fee Ordinance, and Development Code, and the Western Riverside County MSHCP. No significant unavoidable impacts to biological resources would occur as a result of buildout of the proposed General Plan 2035.

5.10.7 SOURCES CITED

County of Riverside Transportation and Land Management Agency, and United States Fish and Wildlife Service, *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Final MSHCP Volume IV Final EIR/EIS*, June 17, 2003.

LSA Associates, Inc., *City of Murrieta General Plan Update Biological Resources*, December 2009.

Murrieta Development Code.

Western Riverside County Multiple Species Habitat Conservation Plan Official Website, http://www.rctlma.org/mshcp/index.html, Accessed January 17, 2010.

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Murrieta

General Plan Update

Section 5.11:

Agricultural Resources

5.11 AGRICULTURAL RESOURCES

This section evaluates potential impacts to agricultural resources that could result from implementation of the proposed General Plan 2035.

5.11.1 REGULATORY SETTING

STATE

Farmland Mapping and Monitoring Program

Maps of Important Farmlands are prepared by the California Department of Conservation as part of its Farmland Mapping and Monitoring Program (FMMP). Important Farmland maps are prepared periodically for most of the State's agricultural areas based on information from the Natural Resource Conservation Service's soil survey maps, land inventory and monitoring criteria developed by the Natural Resource Conservation Service, and land use information mapped by the California Department of Water Resources. These criteria generally are expressed as definitions that characterize the land's suitability for agricultural production, including physical and chemical characteristics of the soil and actual land use. Important farmland maps are generally updated every two years. The following provides descriptions for farmlands mapping categories.

- ***Prime Farmland*:** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- ***Farmland of Statewide Importance:*** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- ***Unique Farmland:*** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- ***Farmland of Local Importance:*** Lands of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.

- ***Grazing Land:*** Lands in which the existing vegetation is suited to the grazing of livestock.

In Riverside County, Farmland of Local Importance is defined as follows[1]:

- Soils that would be classified as Prime and Statewide but lack available irrigation water.
- Lands planted to dryland crops of barley, oats, and wheat.
- Lands producing major crops for Riverside County but that are not listed as Crops grown on unique farmland. These crops are identified as returning one million or more dollars on the 1980 Riverside County Agriculture Crop Report. Crops identified are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelons.
- Dairylands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
- Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands.
- Lands planted to jojoba which are under cultivation and are of producing age.

California Land Conservation Act

The California Land Conservation Act of 1965 (*California Government Cod*e Section 51200 – 51297.4), commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the State via the Open Space Subvention Act of 1971 (*California Government Code* Section 16140-16154).

LOCAL

City of Murrieta Development Code

Agricultural uses are provided “right to farm” protections from land use conflicts by the *City of Murrieta Development Code,* Section 16.18.040, Equestrian and Agriculture Preservation. The intent of this section is to preserve the City's rural equestrian and agricultural character and to protect equestrian facilities, kennels and agricultural operations as a high community priority while minimizing conflicts with new urban development. It includes requirements to notify prospective purchasers, residents and tenants of property adjoining or near agricultural

[1] California Department of Conservation Farmland Mapping and Monitoring Program, “Farmland of Local Importance,” downloaded from http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx, January 13, 2011.

operations, of the inherent conflicts associated with the purchase of the residence including the presence of chemicals, dust, light, noise, odors and traffic that may occur near agricultural operations. It also states that no agricultural or livestock use shall become a nuisance to adjacent land uses, when the use was not a nuisance at the time it was established.

5.11.2 ENVIRONMENTAL SETTING

FARMLAND

Murrieta's economy was once based on agriculture, and there is still farmland within the City and the Sphere of Influence. *Exhibit 5.11-1*, *Important Farmland (2008)* shows the location of farmland types in the City and Sphere of Influence, including Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. *Table 5.11-1*, *Farmland Types in Murrieta and Sphere of Influence (2008)* provides the acreage for each Farmland Mapping Category. *Exhibit 5.11-1* and *Table 5.11-1* are based on the Important Farmland maps prepared by the State in 2008. These maps include land that was used for agricultural production anytime in the four years before the maps were prepared. However, by 2009 the extent of land used for agricultural production within the City limits was far less than the farmland depicted in *Exhibit 5.11-1*.

Table 5.11-1
Farmland Types in Murrieta and Sphere of Influence (2008)

Farmland Mapping Category	Total in Acres
City of Murrieta	
Urban Built Out Land	11,348
Grazing Land	1,540
Farmland of Local Importance	3,207
Prime Farmland	65
Farmland of Statewide Importance	28
Unique Farmland	81
Other Land	5,242
Sphere of Influence	
Urban Land	442
Grazing Land	1,164
Farmland of Local Importance	2,581
Other Land	1,155

Source: City of Murrieta GIS Data, December 2009.

Most of the land classified as farmland in Murrieta is Farmland of Local Importance, concentrated in the southwest and northeast; or Grazing Land, primarily in the northeast. The majority of the Sphere of Influence is designated as either Farmland of Local Importance or Grazing Land. Several isolated parcels classified as Farmland of Statewide Importance or Prime Farmland are located in the southern portion of the City, west of I-15. Parcels classified as Unique Farmland are present in the northern area of the City.

WILLIAMSON ACT LANDS

To preserve agricultural uses, the Williamson Act established an agricultural preserve contract procedure by which counties or cities within California can tax landowners at a lower rate, in return for a guarantee that these properties will remain under agricultural production for a period of 10 years.

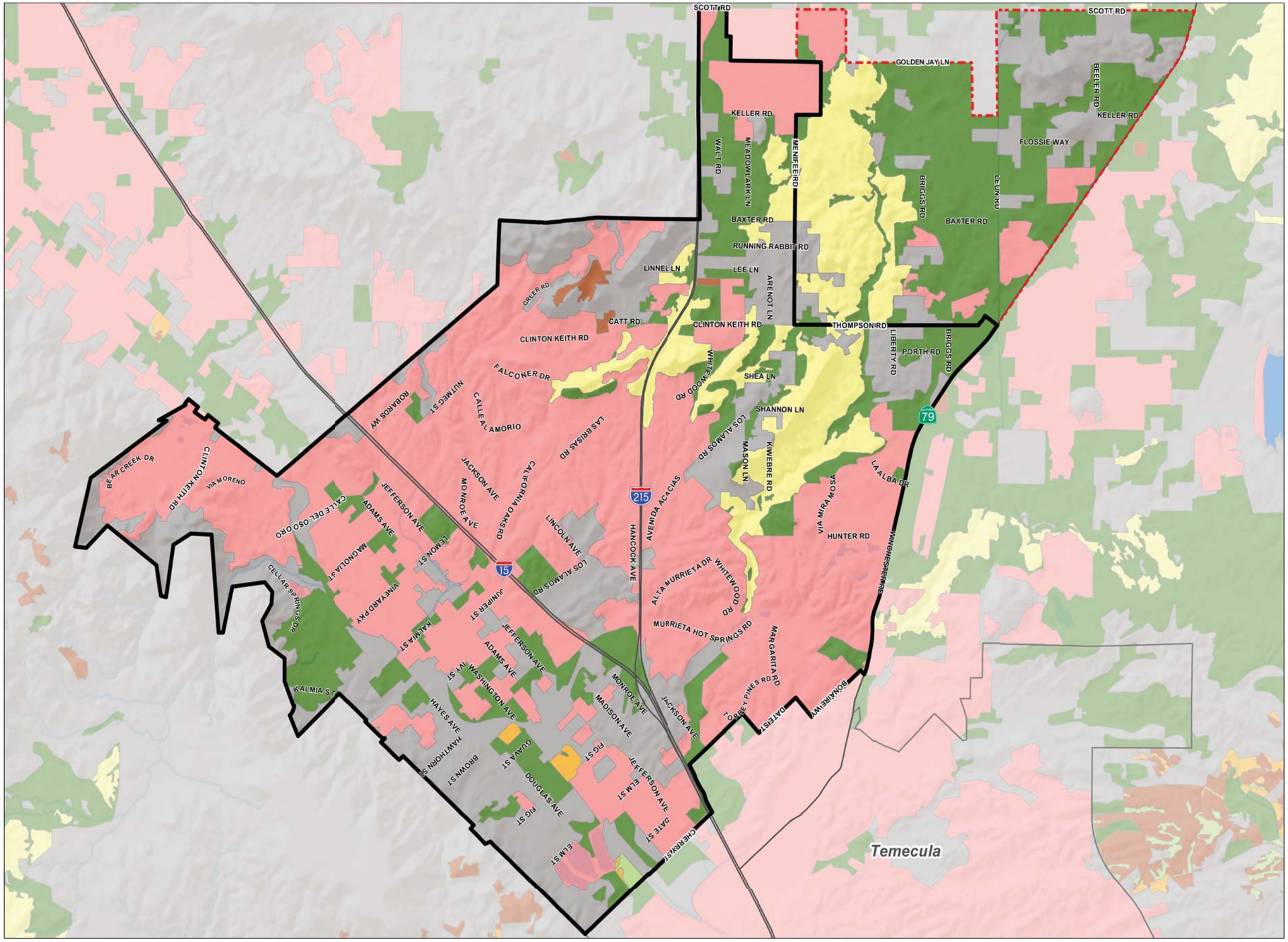
According to the California Department of Conservation, no Williamson Act encumbered properties are located within the City of Murrieta. However, approximately 58 acres of encumbered properties are located in the Sphere of Influence; refer to *Exhibit 5.11-2*, *Williamson Act Farmland (2007)*. None of these contracts are in non-renewal status with the State. Of this land, 48 acres are designated as Prime Agricultural Land by the Farmland Mapping and Monitoring Program.

5.11.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, agricultural resources impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- 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.
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.



LEGEND

Important Farmlands

- Urban Built Out Land
- Grazing Land
- Prime Farmland
- Farmland of Local Importance
- Farmland of Statewide Importance
- Unique Farmland
- Water
- Other Land
- Sphere of Influence
- City Boundary

Note: The Department of Conservation Farmland Mapping and Monitoring Program updates agricultural land maps every two years. 2008 was the most recent available data for Riverside County.

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Miles

Source: County of Riverside; City of Murrieta; USGS; ESRI - World Shaded Relief; and California Department of Conservation.

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Important Farmland (2008)

Exhibit 5.11-1

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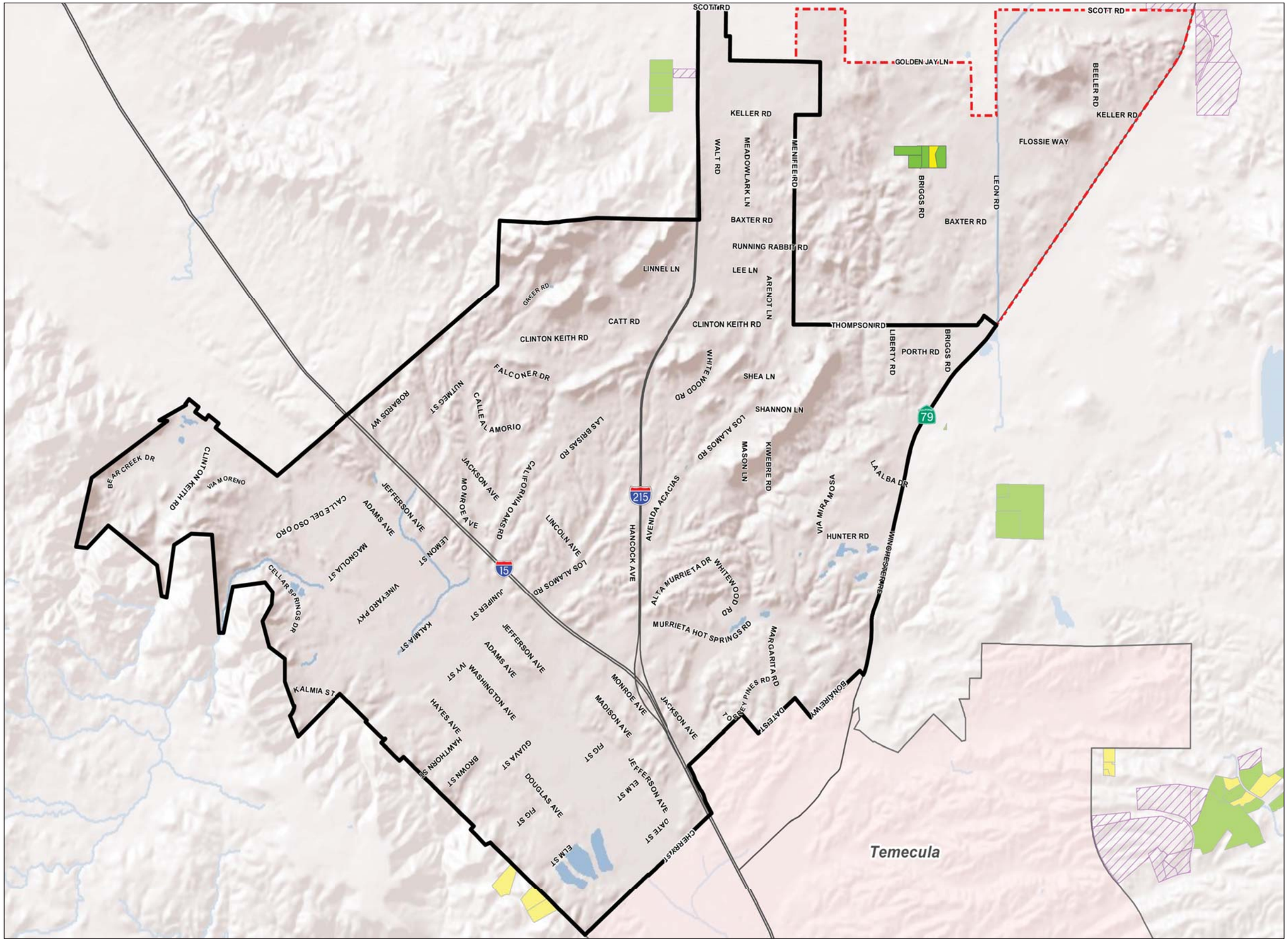

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LEGEND

2006 Williamson Act Lands

- Non-Prime Agricultural Land
- Prime Agricultural Land
- Land in Non-Renewal
- Sphere of Influence
- City Boundary

Note: Lands enrolled in Williamson Act and Farmland Security Zone Contracts as of January 1, 2007. The Department of Conservation produces Biennial Land Conservation (Williamson) Act Status Reports in even number years that reflect the previous two years. The last available status report is 2008, covering the years 2006 and 2007.

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Source: County of Riverside; City of Murrieta; and California Department of Conservation.

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Williamson Act Farmland (2007)

Exhibit 5.11-2

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5.11.4 PROJECT IMPACTS AND MITIGATION MEASURES

CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE, INCLUDING LAND SHOWN ON THE 2008 FARMLAND MAPPING AND MONITORING PROGRAM, AS UNIQUE FARMLAND.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, with individualized approaches for each area. New growth associated with the proposed General Plan 2035 is primarily anticipated to occur within the five Focus Areas targeted for land use change. These five Focus Areas are generally near the freeways, around economic catalysts such as the Loma Linda University Medical Center-Murrieta and Murrieta Education Center that are expected to generate interest in further development. No land use changes are proposed for the remainder of the City.

Parcels identified as Prime Farmland and Farmland of Statewide Importance do not fall within the boundaries of any of the proposed General Plan 2035 Focus Areas. Therefore, no impacts are anticipated to these types of farmland. However, parcels in the northern part of the City that are shown as Unique Farmland on the 2008 Important Farmland map fall within the boundaries of two Focus Areas. The Unique Farmland areas west of I-215 are currently within the City's Rural Residential zoning district. These parcels partially fall within the Clinton Keith/Mitchell Focus Area, and are designated Rural Residential in the proposed General Plan 2035, along with nearby parcels that buffer them from more intense uses to the east. Agricultural uses are a permitted use in the Rural Residential zoning district. Therefore, the proposed General Plan 2035 is not expected to result in conversion of these parcels to non-agricultural use; impacts are considered less than significant in this regard.

The Unique Farmland parcel east of I-215 is within the City's Business Park zoning district and is currently used as a plant nursery; in-pot nurseries are mapped by Farmland Mapping and Monitoring Program as Unique Farmland regardless of underlying soil type[2]. The nursery is a permitted use on this parcel under the City's current Development Code. The parcel lies in the North Murrieta Business Corridor Focus Area, and is designated as Commercial in the proposed General Plan 2035. Plant nurseries are a permitted use in several commercial zoning districts; depending on how zoning is implemented in this area, the plant nursery may be a non-conforming use. Development in the North Murrieta Business Corridor Focus Area may also result in pressure for this parcel to be developed with a different commercial use. However,

[2] Amy Klug, Research Analyst (GIS), California Department of Conservation Farmland Mapping and Monitoring Program, email communication, December 20, 2010.

because plant nurseries are allowed in the Rural Residential district and several non-residential zoning districts, the plant nursery could move its potted plants to another location in the City if it is displaced. Any new plant nurseries in the City would be considered to be new areas of Unique Farmland. Therefore, the proposed General Plan 2035 is not anticipated to cause a permanent loss of Unique Farmland; impacts are considered less than significant in this regard.

The 2008 Important Farmland map shows Locally Important Farmland throughout the City. However, as stated above, most of this land is not in agricultural production based upon City staff review of parcel records and field inspection, and therefore may not be eligible for inclusion on the Important Farmland maps expected to be released in 2011.

Under the proposed General Plan 2035, future development efforts are directed toward the Focus Areas, with an emphasis on encouraging additional office and business park uses in appropriate freeway-adjacent locations. Although most of the City is urbanized or urbanizing, large rural residential areas would remain, where agricultural uses are less subject to land use conflicts and development pressure. The proposed General Plan 2035 goals and policies in the Conservation and Land Use Elements support the protection of rural character and the continued potential for agricultural uses in these rural residential areas.

In addition to allowing agricultural activity in rural residential areas, the proposed General Plan 2035 policies encourage additional, small-scale urban agricultural opportunities to be created throughout the City. The focus of these policies is on improving Murrieta residents' access to fresh, locally grown produce, rather than on growing food for export out of the community. However, urban agriculture is an evolving industry and the proposed General Plan 2035 allows for commercial urban farming operations as well as food processing facilities that could be linked to those operations.

Through the proposed General Plan 2035, the potential for agricultural uses in rural residential areas would remain, and the expansion of agricultural uses in urbanized areas is encouraged. Therefore, impacts on farmland are considered to be less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-10 Fresh food is grown locally and made available through multiple venues that maintain a link to the City's agricultural heritage and promote healthy eating.

Policies

CSV-10.1 Allow agricultural uses to continue in rural residential areas.

CSV-10.2 Consider ways to allow small-scale urban agriculture in parks, schools, and neighborhoods.

CSV-10.3 Ensure that residents are permitted to grow fruits and vegetables in their yards, so long as there are not significant negative impacts to adjacent property owners.

CSV-10.4 Encourage and support the use of public lands for community gardens and other food production facilities, when feasible.

CSV-10.5 Support opportunities for local food production and access, such as farmers' markets, community gardens, harvest sharing programs, and community-supported agriculture programs.

CSV-10.6 Encourage local farmers to sell fresh food locally.

CSV-10.7 Allow public facilities such as schools, libraries, and community centers to be used as Community Supported Agriculture pick-up sites, where feasible.

LAND USE ELEMENT

Goal LU-2 A community that preserves its rural characteristics in appropriate locations.

Policies

LU-2.1 Provide for the keeping of horses and other livestock, as well as farming or agricultural operations, on appropriate larger lot residential property to preserve the community's heritage.

Goal LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

Policies

LU-20.6 Allow the keeping of personal livestock for both commercial and non-commercial purposes pursuant to the standards in the City's Development Code, and as may be modified through a Specific Plan.

LU-20.7 Allow commercial farms, tree crops and other agricultural uses on lots of at least 2.5 acres in size consistent with Los Alamos' long history as an agricultural community.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

ZONING AND WILLIAMSON ACT CONTRACTS

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USES, OR A WILLIAMSON ACT CONTRACT.

Level of Significance Before Mitigation: No Impact.

Impact Analysis: The proposed General Plan 2035 would not involve direct modifications to existing zoning designations; however, zoning designations would be made consistent with General Plan land use designations following adoption of the proposed General Plan 2035. The City's current *Development Code* does not include agricultural use zoning districts, but agricultural uses including commercial crop production are permitted in the Rural Residential, Estate Residential, and General-Industrial-A zoning districts; plant nurseries are permitted in some Commercial zoning districts. The proposed General Plan 2035 would maintain the current land use designations throughout the City, with the exception of the land use changes in the five of the seven Focus Areas. The proposed General Plan 2035 does not include any modifications to County agricultural zoning designations in the Sphere of Influence.

According to the California Department of Conservation, no properties located within the City are under Williamson Act contracts. Approximately 58 contiguous acres in the Sphere of Influence, which are located approximately 1 mile east and 1.5 miles north of the City limits, are under Williamson Act contract. Land use and zoning in the Sphere of Influence is under the jurisdiction of Riverside County. The proposed General Plan 2035 does not address land use in the Sphere of Influence, and therefore would not conflict with any Williamson Act contract.

Given that no properties are currently under Williamson Act contracts in the City, and that the proposed General Plan 2035 proposes no land use changes in the Sphere of Influence, no impacts would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: No goals or policies in the proposed General Plan 2035 pertain specifically to Williamson Act Contracts.

Mitigation Measures: No mitigation measures are required.

Level of Significance After Mitigation: Not Applicable.

5.11.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO AGRICULTURAL RESOURCES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Future development projects in the City of Murrieta, the City's Sphere of Influence, County of Riverside, and the region could result in the loss of agricultural resources. Development in the region impacting agricultural resources designated as prime farmland, farmland of statewide importance, unique farmland, grazing lands, or farmland of local importance would be considered a significant impact. All these categories of agricultural land are currently located within the City.

No properties located within the City are under Williamson Act contracts. Although parcels in the Sphere of Influence are encumbered under such contracts, they would not be affected by the proposed General Plan 2035.

Through the proposed General Plan 2035, the potential for agricultural uses in rural residential areas would remain, and the expansion of agricultural uses in urbanized areas is encouraged. Therefore, implementation of the proposed General Plan 2035 would result in less than cumulatively considerable agricultural resource impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.11.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.11.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Agricultural impacts associated with implementation of the proposed General Plan 2035 would not occur or would be less than significant with compliance with and/or adherence to State and local regulations, and goal and policies in the proposed General Plan 2035. Therefore, no

significant unavoidable agricultural resources impacts would occur as a result of the proposed General Plan 2035.

5.11.7 SOURCES CITED

Amy Klug, Research Analyst (GIS), California Department of Conservation Farmland Mapping and Monitoring Program, email communication, December 20, 2010.

California Department of Conservation Farmland Mapping and Monitoring Program, "Farmland of Local Importance," downloaded from http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx, January 13, 2011.

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Murrieta

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Section 5.12:

Mineral Resources

5.12 MINERAL RESOURCES

This section evaluates potential impacts to mineral resources that could result from implementation of the proposed General Plan 2035.

5.12.1 REGULATORY SETTING

FEDERAL

There are no Federal regulations applicable to mineral resources. Activities related to mining and mine reclamation are regulated by the State.

STATE

Surface Mining and Reclamation Act of 1975

The State Mining and Reclamation Act of 1975 (*California Public Resources Code* Section 2710 et seq.) (SMARA) required that the California State Geologist implement a mineral land classification system to identify and protect mineral resources of regional or statewide significance in areas where urban expansion or other irreversible land uses may occur, thereby potentially restricting or preventing future mineral extraction on such lands. It is also the intent of this process, through the adoption of general plan mineral resource management policies, that this information be considered in local land use planning activities (California *Public Resources Code* Section 2762). The California State Mining and Geology Board (SMGB) classifies such urban and non-urban lands according to a priority list, or when the Board is otherwise petitioned to classify a particular land area.

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

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

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

Mining operations and mine reclamation activities are required to be performed in accordance with laws and regulations adopted by the SMGB, as contained in Section 3500 et seq. of *Title 14* of the *California Code of Regulations* (CCR). The State Department of Conservation's Office of Mine Reclamation (OMR) oversees reclamation requirements.

Division of Oil, Gas, and Geothermal Resources

The California State Department of Conservation maintains the Division of Oil, Gas, and Geothermal Resources (DOGGR). The DOGGR is responsible for monitoring the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells with the intention of environmental protection, public health and safety, and general environmental conservation methods. The DOGGR is also responsible for collecting groundwater, oil, gas, and geothermal resource data for maintaining a record of all drilled and abandoned well locations.

Division of Mines and Geology

The California Division of Mines and Geology (DMG) operates within the Department of Conservation. The DMG is responsible for assisting in the utilization of mineral deposits and the identification of geological hazards.

State Geological Survey

Similar to the DMG, the California Geological Survey is responsible for assisting in the identification and proper utilization of mineral deposits, as well as the identification of fault locations and other geological hazards.

LOCAL

City of Murrieta Municipal Code

City of Murrieta Municipal Code, *Title 16 Development Code*, Article IV – Administration, Chapter 16.68, *Surface Mining Permits* provides guidelines for the review of surface mining permit applications that are intended to create and maintain an effective surface mining and reclamation policy, as authorized by SMARA. Chapter 16.68 includes provisions for the:

- Regulation of surface mining operations in order to prevent or minimize potentially adverse effects resulting from surface mining operations.

- Reclamation of mined lands in a manner in which the continued mining of valuable materials is not precluded, and that such lands are returned to a usable condition that is readily adaptable for alternative land use.

- Production and conservation of minerals, with consideration given to range and forage, recreation, watershed, wildlife, and aesthetic enjoyment, and the elimination of potential residual hazards to public convenience, health, safety, and general welfare.

5.12.2 ENVIRONMENTAL SETTING

Murrieta and its Sphere of Influence lie within the Temescal Valley Area within Riverside County. Within this area, mineral lands are classified as metallic (hydrothermal and sedimentary), industrial, and aggregate. Within the Temescal Valley Area, existing mineral extraction activities and commodities produced primarily consist of clay, specialty sands, and specialty stone.

Construction aggregate (crushed rock, sand, and gravel) also represents a valuable mineral commodity. Sand, gravel, and clay are generally used for fill purposes, for the construction of roads and highways within urban and suburban development, and for other infrastructure purposes such as canals, aqueducts, etc. With the production of these commodities over recent years, the Temescal Valley Area has become a major area for mining.

The construction industry is greatly dependent on readily available aggregate deposits that are within a reasonable distance to market regions. Aggregate is a low unit-value, high bulk-weight commodity; therefore, aggregate for construction must be obtained from nearby sources in order to minimize costs. If nearby aggregate sources do not exist, then transportation costs can quickly exceed the value of the aggregate. For Murrieta, the nearest quarries for aggregate materials are located along I-15 north of SR-74 (Pacific Aggregates) and south of SR-76 (National Quarries), with two other quarries proposed at closer range[1].

Five mineral resource sites have been identified within the City, shown in *Exhibit 5.12-1, Mineral Resources*. These sites contain clay, sand and gravel (construction), feldspar, feldspar/silica, and gold. One geothermal resource is also identified within the City boundaries. Within the Sphere of Influence, three mineral resource sites are identified that contain feldspar, gold, and stone (crushed/broken). However, the Riverside County Permitted Surface Mines List does not show any mines within the City of Murrieta[2], nor is the City aware of any mines, which would require a permit.

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[1] Southern California Construction Aggregates Market Study, EnviroMINE, Inc., November 2007.

[2] Riverside County Planning Department, "Permitted Surface Mines List," http://www.tlma.co.riverside.ca.us/planning/content/geninfo/surface_mine_list.aspx, accessed January 3, 2011.

As stated above, SMARA directs the State Geologist to classify non-fuel mineral resources of the State to show where economically significant mineral deposits occur and where they are likely to occur, based upon the best available scientific data. For industrial materials, the City and its Sphere of Influence are classified as MRZ-4, an area of unknown mineral resource significance. For aggregate resources, most of the City and the Sphere of Influence are classified as MRZ-3a, an area containing known mineral occurrences of undetermined mineral resource significance. According to Special Report 165 of the California Geological Survey, the MRZ-3a designation in Murrieta contains two types of potential deposits: sand and gravel, and crushed stone[3]. Land west of I-15 is classified as MRZ-1, an area of no mineral resource significance.

MRZ-3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. The MRZ-3 classification indicates potentially significant mineral deposits that can be reclassified as significant mineral deposits through either a petition or regular periodic review by the State. This reclassification can occur in the event of a change in the mineral resources, or if a threat to the extraction of mineral deposits develops. Once areas within their jurisdiction have been classified as MRZ-3, cities and counties may prepare a report in order to determine the economic viability and extent of mineral and aggregate resources.

OIL

According to the State of California Department of Conservation DOGGR, no underlying oil fields are present in the General Plan Planning Area, or in outlying areas.[4] Well data maintained by the DOGGR indicate that four exploratory wells have been previously drilled within the City. None of the wells indicated the presence of oil or gas. These wells have since been plugged and abandoned.

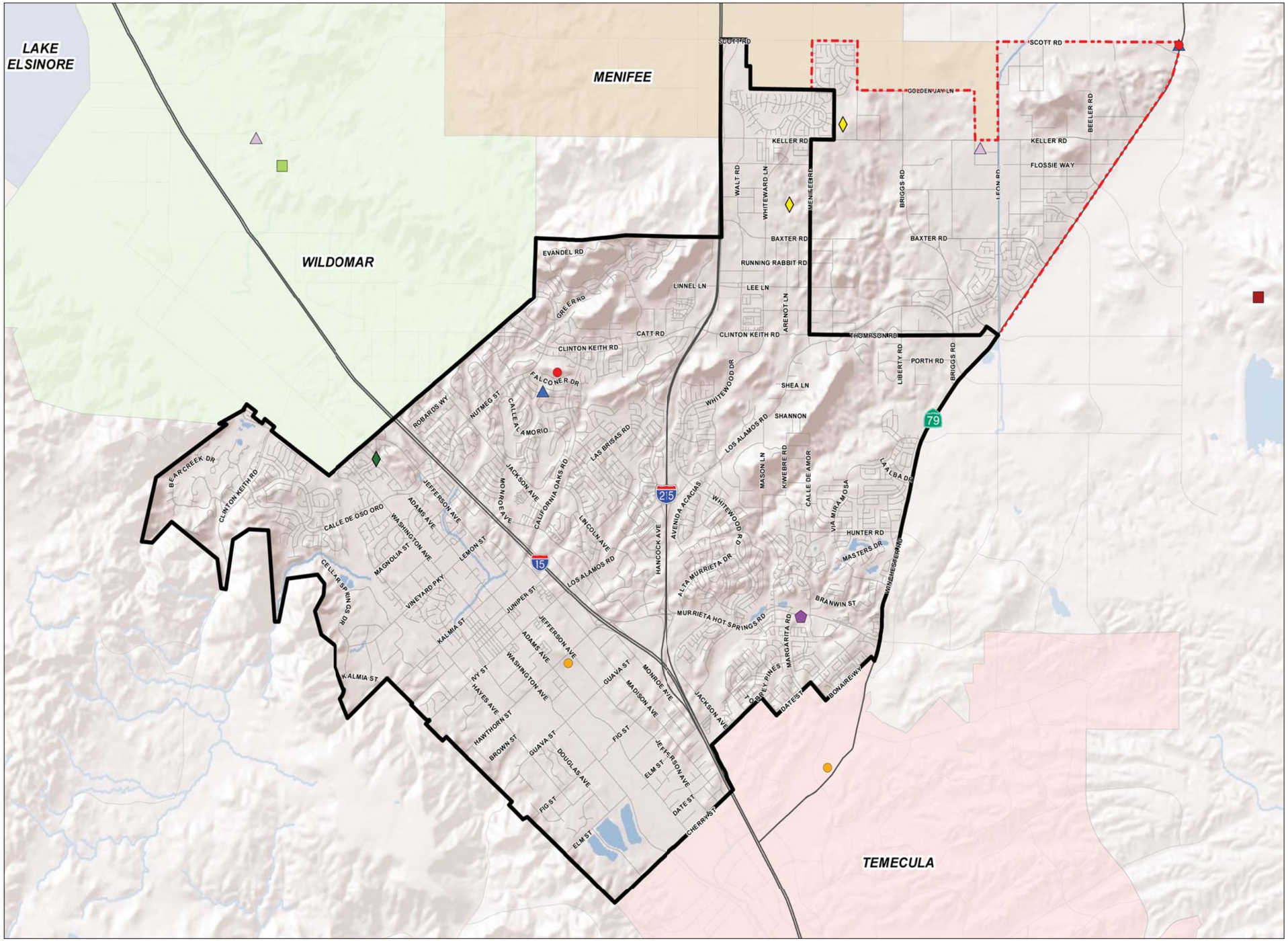
5.12.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, impacts to mineral resources resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- The loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

[3] *Mineral Land Classification of the Temescal Valley Area, Riverside County, California*, Special Report 165, California Department of Conservation Division of Mines and Geology, 1991.

[4] State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources, ftp://ftp.consrv.ca.gov/pub/oil/maps, accessed December 10, 2009.



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LEGEND

Mineral Resources

- Clay
- Copper
- Feldspar
- Feldspar, Silica
- Geothermal
- Gold
- Iron
- Sand and Gravel, Construction
- Stone, Crushed/Broken
- Sphere of Influence
- City Boundary

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Source: County of Riverside, City of Murrieta, and the California Department of Conservation.

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Mineral Resources

Exhibit 5.12-1

Back of 11 x 17 exhibit

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.12.4 PROJECT IMPACTS AND MITIGATION MEASURES

MINERAL RESOURCE ZONES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN IMPACTS TO MINERAL RESOURCES NOT YET IDENTIFIED.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: It is unknown and therefore unlikely that there are significant mineral resources in the MRZ-4 area that would be affected by implementation of the proposed General Plan 2035; therefore, impacts are considered less than significant in this regard.

As described above, the MRZ-3a classification for aggregate resources represents an area that has the potential for mineral deposits, but no resources have been identified. Therefore, the proposed General Plan 2035 would not 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. Conservation Element Goal CSV-6 and the associated policy is specific to the responsible management of mineral resources. As such, impacts are considered less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-6 Mineral resources are managed responsibly with minimal impact to surrounding areas.

Policies

CSV-6.1 Ensure compliance with City regulations that seek to prevent or minimize potentially adverse effects of mining, and provide for reclamation of mined lands.

Mitigation Measures: No mitigation measures beyond the goals and policies measures identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

MINERAL RESOURCE RECOVERY SITES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN IMPACTS TO MINERAL RESOURCE RECOVERY SITES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The Murrieta *Development Code* provides for the regulation of any future mining operations by allowing mining within the General Industrial zoning district and providing guidelines for the review of surface mining permit applications, as authorized by SMARA. The *Development Code* includes provisions for the regulation of surface mining operations in order to prevent or minimize potentially adverse effects, and provides for reclamation of mined lands. The proposed General Plan 2035 is consistent with the Development Code provisions that ameliorate some of the adverse consequences of mining, should there be mining operations in the future.

Mineral resources have been identified within the City of Murrieta or the Sphere of Influence; however, no mineral resource recovery sites are known to exist in this area. Therefore, implementation of the proposed General Plan 2035 is not anticipated to result in impacts to mineral resource recovery sites. As such, impacts are considered less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.12.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.12.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENHERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO UNKNOWN MINERAL RESOURCES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Future development projects in the City of Murrieta, County of Riverside, and the region may impact mineral resources. However, as indicated above, no known mineral resources are located within the proposed General Plan 2035 land area. The land area is designated as MRZ-3, which indicates the potential for unknown mineral resources. Additionally, the potential exists for unidentified mineral deposits outside the City boundaries and Sphere of Influence; it is not known whether the General Plan Planning Area has large, valuable mineral and aggregate deposits. Development under the proposed General Plan 2035 would result in less than significant impacts to mineral resources. Additionally, the proposed General Plan 2035 is consistent with existing City policy allowing and regulating mines that may be developed to extract mineral resources. Therefore, implementation of the proposed General Plan 2035 would not contribute to any cumulative impacts to mineral resources. As such, impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.12.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.12.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Mineral resources impacts associated with implementation of the proposed General Plan 2035 would be less than significant with compliance with and/or adherence to State and local regulations, and goal and policies in the proposed General Plan 2035. Therefore, no significant unavoidable mineral resources impacts would occur as a result of the proposed General Plan 2035.

5.12.7 SOURCES CITED

Mineral Land Classification of the Temescal Valley Area, Riverside County, California, Special Report 165, California Department of Conservation Division of Mines and Geology, 1991.

Riverside County Planning Department, "Permitted Surface Mines List," http://www.tlma.co.riverside.ca.us/planning/content/geninfo/surface_mine_list.aspx, accessed January 3, 2011.

Southern California Construction Aggregates Market Study, EnviroMINE, Inc., November 2007.

State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources. ftp://ftp.consrv.ca.gov/pub/oil/maps . Accessed December 10, 2009.

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Section 5.13:

Hydrology, Drainage, and Water Quality

5.13 HYDROLOGY, DRAINAGE, AND WATER QUALITY

This section describes the existing conditions related to hydrology, drainage, and water quality within the City of Murrieta. Hydrologic and drainage impacts that could result from implementation of the proposed General Plan 2035 are identified.

5.13.1 REGULATORY SETTING

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is a Federal law intended to protect surface waters of the United States (U.S.), which include lakes, rivers, coastal wetlands, and "waters of the U.S." The CWA regulates all discharges to waters, which are considered illegal unless authorized by an appropriate permit. Discharge of dredged and fill materials, construction-related storm water discharges, and other activities that may result in discharges of pollutants to waters of the U.S. are regulated by the permit. If waters of the U.S. are located on a project site, the project is likely to discharge to them, due to site topography and/or drainage characteristics. Potential discharges to such waters would be considered an impact, and the applicant would be required to obtain a CWA Section 401 Water Quality Certification from the appropriate Regional Water Quality Control Board (RWQCB).

The CWA specifies that discharges to waters are illegal, unless authorized by an appropriate permit. The permits regulate the discharge of dredged and fill materials, construction-related storm water discharges, and activities that may result in discharges of pollutants to "waters of the U.S.". Section 404 of the CWA establishes a permit program for the discharge of dredge or fill materials into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE). If waters of the U.S. are located on or downstream of a project site, the project may discharge to them, and if impacts on them are anticipated, the project must obtain a CWA Section 401 Water Quality Certification from the appropriate RWQCB. Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES), a permitting system for the discharge of any pollutant (except for dredge or fill material) into waters of the U.S. This permitting program is administered by the RWQCBs. In addition, Section 303 and 304 of the CWA provide for water quality standards, criteria, and guidelines.

National Pollutant Discharge Elimination System (NPDES)

The National Pollutant Discharge Elimination System (NPDES) program is administered by the Environmental Protection Agency (U.S. EPA), which provides oversight in California to the Regional Water Quality Control Boards. The CWA established the NPDES permit system to regulate discharges to surface waters of the U.S. from municipal and industrial sources. The NPDES permit is required to identify limits on allowable concentrations and mass emissions of pollutants contained in discharges. General requirements regarding NPDES permits are given in Sections 401 and 402 of the CWA. Section 307 identifies certain criteria that the EPA must consider in establishing effluent limits for priority pollutants.

In 1987, the CWA was amended to require NPDES permits for non-point sources (i.e., stormwater) pollutants in discharges. The NPDES regulations are intended to improve stormwater quality discharged to receiving waters to the "maximum extent practicable" (MEP) through the implementation of structural and non-structural Best Management Practices (BMPs). BMPs may range from regulatory measures (local design requirements for drainage facilities); public policy measures (labeling of storm drain inlets to notify public of potential impacts on receiving waters caused by dumping); public education (educational campaigns or posted signage); and/or, structural measures (installation of grass swales or detention ponds).

The two basic types of NPDES permits issued are individual and general permits. An individual permit is a permit specifically tailored to an individual facility. Once a facility submits the appropriate application(s), the permitting authority develops a permit for that particular facility based on the information contained in the permit application (e.g., type of activity, nature of discharge, receiving water quality). The authority issues the permit to the facility for a specific time period (not to exceed five years) with a requirement that the facility reapply prior to the expiration date.

A general permit covers multiple facilities within a specific category. General permits may offer a cost-effective option for permitting agencies because of the large number of facilities that can be covered under a single permit. General permits may be written to cover categories of point sources having common elements, such as: 1) storm water point sources; 2) facilities that involve the same or substantially similar types of operations;, 3) facilities that discharge the same types of wastes or engage in the same types of sludge use or disposal practices; 4) facilities that require the same effluent limits, operating conditions, or standards for sewage sludge use or disposal; and 5) facilities that require the same or similar monitoring.

General permits, however, may only be issued to dischargers within a specific geographical area such as city, county, or state political boundaries; designated planning areas; sewer districts or sewer authorities; state highway systems; standard metropolitan statistical areas; or urbanized areas. By issuing general permits, the permitting authority allocates resources in a more efficient manner to provide more timely permit coverage. For example, a large number of facilities that have certain elements in common may be covered under a general permit without expending the

time and money necessary to issue an individual permit to each of these facilities. In addition, using a general permit ensures consistency of permit conditions for similar facilities.

Federal Emergency Management Agency (FEMA)

On March 1, 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security (DHS). FEMA's primary mission is to reduce the loss of life and property and protect the Nation from all hazards, including flooding, among others. The Federal Emergency Management Agency (FEMA) performs the following: advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and state emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs.[1]

Flood is a general and temporary condition of partial or complete inundation of two or more acres of normally dry land area or of two or more properties. The term "100-year flood" is defined by FEMA, as the flood elevation that has a one percent chance of being equaled or exceeded each year. A "500-year flood" is one which has a 0.2 percent chance of occurring each year. A 500-year flood event would be slightly deeper and cover a greater area than a 100-year flood event.

Flood zones are geographic areas that FEMA defines, based on studies of flood risk. The zone boundaries are shown on flood hazard maps, also called Flood Insurance Rate Maps (FIRM). High Risk Zones or Special Flood Hazard Areas (Zone A) are high-risk flood areas where special flood, mudflow, or flood-related erosion hazards exist and flood insurance is mandatory. Low-to-Moderate Risk Zones or Non-Special Flood Hazard Areas (Zones B, C, X) are areas that are not in any immediate danger from flooding caused by overflowing rivers or hard rains. Insurance purchase is not required in these zones.

FEMA is responsible for administering the National Flood Insurance Program (NFIP), which enables property owners in participating communities to purchase insurance as protection against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. In communities that participate in the NFIP, mandatory flood insurance purchase requirements apply to all Zones A, which are communities subject to a 100-year flood event. In addition to providing flood insurance and reducing flood damages through floodplain management regulations, the NFIP identifies and maps the Nation's floodplains on Flood Insurance Rate Maps (FIRM).

FEMA is mandated by the Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 to evaluate flood hazards and provide FIRMs for local and regional planners to further promote safe floodplain development. Flood risk data presented on FIRMs are based on historic,

[1] FEMA website, http://www.fema.gov/about/what.shtm, accessed November 17, 2009.

hydrologic, hydraulic, and meteorological data, as well as flood control works, open-space conditions, and development. To prepare a FIRM that illustrates the extent of flood hazards in flood-prone communities, FEMA conducts an engineering study referred to as Flood Insurance Study (FIS). Using information collected in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs. SFHAs are those areas subject to inundation by a flood that has a 1-percent or greater change of being equaled or exceeded during any given year, referred to as a base or 100-year flood.[2]

STATE

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act acts in cooperation with the CWA to establish the State Water Resources Control Board (SWRCB). The SWRCB is divided into nine regions, each overseen by a RWQCB. The SWRCB, and thus each RWQCB, is responsible for protecting California's surface waters and groundwater supplies.

The Porter-Cologne Water Quality Control Act develops Basin Plans that designate the beneficial uses of California's rivers and groundwater basins. The Basin Plans also establish narrative and numerical water quality objectives for those waters. Basin Plans are updated every three years and provide the basis of determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The Porter-Cologne Water Quality Control Act is also responsible for implementing CWA Sections 401-402 and 303(d) to SWRCB and RWQCBs.

State Water Resources Control Board and Regional Water Quality Control Board

The State Water Resource Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Water Quality Control Boards (RWQCB) conduct planning, permitting and enforcement activities.

While the U.S. EPA allows two permitting options to meet NPDES requirements (individual permits and general permits), the SWRCB has elected to adopt one statewide General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) for California that applies to all construction-related storm water discharges, except for those on tribal lands in the Lake Tahoe Hydrologic Unit and those performed by the Department of Transportation (Caltrans).

[2] *Natural Hazard Mapping, Analysis, and Mitigation: a Technical Background Report in Support of the Safety Element of the New Riverside County 2000 General Plan*, Earth Consultants International, August 1, 2000.

Portions of the City of Murrieta are located within the jurisdiction of the San Diego RWQCB (Region 9) and the Santa Ana RWQCB (Region 8).

The Municipal Storm Water Permitting Program regulates storm water discharges from municipal separate storm sewer systems (MS4s). MS4 permits were issued in two phases: Under Phase I, for medium (serving between 100,000 and 250,000 people) and large (serving 250,000 people) municipalities, and Phase II, for smaller municipalities. Under Phase I, the RWQCB have adopted NPDES storm water permits for medium and large municipalities, most of which are issued to a group of co-permitees encompassing an entire metropolitan area. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what BMPs would be used to address certain program areas.

On January 29, 2010, the Santa Ana RWQCB adopted Order No. R8-2010-0333, which is the forth iteration of the storm water permit for municipal separate storm municipal separate storm sewer systems (MS4s) in the Riverside County portion of the San Ana Region. Murrieta is a co-permittee under Order No. R8-2010-0333. The permit is good until January 29, 2015. The first permit was adopted in 1990. In 1996, the Santa Ana RWQCB adopted the second term MS4 permit. In 2002, the Santa Ana RWQCB adopted the third term MS4 permit.

On September 28, 2010, the Santa Ana RWQCB issued a revision to Order No. R8-2010-0033 for the Cities of Murrieta, Menifee, and Wildomar. The Santa Ana RWQCB provided written agreement pursuant to California Water Code Section 13223(a) to designate the San Diego RWQCB as the regulator of the Cities of Murrieta and Wildomar, including those portions of each city that fall within Region 8's geographic jurisdiction, for municipal separate storm sewer system (MS4) permit purposes, and to further constitute the Santa Ana RWQCB's written agreement to accept designation from the San Diego RWQCB to regulate the City of Menifee within Region 9's geographic jurisdiction for MS4 permit purposes under Order No. R8-2010-0033.

On November 10, 2010, the San Diego RWQCB adopted Order No. R9-2010-0016, which is the fourth iteration of the storm water permit for the municipal separate storm sewer systems (MS4s) in the Riverside County portion of the San Diego Region. The first permit was adopted in 1990. The San Diego Water Board adopted the second iteration of the permit in 1998. The U.S.EPA objected to the 1998 permit and reissued the permit in 1999. In 2000, the San Diego Water Board issued an addendum to the 1998 permit and incorporated the U.S. EPA's permit by reference. The San Diego RWQCB reissued the third iteration of the permit in 2004.

The City of Murrieta implements MS4 permits in Region 9 and Total Daily Maximum Loads (TDML) in Region 8.

State Regional Water Quality Control Board Stormwater General Construction Permit

In 1999, the SWRCB adopted Order No. 99-08-DWQ, NPDES General Permit No. CAS000002, Waste Discharge Requirements (WDR) for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit). This permit was subsequently amended to include smaller construction sites. The General Construction Permit requires that construction sites with 1.0 acre or greater of soil disturbance or less than 1.0 acre, but part of a greater common plan of development, apply for coverage for discharges under the General Construction Permit by submitting a Notice of Intent (NOI) for coverage, developing a Stormwater Pollution Prevention Plan (SWPPP), and implementing Best Management Practices (BMPs) to address construction site pollutants.

REGIONAL

Water Quality Control Plan

The City and the Sphere of Influence are located within the San Diego Basin (Region 9) and the Santa Ana Region (Region 8), which is governed by the California Water Quality Control Board.

Both the San Diego and the Santa Ana RWQCBs' Basin Plans are designed to preserve and enhance water quality within the Basin and to protect the beneficial uses of all regional waters. The Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) establishes narrative and numerical objectives to be achieved and/or maintained in order to protect designated beneficial uses and to conform to California's anti-degradation policy; (3) describes implementation measures for the protection of the beneficial uses of all waters in the region; and, (4) identifies surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan [*California Water Code* Sections 13240 thru 13244, and Section 13050(j)]. The Basin Plan is consistent with all applicable State and Regional Board plans and policies.

The goal for both the San Diego and Santa Ana RWQCB is to balance water demand for water of varying quality within the Basin by competing uses of surface and ground waters. The Basin Plan establishes or designates beneficial uses and water quality objectives for all groundwater and surface waters within the Region. Beneficial uses are "the uses of water necessary for the survival and well being of man, plants and wildlife," and "serve to promote the tangible and intangible economic, social, and environmental goals of mankind."[3] The Basin Plan establishes a program to identify measures for implementation by the Regional Board and others, as appropriate, in order to achieve and maintain the designated beneficial uses and water quality objectives of the Region's ground and surface waters.

[3] *Water Quality Control Plan for the San Diego Basin (9)*. September 8, 1994, with amendments effective prior to April 25, 2007.

Riverside County Drainage Area Master Plan (DAMP)

The purpose of the Riverside County Drainage Area Management Plan (DAMP) or Water Quality Master Plan (WQMP) has been developed to further address post-construction Urban Runoff from new development and significant redevelopment projects under the jurisdiction of the co-permitees. The DAMP is intended to provide guidelines for project-specific post-construction Best Management Practices (BMPs) and for regional and sub-regional Source Control BMPs and Structural BMPs to address management of Urban Runoff quantity and quality to protect Receiving Waters. The WQMP identifies the BMPs, including design criteria for Treatment Control BMPs that may be applicable when considering any map or permit for which discretionary approval is sought. Examples may include tentative tract maps, parcel maps with land disturbing activity, discretionary grading permits where the project is not part of a master plan of development and conditional use permits[4].

The Riverside County Water Quality Management Plan (WQMP) for Urban Runoff addresses post-construction urban runoff from new development and redevelopment projects within the Santa Margarita River Region. The WQMP provides guidelines for the management of urban runoff quantity and quality and the protection of receiving waters through identification and implementation of source control and structural BMPs on a regional and subregional level. Design criteria for treatment control BMPs are also given for application on a project-level basis to minimize potential impacts of urban runoff.

Final Integrated Regional Water Management Plan for the Upper Santa Margarita Watershed Planning Region

The Final Integrated Regional Water Management Plan (IRWMP) for the Upper Santa Margarita Planning Region is a planning and management tool to facilitate efficient use of water resources and to develop effective water conservation measures, using a regional and watershed based approach. The intent of the IRWMP is to enable greater watershed-wide coordination and management of water resources within the Santa Margarita Watershed as a whole, as well as adjoining watershed and regional planning and funding efforts. Through the IRWMP, regional water agencies, flood control districts, counties, cities, Federal, State and local agencies, and other stakeholder groups actively collaborate across jurisdictional boundaries to implement water resource management projects. The IRWMP also provides opportunities to identify and evaluate information on present and future needs within the watershed for consideration in the California Water Plan.

Development of the IRWMP for the Upper Santa Margarita Watershed represents a cooperative effort on the part of three agencies that have authority for planning and implementation of water management strategies within the watershed:

[4] Riverside County WQMP, Santa Ana River Region, Santa Margarita River Region, July 24, 2006, errata corrected January 22, 2009.

- Rancho California Water District (RCWD)
- Riverside County Flood Control and Water Conservation District (RCFC)
- County of Riverside

Riverside County Flood Control and Water Conservation District

The Riverside County Flood Control and Water Conservation District (RCFCWCD) was created on July 7, 1945 by an Act of the California State Legislature to control the flooding in Riverside County. The District is located in the western portion of Riverside County and extends easterly to the Palm Springs and Desert Hot Springs area. By establishing the District, the Legislature created an entity charged with keeping County residents safe from flood hazards and established an independent funding source for the projects needing funding. Before the District's inception, severe flooding occurred throughout the County during winter rains and monsoon seasons. Today, through effective engineering, channel and dam construction, regulation, and public education, massive flooding is less common.

LOCAL

City of Murrieta Stormwater Management Plan (SWMP)

The City of Murrieta Storm Water Management Plan (SWMP) describes urban runoff management programs and activities to be implemented in order to ensure compliance with requirements of the municipal separate storm sewer system (MS4) Permit issued to the Riverside County Permittees by the San Diego RWQCB (Region 9) in 2010. The SWMP describes measures to be implemented to achieve compliance with the MS4 Permit and to reduce pollutants in urban runoff to the maximum extent practicable. The SWMP provides details of the programs described in the Riverside County Drainage Area Management Plan (DAMP), which identifies the overall urban runoff management strategies being implemented, or planned to be implemented, by the Permittees in the Santa Ana and Santa Margarita Regions of Riverside County.

Urban storm water runoff is defined in the Permit as including storm water runoff, dry weather surface runoff, wash water related to street cleaning or maintenance, infiltration, and drainage related to storm events. The Permit regulates the discharge of all wet and dry weather urban storm water runoff and requires the City to implement BMPs to reduce pollutants in storm water. The BMPs may include, but are not limited to: (1) public educational programs on the impacts of potentially harmful chemicals dumped into storm water drainage systems; (2) implementing landscape maintenance measures including minimization of the use of fertilizers and pesticides and training of personnel to properly implement BMPs and recognize prohibited discharges into the storm drain system; and (3) implementing good housekeeping principles for the clean up and proper handling and storage of potential contaminants in the maintenance and repair of vehicles and equipment.

Murrieta Municipal Code – Construction Dewatering

Section 8.36.230B, NPDES Permit for Industrial, Construction, and Dewatering Activities, of the *Municipal Code* states that "Any person associated with industrial, construction, dewatering or other activities and discharges subject to any NPDES permit issued by the U.S. EPA, the SWRCB, or the San Diego RWQCB, shall comply with all requirements of such permits. Such dischargers shall specifically comply with the requirements outlined in the respective State General Permits. Proof of compliance with said NPDES general permits may be required in a form acceptable to the City Engineer, prior to issuance of any City grading, building, or occupancy permits

Murrieta Municipal Code – Landscaping Standards and Water Efficient Landscaping

Chapter 16.28 of the *Municipal Code* identifies nine objectives related to developing landscape standards and the installation of water efficient landscaping. Four of those objectives include: 1) promote water efficient landscaping, water use management, and water conservation through the use of water efficient landscaping, wise use of turf areas and appropriate use of irrigation technology and management; 2) eliminate water waste from overspray and/or runoff, 3) achieve water conservation by raising the public awareness of the need for an effective management program through education and incentives, and 4) assure the attainment of water-efficient landscape goals by requiring that landscapes not exceed a maximum water demand of seventy percent (70%) of its reference evapotranspiration (ETo).

Murrieta Municipal Code – Flood Damage Prevention Regulations

The City of Murrieta's regulations with respect to flood damage prevention are included in Chapter 15.56, Flood Damage Prevention Regulations of the *Municipal Code*. The purpose of this chapter is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas.

Section 15.56.040, *Methods of reducing flood losses*, includes the following provisions:

A. *Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities;*

B. *Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;*

C. *Controlling the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood water;*

D. *Controlling fill, grading, dredging, and other development which may increase flood damage; and*

E. Preventing or regulating the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

Section 15.56.070, *General provisions – Basis for establishing the areas of special flood hazard*, states the following:

The areas of special flood hazard identified by the Federal Insurance Administration (FIA) of the Federal Emergency Management Agency (FEMA) in the flood insurance rate maps (FIRM), dated September 30, 1988, and all subsequent amendments and/or revisions, are hereby adopted by reference and declared to be a part of this chapter. This Flood Insurance Study (FIS) and attendant mapping is the minimum area of applicability of this chapter and may be supplemented by studies for other areas which allow implementation of this chapter and which are recommended to the city by the Floodplain Administrator. The study and Flood Insurance Rate Maps (FIRM) are on file at Murrieta City Hall.

Section 15.56.120, *Administration – Establishment of development permit*, states the following:

A. A development permit shall be obtained before any construction or other development begins within any area of special flood hazard, areas of flood-related erosion hazard or areas of mudslide (i.e., mudflow) established in Section 15.56.070. Application for a development permit shall be made on forms furnished by the city and may include, but not be limited to: plans in duplicate drawn to scale showing the nature, location, dimensions, and elevation of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities; and the location of the foregoing.

Murrieta Capital Improvements Plan

The City of Murrieta annually adopts a Capital Improvement Plan (CIP) through the City budget planning process for each fiscal year. The CIP details those projects and their funding sources that guide the infrastructure, parks, and buildings development for the City of Murrieta. The CIP is a five-year plan and many of the larger projects take multiple years to accomplish. In response to changes in need, safety and traffic concerns, as well as new development, the CIP is a dynamic document and is revised each year to address the current needs and concerns. A portion of the CIP budget is dedicated to storm drain improvements within the City. The City's annual budget includes expenses to maintain drainage facilities.

5.13.2 ENVIRONMENTAL SETTING

HYDROLOGY

Watershed

The City and the Sphere of Influence are located within the inland portion of the Santa Margarita River Basin, which is comprised of approximately 750 square miles. Murrieta Creek and Temecula Creek collect water from the upper watershed and represent the main tributaries to the Santa Margarita River. Western portions of the City are within the southern portion of the Santa Ana River Basin. The regional boundary for the two basins divides the Santa Margarita River drainage area from that of the San Jacinto River, which normally terminates in Lake Elsinore.

Within the Santa Margarita Watershed, constituents of concern include nitrate (surface and groundwater), sediment, indicator bacteria, and total dissolved solids (TDS) in groundwater. Specific activities or uses affecting the quality of surface water include agricultural activities, orchards, livestock, domestic animals, septic systems, use of recycled water, and urban runoff.

Murrieta Creek generally runs through the Murrieta Valley, slowing southwesterly through the older areas of the City between Interstate 15 and the base of the Santa Rosa Plateau. Murrieta Creek generally runs from the northern limits of Murrieta to the southern City limit near Cherry Street, along the Rancho Temecula Line. Murrieta Creek joins with Temecula Creek near Temecula Canyon, southwest of Temecula, to form the Santa Margarita River. From this point, the Santa Margarita River flows to the Pacific Ocean.

Murrieta Creek extends approximately 14 miles and drains an area approximately 220 square miles, or 37 percent of the upper watershed.[5] Stream courses occur intermittently throughout the area and transport seasonal runoff from area slopes and valleys to the Creek. Major tributaries to the Creek include Santa Getrudis Creek, Tucalota Creek, and Warm Springs Creek. Storm water runoff represents the primary source of surface water within the Murrieta Creek Basin. Additional sources of surface water include groundwater from springs, runoff from agricultural uses, and snowmelt. Streamflow within the Murrieta Creek Basin is generally ephemeral, although various sections occur where streamflow is perennial flow with visible standing or flowing waters; however, stream flow within the Creek is highly variable, both on a seasonal and annual basis.

Surface water quality within Murrieta Creek is generally good; however, high concentrations of TDS occur intermittently during times of low flow. Occasional exceedances of nitrate and phosphate levels also occur. Murrieta Creek is also listed as impaired under the 303(d) list for iron, manganese, nitrogen, and phosphorous. Beneficial uses for Murrieta Creek and Warm

[5] City of Murrieta 1994 General Plan Technical Reports – Chapter V. Conservation/Open Space.

Springs Creek are identified as agricultural supply, industrial process and service supply, recreation, warm freshwater habitat, and wildlife habitat.

Warm Springs Creek extends approximately 21 miles and drains extensive valley and upland areas. The Creek generally flows southwest from its headwaters in the Domenigoni Valley, through the Murrieta Hot Springs area, to its confluence with Murrieta Creek in the southern portion of the City. The Creek is generally without improvements, with exception of the Warm Springs Channel which runs from Murrieta Creek to Interstate 15 (I-15).

In addition, Diamond Valley Lake, operated by the Metropolitan Water District of Southern California (MWD), is a reservoir located at the northernmost portion of the Santa Margarita Watershed. The MWD also operates a reservoir located at Lake Skinner, located approximately seven miles to the northeast of Murrieta. Lake Skinner Reservoir provides storage for imported water at a capacity of approximately 44,000 acre-feet. The Diamond Valley Lake, constructed in the Domenigoni Valley approximately four miles southwest of the City of Hemet, provides an additional 810,000 acre-feet of water storage.[6]

Physical Characteristics of Surface Water Quality

The amount of pollutants in surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in storm water systems is generally associated with the intensity of the land use. For instance, a high volume of automobile traffic makes a number of potential pollutants (such as lead and hydrocarbons) more available. The availability of a material, such as a fertilizer, is a function of the quantity and the manner in which it is applied. Applying fertilizer in quantities that exceed plant needs leaves the excess nutrients available for loss to surface or groundwater.

The physical properties and chemical constituents of water have traditionally served as the means for monitoring and evaluating water quality. Evaluating the condition of water through a water quality standard refers to its physical, chemical, or biological characteristics. Water quality parameters for storm water make up a long list and are classified in many ways. In many cases, the concentration of an urban pollutant, rather than the annual load of that pollutant, is needed to assess a water quality problem. Some of the physical, chemical or biological characteristics that evaluate the quality of the surface runoff are outlined below:

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[6] Metropolitan Water District of Southern California. http://www.mwdh2o.com/index.htm. Accessed January 8, 2010.

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DISSOLVED OXYGEN (DO)

DO in the water has a pronounced effect on the aquatic organisms and the chemical reactions that occur. It is one of the most important biological water quality characteristics in the aquatic environment. The DO concentration of a water body is determined by the solubility of oxygen, which is inversely related to water temperature, pressure, and biological activity. Dissolved oxygen is a transient property that can fluctuate rapidly in time and space. Dissolved oxygen represents the status of the water system at a particular point and time of sampling. The decomposition of organic debris in water is a slow process and the resulting changes in oxygen status respond slowly also. The oxygen demand is an indication of the pollutant load and includes measurements of Biochemical Oxygen Demand (BOD) or Chemical Oxygen Demand (COD).

BIOCHEMICAL OXYGEN DEMAND (BOD)

The BOD is an index of the oxygen-demanding properties of the biodegradable material in the water. Samples are taken from the field and incubated in the laboratory at 20oC, after which the residual DO is measured. The BOD value commonly referenced is the standard five-day values. These values are useful in assessing stream pollution loads and for comparison purposes.

CHEMICAL OXYGEN DEMAND (COD)

The COD is a measure of the pollutant loading in terms of complete chemical oxidation using strong oxidizing agents. It can be determined quickly because it does not rely on bacteriological actions as with BOD. COD does not necessarily provide a good index of oxygen demanding properties in natural waters.

TOTAL DISSOLVED SOLIDS (TDS)

TDS concentration is determined by evaporation of a filtered sample to obtain residue whose weight is divided by the sample volume. The TDS of natural waters varies widely. There are several reasons why TDS are an important indicator of water quality. Dissolved solids affect the ionic bonding strength related to other pollutants such as metals in the water. TDS are also a

major determinant of aquatic habitat. TDS affects saturation concentration of dissolved oxygen and influence the ability of a water body to assimilate wastes.

pH

The pH of water is the negative log, base 10, 10, of the hydrogen ion (H+) activity. A pH of seven is neutral; a pH greater than seven indicates alkaline water; a pH less than seven represents acidic water. In natural water, carbon dioxide reactions are some of the most important in establishing pH. The pH at any one time is an indication of the balance of chemical equilibrium in water and affects the availability of certain chemicals or nutrients in water for uptake by plants. The pH of water directly affects fish and other aquatic life and generally toxic limits are pH values less than 4.8 and greater than 9.2.

ALKALINITY

Alkalinity is the opposite of acidity, representing the capacity of water to neutralize acid. Alkalinity is also linked to pH and is caused by the presence of carbonate, bicarbonate, and hydroxide, which are formed when carbon dioxide is dissolved. A high alkalinity is associated with a high pH and excessive solids. Most streams have alkalinities less than 200 mg/l and ranges of alkalinity of 100-200mg/l seem to support well-diversified aquatic life.

Specific Conductance. The specific conductivity of water, or its ability to conduct an electric current, is related to the total dissolved ionic solids. Long-term monitoring of a project's waters can develop a relationship between specific conductivity and TDS. Its measurement is quick and inexpensive and can be used to approximate TDS. Specific conductivities in excess of 2,000 micro-ohms per centimeter (µohms/cm) indicate a TDS level too high for most freshwater fish.

TURBIDITY

The clarity of water is an important indicator of water quality that relates to the ability of photosynthetic light to penetrate. Turbidity is an indicator of the property of water that causes light to become scattered or absorbed. Turbidity is caused by suspended clays and other organic particles. It can be used as an indicator of certain water quality constituents such as predicting the sediment concentrations.

NITROGEN (N)

Sources of nitrogen in storm water are from the additions of organic matter or chemical additions to water bodies. Ammonia and nitrate are important nutrients for the growth of algae and other plants. Excessive nitrogen can lead to eutrophication since nitrification consumes DO in the water. Organic nitrogen breaks down into ammonia, which eventually becomes oxidized to nitrate-nitrogen (N/N), a form available for plants. High concentrations of N/N in water can stimulate growth of algae and other aquatic plants, but if phosphorus (P) is present, only about 0.30 mg/l of N/N is needed for algal blooms. Some fish life can be affected when N/N exceeds

4.2 mg/l. There are a number of ways to measure the various forms of aquatic nitrogen. Typical measurements of nitrogen include Kjeldahl nitrogen (organic nitrogen plus ammonia); ammonia; nitrite plus nitrate; nitrite; and, nitrogen in plants. The principal water quality criteria for nitrogen focuses on nitrate and ammonia.

PHOSPHORUS (P)

Phosphorus is an important component of organic matter. In many water bodies, phosphorus is the limiting nutrient that prevents additional biological activity from occurring. The origin of this constituent in urban storm water discharge is generally from fertilizers and other industrial products. Orthophosphate is soluble and is considered to be the only biologically available form of phosphorus. Since phosphorus strongly associates with solid particles and is a significant part of organic material, sediments influence concentration in water and are an important component of the phosphorus cycle in streams. The primary methods of measurement include detecting orthophosphate and total phosphorus.

Groundwater

BASINS

Major groundwater basins underlying the City and the Sphere of Influence include the Murrieta-Temecula Basin and the French Basin. The Murrieta-Temecula Basin is the largest groundwater basin in the hydrologic unit assigned to the area drained by the Santa Margarita River. The Murrieta-Temecula Basin underlies approximately 60,000 acres and has an estimated storage capacity of 1.2 million acre-feet.[7] The Basin extends from the Murrieta graben in the north to the base of the Aqua Tibia Mountains in the south, and east from the Santa Rosa Plateau to the mesa and valley areas. The Basin underlies all of portions of the Murrieta Creek channel, Warm Springs Creek, Pechanga, and Temecula Creeks, which serve as important sources of groundwater recharge for the underlying aquifers. Water flows from the Basin to the Lake Elsinore area in the northwest and to the Santa Margarita River to the southwest. Many wells extracting groundwater from this Basin are present within the Murrieta area.

In addition, from the northeast, the French Basin extends into the City and the Sphere of Influence, and is recharged by underflow from Auld Basin and other surface streams. The Basin underlies approximately 3,500 acres and discharges to Warm Springs Creek.

Groundwater quality varies within the Murrieta and French Basins. In general, water that is extracted at higher elevations and from deeper unconfined aquifers is typically of higher quality.

Quaternary alluvium is estimated to exceed 2,500 feet in thickness and is the water-bearing material within the Basin. Groundwater is generally unconfined. In addition, Holocene alluvial deposits consist of unconsolidated gravel, sand, silt, and clay that generally range from 100 to

[7] City of Murrieta 1994 General Plan Technical Reports – Chapter V. Conservation/Open Space.

125 feet in thickness (DWR 1956), but reach up to 200 feet in thickness in some areas (DWR 1967). The Pleistocene age Temecula Arkose, an alluvial deposit composed of arkosic sand with some marl, tuff, and silt, is present and is at least 1,400 feet thick (DWR 1967). Groundwater is also extracted from residuum and fractured rocks that occur within the underlying aquifer.

LEVELS

Groundwater within the City and the Sphere of Influence generally flows to the southeast under Murrieta and Temecula Valleys to the southwestern part of the Basin. In the central portion, measurements have indicated that the water level in one well rose approximately 12 feet from 1990 through 1993. In the southwestern portion, the water level in one well was recorded to have declined approximately 60 feet from 1980 to 1993, recovered approximately 50 feet during 1993, and then declined again approximately 15 feet from 1994 through 2000. The hydrograph of a third measured well in the southwestern portion has also indicated varied seasonal variations in water levels.[8] In the southwestern portion of the City and the Sphere of Influence, areas of shallow groundwater occur, where levels have historically reached between 10 to 30 feet below the ground surface (bgs).

RECHARGE

Groundwater recharge generally occurs via natural percolation from rainfall or surface water bodies, or from the application of reclaimed, imported, and flood waters to recharge areas. Recharge of the local aquifer system generally occurs along active river and stream channels where sand and gravel deposits exist. Sources of recharge within the General Plan Planning Area include inflow of groundwater generally from the northeast; subsurface recharge from fractured geologic formations to the east; deep percolation from applied surface water; precipitation on open space areas; and, small streams. Natural recharge of the underlying alluvium occurs from direct precipitation and percolation in the Warm Springs, Tucalota, Santa Gertrudis, Murrieta, and Pechanga Creeks, as well as the Temecula River.[9]

Groundwater surface elevations may change with groundwater recharge, discharge, and/or extraction rates. Natural recharge may occur at locations where a hydraulic connection occurs between existing surface rivers or streams and the underlying aquifer. As such, the slope or gradient of the groundwater surface may be influenced where a hydraulic connection exists. A higher recharge rate from surface water into the aquifer would result where a steeper gradient away from the stream occurs.

Where no hydraulic connection occurs between a stream and the groundwater surface, the rate of recharge from streams is generally unaffected by changes in groundwater elevations or gradients, particularly in smaller streams where the groundwater surface is located far below the streambed

[8] California Department of Water Resources, *California's Groundwater Bulletin 118, Temecula Valley Groundwater Basin*, Updated February 27, 2004.

[9] California Department of Water Resources, *California's Groundwater Bulletin 118, Temecula Valley Groundwater Basin*, Updated February 27, 2004.

and surface water instead percolates through the unsaturated zone to the groundwater. Percolation is influenced by the aquifer materials underlying the streambed, as well as water level in the surface stream. Infiltration rates under such conditions are not controlled or influenced by elevation changes in the underlying groundwater.

QUALITY

Groundwater in the basins of the San Diego subregion has mainly calcium and sodium cations and bicarbonate and sulfate anions. Local impairments by nitrate, sulfate, and TDS are present.[10] Groundwater in the City and the Sphere of Influence is largely sodium bicarbonate in character. Sodium-calcium bicarbonate, sodium-calcium sulfate, calcium bicarbonate, and sodium chloride waters are also present. TDS concentration ranged from 220 to 984 milligrams per liter (mg/L) in 1956; however, water samples taken from 50 public supply wells indicated a range from 240 to 1,500 mg/L (average of 476 mg/L). Such groundwater supplies are largely suitable for domestic and irrigation uses; however, groundwater is generally rated inferior for domestic use locally near Murrieta and Murrieta Hot Springs, due to high nitrate or fluoride content. In addition, groundwater is rated marginal to inferior for irrigation use locally near Murrieta Hot Springs, because of chloride content and percent sodium. Sulfate, chloride, magnesium, and nitrate concentrations are locally high for domestic use; TDS content is also locally high for domestic and irrigation use.[11]

Urban Runoff

A number of physical conditions may influence the overall quantity and quality of storm water runoff in urban areas, including the amount and frequency of rainfall, underlying surface features (i.e., paved vs. natural or pervious surfaces), land use (i.e., residential vs. industrial), and vehicular travel.

Precipitation within the City and the Sphere of Influence generally occurs in the form of rain, with some low-lying areas experiencing occasional frost in the winter and rare occurrences of snow or hail. The majority of rainfall typically occurs during the months of December through March, averaging approximately 2.22 inches, with an average of 0.3 inches falling over the drier months of April through November. Data collected for the year 2009 indicate a low of 0.04 inches of rainfall during the months of both June and July; with a high of approximately 2.86 inches during the month of February (Sun City Weather Station located approximately 11.1 miles from Murrieta Hot Springs).

Stormwater drainage infrastructure within the City of Murrieta consists of a network of natural and improved streams, storm channels, storm drains, and catch basins. These facilities and their

[10] California Department of Water Resources, *California's Groundwater Bulletin 118*, October 2003, page 150.

[11] California Department of Water Resources, *California's Groundwater Bulletin 118, Temecula Valley Groundwater Basin*, Updated February 27, 2004.

necessary maintenance are provided by the Riverside County Flood Control and Water Conservation District (RCFCWCD) and the City. Regional master planned facilities (over 36 inches in diameter) are owned and maintained by the RCFCWCD, and all non-master planned facilities smaller than 36 inches in diameter are maintained by the City.

The following facilities have been constructed pursuant to the Murrieta Creek Area Drainage Plan.

- Line G is constructed as a concrete lined trapezoidal channel and has adequate capacity to convey a 100-year flood. The line extends from Interstate 15 to Murrieta Creek.

- Line F is designed to help relieve flooding in Old Town Murrieta. Line F follows an alignment roughly parallel to Ivy Street between Interstate 15 and Murrieta Creek.

- Lines E and E-2 were constructed to intercept flows from Ivy street and discharge into Murrieta Creek.

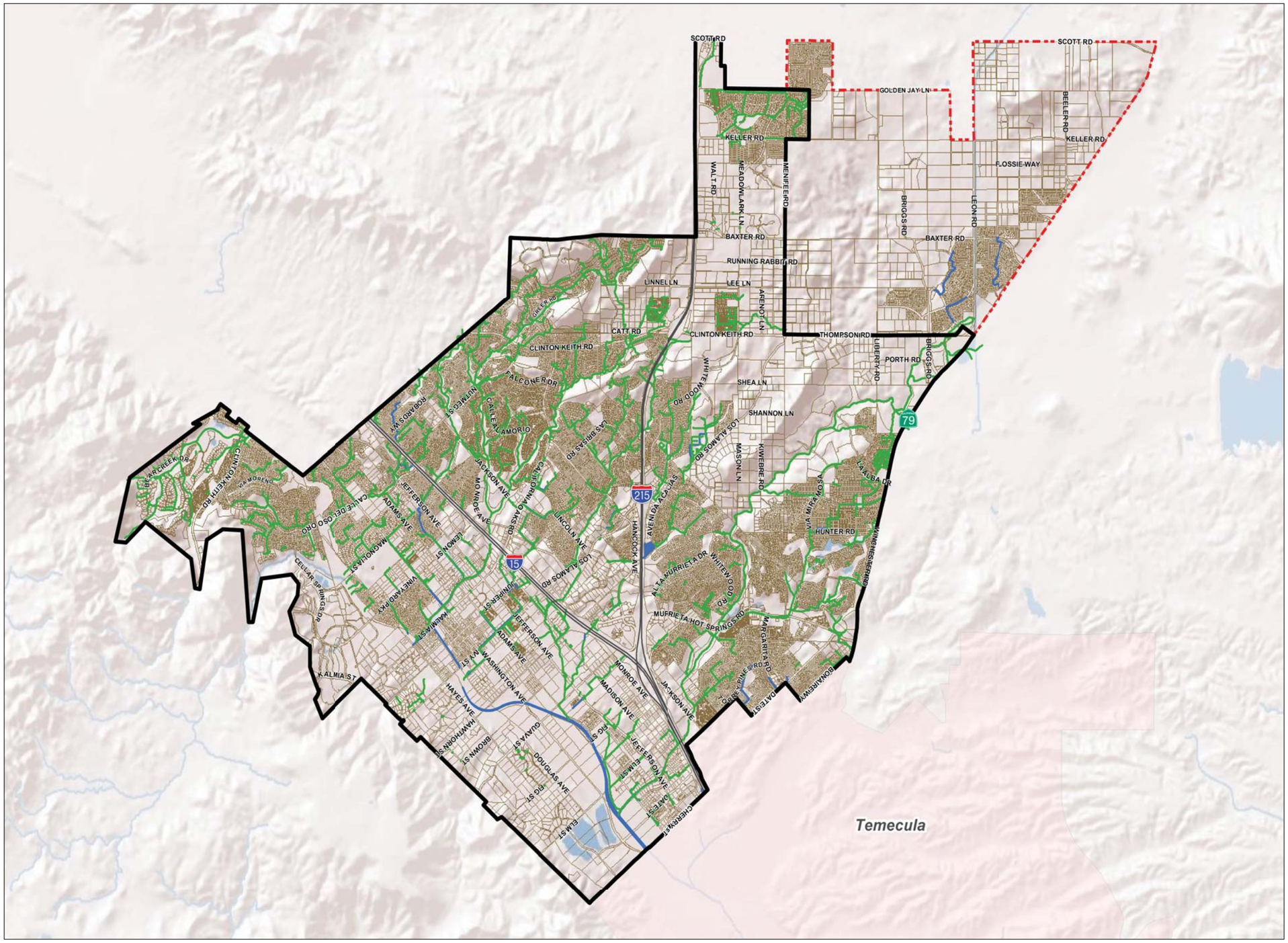
- Line F-1 is designed to help relieve flooding in the floodplain area upstream of Kalmia Street. Line F-1 follows an alignment parallel to Adams Avenue, curving through the intersection of Magnolia and Jefferson Avenue finally terminating at Interstate 15. Line F-1 adequately conveys the 100-year storm flows from Interstate 15 to Jefferson Avenue.

- Line F-3 is designed to help relieve flooding along Washington Avenue upstream to Kalmia Street. Line F-3 consists of reinforced concrete pipe ranging in size from 42-inces to 54 inches.

- Clay Street channel is constructed as an unlined earthen channel that runs from Kalmia Street to Ivy Street then to Murrieta Creek. As an unlined channel, the channel is not able to convey a 100-year storm.

- The Western Historic Murrieta Storm Drain System was completed by the City in 2006. This storm drain was constructed to relieve flooding in the western area of Historic Murrieta, the portion west of Washington Avenue.

Additional local facilities will be constructed by developers or the City as they become necessary. During the development approval process, developers are "conditioned" to construct necessary storm drain facilities. In addition, projects in close proximity to master drainage facilities are conditioned to contribute a fair-share cost towards the design and construction of regional drainage facilities. A map of the existing storm drain network is shown in *Exhibit 5.13-1*, *Storm Drain Map*.



LEGEND

- Storm Drain
- County Storm Drain
- County Facilities
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta, and ESRI - World Shaded Relief.

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Storm Drain Map

Exhibit 5.13-1

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To minimize the potential effects of storm water runoff, the City of Murrieta implements its Storm Water Management Plan (SWMP) to reduce pollutants in urban runoff to the Maximum Extent Practicable. The SWMP identifies methods to reduce potential storm water runoff and contribution of pollutants to the storm drain system. Best Management Practices (BMPs) for industrial and commercial, as well as residential sources, are identified for consideration and implementation to reduce potential discharges to the MEP. Construction activities, including grading, clearing, and excavation, as well as other activities, are likely to increase the potential for pollutants to enter the storm water system. Landowners proposing construction activities within the General Plan Planning Area are required to file a NOI and to pay appropriate fees for to the State Water Resources Control Board. Such development projects require preparation of a SWPPP to identify potential pollutant sources that may affect the quality of discharges of storm water associated with construction activity. Land owners are required to identify, construct, and implement storm water pollution prevention measures (i.e., BMPs) in order to reduce such pollutants. As part of the SWPPP, an Erosion and Sediment Control Plan is also required. Proper inspection of proposed storm water pollution prevention measures is mandatory, along with development and implementation of a monitoring plan.

Flooding

The City of Murrieta is located within Flood Control District Zone 7,[12] which also includes the cities of Temecula and Wildomar. RCFCWCD Facilities within the City of Murrieta are shown in *Exhibit 5.13-1*, *Storm Drain Map*.

FLOOD HISTORY

The largest known flood in the Santa Margarita Watershed was in January 1862, and the second greatest was in February 1884. Other major floods occurred in years 1916, 1938, 1943, 1969, 1978, 1980, 1991, 1992, 1993, 1995, and 1998. In both January and February 1993, Riverside County was hit by severe storms resulting in a Presidential Disaster Proclamation. These large flood events resulted in two to six feet of sediment deposited in the Murrieta Creek streambed from Winchester Road south into Old Town Temecula. Breakouts of floodwaters were caused largely by the magnitude of the event, vegetation density, and the sediment accumulations within the channel that severely reduced flow-carrying capacity. The storm caused over $10 million in damage to public facilities along Murrieta Creek. Additionally, the Riverside County Flood Control and Water Conservation District incurred approximately $450,000. According to "The Californian" website, the most recent Murrieta floods in the years 1980, 1993, 1995, and 1998 were declared federal disasters. The 1993 flood was the most ruinous on record, causing $12 million worth of damage in Temecula and $88 million in damage to Camp Pendleton.[13]

[12] Riverside County Flood Control & Water Conservation District website, http://www.floodcontrol.co.riverside.ca.us/, accessed November 17, 2009.

[13] "The Californian" website, article "Murrieta: Leaders looking for alternative creek funding", http://www.nctimes.com/californian/article_69ecef2d-bda0-561f-9a03-a08d6a474999.html, posted August, 20, 2009.

MAJOR SOURCES OF FLOODING

Flooding problems in the Murrieta Creek Watershed are related to inadequate capacity of the existing drainage network. Much of the Murrieta Creek area and sections along Warm Springs Creek are currently without formal flood control systems and as a result drainage, even with moderate rain, is haphazard in the less developed areas of the City. The problem manifests itself as frequent overtopping of the Murrieta Creek channel by floodwaters in a number of channel reaches, flood inundation of structures with attendant damages, and other water-related problems caused by these events including emergency costs, traffic disruption, and automobile damage.[14]

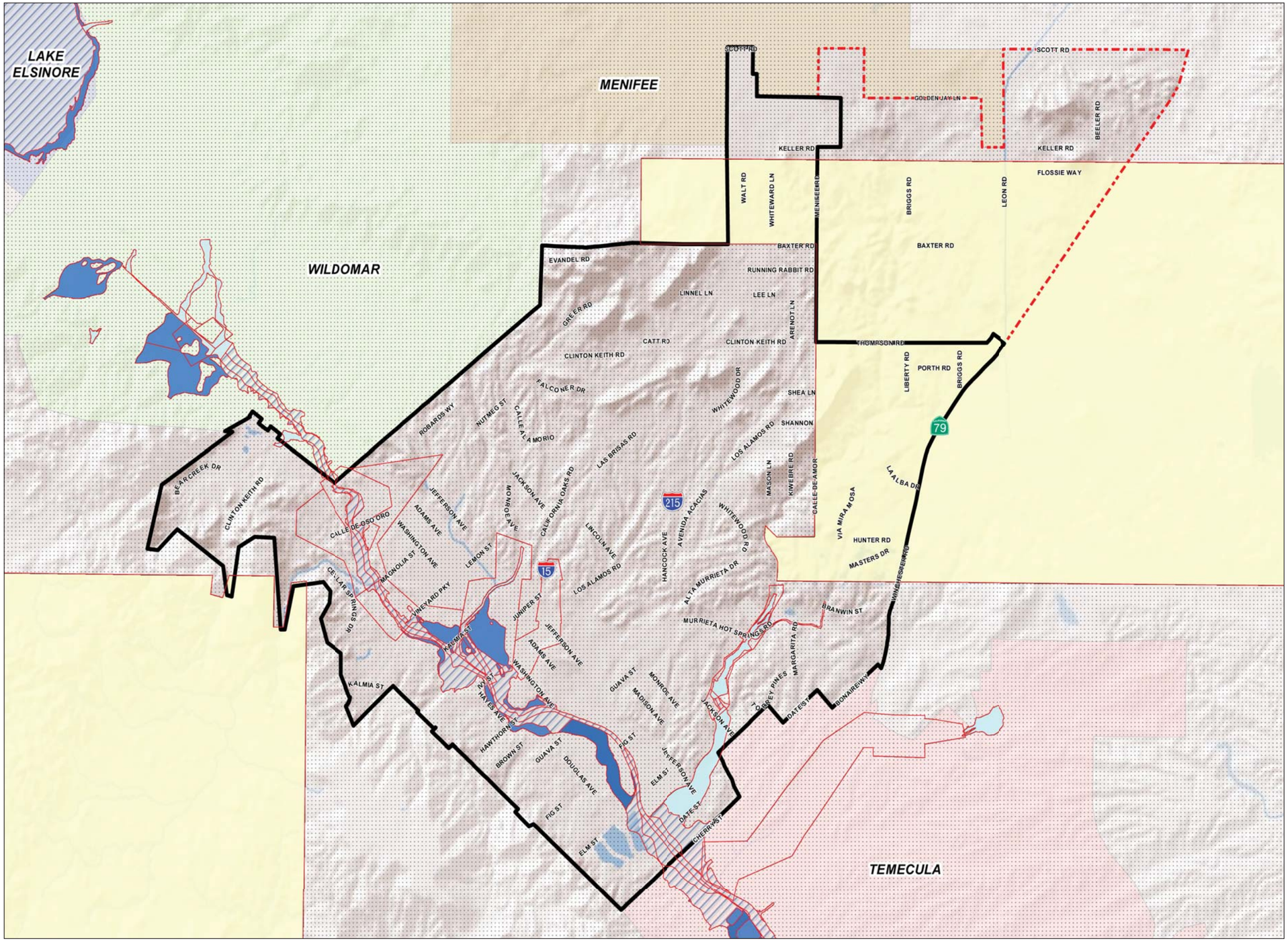
100-YEAR FLOODS

One-hundred-year floods are those that have a 1/100 or one percent chance of occurring in any given year. Flood insurance rates are based on FEMA designations of flood zones. The practice is to avoid or restrict construction within the 100-year flood zones, or to engage in flood proofing techniques such as elevating building pads or by construction floods walls and levees. The 100-year flood is a regulatory standard used by Federal agencies and most states, to administer floodplain management programs, and is also used by the National Flood Insurance Program (NFIP) as the basis for insurance requirements nationwide. A total of 1,021.2 acres in the City of Murrieta are within the 100-year flood zone. Flood zones are primarily located between Jefferson and Hayes Avenues along the Murrieta Creek, and along the lower portions of Warm Springs Creek near the City's southern boundary; refer to *Exhibit 5.13-2*, *FEMA Flood Zones*.

Dam Inundation

In addition to the flood hazard currently posed by the Murrieta Creek, the City of Murrieta is also subject to potential flooding in the event of dam failure. Portions of the City of Murrieta are subject to potential dam inundation zones associated with Lake Skinner and Diamond Valley Lake (previously known as the Eastside Reservoir Project); refer to *Exhibit 5.13-3, Dam Inundation*. Inundation from Lake Skinner would cause flooding in the extreme southern portion of Murrieta. Diamond Valley Lake was completed in 1999 and the process of filling the 4,500-acre reservoir site was completed in 2003. The reservoir doubles the storage capacity for the Metropolitan Water District of Southern California (MWD) with a reservoir capacity of 987 million cubic meters. Statistical risk analysis performed as part of the Eastside Reservoir Project Environmental Impact Report (EIR) indicated the potential of dam failure to be less than one chance in one hundred million under the worst foreseeable earthquake event. Dam failure is considered an extremely remote possibility as dams are designed at strength much stronger than necessary to survive the largest magnitude possible earthquake without affecting the dam structure; however, it must be considered and recognized within the planning process.

[14] Murrieta Creek Flood Control Environmental Restoration and Recreation Project website, Riverside County Flood Control Water Conservation District, http://www.floodcontrol.co.riverside.ca.us/content/MChistory.asp, accessed November 17, 2009.



LEGEND

- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- A - 100 yr; No base flood elevations determined.
- AE - 100 yr; base flood elevations determined.
- AH - Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- D - Areas in which flood hazards are undetermined.
- X - Areas of 500-yr flood; areas of 100-yr flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-yr flood.
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta, FEMA DFIRM Database, and ESRI - World Shaded Relief.

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FEMA Flood Zones

Exhibit 5.13-2

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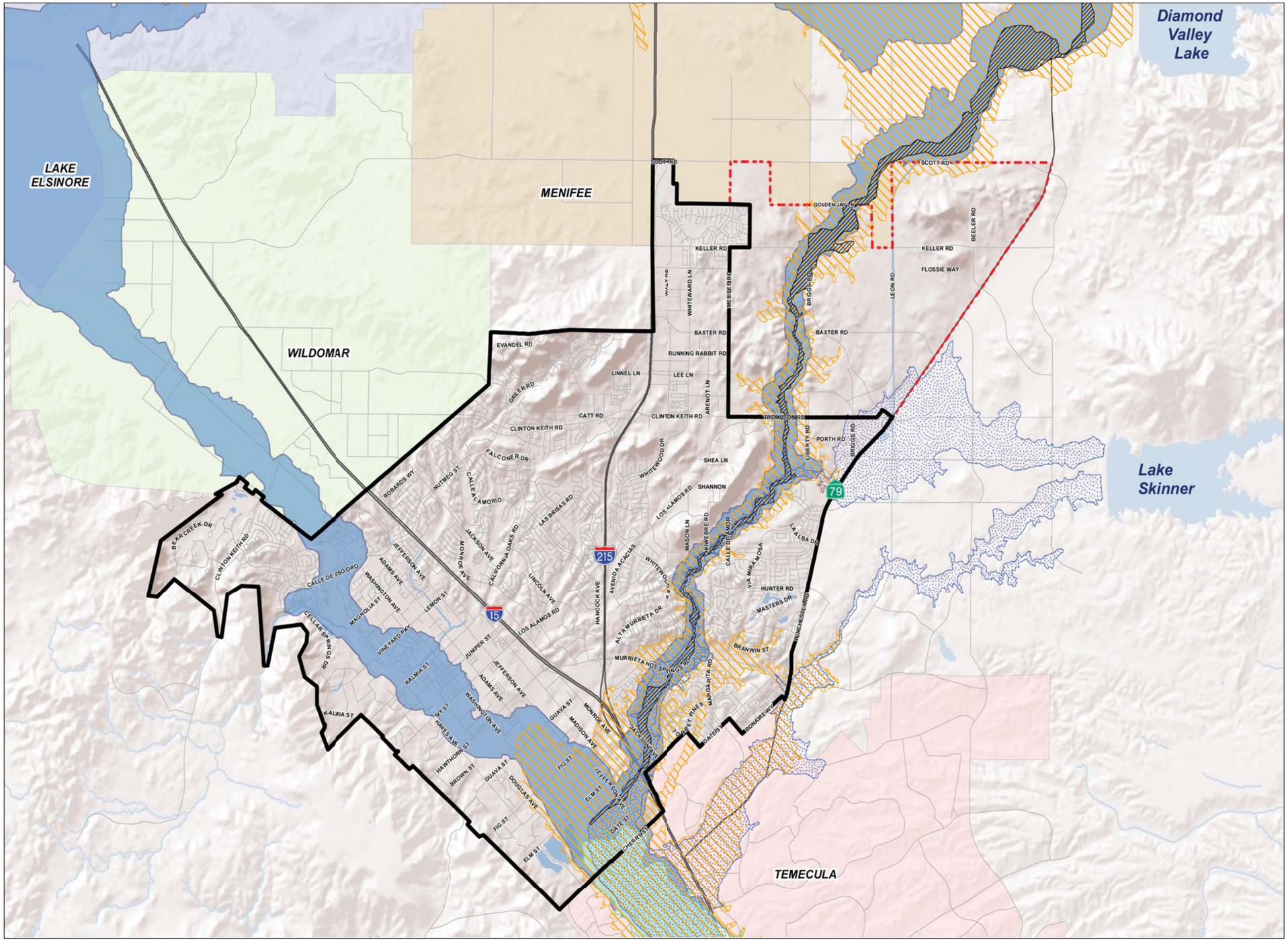

LEGEND

- Skinner Inundation
- Vail Lake Inundation
- Diamond Valley Lake
  - Diamond Forebay
  - Diamond West Dam
  - Diamond Saddle
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta, and ESRI - World Shaded Relief.

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Dam Inundation

Exhibit 5.13-3

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Point Source Pollutants

Historically, point-source pollutants have consisted of industrial operations with discrete discharges to receiving waters. Over the past several decades, many industrial operations have been identified as potential sources of pollutant discharges. For this reason, many types of industrial operations require coverage under the State of California's General Industrial Permit. This permit regulates the operation of industrial facilities and monitors and reports mechanisms to ensure compliance with water quality objectives. State regulations require industrial operations to comply with California's General Industrial Permit, which significantly lessens impacts on the receiving waters' water quality. However, industrial operations that are not covered under the General Industrial Permit's jurisdiction may still have the potential to affect the water quality of receiving waters. These industrial operations would be considered non-point-source pollutants.

Non-Point Source Pollutants

Effects of urbanization most often result in an increase in pollutant export from the urban area. An important consideration in evaluating storm water quality within a city, is to evaluate whether it impairs the beneficial use to the receiving waters. Non-point source pollutants have been characterized by the following major parameters to assist in determining and using the pertinent data. Receiving waters can assimilate a limited quantity of various constituent elements; however, there are thresholds beyond which the measured amount becomes a pollutant and results in an undesirable impact. The following background information on these standard water quality parameters provides an understanding of typical urbanization impacts.

SEDIMENT

Sediment is made up of tiny soil particles that are washed or blown into surface waters. It is the major pollutant by volume in surface water. Suspended soil particles can cause the water to look cloudy or turbid. The fine sediment particles also act as a vehicle to transport other pollutants including nutrients, trace metals, and hydrocarbons. Construction sites are the largest source of sediment for urban areas under development. Another major source of sediment is stream bank erosion, which may be accelerated by increases in peak rates and volumes of runoff due to urbanization.

NUTRIENTS

Nutrients are a major concern for surface water quality, especially phosphorous and nitrogen. The orthophosphorous form of phosphorus is readily available for plant growth. The ammonium form of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate and nitrite forms of nitrogen in a process called nitrification. This process consumes large amounts of oxygen, which can impair the dissolved oxygen levels in water. The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When

nitrogen fertilizer is applied to lawns or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. As a general rule of thumb, nutrient export is greatest from development sites with the most impervious areas. Other problems resulting from excess nutrients are 1) surface algal scums; 2) water discolorations; 3) odors; 4) toxic releases; and, 5) overgrowth of plants. Common measures for nutrients are total nitrogen, organic nitrogen, total Kjeldahl nitrogen (TKN), nitrate, ammonia, total phosphate, and total organic carbon (TOC).

TRACE METALS

Trace metals are primarily a concern because of their toxic effects on aquatic life and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment and this effectively reduces the level, which is immediately available for biological uptake and subsequent bioaccumulation. Metals associated with the sediment settle out rapidly and accumulate in the soils. Also, urban runoff events typically occur over a shorter duration, which reduces the amount of exposure that could pollute the aquatic environment. The toxicity of trace metals in runoff varies with the hardness of the receiving water. As total hardness of the water increases, the threshold concentration levels for adverse effects increases.

OXYGEN-DEMANDING SUBSTANCES

Aquatic life is dependent on the level of dissolved oxygen (DO) in water. When organic matter is consumed by microorganisms, DO is consumed in the process. A rainfall event can deposit large quantities of oxygen-demanding substances in lakes and streams. The biochemical oxygen demand of typical urban runoff is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A DO problem arises when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by the direct measure of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), oils and greases, and total organic carbon (TOC).

BACTERIA

Bacteria levels in undiluted urban runoff usually exceed public health standards for recreational water contact. Studies have found that total coliform counts exceeded EPA water quality criteria at almost every site and almost every time it rained. The coliform bacteria that are detected may not be a health risk in themselves, but are often associated with human pathogens.

OIL AND GREASE

Oil and grease contain a wide variety of hydrocarbons some of which could be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar

rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become attached to it. The major source of hydrocarbons in urban runoff is through leakage of crankcase oil and other lubricating agents from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbons export, although illegal disposal of waste oil into storm water can be a local problem.

OTHER TOXIC CHEMICALS

Priority pollutants are generally related to hazardous wastes or toxic chemicals and can be sometimes detected in storm water. Priority pollutant scans have been conducted in previous studies of urban runoff, which evaluated the presence of over 120 toxic chemicals and compounds. The scans rarely revealed toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas not expected to have many sources of toxic pollutants (with the possible exception of illegally disposed or applied household hazardous wastes). Measures of priority pollutants in storm water include - 1) phthalate (plasticizer compound); 2) phenols and creosols (wood preservatives); 3) pesticides and herbicides; 4) oils and greases; and 5) metals.

5.13.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, hydrology and water quality impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- Inundation by seiche, tsunami, or mudflow.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.13.4 PROJECT IMPACTS AND MITIGATION MEASURES

WATER QUALITY

IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD VIOLATE WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Future development associated with implementation of the proposed General Plan 2035 may contribute to water quality degradation in the City, especially within the five Focus Areas targeted for land use change in the proposed General Plan 2035. Runoff from disturbed areas would likely contain silt and debris, resulting in a long-term increase in the sediment load of the stormdrain system serving the City. There is also the possibility for chemical releases at future construction sites. Substances such as oils, fuels, paints, and solvents may be transported to nearby drainages, watersheds, and groundwater in storm water runoff, wash water and dust control water. The significance of these water quality impacts would vary depending upon the level of construction activity, weather conditions, soil conditions, and increased sedimentation of drainage systems within the area.

Maintaining and improving water quality is essential to protect public health, wildlife, and the local watershed. Water conservation and pollution prevention can be dramatically improved through proactive efforts of residents and through City policies. New development and significant reconstruction projects within the City would be required to comply with *Title 15* of the City's *Municipal Code*, which contains regulations to meet Federal and State water quality requirements related to storm water runoff. Furthermore, the proposed General Plan 2035 Infrastructure and Conservation Elements contains goals and policies to reduce water quality impacts. The proposed General Plan 2035 requires the continued compliance with Federal, State, and regional governments and agencies to protect and improve the quality of local and regional groundwater resources available to the City. New development projects would be required to meet Federal, State, and local water quality standards and implement mitigation (if necessary) to reduce impacts to less than significant. Compliance with the City's *Municipal Code Title 15*, *Riverside County DAMP*, *City of Murrieta WQMP*, Riverside County MS4 permit, goals, and policies of the proposed General Plan 2035, and Mitigation Measures HYD-1 and HYD-2 would reduce water quality and waste discharge impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

INFRASTRUCTURE ELEMENT

Goal INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.

Policies

INF-1.1 Encourage future development to occur in areas where infrastructure for water, sewer, and storm water can most efficiently be provided.

INF-1.2 Discourage development in areas without connections to existing infrastructure, unless infrastructure is being provided.

INF-1.4 Ensure that new development and redevelopment provides infrastructure for water, sewer, and storm water that adequately serves the proposed uses, and that has been coordinated with affected infrastructure providers.

INF-1.6 Provide information to water districts, Riverside County Flood Control and Water Conservation District (RCFCWCD), and energy utilities in their planning efforts to ensure adequate infrastructure is available for anticipated development.

INF-1.7 Encourage the preparation and updates of master plans by the appropriate providers or agencies to conduct detailed long-range planning to ensure the efficient provision of public services, infrastructure, and/or utilities.

INF-1.8 Consult with water districts and Riverside County Flood Control and Water Conservation District (RCFCWCD) to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure improvements for water, sewer, and storm water.

INF-1.9 Encourage the water districts to proactively manage their assets through the maintenance, improvement, and replacement of aging water and wastewater systems to ensure the provision of these services to all areas of the community.

INF-1.10 Encourage the water districts to improve water and wastewater services in a way that respects the natural environment.

INF-1.11 Ensure sufficient levels of storm drainage service are provided to protect the community from flood hazards and minimize the discharge of materials into the storm drain system that are toxic or which would obstruct flows.

INF-1.12 When managed by the City, continue to maintain and replace aging storm drain systems to ensure the provision of these services to all areas of the community.

INF-1.13 Cooperate in regional programs to implement the National Pollutant Discharge Elimination System program.

INF-1.14 Continue to participate with other agencies on public education and outreach materials for countywide distribution to focus on public education and business activities with the potential to pollute. Distribute Best Management Practices (BMP) guidance for business activities, including but not limited to, mobile detailing, pool maintenance, restaurant cleaning operations, and automotive service centers.

INF-1.15 Continue to implement the City's residential informational and outreach program by providing homeowners with Best Management Practices (BMP) for activities such as, but not limited to:

- Disposal of fats, oils, and grease
- Disposal of garden waste
- Disposal of household hazardous waste
- Disposal of pet waste
- Garden care and maintenance
- Vehicular repair and maintenance
- Vehicular washing

INF-1.16 Continue to annually report the City's activities as part of its submittal to the San Diego Region Water Quality Control Board. Activities the City should report on include, but are not limited to:

- Litter Control
- Solid Waste Collection/Recycling
- Drainage Facility Maintenance
- Catch Basin Stenciling
- Street Sweeping

INF-1.18 Minimize the adverse effects of urbanization upon drainage and flood control facilities.

INF-1.19 Encourage the City and the Riverside County Flood Control and Water Conservation District improve the storm drain system in a way that respects the environment.

CONSERVATION ELEMENT

Goal CSV-3 A community that participates in a multi-jurisdictional approach to protecting, maintaining, and improving water quality and the overall health of the watershed.

Policies

CSV-3.1 Collaborate with partner agencies and other communities to conserve and properly manage surface waters within the City and Sphere of Influence through protection of the watershed and natural drainage system.

CSV-3.2 Promote storm water management techniques that minimize surface water runoff in public and private developments.

CSV-3.3 Utilize low-impact development (LID) techniques to manage storm water through conservation, on-site filtration, and water recycling, and continue to ensure compliance with the NPDES permit.

CSV-3.4 Encourage the creation of a network of “green” streets that minimize stormwater runoff, using techniques such as on-street bio-swales, bio-retention, permeable pavement or other innovative approaches, as feasible.

CSV-3.5 Seek opportunities to restore natural watershed function as an added benefit while mitigating environmental impacts.

Goal CSV-4 Restoration of the natural function and aesthetic value of creeks, while providing flood control measures and opportunities for recreation.

Policies

CSV-4.1 Prioritize creek preservation, restoration and/or mitigation banking along creeks as mitigation for environmental impacts.

CSV-4.2 Consider alternatives to hardlined bottoms and side slopes within flood control facilities, where technically feasible.

CSV-4.3 Preserve Warm Springs Creek and Cole Creek as a wildlife corridor, while accommodating flood control measures and passive recreation.

CSV-4.4 Retain and restore natural drainage courses and their function where health and safety are not jeopardized.

CSV-4.5 Support efforts for restoration, flood control, and recreation along Murrieta Creek, in coordination with regional and federal plans.

CSV-4.6 Seek funds and provide support for creek restoration, maintenance and protection through grant and mitigation programs, development entitlements, and non-profit organizations.

Mitigation Measures:

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

HYD-2 Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan or Stormwater Mitigation Plan, which includes Best Management Practices (BMPs), in accordance with the Riverside County DAMP and the Murrieta WQMP. All recommendations in the Plan shall be implemented during post construction/operation phase. The project applicant

shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential water quality impacts.

Level of Significance After Mitigation: Less Than Significant Impact.

GROUNDWATER DEPLETION

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD DEPLETE GROUNDWATER SUPPLIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The City of Murrieta receives water from the Eastern Municipal Water District (EWMD), the Elsinore Valley Municipal Water District (EVMWD), the Rancho California Water District (RCWD), and the Western Municipal Water District (WMWD).

EMWD[15]

EMWD relies on MWD for 80 percent of its potable water supply. The rest of the water distributed by EMWD comes from local groundwater production, and recycled water. Major groundwater sources consist of the San Jacinto Watershed. In 2010, EMWD produced a total of 18,800 acre-feet per year from the San Jacinto Basin. Recharge of the basin is governed by an agreement between EMWD, Lake Hemet Municipal Water District (LHMWD) and the Cities of Hemet and San Jacinto. The plan calls for 100 acres of ponds, eight recovery wells, and a 60-inch diameter pipeline from EMWD's EM-14 connection to the ponds. The objectives of the plan are to provide Tribal Settlement Water, eliminate groundwater overdraft, create additional long-term water supply, and create water storage for drought years. The plan was underway as of 2005.

As a whole, EWMD anticipated a total water use of 115,200 acre-feet per year of potable water in 2010. A total of 53,600 Acre-Feet/Year (AF/Y) of non-potable water was also anticipated in 2010, for a total District use of 168,800 AF/Y of water in 2010. In 2030, EMWD anticipates a total potable water use of 172,000 AF/Y and a total non-potable water use of 73,000 AF/Y, for a total water usage of 245,200 AF/Y.

[15] EMWD 2005 Urban Water Management Plan

EVMWD[16]

EVMWD obtains its potable water supplies from local groundwater, local surface water from Canyon Lake, and imported water from MWD. From 1992 to 2004, total production from all sources averaged about 28,500 AF/Y. Groundwater production has been relatively stable, averaging about 14,000 AF/Y. The Elsinore Groundwater Basin is the major source of potable groundwater supply for EVMWD.

EVMWD prepared a groundwater management plan (GWMP) for the Elsinore Basin pursuant to the *California Water Code* Section 10750 et seq. The GWMP was adopted by the EVMWD Board of Directors on March 24, 2005, and presents detailed information on the Elsinore Basin including a plan to reduce the overdraft and improve groundwater supply reliability. The main objective of the GWMP is to provide a guideline that resolves the overdraft problem in the Elsinore Basin. The GWMP concluded that the current sustainable yield of the Elsinore Basin is 5,500 AF/Y.

EVMWD has nine operating potable groundwater wells with a total capacity of 13.7 million gallons per day (mgd). As of 2005, groundwater supplied 35 to 45 percent of EVMWD demands in the past five years. According to the GWMP, approximately 94 percent of the groundwater produced by the basin is pumped by EVMWD. Local pumpers with private wells only account for about one percent of the basin production.

As a whole, the EVMWD anticipates that it supplies a total of 17,802 AF/Y of groundwater pumped from the Elsinore Basin, as well as the San Bernardino Bunker Hill Basin, the Rialto-Colton and Riverside North Basins, and the Coldwater Basin. In 2010, EVMWD anticipated a total water supply of 66,590 AF/Y and in 2030, projects a total water supply of 77,919AF/Y.

RCWD[17]

RCWD's current water supply sources include local groundwater, imported water from MWD, and recycled water. Historically, groundwater has supplied between 25 to 40 percent of total water supply. RCWD overlies the Temecula and Pauba groundwater basins. Additionally, RCWD relies on eight groundwater basins for its local water supply. Total natural yield to RCWD is approximately 29,500 AF/Y. RCWD has three production wells in northern Murrieta, and two production wells in south Murrieta, all within the 1305 pressure zone.

RCWD recharges the Pauba Valley Basin with untreated imported water for enhanced groundwater production. RCWD purchases imported water from MWD; in the past, recharge has been provided up to 16,000 AF/Y. RCWD also has a surface water storage permit in Vail Lake for up to 40,000 AF from November 1 to April 30. During these months, RCWD releases available water for groundwater recharge.

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16 EVMWD 2005 Urban Water Management Plan
17 RCWD 2005 Urban Water Management Plan

As a whole, RCWD anticipated a total of 38,000 AF/Y of water was pumped from the Pauba, South Murrieta, Lower Mesa, North Murrieta, Wolf Valley, San Gertrudis, Upper Mesa, and Palomar Sub-Basins. RCWD anticipates that in the year 2030, approximately 56,000 AF/Y will be pumped from these basins. Furthermore, RCWD anticipated that approximately overall water supply totaled 100,700 AF/Y to its customers in 2010. In 2030, RCWD anticipates that all water supplied to its customers will total 140,400 AF/Y.

WMWD[18]

WMWD obtains its water from MWD, as well as supplemental water from the City of Riverside. This District does not extract any groundwater for retail supply. Supplemental water is also purchased from the City of Riverside. In 2010, WMWD anticipated that its water supply totaled 128,589 AF/Y. In 2030, WMWD projects that its water supply will total 241,649 AF/Y.

Proposed Project Impacts

Development associated with implementation of the proposed General Plan 2035 may contribute to the depletion of groundwater. Implementation of the proposed General Plan 2035 would result in an additional 10,734 residential dwelling units and 36,210,757 square feet of nonresidential development. Projected development and increased population would result in an ultimate increase in the demand for water supplies. The City currently uses approximately 39,179 AF/Y of water resources to meet all constituent demands. It is anticipated that water demand would gradually decrease with implementation of the proposed General Plan 2035 to approximately 15,632 AF/Y in the year 2035. Refer to Section 5.10, Water Supply.

The four water districts that serve Murrieta have separate UWMPs. According to the UWMPs for each water district, a combined water supply of 705,168 AF/Y is anticipated. Murrieta would only use 0.0712 percent of the anticipated water from these four districts. As discussed above, not all districts obtain 100 percent of their water from groundwater basins, and multiple districts have recharge plans in place. Additionally, the proposed General Plan 2035 Conservation Element includes the following goals and policies. Also, refer to the goals and policies listed above.

Water conservation in Southern California became increasingly important in the 1980s and early 1990s, when the entire region suffered a severe drought. Drought conditions in southern California directly affect groundwater recharge and groundwater supplies. The City has identified the protection and conservation of its existing and future water resources within the proposed General Plan 2035 goals and policies, shown below.

In conclusion, compliance with the goals and policies in the proposed General Plan 2035 Conservation Element would ensure impacts are at less than significant levels.

[18] WMWD 2005 Urban Water Management Plan

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-1 A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.

Policies

CSV-1.1 Encourage the provision of a safe and sufficient water supply and distribution system.

CSV-1.2 Promote the maximization of water supplies through conservation, water recycling, and groundwater recharge.

CSV-1.3 Promote the protection of groundwater supplies from contamination.

CSV-1.4 Support water purveyors in promoting a City-wide recycled water system through project review and coordination with water districts.

CSV-1.5 Encourage the owners of hot springs to protect and enhance them

CSV-1.6 Coordinate water resource management with water districts and regional, state, and federal agencies.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

DRAINAGE SYSTEM CAPACITY

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD CREATE OR CONTRIBUTE TO RUNOFF WATER WHICH COULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORM WATER DRAINAGE SYSTEMS FOR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 could potentially result in the additional 10,734 residential dwelling units and 36,210,757 square feet of

nonresidential development. Subsequent development associated with implementation of the proposed General Plan 2035 may contribute to the runoff, which may exceed the capacity of the existing drainage system.

A storm drain or stormwater conveyance system are private and public drainage facilities, other than sanitary sewers, through which surface water runoff (typically in urban areas) is transported to another location where the water is discharged to a natural drainage or water course (most likely) or to a treatment facility. The main purpose of the storm drain system is to prevent flooding by transporting water away from developed areas. Storm drain systems are most common within the more urbanized areas of the City and are likely to have a range of storm drain facilities. In more rural areas of the City, developed land does not support or require storm drain facilities.

Over recent decades, rapid growth and urbanization have placed increased pressure on storm drain capacity. In general, increased urbanization increases the amount of impervious (paved) surfaces, thus reducing the amount of water that would normally infiltrate into the soil. Rainfall, irrigation runoff, and nuisance flows accumulate on impervious surfaces and flow downstream via the storm drain system to surface waters. The storm drain system is not connected with the sanitary sewer system; therefore, urban runoff is not filtered to remove trash, cleaned, or otherwise treated before it is discharged to surface waters. As a result storm drains have become increasingly important component in managing water quality impacts in addition to reducing flooding.

Storm water from the City of Murrieta drains to two watersheds: the Santa Ana Watershed and the Santa Margarita Watershed. Two major tributaries, Murrieta Creek and Warm Springs Creek, run through the City. Murrieta Creek runs from the northern City limit, along the Rancho Temecula line, to the southern City limit at Cherry Street. In its unimproved state, Murrieta Creek lacks the capacity to convey 100-year storm flows through the City. A Master Drainage Plan was prepared by RCFCWCD, which identifies improvements that would provide flood protection for both existing and future development within the City. The improvements, identified as the Murrieta Creek improvement project, include 11 miles of earthen channel of the Murrieta Creek from Rancho California Road in Temecula to Clinton Keith Road and a network of underground storm drains to provide 100-year flood protection.

The following facilities have been constructed pursuant to the Murrieta Creek Area Drainage Plan:

- Line G is constructed as a concrete lined trapezoidal channel and has adequate capacity to convey a 100-year flood. The line extends from Interstate 15 to Murrieta Creek.

- Line F is designed to help relieve flooding in Old Town Murrieta. Line F follows an alignment roughly parallel to Ivy Street between Interstate 15 and Murrieta Creek.

- Lines E and E-2 were constructed to intercept flows from Ivy street and discharge into Murrieta Creek.

- Line F-1 is designed to help relieve flooding in the floodplain area upstream of Kalmia Street. Line F-1 follows an alignment parallel to Adams Avenue, curving through the intersection of Magnolia and Jefferson Avenue finally terminating at Interstate 15. Line F-1 adequately conveys the 100-year storm flows from Interstate 15 to Jefferson Avenue.

- Line F-3 is designed to help relieve flooding along Washington Avenue upstream to Kalmia Street. Line F-3 consists of reinforced concrete pipe ranging in size from 42-inces to 54 inches.

- Clay Street channel is constructed as an unlined earthen channel that runs from Kalmia Street to Ivy Street then to Murrieta Creek. As an unlined channel, the channel is not able to convey a 100-year storm.

- The Western Historic Murrieta Storm Drain System was completed by the City in 2006. This storm drain was constructed to relieve flooding in the western area of Historic Murrieta, the portion west of Washington Avenue.

Additionally, the City is planning drainage improvements in two locations: Line D and D1 from Madison to Jefferson is slated to have drainage channel improvements done, and Murrieta Creek will have improvements made from Vineyard Parkway to the southern City limits. Infrastructure will be maintained by RCFCWCD. Additionally, RCFCWCD's existing infrastructure is shown in *Exhibit 5.13-1*.

New development projects associated with implementation of the proposed General Plan 2035 would be required to ensure project-specific and citywide drainage systems have adequate capacity to accommodate new development. The City has recognized the need to monitor and improve the storm drain system in order to ensure it is adequately accommodating future development. The City's annual CIP, as well as goals and policies to ensure that project-related storm water mitigation techniques are employed and monitored, are proposed in the General Plan 2035. Furthermore, implementation of the required mitigation measures would ensure new development projects are designed to result in less than significant impacts related to the drainage system capacity. Compliance with the City's *Municipal Code*, the goals and policies included in the proposed General Plan 2035 Conservation Element, and Mitigation Measures HYD-1 and HYD-2 would ensure drainage system capacity impacts are reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.13.

Mitigation Measures: Refer to Mitigation Measures HYD-1 and HYD-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

DRAINAGE PATTERNS

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN ALTERATION OF DRAINAGE PATTERNS OF THE SITE OR AREA, INCLUDING ALTERATION OF A STREAM OR RIVER, RESULTING IN SUBSTANTIAL EROSION, FLOODING, OR SIGNIFICANT RISK OF LOSS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 does not propose altering any drainage patterns. All applicable standards would be applied to future development projects to ensure that they are not constructed in a way that would alter a stream or river, or result in substantial erosion or flooding. Therefore, less than significant impacts would occur in this regard. Also, refer to flooding and dam inundation impacts discussions below.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above and below in this Section 5.13.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

FLOODING

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN IMPACTS RELATED TO A 100-YEAR FLOOD EVENT.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The City of Murrieta lies within the inland portion of the Santa Margarita River (SMR) Basin, which encompasses approximately 750 square miles. The major tributaries within the General Plan Planning Area (City of Murrieta corporate boundaries and sphere of

influence) are Murrieta Creek and Warm Springs Creek. Murrieta Creek runs from the northern City limit, along the Rancho Temecula Line, to the southern City limit at Cherry Street. Warm Springs Creek forms a portion of the southern City limit and separates the City from the community of Murrieta Hot Springs. The SMR has a rich ecosystem providing habitat to several listed species. It supports extensive coastal wetlands and is home to one of the last free flowing rivers in Southern California of which the Bureau of Land Management (BLM) has determined qualifies for National Wild & Scenic River status.

As previously discussed, the largest known flood in the Santa Margarita Watershed was in January 1862, and the second greatest was in February 1884. Other major floods occurred in years 1916, 1938, 1943, 1969, 1978, 1980, 1991, 1992, 1993, 1995, and 1998. In both January and February 1993, Riverside County was hit by severe storms resulting in a Presidential Disaster Proclamation. These large flood events resulted in two to six feet of sediment deposited in the Murrieta Creek streambed from Winchester Road south into Old Town Temecula. Breakouts of floodwaters were caused largely by the magnitude of the event, vegetation density, and the sediment accumulations within the channel that severely reduced flow-carrying capacity. The storm caused over $10 million in damage to public facilities along Murrieta Creek. Additionally, the Riverside County Flood Control and Water Conservation District incurred approximately $450,000 in damage. According to "The Californian" website, the most recent Murrieta floods in the years 1980, 1993, 1995, and 1998 were declared federal disasters. The 1993 flood was the most ruinous on record, causing $12 million worth of damage in Temecula and $88 million in damage to Camp Pendleton.[19]

A total of 1,021.2 acres in the City of Murrieta are within the 100-year flood zone. Flood zones are primarily located between Jefferson and Hayes Avenues along the Murrieta Creek, and along the lower portions of Warm Springs Creek near the City's southern boundary; as shown in *Exhibit 5.13-2*.

Development associated with implementation of the proposed General Plan 2035 would be subject to the City's *Municipal Code*. Chapter 15.56.040, Methods of Reducing Flood Loss, establishes provisions to ensure damage from floods within the City is minimized. Chapter 15.16.070, General Provisions, and Chapter 15.56.120, Administration, establishes flood zones in accordance with FEMA, and administrative procedures regarding development within or around flood zones.

Additionally, the proposed General Plan 2035 Safety Element includes the following goals and policies to address flooding and flood hazards within the City. It is anticipated that with implementation of these goals and policies and the City's *Municipal Code*, flood hazards within the City would be reduced to a less than significant level.

[19] "The Californian" website, article "Murrieta: Leaders looking for alternative creek funding", http://www.nctimes.com/californian/article_69ecef2d-bda0-561f-9a03-a08d6a474999.html, posted August, 20, 2009.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-3 Damage from flood and inundation hazards is minimized by improving flood control systems and providing adequate safety protections in areas of the City subject to inundation.

Policies

SAF-3.1 Cooperate with the Riverside County Flood Control and Water Conservation District to evaluate the effectiveness of existing flood control systems and improve these systems as necessary to meet capacity demands.

SAF-3.2 Actively participate in and strongly promote timely completion of regional drainage plans and improvement projects which affect the City.

SAF-3.3 Identify natural drainage courses and designate drainage easements to allow for their preservation, or for the construction of drainage facilities if needed to protect the health, safety, and welfare of the community.

SAF-3.4 Require new construction within the 100 year floodplain to meet National Flood Insurance Program standards.

SAF-3.5 Develop and maintain floodplain inundation evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and the Murrieta Fire Department.

SAF-3.6 Maintain an active swift water rescue response in the Murrieta Fire Department.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

DAM INUNDATION

- **FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN URBAN USES BEING LOCATED IN DAM INUNDATION AREAS OF THE CITY.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The City of Murrieta is subject to potential flooding in the event of dam failure. Portions of the City of Murrieta are subject to potential dam inundation zones associated with Lake Skinner and Diamond Valley Lake (previously known as the Eastside Reservoir Project); as shown in *Exhibit 5.13-3*. Inundation from Lake Skinner would cause flooding in the extreme southern portion of Murrieta. Diamond Valley Lake was completed in 1999 and the process of filling the 4,500-acre reservoir site was completed in 2003. The reservoir doubles the storage capacity for the Metropolitan Water District of Southern California (MWD) with a reservoir capacity of 987 million cubic meters. Statistical risk analysis performed as part of the Eastside Reservoir Project Environmental Impact Report (EIR) indicated the potential of dam failure to be less than one chance in one hundred million under the worst foreseeable earthquake event. Dam failure is considered an extremely remote possibility as dams are designed at strength much stronger than necessary to survive the largest magnitude possible earthquake without affecting the dam structure; however, it must be considered and recognized within the planning process.

The South Murrieta Business Corridor Focus Area is within the inundation zone for Lake Skinner, Vail Lake, Diamond Saddle, and Diamond West Dam. Portions of the Multiple Use 3 Focus Area are within the inundation zone for Diamond Saddle and Diamond West Dam.

Implementation of the proposed General Plan 2035 would result in an anticipated the additional 10,734 residential dwelling units and 36,210,757 square feet of nonresidential development. Development associated with implementation of the proposed General Plan 2035 would be subject to the provisions of Chapter 15 of the City's *Municipal Code*, which provides development provisions to reduce flooding. The proposed General Plan 2035 Safety Element includes policies that would minimize the potential for flooding to impact property and human life. Thus, less than significant impacts are anticipated in this regard. The goals and policies in the proposed General Plan 2035 serve to reduce potential impacts related to flooding. Furthermore, flooding risk for Murrieta is addressed in the City's Emergency Management Plan. Compliance with the City's *Municipal Code*, the goals and policies included in the proposed General Plan 2035 Safety Element, and the City's *Emergency Management Plan* would result in flood impacts being reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-4 Land use regulations and emergency response plans reduce potential damage resulting from dam failure.

Policies

SAF-4.1 Maintain and update mapping of dam inundation areas within the City as new studies and projects are completed.

SAF-4.2 Develop dam failure evacuation plans in cooperation with the Riverside County Flood Control and Water Conservation District and the Murrieta Fire Department.

SAF-4.3 Discourage critical and essential uses as well as high-occupant-load building uses within designated dam inundation areas.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN PROJECT INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: As discussed in Section 5.8, Geology and Seismic Hazards, the possibility of seiches and tsunamis impacting the City is considered remote due to the great distance to large bodies of water. The nearest large body of water is Lake Elsinore, located approximately 6¼ miles northwest. Therefore, no impacts are anticipated to occur in this regard.

As discussed above for flooding, there is the potential for mudflow to occur with flood events. All future construction associated with the implementation of the proposed General Plan 2035 would meet all applicable Federal, State, and local building, seismic, water quality, flood, and drainage standards, as previously discussed above. Additionally, the proposed General Plan 2035 Safety Element includes goals and policies to address flooding and flood hazards within the City. It is anticipated that with implementation of these goals and policies and the City's *Municipal Code*, mudflow hazards within the City would be reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: There are no goals or policies that pertain specifically to seiche or tsunami. Refer to the goals and policies referenced above for flooding.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.13.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO HYDROLOGY, DRAINAGE, AND WATER QUALITY.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Cumulative hydrology, drainage, and water quality impacts associated with implementation of the proposed General Plan 2035 are analyzed based on development within the City of Murrieta and associated impacts to the regional drainage facilities under the jurisdiction of the San Diego RWQCB. The proposed General Plan 2035, as mitigated, would not significantly impact drainage courses and hydrologic flows throughout the City.

Future development projects located in or using facilities associated with the EMWD, EVMWD, RCWD, and WMWD service areas would be required to mitigate specific hydrologic impacts on a project-by-project basis. Additionally, the City's *Municipal Code* incorporates Federal and State regulations and guidelines pertaining to storm water runoff to reduce or eliminate regional water quality impacts. Impacts associated with future development in the City and the region would be addressed at a site-specific level to ensure their cumulative impact would be less than significant.

Additional local facilities would be constructed by developers or the City as they become necessary. During the development approval process, developers are "conditioned" to construct necessary storm drain facilities. In addition, projects in close proximity to master drainage facilities are conditioned to contribute a fair-share cost towards the design and construction of regional drainage facilities. Thus, implementation of the proposed General Plan 2035 would not result in cumulatively considerable hydrology, drainage, or water quality impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to goals and policies referenced above in this Section 5.13.

Mitigation Measures: Refer to Mitigation Measure HYD-1 and HYD-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.13.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to hydrology, drainage, and water quality associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035 and the recommended mitigation measures. No significant unavoidable hydrology, drainage, and water quality impacts would occur as a result of buildout of the proposed General Plan 2035.

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Murrieta

General Plan Update

Section 5.14:

Hazards and Hazardous Materials

5.14 HAZARDS AND HAZARDOUS MATERIALS

This section describes the means by which hazardous substances are regulated from a Federal, State, and local perspective, and discusses potential adverse impacts to human health and the environment due to exposure of hazardous materials. For this EIR, the term "hazardous material" includes any material that, because of its quantity, concentration, or physical, chemical, or biological characteristics, poses a considerable present or potential hazard to human health or safety, or to the environment. It refers generally to hazardous chemicals, radioactive materials and biohazards materials. "Hazardous waste," a subset of hazardous material, is material that is to be abandoned, discarded, or recycled and includes chemicals, radioactive and bio-hazardous waste, including medical waste.

5.14.1 REGULATORY SETTING

The regulation of hazardous wastes is provided on both the Federal and State levels. The United States Environmental Protection Agency (U.S. EPA) and the California Department of Toxic Substance Control (DTSC) have developed and continue to update lists of hazardous wastes subject to regulation. Applicable Federal, State, and local regulatory policies and law that apply to hazards and hazardous materials are discussed below.

FEDERAL AND STATE

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal Federal law in the United States governing the disposal of solid waste and hazardous waste. The United States Environmental Protection Agency (U.S. EPA) waste management regulations are codified at Title 40 of the Code of Federal Regulations (40 C.F.R. pts. 239-282). Regulations regarding management of hazardous waste begins at 40 C.F.R. pt. 260. Furthermore, the statute authorizes states to carry out many of the functions of RCRA through their own hazardous waste programs (and state laws), if such programs have been approved (authorized) by the U.S. EPA.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) performs the following: advises on building codes and flood plain management; teaches people how to get through a disaster; helps equip local and state emergency preparedness; coordinates the federal response to a disaster; makes disaster assistance available to states, communities, businesses and individuals; trains

emergency managers; supports the nation's fire service; and administers the national flood and crime insurance programs

California Department of Toxic Substances Control

The responsibility for implementation of the Federal Resource Conservation and Recovery Act (RCRA) was given to California EPA's Department of Toxic Substances Control (DTSC) in August 1992. The DTSC is also responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and so regulate a larger number of chemicals. Hazardous wastes regulated by California but not by U.S. EPA are called "non-RCRA hazardous wastes."

In addition to the U.S. EPA and the DTSC, the Regional Water Quality Control Board (RWQCB), San Diego Region (Region 9), is the enforcing agency for the protection and restoration of water resources, including remediation of unauthorized releases of hazardous substances in soil and groundwater.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The "Unified Hazardous Waste and Hazardous Materials Management Regulatory Program" (Program) was created in 1993 by California State Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPA). The Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):

- Hazardous Waste Generation (including on-site treatment under Tiered Permitting);
- Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or "SPCC");
- Underground Storage Tanks (UST);
- Hazardous Material Release Response Plans and Inventories;
- California Accidental Release Prevention Program (Cal ARP); and
- Uniform Fire Code Hazardous Material Management Plans and Inventories.

California Accidental Release Prevention Program Law

The California Accidental Release Prevention Program Law (CalARP Program) (*California Health and Safety Code* Section 25531-25543.3) provides for consistency with Federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the State and Federal programs. State and Federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the Federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The CalARP is implemented by the CUPA and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Transportation of Hazardous Materials/Wastes

Transportation of hazardous materials/wastes is regulated by *California Code of Regulations* (*CCR*) *Title 26, Toxics*. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes regulations for safe handling procedures (i.e., packaging, marking, labeling and routing). The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce Federal and State regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated as necessary between Federal, State and local governmental authorities and private persons through the Murrieta Emergency Operations Plan.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.

LOCAL

Riverside County Community Health Agency – Department of Environmental Health

The Environmental Protection and Oversight Division (EPO) is one of the two divisions of the Department of Environmental Health (DEH). The EPO Division has regulatory control over a number of hazardous materials, land use and water system based programs.

The Hazardous Materials Management Division (HMMD) is one of the three divisions of the Department of Health (DEH) of the Riverside County Community Health Agency. HMMD is the CUPA for Riverside County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans.

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan[1]

Table 6.6-2, Riverside County Local Jurisdiction Hazard Assessment Worksheet of Section 6.6, Emergency Response, provides a detailed identification and analysis of the hazards faced by Riverside County and the City of Murrieta according to the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). Table 6.6-2 assigns each hazard a severity rating, indicating the amount of damage that would be done to the County and the City and its population should the hazard occur. Table 6.6-2 also assigns a probability rating, indicating the likelihood that the hazard may occur within the County and City. Both ratings are on a scale of 0-4, with 4 being the most severe or the most likely to occur. Within the County, hazardous materials accidents are assigned a severity rating of 3 and a probability rating of 3. Within the City, hazardous materials accidents are assigned a severity rating of 3 and a probability rating of 3.

Underground Storage Tank Clean Up Program

Under contract with the State Water Resources Control Board (SWRCB), the Riverside County Department of Environmental Health, Local Oversight Program (LOP) oversees the investigation and cleanup of soil and groundwater contamination resulting from unauthorized releases of petroleum products (diesel fuel, gasoline, waste oil, etc.) from leaking underground storage tanks (UST). The cleanup of these sites is necessary to protect the groundwaters of the State from contamination and to protect the public from exposure to hazardous materials.[2]

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[1] Ibid.

[2] Riverside County Community Health Agency, Department of Environmental Health website, http://www.rivcoeh.org/opencms/rivcoeh/ProgServices/EPO_Division/LOP.html, accessed December 3, 2009.

Murrieta Emergency Operations Plan[3]

The City of Murrieta Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergency situations associated with natural disasters, national security emergencies, and technological incidents affecting the City of Murrieta. The EOP describes the operations of the City of Murrieta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities. The EOC centralizes the collection and dissemination of information about the emergency and makes policy-level decision about response priorities and the allocation of resources. As part of the City's Emergency Management Program, the EOC Manager (Fire Division Chief) is responsible for ensuring the readiness of the EOC.

The City of Murrieta has developed a set of quick response references (checklist) for the Murrieta EOC. The set checklist is located in Part Two of the City's Emergency Operation Plan. The checklist enumerates issues that are related to hazardous materials accidents.

5.14.2 ENVIRONMENTAL SETTING

MAJOR SOURCES OF HAZARDOUS WASTE MATERIALS INCIDENTS

Transport of Hazardous Materials/Waste

Hazardous substance incidents are likely to occur within the City of Murrieta due to the multitude of transportation systems (highways and railways). Transportation of hazardous materials/wastes is regulated by *CCR Title 26*. Major transportation routes within the City include surface streets and freeways. Regional access to the City and its Sphere of Influence is provided primarily by Interstates 15 and 215 (I-15 and I-215, respectively), which traverse generally through the western and central portion of the City. Another significant regional roadway facility is State Route 79 (SR-79 or Winchester Road) along the eastern border of Murrieta.[4]

Fixed Facility

Many businesses within the City handle, transport, and/or store hazardous materials. Also, commercial and retail businesses in Murrieta have very small amounts of hazardous materials. Many smaller chemical users such as school laboratories and stores likely maintain hazardous materials on-site. These hazardous materials may threaten human health or the environment.

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[3] Murrieta Emergency Operations Plan, Part 1: Basic Plan, and City of Murrieta Emergency Operations Plan, Part 2: Supporting Documents, City of Murrieta, June 2008.

[4] *City of Murrieta General Plan, Circulation Element*, prepared by EIP Associates, updated January 10, 2006.

Potential hazards are found in materials that are toxic, flammable, corrosive, or reactive. It should be noted that existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within the City.

Agricultural Businesses[5]

The agricultural businesses in and around the City may also be a likely source of hazardous materials incidents. Accidental releases of fertilizers, pesticides, and other agricultural chemicals may be harmful to the public health, safety, and the environment.

Illegal Laboratories

Another source of hazardous materials incidents is the illegal manufacturing of drugs in clandestine laboratories. In many instances, the residue and hazardous waste from these laboratories are illegally dumped, posing a major public health and safety hazard and a threat to the environment.

Clandestine Dumping

Clandestine dumping of toxic materials and hazardous materials/waste on public or private property is a criminal act due to the health and safety threat it poses. As the costs and restrictions increase for legitimate hazardous waste disposal sites, it is anticipated that illegal dumping of hazardous materials would increase proportionately.

Hazardous Materials Sites

Businesses can generate hazardous waste, and generally include automotive services, dry cleaners, photo processing, printing, lithography, and medical services. Potential hazards associated with hazardous materials include fires, explosions, and leaks.

The storage of hazardous materials in businesses poses a threat to occupants, the public, neighboring occupancies and fire fighters. Hazardous materials disclosure allows for the inspection and notification of all businesses within the City that generate, store, and use hazardous materials. The Murrieta Fire Department takes an active role in the inspection of businesses with hazardous materials. The Murrieta Fire Department monitors the CUPA data to ensure that the data is timely and accurate.[6] Monitoring of sites that have contamination associated with underground tanks used to store petroleum products is the primary responsibility of the California Department of Health Services and the Regional Water Quality Control Board.[7]

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[5] *Murrieta Emergency Operations Plan, Part 1: Basic Plan*, and *City of Murrieta Emergency Operations Plan, Part 2: Supporting Documents*, City of Murrieta, June 2008.

[6] *Murrieta Fire Department Fire Protection Plan*, dated February 2005.

[7] *City of Murrieta General Plan, Safety Element*, prepared by EIP Associates, updated February 6, 2001.

Through regular inspections, the Murrieta Fire Department can identify hazardous conditions and can obtain compliance through the fire code for the safety of citizens and fire fighters, should a hazardous materials fire or release occur. In the event of a hazardous materials incident within the City, the Murrieta Fire Department would initially respond with further assistance provided by the CFD Hazardous Materials Response Team and the Riverside County Health Department.[8] The types and amounts of hazardous materials found in most communities, or passing through on freeways, have created a very real challenge to the fire service. All Murrieta Fire Department personnel receive first responder operations training for hazardous materials, and are also trained in hazardous materials decontamination procedures. Personnel are trained to determine if a problem exists, isolate the problem, and assist an advanced team when they arrive.[9]

REPORTED REGULATORY PROPERTIES

Department of Toxic Substances Control

RBF Consulting searched the City and its Sphere of Influence on the EnviroStor Database. The EnviroStor Database was developed by the DTSC to allow the public to search for properties regulated by the DTSC's Site Mitigation and Brownfields Reuse Program where extensive investigation and/or cleanup actions are planned or have been completed.[10] The following search resulted in one listed regulatory property located within the boundaries of the City; refer to *Table 5.14-1*, *DTSC & Geo Tracker Identified Regulatory Sites Within Murrieta* for a detailed listing of the property and refer to *Exhibit 5.14-1*, *Regulatory Sites Within Murrieta* for the location of the property.

GeoTracker

The Geographic Environmental Information Management System (GEIMS) is a data warehouse that tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies using GeoTracker. GeoTracker and GEIMS were developed pursuant to a mandate by the California State Legislature (AB 592, SB 1189) to investigate the feasibility of establishing a Statewide GIS for leaking underground fuel tank (LUFT) sites.

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8 *City of Murrieta Final General Plan EIR*, prepared by EIP Associates, June 1994.

9 *Murrieta Fire Department Fire Protection Plan*, dated February 2005.

10 RBF Consulting makes no claims as to the completeness or accuracy of EnviroStor Database; our review of EnviroStor Database's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites.

Table 5.14-1
DTSC & GEO TRACKER Identified Regulatory Sites Within Murrieta

Site Name/ Address	Site Information	Cleanup Status
Crossroads Investors III, LLC 24250 Adams Avenue[1]	The 20-acre site consists of a vacant lot bounded by a private elementary school to the southeast, Jefferson Avenue to the northeast, single family dwellings to the northwest, and Adams Avenue to the southwest. In the 1950's a portion of the site was used for a lead acid battery reclamation and processing facility. Since then part of the buildings were used for a Christian school (1960s to 1977). Due to the lead contamination from the battery recycling operation, the U.S. Environmental Agency (USEPA) conducted site investigation and emergency remediation at the site in 1988 at a request from the Riverside County Environmental Health Department. The emergency remediation work included scraping of contaminated soil and placing it beneath an asphalt cover on the site. Under the DTSC oversight the Draft Removal Action Workplan (RAW) proposed to remove all contaminated soil posing health risk, and dispose it off site at a regulated facility. Some less contaminated soil posing a lower health risk will be removed from the site and may be processed elsewhere for reuse.	No Cleanup Status Certified as of 12/24/02
Bear Creek Golf Course 22640 Bear Creek Drive N	Leaking Underground Tank (LUST) Cleanup Site	Completed – Case Closed
Calvary Chapel 39405 Murrieta Hot Springs Road	Leaking Underground Tank Cleanup Site	Completed – Case Closed
Chevron Station #201241 40500 California Oaks Road	Leaking Underground Tank Cleanup Site	Open – Assessment & Interim Remedial Action
Gerald Johnson Property 42451 Guava Street	Leaking Underground Tank Cleanup Site	Completed – Case Closed
Inco Development Corporation 24391 Washington	Leaking Underground Tank Cleanup Site	Completed – Case Closed
Mobil Service Station 18-BX6 39850 Los Alamos Road	Leaking Underground Tank Cleanup Site	Completed – Case Closed
Murrieta Nursery 41541 Ivy Street	Leaking Underground Tank Cleanup Site	Open – Site Assessment
Rancho California Spa II 40050 Murrieta Hot Springs	Leaking Underground Tank Cleanup Site	Completed – Case Closed
Shell Service Station 39614 Los Alamos	Leaking Underground Tank Cleanup Site	Open – Verification Monitoring
Shell Service Station 121641 25336 Madison Avenue	Leaking Underground Tank Cleanup Site	Open – Site Assessment

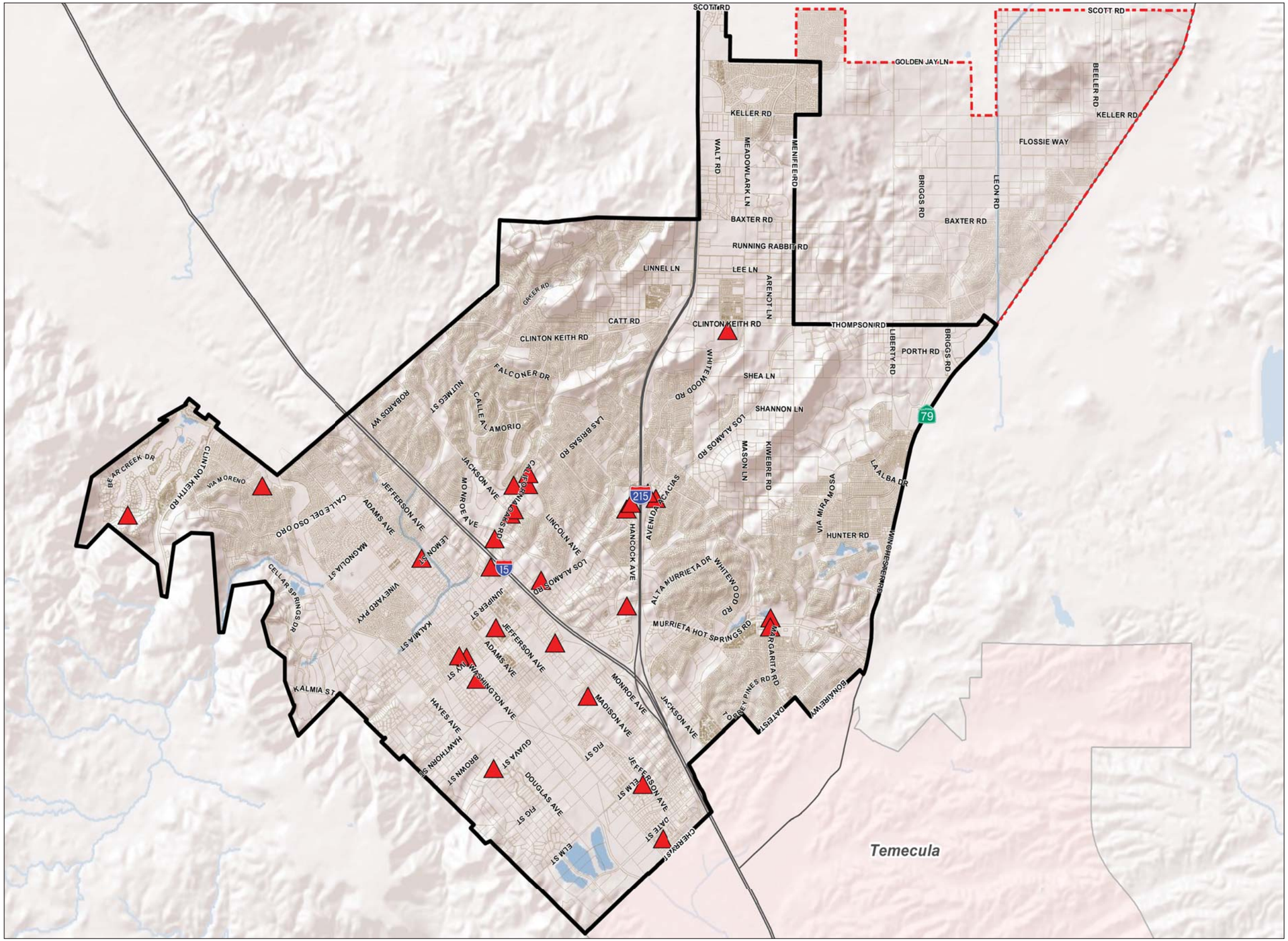
Table 5.14-1 [continued]
DTSC & GEO TRACKER Identified Regulatory Sites Within Murrieta

Site Name/ Address	Site Information	Cleanup Status
Stan's Service 41991 Ivy Street	Leaking Underground Tank Cleanup Site	Open – Remediation
AM/PM Mini Market #5471 41240 Kalmia Street	Permitted Underground Storage Tank Facilities	-
California Oaks Shell 40981 California Oaks Road	Permitted Underground Storage Tank Facilities	-
Chevron Stations Inc. #1484/201241 40500 California Oaks Road	Permitted Underground Storage Tank Facilities	-
Excalibur Fuels #5 40648 California Oaks Road	Permitted Underground Storage Tank Facilities	-
Grease Monkey Monroe Avenue	Permitted Underground Storage Tank Facilities	-
Mobil Station #18-BX6 39850 Los Alamos Road	Permitted Underground Storage Tank Facilities	-
Murrieta Shell 39614 Los Alamos Road	Permitted Underground Storage Tank Facilities	-
Rancho Springs Medical Center 25500 Medical Center Drive	Permitted Underground Storage Tank Facilities	-
SKS, Inc. 41981 Avenida Alvarado	Permitted Underground Storage Tank Facilities	-
Texaco #2128 40375 California Oaks Road	Permitted Underground Storage Tank Facilities	-
Texaco Star Mart 25336 Madison Avenue	Permitted Underground Storage Tank Facilities	-
Verizon Murrieta Company 24961 Washington Avenue	Permitted Underground Storage Tank Facilities	-

Table 5.14-1 [continued]
DTSC & GEO TRACKER Identified Regulatory Sites Within Murrieta

Site Name/ Address	Site Information	Cleanup Status
Verizon Temecula Company 41611 Reagan Avenue	Permitted Underground Storage Tank Facilities	-
Cole Canyon School Site Via Alisol	DTSC Cleanup Sites	No Action Required
Crossroads Investors III, LLC 24250 Adams Avenue	DTSC Cleanup Sites	Certified
Elementary School No. 9 Early Lane/Winchester Drive/Hunter Road	DTSC Cleanup Sites	No Action Required
Elementary School Site No. 10	DTSC Cleanup Sites	No Action Required
High School No. 3 Los Alamos Monroe Avenue	DTSC Cleanup Sites	No Further Action
Regional Learning Center – Murrieta 41350 Guava Street	DTSC Cleanup Sites	No Action Required
Sunny Fresh Cleaners 39605 E. Los Alamos Road, Suite E	DTSC Cleanup Sites	Refer: 1248 Local Agency
Vista Murrieta High Whitewood Road/Clinton Keith Road	DTSC Cleanup Sites	No Acton Required
Classic Cleaners 40605 California Oaks Road	Other Cleanup Sites	Open - Remediation
Las Brisas Cleaners	Other Cleanup Sites	Open – Site Assessment

Source: Geotracker website, http://geotracker.waterboards.ca.gov/map/default.asp, accessed December 7, 2009.
1. Department of Toxic Substances Control, EnviroStor Database, http://www.envirostor.dtsc.ca.gov/public/, accessed December 7, 2009.



LEGEND

- Hazardous Sites
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: City of Murrieta, ESRI, Geotracker, Department of Toxic Substances Control, EnviroStor Database.

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Regulatory Sites Within Murrieta

Exhibit 5.14-1

Back of 11 x 17 color

RBF Consulting searched the City and its Sphere of Influence on the GeoTracker database. GeoTracker was developed pursuant to a mandate by the California State Legislature to investigate the feasibility of establishing a statewide Geographic Information System (GIS) for leaking underground fuel tank (LUFT) sites and is maintained by the SWRCB.[11] The following search resulted in 34 listed regulatory properties located within the boundaries of the City; refer to *Table 5.14-1* for detailed listings of the properties and refer to *Exhibit 5.14-1* for locations of the sites.

Airport Hazards

The Riverside County Airport Land Use Commission adopts plans to protect and promote the safety and welfare of airport users and residents in the airport vicinity. Specifically, these plans seek to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. The *Riverside County Airport Land Use Compatibility Plan* contains land use restrictions for the French Valley Airport that affect land use densities and building heights within the City of Murrieta.

The French Valley Airport is a County-owned public-use airport located on SR-7, north of the City of Temecula in their Sphere of Influence, and adjacent to the Murrieta's eastern City boundary. The airport is primarily used for single engine fixed-wing general aviation aircraft. Airport activity is anticipated to increase from approximately 98,000 annual operations in 2009 to 185,000 in about 15 years. The airport's existing runway is 6,000 feet in length. Also planned is the construction of a 3,600-foot parallel runway 700 feet to the east, along with an upgraded present nonprecision instrument approach to Runway 18 (from the north).

The airport influence area boundary coincides with the outer edge of the FAR Part 77 conical surface for the airport to the north and south. To the east and west, the airport influence area encompasses the north aircraft traffic patterns.

Five compatibility zones within the airport influence area boundary have been defined in the Riverside County Airport Land Use Compatibility Plan Policy Document: Zone A (Runway Protection Zone and within Building Restriction Line), Zone B1 (Inner Approach/Departure Zone), Zone B2 (Adjacent to Runway), Zone C (Extended Approach/Departure Zone), Zone D (Primary Traffic Patterns and Runway Buffer Area), and Zone E (Other Airport Environs). In addition, certain areas have been designated within a height review overlay zone (airspace review required for objects greater than 35 feet tall).

[11] RBF Consulting makes no claims as to the completeness or accuracy of GeoTracker; our review of GeoTracker's findings can only be as current as their listings and may not represent all known or potential hazardous waste or contaminated sites.

Portions of the City are located within Zone B1, Zone C, Zone D, Zone E, and the height review overlay zone (refer to *Exhibit 5.1-1*, *French Valley Airport Compatibility Zones*). Zone C prohibits children's schools, day care centers, libraries, hospitals, nursing homes, buildings with greater than three stories of aboveground habitable floors, and highly noise-sensitive outdoor non-residential uses. Zone D prohibits highly noise-sensitive outdoor non-residential uses. Zones C, D, and E prohibit hazards to flight, which can include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. In addition, land use development that may cause the attraction of birds to increase is also prohibited. The Plan also includes compatibility policies for the French Valley Airport that address the calculation of residential densities in Zone D, intensity criteria for Zones B1 and C, non-residential intensities for Zone, and calculations regarding the concentration of people.

Uses presently existing or planned within Zones C, D, and E in the City include vacant land, rural and single-family residential, commercial, business park, and open space.

5.14.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the CEQA Guidelines) have been utilized as thresholds of significance in this Section. Accordingly, hazardous materials impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Create a significant hazard to the public or the environment through the routing transport, use, or disposal of hazardous materials.
- Create a significant hazard to the pubic or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.14.4 PROJECT IMPACTS AND MITIGATION MEASURES

HAZARDOUS MATERIALS USE, GENERATION, TRANSPORT, OR DISPOSAL

- **FUTURE DEVELOPMENT IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN AN INCREASED RISK OF UPSET ASSOCIATED WITH THE ROUTINE USE, GENERATION, TRANSPORT, OR DISPOSAL OF HAZARDOUS MATERIALS, WHICH MAY POTENTIALLY POSE A HEALTH OR SAFETY HAZARD.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Risk of upset can involve scenarios that could adversely affect the health of the public and scenarios that could discharge hazardous materials into the environment. Many types of businesses utilize various chemicals and hazardous materials, or their routine business operations involve chemicals that are manufactured, warehoused, or transported. Currently, a variety of existing business operations in the City use, store, or transport hazardous substances, as well as generate hazardous waste. The types and quantities of hazardous materials utilized by the various types of businesses that could locate in the City would vary tremendously and, as a result, the nature of potential hazards would also be varied. Such substances could range from common automobile oil and household pesticides to chlorine, dry-cleaning solutions, ammonia, or substances used in commercial and industrial operations. Therefore, any non-residential development that occurs within the City may result in an increase in hazardous materials use, transport, or generation of hazardous waste.

Since the proposed General Plan 2035 does not involve any specific development projects, no specific type of hazard associated with the use of these materials can be identified and the likelihood of a hazard presenting a serious health or safety hazard/risk to the public cannot be determined at this time. However, there is a possibility that future nonresidential development in the City would require or engage in operations that involve the use and transport of hazardous materials. The consequence of this increase of hazardous materials in the City is an increase in the potential for human exposure to these substances, with possible public health and safety consequences.

Chemical storage of any kind over specific quantities (such as 55 gallons of petroleum product) must be publicly reported in accordance with California Proposition 65. Business Plans for businesses storing substances above minimum reporting requirements must be prepared and kept on file with the Riverside County Hazardous Materials Management Division. Additionally, the hazardous materials disclosure would allow for the inspection by and notification to the Murrieta Fire Department of all businesses that generate, store, and use hazardous materials. Based on the disclosure information, the Murrieta Fire Department would take an active role in the inspection of businesses with hazardous materials, and would monitor the CUPA data to ensure that the data is timely and accurate.

The Murrieta Fire Department inspects these businesses every year for adequate storage, handling, and labeling practices and notes changes in quantities. Business contact names, diagrams for storage locations and emergency spill procedures are part of these Business Plans, which are submitted and approved by the Murrieta Fire Department. In addition, Proposition 65 requires a material safety data sheet (MSDS) be kept at the business, for each chemical used and stored at each business, which outlines the chemical components and safety handling measures to be followed by employees.

Monitoring of sites which have contamination associated with underground tanks used to store petroleum products is the primary responsibility of the California Department of Health Services and the Regional Water Quality Control Board. Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal, State, and local standards.

Elementary, middle, and high schools are located within the City (refer to *Section 5.19*, *School Facilities*). New businesses that locate near residential areas or within ¼-mile from a school may expose these sensitive land uses to greater risk of exposure to hazardous materials, wastes, or emissions. Methods such as a buffer in the form of a major street, channel, or intervening land use can be used to separate residential areas from industrial areas.

The proposed General Plan 2035 allows for commercial and office uses that may involve the storage and/or use of hazardous materials. Implementation of mitigation measures requiring the adoption of development standards to ensure that future developments that include residential uses near commercial or office development does not create unacceptable risk to residents to hazardous materials would reduce impacts to a less than significant level.

While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to maintain risk to acceptable levels. Compliance with measures established by Federal, State and local regulatory agencies is considered adequate to offset the negative effects related to the use, storage and transport of hazardous materials in the City. In addition, the following goals and policies in the proposed General Plan 2035 Safety Element, as well as the

recommended mitigation measures, would further reduce hazardous materials impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-1 People and properties are provided with protection from natural and man-made hazards.

Policies

SAF-1.2 Coordinate public safety responses and planning for hazards with agencies at the County, regional, state, and federal levels.

SAF-1.3 Collect and maintain current information on local hazards, and make it available for public use.

SAF-1.5 Promote coordination among City departments to provide for safety in new development and/or annexation areas.

Goal SAF-8 A community that is protected from the harmful effects of hazardous materials, hazardous waste, and environmental contamination.

Policies

SAF-8.1 Require geologic investigations for sites of proposed uses that manufacture, handle, or store hazardous or explosive materials.

SAF-8.2 Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses.

SAF-8.3 Designate appropriate routes for transportation of hazardous materials that are used or produced by facilities in the City.

SAF-8.4 Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent possible.

SAF-8.5 Raise public awareness of appropriate disposal for household hazardous waste, and publicize collection events and locations.

SAF-8.6 Promote the use of integrated pest management techniques to keep City properties free of herbicides and pesticides.

SAF-8.7 Encourage and educate residents and businesses to implement integrated pest management principles and reduce or discontinue the use of pesticides and herbicides on their property.

SAF-8.8 Comply with the Riverside County Hazardous Waste Management Plan.

SAF-8.9 Support Caltrans and California Highway Patrol efforts to ensure safe transportation of hazardous materials on freeways.

SAF-8.10 Ensure that all personnel of the Murrieta Fire Department are trained and ready to operate at the level of Hazardous Materials First Responder.

SAF8.11 Coordinate with other agencies to improve the containment and clean up of hazardous material spills.

SAF-8.12 Ensure that Fire Department personnel receiving training to achieve the Hazardous Materials Technician level.

SAF-8.13 When approving new development, ensure that the site:

- Is sufficiently surveyed for contamination and remediation, particularly for sensitive uses near existing or former toxic or industrial sites.
- Is adequately remediated to meet all applicable laws and regulations, if necessary.
- Is suitable for human habitation.
- Is protected from known hazardous and toxic materials.
- Does not pose higher than average health risks from exposure to hazardous materials.

SAF-8.14 Strive to identify unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

Mitigation Measures:

HHM-1 The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials Management Division, shall provide information to businesses on viable alternatives to hazardous materials. Create an informational pamphlet with

existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City.

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

Level of Significance After Mitigation: Less Than Significant Impact.

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

■ ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS USED, STORED, OR TRANSPORTED IN THE CITY AS A RESULT OF IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN A PUBLIC HEALTH RISK.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would result in an increase in residential units and an increase in business park, industrial, office, commercial, and civic and institutional uses throughout the City, particularly within the five Focus Areas targeted for land use change in the proposed General Plan 2035. As noted above, the uses could increase the use and transport of hazardous materials in the City of Murrieta. The increased use and transport of hazardous materials in the City increases the potential for accidental releases of hazardous materials, which poses a threat to the health and safety of residents.

Typical incidents that could result in accidental release of hazardous materials include leaking underground storage tanks, accidents during transport causing a "spill" of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic fumes that might be generated. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Accidental releases would most likely occur in the commercial and industrial areas and along transportation routes leading to and from these areas. The major transportation corridors in the City of Murrieta include I-15, I-215, Murrieta Hot Springs Road, and Winchester Avenue (SR-79). It is along these roads that most of the businesses that are likely to use, transport, dispose of, or create hazardous materials are located.

The proposed General Plan 2035 has identified future growth throughout the City, which includes residential, commercial, office, business park, industrial, and civic land uses. Approval of the proposed General Plan 2035 by the City would allow for the development of those uses. The level of risk associated with hazardous materials would be evaluated on a project-by-project basis during the development process. With implementation of the aforementioned proposed General Plan 2035 goals and policies, and Mitigation Measures HM-1 through HM-2, any potential hazardous materials release pertaining to soil, surface water, and/or groundwater contamination would be confirmed and, if necessary, characterized and remediated to the standards set by the applicable Federal State, and local regulatory agencies.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. A Risk Management and Prevention Plan (RMPP) may be required for businesses that use acutely hazardous substances and are located in proximity to sensitive land uses. As a part of the Risk Management and Prevention Plan, businesses that handle acutely hazardous materials must include a hazard and operability study (HAZOP), which analyzes potential hazards to sensitive populations in the vicinity. The Murrieta Hazardous Materials Management Division is the CUPA for Riverside County that is responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk management plans. These plans are intended to mitigate potential release of hazardous substances and minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects related to the accidental release of hazardous materials in the City.

Contaminated groundwater may exist from the non-active landfill located within the City. Potential accidental releases as a result of impacting groundwater during construction activities would be analyzed on a project-by-project basis. Implementation of Mitigation Measure HM-3 would reduce impacts to a less than significant level. Also, refer to Section 5.13, Hydrology, Drainage and Water Quality for further discussion regarding water quality.

Compliance with measures established by Federal, State and local regulatory agencies is considered adequate to offset the negative effects related to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials in the City. In addition, the aforementioned General Plan 2035 Safety Element goals and policies, along with implementation of Mitigation Measure HHM-3, would further reduce accidental release of hazardous materials impacts to a less than significant level. Also, refer to Mitigation Measures HHM-1 through HHM-2.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.14.

Mitigation Measures: Refer to Mitigation Measures HHM-1 and HHM-2. In addition, the following mitigation is recommended.

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

Level of Significance After Mitigation: Less Than Significant Impact.

HAZARDOUS MATERIALS SITES

- **FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD IMPACT HAZARDOUS MATERIAL SITES LISTED ON GOVERNMENT CODE SECTION 65962.5 AND CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Approximately 35 hazardous materials sites (refer to *Table 5.14-1*) have been listed within the City. Expansion or redevelopment of any of these sites may require remediation to meet Federal, State, and local standards. Future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list. Since the proposed General Plan 2035 does not include any specific development and subsequent development would be evaluated pursuant to CEQA or other applicable Federal or State requirements, less than significant impacts are anticipated in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.14.

Mitigation Measures: Refer to Mitigation Measures HHM-1 though HHM-3. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

AIRPORT HAZARDS

- **NEW STRUCTURES BUILT WITHIN THE VICINITY OF THE LOCAL AIRPORT OR PRIVATE AIRSTRIP COULD RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING WITHIN THE AREA.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: There are no private airstrips located within the City, but the French Valley Airport, which is a County-owned public-use airport, is located on SR-79 (Winchester Road) in unincorporated Riverside County east of Murrieta, adjacent to Temecula and Winchester. The airport is primarily used for single engine fixed-wing general aviation aircraft. Airport activity is anticipated to increase from approximately 98,000 annual operations in 2009 to 185,000 in about 15 years.

As a result of implementation of the proposed General Plan 2035, structures and individuals within the flight pattern of the French Valley Airport could be subjected to the potential of off-airport accidents. However, the proposed General Plan 2035 is not recommending any land use changes for the areas within the French Valley Airport Compatibility Zones.

The Riverside County Airport Land Use Commission has established compatibility zones. The land use restrictions for each of the compatibility zones provide the necessary limitations to reduce the potential impacts of off-airport accidents to persons and property on the ground. In addition, specific land use regulations regarding FAA notification imaginary surfaces, aircraft noise, and building heights have been implemented to reduce impacts of aircraft overflight to a less than significant level. Lastly, the following proposed General Plan 2035 Land Use Element goal and policies and Mitigation Measure HHM-4 would further reduce impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

LAND USE ELEMENT

Goal LU-25 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

Policies

LU-25.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a "hazard" by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

Mitigation Measures:

HHM-4 The project applicant shall comply with the requirements of the Federal Aviation Administration (FAA) should any portions of the development be within a height overlay review zone or encroach within an imaginary surface surrounding the French Valley Airport. A Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA in accordance with Federal Aviation Regulations Part 77.

Level of Significance After Mitigation: Less Than Significant Impact.

EMERGENCY RESPONSE

- **FUTURE DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE GENERAL PLAN 2035 COULD RESULT IN INTERFERENCE WITH AN ADOPTED EMERGENCY RESPONSE OR EVACUATION PLAN.**

Level of Significance Before Mitigation: No Impact.

Impact Analysis: The proposed General Plan 2035 does not propose any changes to the City of Murrieta Operations Plan. Rather, the proposed General Plan 2035 serves to provide goals and policies to guide development and keep residents of Murrieta as protected as possible from potential hazards. Thus, no impacts would occur in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.14.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.14.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO PUBLIC HEALTH AND SAFETY.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of impacts within the City of Murrieta. An increase in population within the City of Murrieta would occur from implementation of the proposed General Plan 2035. This may increase demand on public health and safety services in the City. Additionally, new non-residential development may consist of additional facilities that use, store, produce or transport hazardous wastes, and therefore would utilize City and County health and safety services and increased exposure to residents who may also be employees of those businesses. As noted above, impacts related to hazards and hazardous materials would be reduced to less than significant with implementation

of the goals and policies of the proposed General Plan 2035, as well as implementation of the recommended mitigation measures.

As with projects resulting from implementation of the proposed General Plan 2035, regional projects would be required to evaluate their respective hazards and hazardous materials impacts on a project-by-project basis. Development occurring within the region would be required to comply with Federal, State and local regulations regarding the use, disposal and transport of hazardous materials. The additional contribution of the proposed General Plan 2035 would be less than significant regarding public health and safety impacts at a cumulative level. Thus, implementation of the proposed General Plan 2035 would not result in cumulatively considerable public health or safety impacts with implementation of recommended mitigation measures.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.14.

Mitigation Measures: Refer to Mitigation Measures HHM-1 through HHM-4. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.14.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to hazardous materials, and public health and safety associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goal and policies in the proposed General Plan 2035 and the recommended mitigation measures. No significant unavoidable hazardous materials or public health and safety impacts would occur as a result of buildout of the proposed General Plan 2035.

5.14.7 SOURCES CITED

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the future of southern california

Murrieta

General Plan Update

Section 5.15:

Water Supply

5.15 WATER SUPPLY

This section analyzes projected impacts to water supplies and distribution systems that may result from the implementation of the proposed General Plan 2035. The purpose of this analysis is to document and describe the existing water supply, water consumption, and distribution infrastructure in the City of Murrieta, and to evaluate impacts associated with buildout of the proposed General Plan 2035. This section is based upon information from the Eastern Municipal Water District (refer to Appendix L1); Elsinore Valley Water District (refer to Appendices M1, M2, and M3); Rancho California Water District (refer to Appendices N1, N2, and N3); and Western Municipal Water District (refer to Appendices O1 and O2).

5.15.1 REGULATORY SETTING

FEDERAL

Clean Water Act

The Clean Water Act (CWA) is a Federal law intended to protect surface waters of the United States (U.S.), which include lakes, rivers, coastal wetlands, and "waters of the U.S." The CWA regulates all discharges to waters, which are considered illegal unless authorized by an appropriate permit. Discharge of dredged and fill materials, construction-related storm water discharges, and other activities that may result in discharges of pollutants to waters of the U.S. are regulated by the permit. If waters of the U.S. are located on a project site, the project is likely to discharge to them, due to site topography and/or drainage characteristics. Potential discharges to such waters would be considered an impact, and the applicant would be required to obtain a CWA Section 401 Water Quality Certification from the appropriate Regional Water Quality Control Board (RWQCB).

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996, and requires many actions to protect drinking water and its sources: rivers, lakes, reservoirs, springs, and ground water wells. The SDWA applies to every public water system in the United States.

The SDWA authorizes the U.S. EPA to set national health-based standards for drinking water to protect against both naturally-occurring and man-made contaminants that may be found in

drinking water. The U.S. EPA, states, and water systems work together to make sure that these standards are met.

Originally, the SDWA focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap.

STATE

California Water Plan

The California Water Plan is prepared by the California Department of Water Resources. The Plan provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The Plan, which is updated every five years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses.

The Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the State's water needs. The Plan provides resource management strategies and recommendations to strengthen integrated regional water management. The resource management strategies help regions meet future demands and sustain the environment, resources, and economy, involve communities in decision-making, and meet various goals. A resource management strategy is a project, program, or policy that helps local agencies and governments manage their water and related resources. These strategies can reduce water demand, improve operational efficiency, increase water supply, improve water quality, practice resource stewardship, and improve flood management.

The Plan was last updated in 2009. The Department of Water Resources is currently working on the 2013 California Water Plan Update.

California Water Code

The *California Water Code* contains provisions that control almost every consideration of water and its use. Division 2 of the *California Water Code* provides that the State Water Resources Control Board (SWRCB) shall consider and act upon all applications for permits to appropriate waters. Division 6 of the *California Water Cod*e controls conservation, development, and utilization of the State water resources, while Division 7 addresses water quality protection and management.

Senate Bill 610

On January 1, 2002, Senate Bill (SB) 610 took effect. SB 610, which has been codified in the California Water Code beginning with Section 10910, requires the preparation of a water supply assessment (WSA) for projects within cities and counties that propose to construct 500 or more residential units or the equivalent. SB 610 stipulates that when environmental review of certain large development projects is required, the water agency that is to serve the development must complete a WSA to evaluate water supplies that are or will be available during normal, single-dry and multiple-dry years during a 20-year projection to meet existing and planned future demands, including the demand associated with the project.

SB 610 requirements do not apply to the general plans of cities or counties, but rather to specific development projects.

Senate Bill 221

Enacted in 2001, SB 221, which has been codified in the California Water Code beginning with Section 10910, requires that the legislative body of a city or county that is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. The term "sufficient water supply" is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry years within a 20-year projection that would meet the projected demand associated with the proposed subdivision. The definition of sufficient water supply also includes the requirement that sufficient water encompass not only the proposed subdivision, but also existing and planned future uses, including, but not limited to, agricultural and industrial uses.

SB 221 requirements do not apply to the general plans of cities and counties, but rather to specific development projects.

Urban Water Management Act

In 1983, the California Legislature enacted the Urban Water Management Planning (UWMP) Act (Division 6 Part 2.6 of the *California Water Code* Sections 10610 - 10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Section 10620 (a) requires "Every urban water supplier shall prepare and adopt an urban water management plan." The California Water Code describes the contents of the UWMP, as well as how urban water suppliers should adopt and implement the plans. These plans are to be updated every five years and submitted to the Department of Water Resources (DWR).

Requirements for the urban water management plans include:

- Assessment of current and projected water supplies
- Evaluation of Demand and Customer Types
- Evaluation of the reliability of water supplies
- Description of conservation measures implemented by the urban water supplier
- Response plan for in the event of water shortage
- Comparison of demand and supply projection

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act acts in cooperation with the CWA to establish the State Water Resources Control Board (SWRCB). The SWRCB is divided into nine regions, each overseen by a RWQCB. The SWRCB, and thus each RWQCB, is responsible for protecting California's surface waters and groundwater supplies.

The Porter-Cologne Water Quality Control Act develops Basin Plans that designate the beneficial uses of California's rivers and groundwater basins. The Basin Plans also establish narrative and numerical water quality objectives for those waters. Basin Plans are updated every three years and provide the basis of determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The Porter-Cologne Water Quality Control Act is also responsible for implementing CWA Sections 401-402 and 303(d) to SWRCB and RWQCBs.

California Title 22 Drinking Water Standards

California Title 22 Drinking Water Standards (*Title 22*) incorporates the Federal requirements of the Safe Drinking Water Act, and compliance with *Title 22* is required by all water service providers. Therefore, the monitoring of all regulated chemicals as well as a number of unregulated chemicals, in the drinking water supply, as required by *Title 22*, is conducted by water agencies in the upper watershed.

In order to be in compliance with *Title 22*, each water agency must ensure that the regulated chemicals meet established primary drinking water standards to ensure the safety of the water supply. In addition to the primary drinking water standards, secondary drinking water standards have been set for some minerals based on non-health-related aesthetics, such as taste and odor. Both primary and secondary standards are expressed as the maximum contaminated levels (MCL) that are allowable for a given constituent. Unregulated chemicals do not have established drinking water standards, but are chemicals of concern for which standards may be eventually adopted. These unregulated chemicals often have a "notification level," which is a health based advisory level established by California Department of Health Services (DHS) for chemicals in drinking water that lack MCLs.

LOCAL

Upper Santa Margarita Integrated Regional Water Management Plan

The Integrated Regional Water Management Plan (IRWMP) is a planning and management tool to facilitate efficient use of water resources and to develop effective water conservation measures using a regional- and watershed-based approach.

The intent of the IRWMP is to pave the way for greater watershed-wide coordination and management of water resources within the Santa Margarita Watershed as a whole, as well as adjoining watershed and regional planning and funding efforts. Through the IRWMP, regional water agencies, flood control districts, water districts, counties, cities, land and nature conservancies, universities, Indian tribes, Camp Pendleton Marine Corps Base, federal, state, local agencies, and other stakeholder groups collaborate across jurisdictional boundaries to implement water resource management projects to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions. The IRWMP also provides an opportunity to provide information on the present and future needs of the watershed for the California Water Plan.

Development of the IRWMP for the Upper Santa Margarita Watershed required a cooperative effort on the part of three agencies that have authority for planning and implementation of water management strategies in the watershed:

- Rancho California Water District (RCWD)
- Riverside County Flood Control and Water Conservation District (RCFC)
- County of Riverside

In June and July 2007, RCWD, RCFC, and the County of Riverside signed a Memorandum of Understanding (MOU) by which the three agencies agreed to cooperate and work collaboratively with other stakeholders in the Upper Santa Margarita Watershed in Riverside County toward the completion of the watershed's IRWMP.

Rancho California Water District

URBAN WATER MANAGEMENT PLAN

RCWD provides retail water for urban and agricultural uses to the City of Temecula, portions of the City of Murrieta, and unincorporated Riverside County lands in the surrounding area. RCWD comprises approximately 100,000 acres (approximately 156 square miles) in the southwestern portion of Riverside County, California. The RCWD UWMP complies with the Urban Water Management Planning Act. The Plan provides an assessment of water sources and supply, reliability of supplies, water use efficiency measures, and water demand and supply comparison. In addition, recent legislation, the Water Conservation Bill of 2009, requires urban

water suppliers to report in their UWMPs base daily per capita water use (baseline), urban water use targets for the year 2020, and interim water use targets for the year 2015. This information would be included in RCWD's 2010 UWMP Update, which is anticipated to be adopted by July 1, 2011.

REGIONAL INTEGATED RESOURCES PLAN

RCWD prepared a Regional Integrated Resources Plan (IRP) to develop a long-range water supply plan to reliably meet the needs of the District through 2050. The IRP addresses issues of imported water supply availability, system capacity constraints, rising imported water costs, and water quality. The IRP evaluates and examines a set of water supply objectives against different water supply alternatives such as increased water conservation, additional groundwater storage and reuse, conversion of agriculture from imported water to untreated water or advanced-treated recycled water, groundwater recharge using advanced-treated recycled water, and water transfers. The evaluation resulted in a preferred plan to meet the objectives and resulted in the following benefits: 1) increased groundwater production; 2) increased use of recycled water; 3) reducing peak imported water demand; and 4) water supply cost efficiency through multiple measures.

Western Municipal Water District

URBAN WATER MANAGEMENT PLAN

The Western Municipal Water District (WMWD) provides wholesale and retail water to the cities of Corona, Norco, and Riverside, other unincorporated areas, and the water agencies of Elsinore Valley and Rancho California. The WMWD consists of approximately 510 square miles within western Riverside County.

The WMWD Urban Water Management Plan (WMWD UWMP) identifies existing conditions within the District's retail water service area and addresses the long-term management of regional water supplies and ability to meet projected demands. Measures are identified for the long-term protection and provision of both potable and non-potable water to users within WMWD's General District.

INTEGRATED REGIONAL WATER MANAGEMENT PLAN

The Integrated Regional Water Management Plan (WMWD IRWMP) for the WMWD's service area addresses long-range water quantity, quality, and environmental planning needs within the District's service area. The WMWD IRWMP is intended to identify and evaluate water management strategies that could increase local water supply, thereby improving water supply reliability; address local and regional water quality, environmental, and disadvantaged community issues; identify regional planning efforts that impact water management within the WMWD's service area; estimate water demands by member agencies; identify water supplies

(e.g. local groundwater, recycled water, surface water, imported water) available to the agencies; and, coordinate investments in water management, as appropriate, between agencies.

Eastern Municipal Water District

URBAN WATER MANAGEMENT PLAN

The Eastern Municipal Water District (EMWD) Urban Water Management Plan (EMWD UWMP) was prepared to comply with the Urban Water Planning Act and provides assessment and verification of available water supply for areas served by the District, as required by Senate Bills 610 and 221 of 2001. The EMWD UWMP provides guidance and management measures for delivery of imported water to supplement local groundwater; groundwater production; desalination; water filtration; wastewater collection and treatment; and, regional water recycling.

City of Murrieta Municipal Code

California law required Murrieta and other local governments to adopt ordinances ensuring that large landscaped areas are designed to be water-efficient. Plant choices, efficient irrigation systems, and other landscape design techniques can reduce water consumption from large projects such as parks, golf courses, homeowner association sites, and institutional uses, as well as residential yards and smaller landscaped areas. In 2010, the City of Murrieta adopted the latest *Water Efficient Landscape Ordinance* (Chapter 16.27 Water Efficient Landscape). The purpose and intent of this ordinance is to:

- Promote water efficient landscaping, water use management, and water conservation through the use of water efficient landscaping, wise us of turf areas and appropriate use of irrigation technology and management;
- Reduce the water demands from landscape while maintaining landscape quality and quantity;
- Retain flexibility and encourage creativity through appropriate design;
- Ensure the attainment of water efficient landscape goals by requiring that landscapes not exceed a maximum water demand of eighty percent (80%) of its reference evapotranspiration (ETo) or any lower percentage as may be required by State legislations;
- Eliminate water waste from overspray and/or runoff; and
- Achieve water conservation by raising the public awareness of the need for an effective management program through education and incentives.

5.15.2 ENVIRONMENTAL SETTING

The City of Murrieta is located within the Santa Margarita Watershed, which drains a rectangular area of approximately 750 square miles (475,000 acres) in southwestern Riverside and northern San Diego Counties in southern California. The City is located within the portion of the watershed known as the Upper Santa Margarita Watershed.

GROUNDWATER RESOURCES

Groundwater is water contained within natural underground water systems below the Earth's surface wherein the water flows through porous formations called aquifers. Groundwater recharge is an important source of water supply to each of the retail water purveyors that serve the City and its Sphere of Influence. Numerous wells have been drilled within the groundwater basins to allow for the extraction of water from the underlying reservoirs.

Groundwater Basins

Major groundwater basins underlying the City and its Sphere of Influence include the Murrieta-Temecula Basin and the French Basin. The Murrieta-Temecula Basin is the largest groundwater basin in the hydrologic unit assigned to the area drained by the Santa Margarita River. The Murrieta-Temecula Basin underlies approximately 60,000 acres and has an estimated storage capacity of 1.2 million acre-feet.[1] The Basin extends from the Murrieta basin in the north to the base of the Aqua Tibia Mountains in the south, and east from the Santa Rosa Plateau to the mesa and valley areas. The Basin underlies all of portions of the Murrieta Creek channel, Warm Springs Creek, Pechanga, and Temecula Creeks, which serve as important sources of groundwater recharge for the underlying aquifers. Water flows from the Basin to the Lake Elsinore area in the northwest and to the Santa Margarita River to the southwest. Many wells extracting groundwater from this Basin are present within the Murrieta area.

In addition, from the northeast, the French Basin extends into the General Plan Study Area and is recharged by underflow from Auld Basin and other surface streams. The Basin underlies approximately 3,500 acres and discharges to Warm Springs Creek.

Groundwater quality varies within the Murrieta and French Basins. In general, water that is extracted at higher elevations and from deeper unconfined aquifers is typically of higher quality.

[1] City of Murrieta 1994 General Plan Technical Reports – Chapter V. Conservation/Open Space.

SURFACE WATER RESOURCES

The City of Murrieta and its Sphere of Influence are located within the inland portion of the Santa Margarita River Basin, which is comprised of approximately 750 square miles. Murrieta Creek and Temecula Creek collect water from the upper watershed and represent the main tributaries to the Santa Margarita River.

Murrieta Creek generally runs through the Murrieta Valley, slowing southwesterly through the older areas of the City between Interstate 15 and the base of the Santa Rosa Plateau. Murrieta Creek generally runs from the northern limits of Murrieta to the southern City limit near Cherry Street, along the Rancho Temecula Line. Murrieta Creek joins with Temecula Creek near Temecula Canyon, southwest of Temecula, to form the Santa Margarita River. From this point, the Santa Margarita River flows to the Pacific Ocean.

Murrieta Creek extends approximately 14 miles and drains an area approximately 220 square miles, or 37 percent, of the upper watershed.[2] Stream courses occur intermittently throughout the area and transport seasonal runoff from area slopes and valleys to the Creek. Major tributaries to Murrieta Creek include Santa Getrudis Creek, Tucalota Creek, and Warm Springs Creek. Storm water runoff represents the primary source of surface water within the Murrieta Creek Basin. Additional sources of surface water include groundwater from springs, runoff from agricultural uses, and snowmelt. Streamflow within the Murrieta Creek Basin is generally ephemeral, although various sections occur where streamflow is perennial flow with visible standing or flowing waters; however, stream flow within the Creek is highly variable, both on a seasonal and annual basis.

Warm Springs Creek extends approximately 21 miles and drains extensive valley and upland areas. The Creek generally flows southwest from its headwaters in the Domenigoni Valley, through the Murrieta Hot Springs area, to its confluence with Murrieta Creek in the southern portion of the City. Warm Springs Creek is generally without improvements, with exception of the Warm Springs Channel which runs from Murrieta Creek to Interstate 15 (I-15).

In addition, Diamond Valley Lake, operated by the Metropolitan Water District of Southern California (MWD), is a reservoir located at the northernmost portion of the Santa Margarita Watershed. The Diamond Valley Lake, constructed in the Domenigoni Valley approximately four miles southwest of the City of Hemet, provides an additional 810,000 acre-feet of water storage.[3] MWD also operates a reservoir located at Lake Skinner, located approximately seven miles to the northeast of Murrieta. Lake Skinner Reservoir provides storage for imported water at a capacity of approximately 44,000 acre-feet.

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[2] City of Murrieta 1994 General Plan Technical Reports – Chapter V. Conservation/Open Space.

[3] Metropolitan Water District of Southern California. http://www.mwdh2o.com/index.htm. Accessed January 8, 2010.

WATER SUPPLY

Water supply for the City comes from local sources of groundwater and surface water, imported from the Metropolitan Water District's Colorado River Aqueduct and the State Water Project, recycled water reclamation facilities, and water transfers and exchanges. The City receives water from four water and wastewater Districts:

- Rancho California Water District (RCWD)
- Elsinore Valley Municipal Water District (EVMWD)
- Western Municipal Water District (WMWD)
- Eastern Municipal Water District (EMWD)

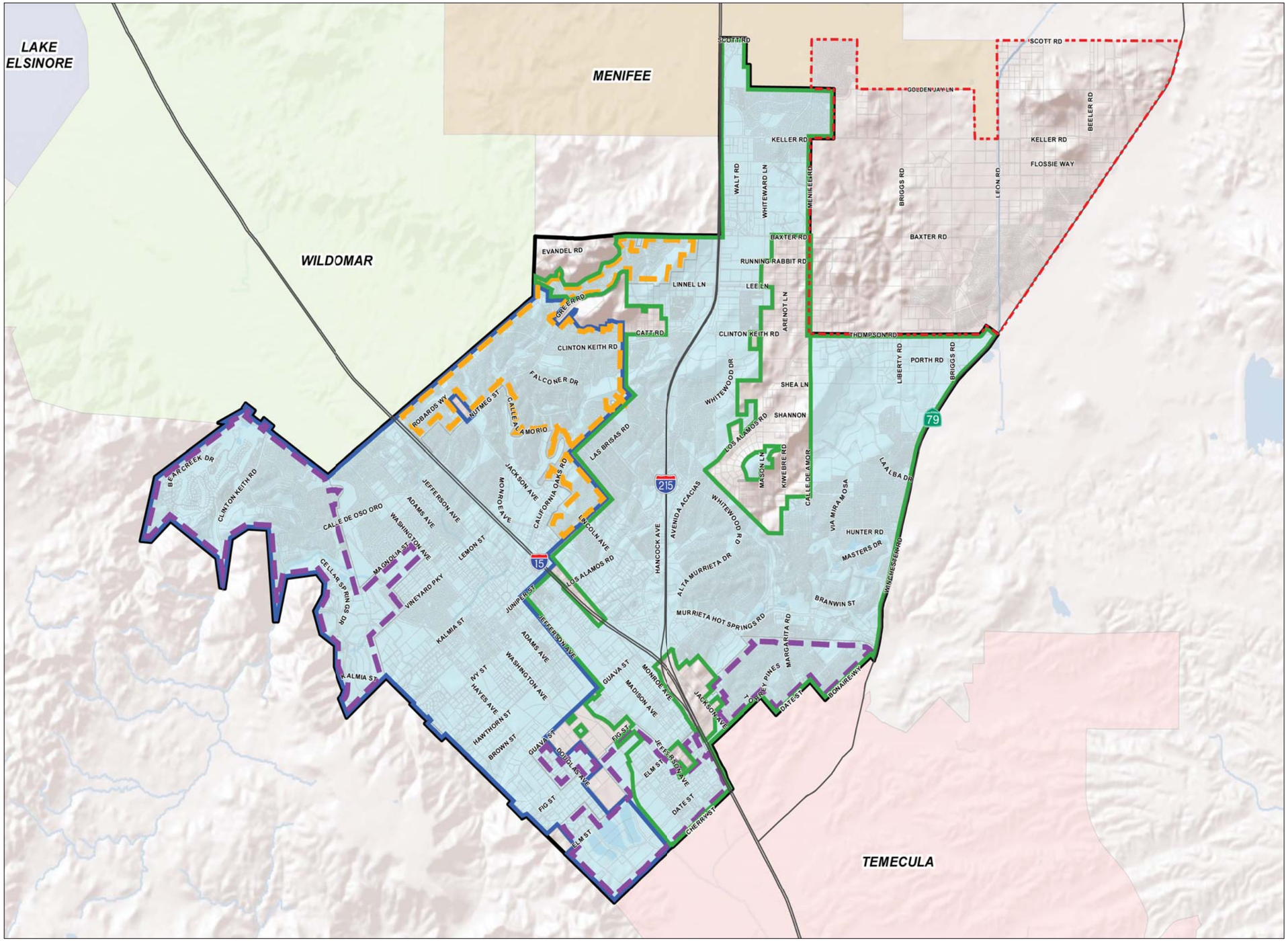
The Elsinore Valley and Rancho California Water Districts encompass the largest land area within the City of Murrieta; refer to *Exhibit 5.15-1*, *Water District Service Area Boundaries*. The majority of the Focus Areas lie within the RCWD and EMWD. EVMWD, WMWD, and EMWD are both wholesale and retail water agencies. The RCWD is a retail agency. A portion of northeast Murrieta is not served by any water district, and residents in this area rely on wells; this area is commonly referred to as the "keyhole." Other, smaller areas throughout the City also lie outside the boundaries of all the water districts. The total existing water demand within the City of Murrieta is 34,953,699 gallons per day (gpd) or 39,179 acres feet per year (AF/Y); refer to *Table 5.15-1*, *Existing Water Demand*. *Table 5.15-1* averaged the RCWD Water Supply Generation Factor with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors.

Due to the varied topography in the City, providing sufficient water pressure can be a challenge. Each water district maintains multiple pressure zones in the City with pump stations and reservoirs. In some areas, such as the western edge of the WMWD area, private pumping systems may be necessary to maintain adequate pressures beyond the meter connection.

POTABLE WATER SUPPLY – PROVIDERS/PURVEYORS

Water connection services within the City of Murrieta are provided by four water districts:

- Rancho California Water District
- Elsinore Valley Municipal Water District
- Western Municipal Water District
- Eastern Municipal Water District



LEGEND

Water Districts

- Rancho California
- Elsinore Valley
- Western Municipal
- Eastern Municipal
- Area within Water District
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: City of Murrieta and ESRI - World Shaded Relief.

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Water District Service Area Boundaries

Exhibit 5.15-1

Back of 11 x 17 color

Table 5.15-1
Existing Water Demand

Land Use	Units (du/sf/ac)	RCWD Generation Factor[1]	Water Demand	EVMWD Generation Factor[2]	Water Demand	Average gpd[3]
Rural Residential	543 du	3,000	1,629,000	750.0000	407,250	1,018,125
Single-Family Residential	28,062 du	1,500	42,093,000	750.0000	21,046,500	31,569,750
Multi-Family Residential	4,032 du	400	1,612,800	500.0000	2,016,000	1,814,400
Commercial	7,887,887 sf	0.0344	271,343.3128	0.0402	317,093	294,218
Office	1,372,863 sf	0.0344	47,226.4872	0.0689	94,590	70,908
Business Park	2,162,333 sf	0.0344	74,384.2552	0.0275	59,464	66,924
Industrial	978,469 sf	0.0344	33,659.3336	0.0689	67,417	50,538
Civic/Institutional	1,577,344 sf	0.0344	54,260.6336	0.0528	83,284	68,772
Parks & Open Space	1,833 ac	0.0002	0.366506	0.0689	126	63
Total	**-**	**-**	**45,815,674.39**	**-**	**24,091,724**	**34,953,699 gpd (39,179 AF/Y)**

Note: The RCWD Water Supply Generation Factor was averaged with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors
1 = Rancho California Water District Water Supply Generation Factor
2 = Elsinore Valley Municipal Water District Water Supply Generation Factor
3 = Rancho California Water District Water Supply Generation Factor averaged with Elsinore Valley Municipal Water District Water Supply Generation Factor (the only available Water District Generation Factors) to calculate the entire City's existing water demand.
du = dwelling unit
sf = square foot
ac = acre
gpd = gallons per day
AF/Y = acres feet per year

Rancho California Water District[4]

The Ranch California Water District (RCWD) is a "Special District" organized and operated pursuant to the *California Water Code*. RCWD is governed by a seven-member Board of Directors (Board) that is elected by the voters of the region. RCWD serves as a retail water provider. RCWD serves the area known as Temecula/Rancho California, which includes the City of Temecula, portions of the City of Murrieta, and unincorporated areas of Riverside County. RCWD's existing water supplies include:

- Groundwater – Temecula and Pauba groundwater basins.

[4] RCWD 2005 Urban Water Management Plan.

- Imported Water – Metropolitan Water District of Southern California's (MWD) Colorado River Aqueduct (CRA) and the State Water Project (SWP).

- Recycled Water – Santa Rosa Water Reclamation Facility (SRWRF) operated by RCWD, and the Temecula Valley Regional Water Reclamation Facility (TVRWRF) operated by EMWD. RCWD has a vast infrastructure network to serve its service area.

As recently as 2010, RCWD's current service area represents 99,000 acres, and has 878 miles of water mains, 37 storage reservoirs, one surface reservoir (Vail Lake), 48 groundwater wells, and 133,200 people are served through 42,988 service connections.[5]

Approximately 109,000 people are currently served by RCWD. RCWD receives its imported water (treated and untreated) through six MWD water turnouts (three in EMWD's service area, three in WMWD's service area). Water delivered to homes and businesses is a blend of well water (approximately 25 percent) and import water (approximately 75 percent). *Table 5.15-2, Rancho California Water District Planned Water Supplies Acre-Feet/Year* shows the planned water supply sources.

Table 5.15-2
Rancho California Water District Planned Water Supplies Acre-Feet/Year[6]

Water Supply Sources	2010	2015	2020	2025	2030
Imported Water (MWD)					
Treated	37,214	45,527	50,723	52,131	52,577
Untreated [1]	16,500	16,500	16,500	16,500	16,500
Local Groundwater Pumping	25,000	26,000	26,000	26,000	26,000
Recycled Water	4,593	4,972	3,854	3,854	3,854
Total	**83,307**	**92,999**	**97,077**	**98,485**	**98,931**

Source: RCWD projection for average annual water demand in the 2010 UWMP Update.
1. Used for groundwater recharge, surface water discharge to the Santa Margarita River, and eastern service area agriculture (after conversion of system).

RCWD does not add fluoride to its water supply; however, fluoride occurs naturally in RCWD's groundwater. The local water supplies are blended with water imported from the MWD. MWD started adding fluoride at each of its five water treatment plants in fall 2007, adjusting the natural fluoride level in water (ranging from 0.1 - 0.4 parts per million (ppm) to the optimal range of 0.7 - 0.8 ppm) as State regulations require that fluoridating systems comply with temperature-appropriate fluoride levels as indicated in Section 64433.2 of the *California Title 22 Code of Regulations*. RCWD's average fluoride level becomes 0.60 ppm, or milligrams per liter (mg/L).

[5] The environmental baseline for the EIR is 2009 as stated in Section 3.0, Project Description. However, the Rancho California Water District provided an update to the 2009 data presented in the Draft EIR with 2010 data that has been included in the Final EIR.

[6] Ibid.

The maximum allowable level of fluoride at the state level is 2.0 mg/L. Moderate levels of fluoride are helpful in preventing tooth decay.

NEAR-TERM AND LONG-TERM WATER SUPPLY[7]

The implementation of RCWD's Regional Integrated Resources Plan (IRP), would allow the District to meet demands over the next 45 years in a sustainable and cost-effective manner. It would also reduce the dependency on treated imported water from MWD, and help hedge against droughts and other emergencies by maximizing local groundwater.

The IRP has determined that its local supply of groundwater and recycled water is 100 percent reliable for the period extending to 2030. To minimize fluctuations in groundwater production, the IRP recommends increasing groundwater recharge with additional purchases of imported water. This increase would permit increased withdrawals of groundwater while minimizing the chance of overdraft conditions and allow for storage of excess water for use in years when natural recharge is diminished as a result of hydrologic conditions. Recycled water supplies may insignificantly fluctuate during varying hydrologic conditions as conservation increases, but these slight fluctuations would not reduce the reliability of the recycled water supply. Normal year supplies vary and would continue to increase in the future as the population base in the service area increases requiring additional groundwater withdrawals and recycled water.

The IRP is designed to minimize any inconsistencies in its local supply sources and provide multiple flexible sources of water. Inconsistencies that could impact groundwater production include legal, environmental, water quality, and climatic conditions. Legal issues include use of groundwater basin by other producers, rights to store water at Vail Lake for recharge outside of the current period between November 1 and April 30. Environmental issues include disposal of brine associated with construction of a microfiltration/reverse osmosis (MF/RO) recycled water facility. Water quality issues revolve around contamination of groundwater basins, potential changes to water quality standards, and the use of MF/RO water for agricultural use.

RCWD's imported water supply is purchased through EMWD and WMWD, but is obtained directly from MWD's facilities. The agency demand projections for these two wholesalers are combined to arrive at one demand on MWD. Table 8-5 of the *2005 Update of the Urban Water Management Plan, Rancho California Water District* (refer to *Appendix N1, 2005 Urban Water Management Plan)*, illustrates MWD's existing and planned sources of water for the period 2010-2030. In summary, through 2030, the total MWD current and planned source of water is 3,459,500 AFY.

MWD has determined in the Rancho California Water District UWMP (RCWD UWMP) that its resource mix is 100 percent reliable for non-discounted non-interruptible demands using previous dry periods for the forecast period 2005-2030. Even though MWD can reliably meet

[7] *2005 Update of the Urban Water Management Plan, Rancho California Water District, CDM, December 2005 (refer to EIR Appendix N1: 2005 Urban Water Management Plan).*

RCWD's demands, the capacity constraint issue associated with the turnouts would potentially cause future peak day water shortages after 2025. Implementation of RCWD's IRP would eliminate the capacity constraints and resolve any peak day water shortages.

Overall, during single-dry and multiple-dry years RCWD's combined local and imported resource mix is 100 percent reliable for non-agricultural customers with implementation of RCWD's IRP. The IRP delineated supply sources are flexible and designed to supplement each other if one source is reduced.

Elsinore Valley Municipal Water District[8]

The Elsinore Valley Municipal Water District (EVMWD) was formed as a public agency in 1950 to protect local water supplies and import supplemental water. EVMWD serves as a retail and wholesale water provider in both incorporated and unincorporated areas in its 96 square miles service. Wholesale services are provided to two retail agencies as supplemental water. EVWMD also provides wastewater treatment and is legally empowered to provide stormwater disposal and fire protection facilities, but does not do so at this time.

EVMWD's service area is divided into the Elsinore and Temescal Divisions. Only the Elsinore Division is within the upper watershed. The Elsinore Division serves approximately 32,000 accounts, while the Temescal Division serves approximately 900 accounts. *Table 5.15-3, Elsinore Valley Municipal Water District Planned Water Supplies Acre-Feet/Year* shows EVMWD's water supply projections for its entire service area to wholesale and retail customers. This table is a summary of the data presented in the EMWD Urban Water Management Plan.

Table 5.15-3
Elsinore Valley Municipal Water District Planned Water Supplies Acre-Feet/Year

Water Supply Sources	2010	2015	2020	2025	2030
Total[1]	**66,590**	**66,690**	**66,690**	**72,627**	**77,919**

Source: Elsinore Valley Municipal Water District 2005 Urban Water Management Plan
1. The projected normal water year supply includes local groundwater and surface water as well as imported Metropolitan Water District of Southern California (MWDSC) water sources.

EVMWD water supply sources include:

- Imported water – from MWD via EMWD and WMWD, resulting in a blend of State Water Project (SWP) and Colorado River Aqueduct (CRA) water.
- Groundwater – local potable sources include Elsinore Basin, Temescal Valley Basin, San Bernardino Bunker Hill Basin, Rialto-Colton and Riverside-North Basin, and Coldwater Basin; non-potable sources include Elsinore Basin, Bedford Basin, and Coldwater Basin.

[8] EVMWD 2005 Urban Water Management Plan.

- Surface Water – potable from natural runoff to Canyon Lake and imported untreated water from MWD via WMWD; non-potable from Lee Lake, Temescal Wash, Horsethief Canyon, and Indian Canyon

- Recycled Water – non-potable water from the Regional Water Reclamation Facility, Railroad Canyon Water Reclamation Facility, and Horsethief Canyon Water Reclamation Facility.

- Transfers/Exchanges – WMWD.

EVMWD receives imported water from WMWD treated at MWD's Skinner Filtration Plant through the Auld Valley Pipeline. Under a Water Facility Capacity Agreement for the Auld Pipeline, EVMWD has rights to purchase a maximum flow rate of 37.50 cubic feet per second (cfs) from EMWD through its connection to MWD. Under the agreement WMWD obtains the water from EMWD and then sells it to EVMWD.

EVMWD also obtains imported water treated at MWD's Mills Filtration Plant through the Temescal Valley Pipeline via WMWD's Mills Gravity Pipeline. EVMWD has entered into lease agreements for capacity rights for a total of 21 cfs from the Mills Gravity Pipeline.

EVMWD has multiple sources of non-potable water: groundwater, surface water, and recycled water. EVMWD operates the Temescal Valley Pipeline System delivering non-potable well water to agricultural users in the Temescal Valley. Non-potable surface water is obtained from multiple lakes in the region. Wastewater is treated to tertiary standards for non-potable use by three water reclamation plants: Regional, Horsethief, and Railroad Canyon. In the future, additional recycled water may be available from another proposed wastewater treatment plant and from a disposal pipeline carrying treated water from EMWD's Temecula Valley Effluent Disposal Pipeline and RCWD's Santa Rosa Water Reclamation Facility. The disposal pipeline passes through EVMWD's service area.

NEAR-TERM AND LONG-TERM WATER SUPPLY[9]

The projected normal water year supply includes local groundwater and surface water as well as imported MWDSC water sources. Table 5.15-3 above summarizes the projected normal water year supply until 2030. According to the *Urban Water Management Plan, Elsinore Valley Municipal District* (refer to *Appendix M1*, *2005 Urban Water Management Plan)*, current and anticipated future supplies are sufficient to meet the projected normal year water demand through 2030.

EVMWD has predicted that sufficient supply also exists to meet the current and anticipated future demands for both single dry year and multiple dry year requirements through 2030. Dry years may prompt additional water conservation measures to ensure sufficient supply is

[9] *Urban Water Management Plan Final Report, Elsinore Valley Municipal Water District, MWH, December 2005 (refer to EIR Appendix M1: 2005 Urban Water Management Plan).*

maintained. After 2020, additional water from the MWDSC, not including the supply already planned for through the Auld Valley Pipeline (AVP) and Temescal Valley Pipeline (TVP), would be imported to supply increasing maximum day demand (MDD).

Western Municipal Water District[10]

The Western Municipal Water District (WMWD) was formed in 1954 as a public agency to bring additional water to western Riverside County. WMWD is governed by a five-member Board of Directors elected by voters in five geographical divisions within district boundaries. WMWD's service area encompasses 510 square miles with service provided to approximately 19,000 retail customers and nine wholesale customers. Approximately one-third of the total water supplied by WMWD is for retail customers, with the remainder for wholesale customers. Within the upper watershed, WMWD wholesales water to EVMWD and RCWD and directly supplies retail water to numerous other areas. WMWD also provides wholesale and retail water to areas and agencies outside of the watershed.

In 2005, WMWD merged with Murrieta County Water District (MCWD) to form the Murrieta Division, a separate retail area which services to approximately 2,600 customers within a 6.5-square mile service area. Since 2003, MCWD had purchased small quantities (100 to 200 Acre-Feet/Year) of imported water through the EMWD. The Murrieta Division's average annual water production requirement is estimated to increase from 1,900 AF in 2005 to approximately 7,400 Acre-Feet (AF) at ultimate development in the year 2025. The recommended water production requirement for existing conditions is 3,100 gallons per minute (gpm), which includes a 700-gpm reserve capacity, and 10,700 gpm for ultimate development, which includes a 1,500-gpm reserve capacity). The Murrieta Division delivers primarily groundwater from the Murrieta-Temecula Groundwater Basin. Currently supplemental water to meet current peak demands is imported from MWD through an interconnection with EMWD. WMWD also plans to construct interconnections with the EVMWD system for emergency and daily use.

The Murrieta Division estimated water production for ultimate development is based on the following assumptions:

- Water from future imported supplies (4,400 AF/Y) will be delivered at a constant rate of 1,500 gpm in January, February, March, April, November, and December; 3,000 gpm in May; and 4,200 gpm in June, July, August, September, and October.

- The balance of the water production requirements (5,000 gpm, 3,000 AFY) will be provided by existing and future Murrieta Division wells.

WMWD receives water from the following sources:

[10] WMWD 2005 Urban Water Management Plan.

- Imported water - treated and untreated water from MWD (State Water Project and Colorado River Aqueduct).
- City of Riverside supplemental water (emergency/off season only).
- Groundwater - pumped from San Bernardino and Riverside on behalf of WMWD and transported through pipes with an EVWMD agreement; there are no direct groundwater extraction facilities operated by WMWD.
- Surface Water - Seven Oaks reservoir can deliver surface water to various treatment plants or to groundwater recharge.
- Recycled water - March Wastewater Reclamation Facility (irrigation only).

Potable water is received from MWD with supplemental water available from the City of Riverside. Potable water from MWD is treated at MWD's Mills Filtration Plant and then conveyed to WMWD's distribution system. Potable water from the City of Riverside is purchased when surplus water available (off-season) and during emergency situations. An inter-connection with the City of Riverside and a portable chlorination station allows WMWD to treat this water.

WMWD's UWMP analyzes the District's reliability based on normal, dry and multiple dry years. Based on this analysis, the WMWD will be able to meet the demands of its service area through 2030. The Riverside/Corona Feeder project will provide infrastructure to allow WMWD to purchase SWP water from MWD, store it in the San Bernardino Basin Area, and extract as needed.

Table 5.15-4, *Western Municipal Water District Planned Water Supplies Acre-Feet/Year*, shows wholesale and retail water supply projections for WMWD's service area.

Table 5.15-4
Western Municipal Water District Planned Water Supplies Acre-Feet/Year

Water Supply Sources	2010	2015	2020	2025	2030
Imported Water (MWD)					
Retail Service Area	31,007	35,726	41,278	47,809	55,491
Wholesale Service Area	88,902	101,146	111,837	123,784	134,028
Agriculture Water Purchase	6,000	6,000	6,000	6,000	6,000
Recycled Water	2,680	3,850	4,430	5,210	6,130
Riverside/Corona Feeder (as needed)[1]		10,000	40,000	40,000	40,000
Total	**128,589**	**156,272**	**203,545**	**222,803**	**241,649**

Source: Urban Water Management Plan 2005 Western Municipal Water District
1. Water supply may include imported water and local runoff.

NEAR-TERM AND LONG-TERM WATER SUPPLY[11]

The projected normal water year supply includes both potable water from the SWP for various uses and the untreated non-potable water from the CRA for agricultural and landscape irrigation. Wholesale water sales also comprise a portion of the supply Western receives from MWD. As mentioned above and according to the *Urban Water Management Plan, Western Municipal District* (refer to *Appendix O1*, *2005 Urban Water Management Plan)*, MWD has projected that sufficient supplies exist to meet the demands for their agencies through 2030

Also mentioned above, MWD has predicted that sufficient supply also exists to meet demands for both single dry year and multiple dry requirements through 2030. As required, droughts may prompt additional water conservation measures to ensure sufficient supply is maintained. However, normal demands are used to provide conservative estimations of demand. MWD has projected that sufficient supplies exist to meet demands during dry years for their agencies. Therefore, supplies would equal demands since MWD would deliver the needed quantities of water while placing supplies not required on a yearly basis into storage for use in emergency conditions or droughts. The Riverside/Corona Feeder project would provide infrastructure to allow WMWD to purchase SWP water from MWD, store it in the San Bernardino Basin Area, and extract as needed.

Eastern Municipal Water District[12]

The Eastern Municipal Water District (EMWD) is public water agency formed in 1950. EMWD is governed by a five-member Board of Directors that is elected by voters within district boundaries. EMWD serves a 555-square mile service area in western Riverside County and in most areas provides retail water and sewer service. EMWD also provides wholesale and retail water service to multiple subagencies including RCWD.

EMWD receives water from the following sources:

- Imported Water – MWD (State Water Project and Colorado River Aqueduct).
- Recycled Water.
- Groundwater – San Jacinto Watershed groundwater that is desalinated for potable use. However, within the Santa Margarita Watershed portion of EMWD's service area, EMWD serves and wholesales imported water, but not groundwater. They have no plans to serve this area with groundwater.

Imported water received from MWD is treated at two treatment plants: Henry J. Mills (Mills) and Robert F. Skinner (Skinner). At Mills, SWP water is treated and at Skinner a combination of

[11] *Urban Water Management Plan, Western Municipal Water District, 2005 (refer to EIR Appendix O1: 2005 Urban Water Management Plan).*

[12] EMWD 2005 Urban Water Management Plan.

SWP and CRA water is treated. Untreated water supplied by MWD is treated by EMWD at a microfiltration plant in Perris. An additional microfiltration plant is located in Hemet.

EMWD is increasing the use of recycled water, through expansion and maximization of the four regional water reclamation facilities. As stated in the EMWD UWMP, EMWD's recycled water distribution system includes 135 miles of large diameter transmission pipelines, 6,000 AF of surface storage reservoirs (ten separate sites) and four regional pumping plants. EMWD wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities, with interconnections between local collection systems serving each treatment plant.

Table 5.15-5, *Eastern Municipal Water District Planned Water Supplies Acre-Feet/Year*, shows EMWD's projected water supply sources for the entire district.

Table 5.15-5
Eastern Municipal Water District Planned Water Supplies Acre-Feet/Year

Water Supply Sources	2010	2015	2020	2025	2030
Imported Water (MWD)	90,100	104,300	121,300	133,900	144,300
Groundwater	38,800	42,000	42,200	42,000	41,900
Recycled Water	32,400	36,700	40,300	44,000	47,000
Desalinated Water[1]	7,500	12,000	12,000	12,000	12,000
Total	**168,800**	**195,000**	**215,800**	**231,900**	**245,200**

Source: Eastern Municipal Water District 2005 Urban Water Management Plan.
[1] Desalinated water is not used in the Upper Santa Margarita Watershed.

NEAR-TERM AND LONG-TERM WATER SUPPLY[13]

According to the *Urban Water Management Plan*, *Eastern Municipal District* (refer to *Appendix L1*: *2005 Urban Water Management Plan*), EMWD has the supply needed to meet the demand of its customers through 2030. The conclusion is based on the assurances of MWD that it would be able to supply member agency demands, the reliability of local groundwater supplies achieved through groundwater management plans and the development of recycled water resources.

In addition to meeting the demand for a normal dry year, the law requires that water suppliers meet the need of its customers during a single dry year. For EMWD, meeting the minimal increase in demand due to a dry winter is accomplished through increasing the imports from MWD and utilizing groundwater production. MWD assures its member agencies that their needs would be met even during dry years. The groundwater management plans assure that water recharged into the basins in wet years would be available in dry years.

[13] *Urban Water Management Plan, Eastern Municipal Water District, 2005 (refer to Appendix L1: 2005 Urban Water Management Plan).*

During multiple dry years, resource planning by EMWD and MWD insures that consumer demands for water would be met. Since local resources are stable during a multiple dry year event and MWD resources are affected by weather fluctuations, the 1990-1992 hydrology conditions were considered. These were the dry years considered by MWD in planning for the worst case multiple dry year scenarios. With the assurance of MWD and the reliability of EMWD's groundwater and recycled water, EMWD is confident of its ability to meet demand through 2030.

5.15.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, water supply and distribution systems impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Have adverse effects of water supplies sufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements need.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.15.4 PROJECT IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCREASED DEMAND FOR WATER SUPPLIES AND INFRASTRUCTURE WITHIN THE CITY.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis:

Water Supply

Implementation of the proposed General Plan 2035 would result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increase in total water demand.

The City relies on water connection services provided by four water districts: RCWD, EVMWD, WMWD, and EMWD. The UWMPs for all four water districts provide a long-range (25-year) assessment of water supply for each service area, which includes the City of Murrieta. An UWMP serves as a source document for cities and counties as they prepare their General Plans. Each water district has its own 2030 service area population projection derived from housing projections, SCAG projections, and persons per household data. The studies assess water supply to forecast year 2030 taking into consideration groundwater, imported, recycled and surface water supplies, as well as wastewater. In addition to water supply, the UWMPs address efficient use of water, demand management measures, implementation strategies and schedules, and other relevant information and programs.

The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet existing and future regional water needs through 2030. According to the UWMPs for each water district, the total planned water supply through 2030 for the RCWD, EVMWD, WMWD, and EMWD is 98,931 AF/Y, 77,919 AF/Y, 241,649 AF/Y, and 245,200 AF/Y, respectively for a combined water supply of 663,699 AF/Y; refer to *Table 5.15-2*, *Table 5.15-3*, *Table 5.15-4*, and *Table 5.15-5*. The City currently consumes approximately 39,179AF/Y[14] of water resources to meet all constituent existing demands; refer to *Table 5.15-1*. It is anticipated that water demand associated with implementation of the proposed General Plan 2035 would increase by approximately 13,946.036 gpd or 15,632 AF/Y[15] in the year 2035; refer to *Table 5.15-6*, *Forecast Year 2035 Water Demand*. The proposed General Plan 2035 growth would require only 2.36 percent of the 2030 water supply from these four water districts. *Table 5.15-6* averaged the RCWD Water Supply Generation Factor with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors.

[14] Rancho and Elsinore Water District generation factors (averaged the generation factors to calculate the entire City's existing water demand).

[15] Rancho and Elsinore Water District generation factors (averaged the generation factors to calculate the entire City's forecast year 2035 water demand).

Table 5.15-6
Forecast Year 2035 Water Demand

General Plan 2035 Land Use	Units (du/sf/ac)	RCWD Generation Factor[1]	Water Demand	EVMWD Generation Factor[5]	Water Demand	Average gpd[8]
Residential	10,734 du	1,500[2]	16,101,000	750.0000[6]	8,050,500	12,075,750
Non-Residential[4]	36,210,757 sf	0.0344[3]	1,245,650.041	0.0689[7]	2,494,921	1,870,286
Total	**-**	**-**	**17,346,650.004**	**-**	**10,545,421**	**13,946.036 gpd (15,632 AF/Y)**

Note: General Plan 2035 dwelling units and square footage represents growth over existing conditions.
Note: The RCWD Water Supply Generation Factor was averaged with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors
1 = Rancho California Water District Water Supply Generation Factor
2 = Rancho California Water District Water Supply Generation Factor for single-family residential
3 = Rancho California Water District Water Supply Generation Factor for commercial, office & research park, business park, and civic/institutional.
4 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional.
5 = Elsinore Valley Municipal Water District Water Supply Generation Factor
6 = Elsinore Valley Municipal Water District Water Supply Generation Factor for single-family residential and rural residential
7 = Elsinore Valley Municipal Water District Water Supply Generation Factor for office and research park
8 = Rancho California Water District Water Supply Generation Factor averaged with Elsinore Valley Municipal Water District Water Supply Generation Factor (the only available Water District Generation Factors) to calculate the entire City's forecast year 2035 water demand.
du = dwelling unit
sf = square foot
ac = acre
gpd = gallons per day
AF/Y = acres feet per year

The 2005 UWMPs have a 25-year planning horizon to 2030, which includes the 2030 growth projections for the existing Murrieta General Plan (1994, amended 2006). The existing General Plan projects a total of 40,845 dwelling units and 49,073,504 square feet of non-residential uses. These uses generate a water demand of 54,355.52 AF/Y, which represents 8.19 percent of the total anticipated supply of the four water districts in 2030. As a point of comparison, the proposed General Plan 2035 includes 44,484 dwelling units and 50,189,652 square feet of non-residential uses. These uses generate a water demand of 59,009.68 AF/Y, which represents 8.89 percent of the total anticipated supply of the four water districts in 2030. The incremental increase of the proposed General Plan 2035 represents a 0.70 percent increase over what is currently accounted in the 2005 UWMPs.

Based upon the 2005 UWMPs, the four water districts would have adequate water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet the future regional water needs, including the growth anticipated with the proposed General Plan 2035,

through 2030. It is too speculative to determine 2035 water supplies at this time.[16] The water suppliers are planning to meet increased demand and reduce dependence on imported water. Their plans include water storage and groundwater recharge, treatment of wastewater to supply recycled water, and treatment of other non-potable water sources to increase potable water supply. RCWD plans to create additional wells and construct a facility to reduce the salinity of recycled water for agricultural use. EVMWD plans to increase its supplies of imported water and construction additional wells. WMWD plans include developing additional storage and pipeline infrastructure, and seeking diversions from the Santa Ana River. EMWD is seeking to increase water supplies through investment in facilities that treat wastewater, groundwater, and raw water from the State Water Project.

Groundwater recharge is part of most plans to ensure future water supplies. RCWD plans to expand groundwater recharge in the Pauba Valley Basin. EVMWD has prepared a groundwater management plan for the Elsinore Basin to reduce overdraft and improve groundwater supply reliability, which includes replenishment. EMWD does not draw groundwater in the southern part of its service area, where the City lies, but is involved in groundwater recharge in the San Jacinto Watershed.

The City's *Municipal Code* (Section 16.27 Water Efficient Landscape) promotes water efficient landscaping, water use management, and water conservation through the use of water efficient landscaping, wise use of turf areas and appropriate use of irrigation technology and management. The code also achieves water conservation by raising the public awareness of the need for an effective management program through education and incentives.

Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The proposed General Plan 2035 Conservation Element includes goals and policies to ensure that a reliable water supply can be provided within the City's service area, while remaining sensitive to the climate. The proposed General Plan 2035 also includes goals and policies that promote water conservation through the use of reclaimed water and water conservation design and technology. Goal CSV-1 promotes conservation, protection, and management of water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water. Goal CSV-2 promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures to ensure sufficient water supplies for human consumption, sanitation, and fire protection. Residents and businesses in Murrieta would also need to play a role in using water resources efficiently, and this would be encouraged through education and incentives from the City and water agencies. With adherence to the proposed General Plan 2035 goals and policies and the City of Murrieta *Municipal Code Water Efficient Landscape Ordinance*, compliance with the applicable UWMPs

[16] This EIR is based upon the 2005 UWMPs, which were the most recently adopted UWMPs at the time the EIR was prepared. As of February 2011, the four water districts began the process of updating their 2005 UWMPs to 2010. The 2010 UWMPS will have a horizon year of 2035, but were not completed prior to release of the Draft EIR. The City of Murrieta will provide all four water districts with the Draft General Plan 2035 growth projections for inclusion in the 2010 UWMPs, as required by the California Government and Water Codes.

and Master Plans of all four water districts, coordination between the City and water districts and that Murrieta would only use 2.36 percent of the anticipated water from these four water districts, water supply and infrastructure impacts associated with the proposed General Plan 2035 would be reduced to a less than significant level.

Water Infrastructure

Water conservation in Southern California became increasingly important in the 1980s and early 1990s, when the entire region suffered a severe drought. Drought conditions in southern California directly affect groundwater recharge and groundwater supplies. According to the Master Plans of each water district, the existing water distribution systems are generally adequate in meeting demand. However, several operational improvements have been recommended within the Master Plans to increase each system's reliability and efficiency, and to reduce the cost of delivering water within each of the four water districts in anticipation of future growth. Recommendations include additional water treatment plants, wells, storage reservoirs, booster stations, pressure regulating stations and pipelines as well as pipeline replacement and increased adequate fire flows. The Master Plans prioritize each recommended project and indicate when each project should be implemented. These improvements are planned to occur within the buildout period of 2030 for each Water Master Plan and UWMP of each of the four water districts.

Currently, portions of the North Murrieta Business Corridor, South Murrieta Business Corridor, and the Golden Triangle North (Central Murrieta) Focus Areas, along with parcels in the "key hole" area, which includes the Los Alamos Hills (refer to *Exhibit 5.15-1*), are not located within a water district and operate on individual well systems. For the North Murrieta Business Corridor Focus Area, the area generally north of Clinton Keith Road, west of Meadowlark Lane, south of Baxter Road and east of Menifee Road is not within a water district. For the South Murrieta Business Corridor Focus Area, a small portion north of the I-15 and east of the 1-215 freeway and including parcels both north and south of Jackson Avenue, and parcels generally east of Guava Street, south of Adams Avenue, west of Fig Street, and north of Washington Avenue are not within a water district. For the Golden Triangle North (Central Murrieta) Focus Area, only a small portion just north of the I-15 freeway east of Juniper Street is not within a water district. It is anticipated that future development within these areas would annex to the appropriate water district for service and connection to the infrastructure systems.

New development would be required to pay its share of the costs of infrastructure improvements necessary to accommodate the project. Water districts would need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections. Additionally, coordination between the City and water districts would be essential as further development is planned. Furthermore, the City has identified the protection and conservation of its existing and future water resources within the proposed General Plan 2035 Infrastructure Element goals and policies. Policies INFR-1.1 through INFR 1.7 of the proposed General Plan 2035 Infrastructure Element require new development and redevelopment projects to ensure that water infrastructure systems are adequate to serve the development.

Policy INF-1.8 ensures that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure improvements for water. With implementation of the proposed General Plan 2035 goals and polices along with adherence to the water district Master Plans, water infrastructure impacts associated with the proposed General Plan 2035 would be less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-1 A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.

Policies

CSV-1.1 Encourage the provision of a safe and sufficient water supply and distribution system.

CSV-1.2 Promote the maximization of water supplies through conservation, water recycling, and groundwater recharge.

CSV-1.3 Promote the protection of groundwater supplies from contamination.

CSV-1.4 Support water purveyors in promoting a City-wide recycled water system through project review and coordination with water districts.

CSV-1.5 Encourage the owners of hot springs to protect and enhance them.

CSV-1.6 Coordinate water resource management with water districts and regional, state, and federal agencies.

Goal CSV-2 Murrieta promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures in buildings and landscaping.

Policies

CSV-2.1 Ensure that all developments comply with water efficiency requirements, as mandated by the applicable Building Code.

CSV-2.2 Work with water districts to encourage and incentivize the retrofitting of building systems, both indoor and outdoor, with water-conserving fixtures and appliances.

CSV-2.3 Continue to utilize the programs and assistance of regional and state water agencies to increase water conservation throughout the City and Sphere of Influence.

CSV-2.4 Promote water efficient landscaping practices through outreach efforts, project review, and enforcement of City, regional, or State code requirements.

CSV-2.5 Consider streamlining municipal regulations pertaining to landscaping so that applicability and requirements are easily understood.

Goal CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

Policies

CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.

CSV-9.2 Consider the establishment of street tree standards and a program for street tree planting, maintenance, and replacement.

CSV-9.3 Promote the use of street trees as a buffer between pedestrians and motorized traffic.

CSV-9.4 Encourage the planting of street trees in linear planting beds rather than tree wells in order to support long-living healthy trees.

CSV-9.5 Encourage the planting of trees in private yards and properties.

CSV-9.6 Maintain a guide to preferred trees, shrubs, and ground cover plants of non-invasive species, or refer private parties to an existing guide that meets City needs to assist private landscaping efforts.

CSV-9.8 Encourage any new landscaped areas requiring permits to respect and incorporate the distinctive elements of the existing community landscape, including the retention of existing trees, to the maximum extent feasible.

CSV-9.9 Promote the use of native plant species in public landscaping of parks, schools, medians and planter strips, as well as in private development throughout the City.

Goal CSV-15 A community taking a leadership role in resource conservation and reduction of greenhouse gas emissions by implementing programs to improve municipal operations.

Policies

CSV-15.5 Encourage of the use recycled water where appropriate and feasible in City parks and landscaped areas, and demonstrate preferred techniques for water-efficient landscaping, including the use of native plants.

CSV-15.6 Demonstrate cutting-edge green building techniques when constructing and retrofitting municipal buildings.

INFRASTRUCTURE ELEMENT

Goal INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.

Policies

INF-1.1 Encourage future development to occur in areas where infrastructure for water, sewer, and storm water can most efficiently be provided.

INF-1.2 Discourage development in areas without connections to existing infrastructure, unless infrastructure is being provided.

INF-1.3 Encourage the annexation of unserved areas into water district service areas.

INF-1.4 Ensure that new development and redevelopment provides infrastructure for water, sewer, and storm water that adequately serves the proposed uses, and that has been coordinated with affected infrastructure providers.

INF-1.5 Continue to require new development and redevelopment to provide verification that energy utilities are able to accommodate the additional demand for service.

INF-1.6 Provide information to water districts, Riverside County Flood Control and Water Conservation District (RCFCWCD), and energy utilities in their planning efforts to ensure adequate infrastructure is available for anticipated development.

INF-1.7 Encourage the preparation and updates of master plans by the appropriate providers or agencies to conduct detailed long-range planning to ensure the efficient provision of public services, infrastructure, and/or utilities.

INF-1.8 Consult with water districts and Riverside County Flood Control and Water Conservation District (RCFCWCD) to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure improvements for water, sewer, and storm water.

INF-1.9 Encourage the water districts to proactively manage their assets through the maintenance, improvement, and replacement of aging water and wastewater systems to ensure the provision of these services to all areas of the community.

INF-1.10 Encourage the water districts to improve water and wastewater services in a way that respects the natural environment.

NF-1.21 Encourage the use of specific plans, development agreements, or mechanisms that specify the nature, timing, cost, and financing mechanisms to be used to fund water, wastewater, and/or storm drainage improvements and services.

INF-1.22 Work with property owners to establish a financing mechanism, such as financing districts, to provide infrastructure and maintenance in major employment locations and corridors, such as the North Murrieta Business Corridor, South Murrieta Business Corridor, and at the confluence of the I-15 and I-215 Freeways.

INF-1.23 Utilize, where appropriate, public financing mechanisms, such as special assessment or community facilities districts to fund water improvement and service costs.

INF-1.24 Consider the use of redevelopment financing, where appropriate, to provide infrastructure in areas where the City wishes to stimulate development.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.15.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO WATER RESOURCES INCLUDING INCREASED DEMAND FOR WATER SUPPLIES AND INFRASTRUCTURE.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Cumulative water impacts are analyzed in terms of impacts to water supplies and facilities operated by the four water districts: RCWD, EVMWD, WMWD, and EMWD. The water supply in the City comes from local sources of groundwater and surface water, imported from the Metropolitan Water District's Colorado River Aqueduct and the State Water Project, recycled water reclamation facilities, and water transfers and exchanges. The City receives water from four water and wastewater Districts: RCWD, EVMWD, WMWD, and EMWD. The Elsinore Valley and Rancho California Water Districts have the largest service areas within the City of Murrieta.

The UWMPs for all four water districts provide a long-range assessment of water supply for each service area, which includes the City of Murrieta. An UWMP serves as a source document for cities and counties as they prepare their General Plans. Each water district has its own 2030 service area population projection derived from housing projections, SCAG projections, and persons per household data. The studies assess water supply to forecast year 2030 taking into consideration groundwater, imported, recycled and surface water supplies, as well as wastewater. In addition to water supply, the UWMPs address efficient use of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies and water shortage contingency plans to protect existing and future regional water needs.

Future development projects in Murrieta and the Sphere of Influence would be evaluated by the City, Riverside County, and applicable water district on a project-by-project basis to determine impacts to water supplies and infrastructure. The continued assessment of individual projects for impacts to the water supply system would assure projects would only be approved if adequate water supplies exist at the time of their implementation. New development would be required to pay its share of the costs of infrastructure improvements necessary to accommodate the project. Water districts would need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections. Additionally, coordination between the City and water districts would be essential as further development is planned. Furthermore, with adherence to the proposed General Plan 2035 goals and policies and the City of Murrieta *Municipal Code Water Efficient Landscape Ordinance*, compliance with the UWMPs and Master Plans of all four water districts, coordination between the City and water districts and that fact Murrieta would only use 0.0236 percent of the anticipated water from these four water districts, impacts regarding water supply, distribution, and infrastructure would be further reduced to less than significant levels. Therefore, implementation of the proposed General Plan 2035 would not result in cumulatively considerable water supply and infrastructure impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.15.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.15.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to water supplies and facilities associated with implementation of the proposed General Plan 2035 for the City of Murrieta would be less than significant with compliance with the goals and policies in the General Plan 2035. Therefore, no significant unavoidable water supplies and facilities impacts would occur as a result of the proposed General Plan 2035.

5.15.7 SOURCES CITED

California Department of Water Resources, *California Water Plan*, Pre-Final Draft, October 16, 2009, Chapter 1

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the future of southern california

Murrieta

General Plan Update

Section 5.16:

Wastewater

5.16 WASTEWATER

This section identifies the nature and location of wastewater conveyance and treatment facilities and existing related infrastructure for the City of Murrieta. This section provides an analysis of projected impacts to wastewater conveyance and treatment facilities, as well as the estimated demands that may result from the implementation of the proposed General Plan 2035. This section is based upon information from the Elsinore Valley Water District (refer to Appendix M4) and Rancho California Water District (refer to Appendices N4 and N5).

5.16.1 REGULATORY SETTING

FEDERAL

Clean Water Act/National Pollutant Discharge Elimination System Permits

The Clean Water Act (CWA) (*33 United States Code* Section 1251 et seq.*)* is the cornerstone of water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutants discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water."[1]

The CWA regulates discharges from "non-point source" and traditional "point source" facilities, such as municipal sewage plants and industrial facilities. The CWA makes it illegal to discharge pollutants from a point source to the waters of the United States. CWA Section 402 creates the National Pollutant Discharge Elimination System (NPDES) regulatory program. Point sources must obtain a discharge permit from the proper authority (usually a state, sometimes EPA, a tribe, or a territory). NPDES permits cover industrial and municipal discharges, discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

All so-called "indirect" dischargers are not required to obtain NPDES permits. An indirect discharger is one that sends its wastewater into a city sewer system, so it eventually goes to a sewage treatment plant. Though not regulated under NPDES, "indirect" discharges are covered

[1] Source: United States Environmental Protection Agency website, Introduction to the Clean Water Act, http://www.epa.gov/owow/watershed/wacademy/acad2000/cwa/index.htm, accessed January 29, 2011.

by another CWA program, called pretreatment. "Indirect" dischargers send their wastewater into a city sewer system, which carries it to the municipal sewage treatment plant, through which it passes before entering a surface water.

National Pretreatment Program[2]

The National Pretreatment Program is an extension of NPDES regulatory program. The National Pretreatment Program is a cooperative effort of federal, state, and local regulatory environmental agencies established to protect water quality. The program is designed to reduce the level of pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems, and thereby, reduce the amount of pollutants released into the environment through wastewater. The objectives of the program are to protect Publicly Owned Treatment Works (POTW) from pollutants that may interfere with plant operation, to prevent pollutants that may pass through untreated from being introduced into the POTW, and to improve opportunities for the POTW to reuse wastewater and sludges that are generated.

The term "pretreatment" refers to the requirement that non-domestic sources discharging wastewater to POTWs control their discharges, and meet limits established by EPA, the state or local authority on the amount of pollutants allowed to be discharged. The control of the pollutants may necessitate treatment prior to discharge to the POTW (therefore the term "pretreatment"). Limits may be met by the non-domestic source through pollution prevention techniques (product substitution recycle and reuse of materials) or treatment of the wastewater.

STATE

In California, the State Water Resources Control Board (SWRCB) is responsible for ensuring the highest reasonable quality of waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The SWRCB's current challenge is exacerbated by California's rapid population growth, and the continuing struggle over valuable water flows. The agency faces tough new demands which include fixing ailing sewer systems; building new wastewater treatment plants; and tackling the cleanup of underground water sources impacted by the very technology and industry that has provided California with a robust economy and made it a desirable place to live.

LOCAL

All of the public wastewater systems within the City of Murrieta are owned and operated by the four water districts: Rancho California Water District, Elsinore Valley Municipal Water District, Western Municipal Water District, and Eastern Municipal Water District. Each district is responsible for collecting connection and user fees and well as sewer system design criteria.

[2] United States Environmental Protection Agency, NPDES, National Pretreatment Program http://cfpub.epa.gov/npdes/home.cfm?program_id=3, accessed January 13, 2010

The County of Riverside Department of Environmental Health (DEH) is the primary agency charged with regulating the design, construction, and maintenance of septic tanks, leach lines, seepage pits, and alternative on-site wastewater treatment systems (OWTS) throughout the areas of the City where no public sewer system is available. DEH regulates these facilities through a Septic Tank Permit Process and County Ordinance 650.5.[3] Any development proposing to use an OWTS must first demonstrate that the site can meet minimum design criteria with respect to soil type and groundwater separation.

5.16.2 ENVIRONMENTAL SETTING

The City of Murrieta's sewage system consists of both public and private facilities. Developments that are outside the public sewer system use on-site septic systems. Septic systems are regulated by the DEH. Wastewater collection for the City and the Sphere of Influence is provided by the same four water districts that provide potable water to the City: Rancho California Water District (RCWD), Elsinore Valley Municipal Water District (EVMWD), Western Municipal Water District (WMWD), and Eastern Municipal Water District (EMWD). Only RCWD and EMWD provide wastewater treatment. Wastewater flows from the other districts discharge into RCWD and EMWD interceptors for treatment. With continued growth expected to increase demand for wastewater treatment, both EMWD and RCWD plan to expand the capacity of the treatment facilities serving Murrieta, which are respectively, the Temecula Valley Regional Water Reclamation Facility and the Santa Rosa Water Reclamation Facility.

RANCHO CALIFORNIA WATER DISTRICT[4]

RCWD operates the Santa Rosa Water Reclamation Facility (SRWRF), which is located within the City of Murrieta. The SRWRF has maximum capacity of 5.0 millions gallons per day (mgd). In 2004, the SRWRF collected 2.71 mgd.[5] *Table 5.16-1*, *Santa Rosa Water Reclamation Facility Wastewater Collection and Treatment* summarizes the past, current, and projected average dry weather wastewater volumes collected and treated and the quantity of wastewater treated to recycled water standards for treatment plants within RCWD's service area. Between 2005 and 2030, the average wastewater collected by the SRWRF is expected to more than double from its 4,481 acre-feet to 9,353 acre-feet. The entire amount of wastewater collected is expected to meet recycled water standards. Utilization of treated effluent for recycled water use after further treatment is projected to increase from 36 percent in 2005 to 79 percent in 2030.[6]

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[3] County of Riverside, Department of Environmental Health, http://www.rivcoeh.org/opencms/rivcoeh/ProgServices/EPO_Division/Land_Use.html#septic, accessed January 13, 2010

[4] City of Murrieta Master Environmental Assessment, October 28, 1992

[5] Page 9, Rancho California Water District, 2005 Waterwater Facilities Master Plan, prepared by Kennedy/Jenks Chilton, April 2005.

[6] RCWD Regional Integrated Resources Plan (CDM, 2005)

Table 5.16-1
Santa Rosa Water Reclamation Facility Wastewater Collection and Treatment

Average Wastewater Collected (Acre-Feet)						
Wastewater Plant	2005	2010	2015	2020	2025	2030
Santa Rosa Water Reclamation Facility	4,481	5,685	6,889	7,710	8,532	9,353
Quantity Meeting Recycled Water Standards (Acre-Feet)						
Santa Rosa Water Reclamation Facility	4,481	5,685	6,889	7,710	8,532	9,353
Source: RCWD Regional Integrated Resources Plan (CDM, 2005)						

The existing wastewater collection system includes two major gravity trunk sewers. The longest trunk sewer is referred to as the Washington Avenue Trunk Sewer. This trunk sewer was designed to collect wastewater and convey those flows to the RCWD Santa Rosa WRF, which is located on Washington Avenue, south of Fig Street and west of Adams Avenue.

The second major trunk sewer within the existing wastewater collection system is referred to as the California Oaks Sewage Transmission Main (COSTM). This trunk sewer was designed to serve the California Oaks Specific Plan (Specific Plan No. 173). The California Oaks development area is split between EVMWD and RCWD service areas, some of the California Oaks wastewater flows are generated from areas within RCWD and some within EVMND. The COSTM consists of 13,000 feet of 15-inch diameter pipe.

There are three RCWD sewer lift stations within the City of Murrieta. The California Oaks sewer lift station discharges through an 8-inch diameter pipe and provides approximately 1.3 mgd capacity. The San Joaquin sewer lift station discharges through a 10-inch diameter pipe and provides approximately 1.8 mgd. The Bear Creek sewer lift station discharges through a 6-inch diameter pipe, and provides approximately 0.6 mgd capacity.

EASTERN MUNICIPAL WATER DISTRICT

EMWD wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities, with interconnections between local collection systems serving each treatment plant.[7]

The EMWD facility that provides treatment for Murrieta is called the Temecula Valley Regional Water Reclamation Facility (TVRWRF); refer to *Table 5.16-2*, *EMWD Treatment Facilities Acre-Feet/Year* for a summary of all treatment facilities within the EMWD.

[7] Rancho California Water District, *Final Integrated Regional Water Management Plan for the Upper Santa Margarita Watershed Planning Region*, July 21, 2007

Table 5.16-2
EMWD Treatment Facilities Acre-Feet/Year

Treatment Plant	Level of Treatment	Capacity	2000 Flow	Current Flow
San Jacinto Valley RWRF	Secondary	12,300	7,800	9,400
Moreno Valley RWRF	Tertiary	17,900	12,200	14,200
Perris Valley RWRF	Tertiary	12,300	8,600	12,200
Sun City RWRF	Tertiary	3,400	Not in Service	Not in Service
Temecula Valley RWRF	Tertiary	15,700	8,500	14,200
Total System		**61,600**	**37,100**	**50,000**

AF/Y = acres feet per year
Source: Eastern Municipal Water District 2005 Urban Water Management Plan.

With the exception of the San Jacinto Valley RWRF, all of the EMWD's RWRF's produce tertiary effluent, suitable for all Department of Health Services permitted uses, including irrigation of food crops and full-body contact. The secondary effluent produced by the San Jacinto Valley RWRF is used locally for the irrigation of feed, fodder, and seed cropes. However, tertiary treatment capacity was added to the plant in 2006.[8]

The TVRWRF is located outside the City of Murrieta within the southeast east region of the EMWD service area just west of the City of Temecula. The TVRWRF has the capacity to treat 14.5 mgd[9]. In addition to the TVRWRF, the EMWD operates the 17-mile Temecula Valley Recycled Water Pipeline, which discharges near Lake Elsinore at Temescal Creek. In March 2009, EMWD, RCWD, and EVMWD agreed to formalize their responsibilities and share expenses in operating the Recycled Water Pipeline. The agreement allows each agency to expand their wastewater treatment facilities and their recycled water customer base. Both RCWD and EVMWD own some capacity in EMWD's pipeline and related facilities. In time, the pipeline will transport 30 million gallons a day as the supply of wastewater increases.[10]

Within the City of Murrieta, the EMWD Temecula Valley Collection system consists of approximately 282,000 feet of sewer pipe ranging between 12 inches to 30 inches in diameter. There are four major EMWD sewer lift stations within the City of Murrieta: Warm Springs (16.1 mgd), New Pala (10.1 mgd), Diaz (6.8 mgd), and Golden Triangle #2 (2.6 mgd).[11]

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[8] Source: Eastern Municipal Water District 2005 Urban Water Management Plan.

[9] Reuse and Regulatory Compliance Presentation by Jayne Joy, PE, Director, Environmental and Regulatory Compliance, Eastern Municipal Water District, August 19, 2009; http://www.watereuse.org/files/s/docs/EMWD_Recycled_Water_Prgm_WateReuse_08192009.pdf, accessed January 13, 2010.

[10] Eastern Municipal Water District, Elsinore Valley Municipal Water District, Rancho California Water District Joint Press Release, March 26, 2009, http://www.emwd.org/news/news-archives/news_09/3-PartyRecycledWaterAgreement_3-26-09.pdf, accessed January 13, 2010.

[11] City of Murrieta Master Environmental Assessment, October 28, 1992

Table 5.16-3, *EMWD Wastewater Collected and Treated Acre-Feet/Year* summarizes the total wastewater collected and treated from 2000 the through the *EMWD 2005 Urban Water Management Plan* (*EMWD UWMP*) forecast year 2025. *Table 5.16-4*, *Disposal of Wastewater (Non-Recycled) Acre-Feet/Year* summarizes the total disposal from year 2000 through forecast year 2025.

Table 5.16-3
EMWD Wastewater Collected and Treated Acre-Feet/Year

Water Supply Sources	2000	2005	2010	2015	2020	2025
Wastewater Collected & Treated	36,572	49,976	61,051	69,817	78,177	85,785
Quantity Meeting Recycling Standards	36,572	49,976	61,051	69,817	78,177	85,785

AF/Y = acres feet per year
Source: Eastern Municipal Water District 2005 Urban Water Management Plan.

Table 5.16-4
Disposal of Wastewater (Non-Recycled) Acre-Feet/Year

Name of Disposal	Treatment	2000	2005	2010	2015	2020	2025
Livestream Discharge	Tertiary	0	9,976	13,651	18,117	22,977	26,785

AF/Y = acres feet per year
Source: Eastern Municipal Water District 2005 Urban Water Management Plan.

5.16.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, wastewater facilities impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.16.4 PROJECT IMPACTS AND MITIGATION MEASURES

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCREASED DEMAND FOR WASTEWATER SERVICES AND INFRASTRUCTURE.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would potentially result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increased demand on the existing sewer system from increased sewage flows. As indicated in *Table 5.16-5*, *Net Increase in Wastewater Generation Under General Plan 2035* buildout under the proposed General Plan 2035 would generate an additional 6,403AF/Y of effluent sewer flow to the existing sewer conveyance system. According to *Table 5.16-1* and *Table 5.16-3*, the total planned wastewater collection of 8,532 AF/Y for SRWRF and 85,785 AF/Y for EMWD, a total of 94,317 AF/Y, is anticipated for year 2035. The General Plan 2035 would only utilize approximately 6.79 percent of the anticipated wastewater collection from SRWRF and EMWD.

Wastewater collection for the City is provided by the same four water districts that provide potable water to the City: RCWD, EVMWD, WMWD, and EMWD. Only RCWD and EMWD provide wastewater treatment.

Table 5.16-5
Net Increase in Wastewater Generation Under General Plan 2035

Land Use	Units	Generation Factor[1]	Gallons Per Day	Gallons Per Year	Million Gallons Per Day	AF/Y
Residential	10,734	100 g/p/d	3,220,200	1,175,373,000	3.2202	3,608.40
Non-Residential[2]	831.284 acres	3000 g/a/d	2,493,852	910,255,980	2.4939	2,794.49
Total	**-**	**-**	**5,714,052**	**2,085,628,980**	**5.7141**	**6,402.88**

[1] *City of Murrieta GP Draft EIR*, Table 4.6-4, *Murrieta Wastewater Generation Existing and Future With Project*, Generation Factors from Eastern Municipal Water District, December 1993
[2] Non-residential land uses include commercial, office and research park, business park, and civic/institutional.
g/p/d = gallons per person per day
g/a/d = gallons per acre per day
AFY = acres feet per year

Currently, portions of the North Murrieta Business Corridor, South Murrieta Business Corridor, and the Golden Triangle North (Central Murrieta) Focus Areas, along with parcels in the "key hole" area, which includes the Los Alamos Hills (refer to *Exhibit 5.15-1*), are not located within a water district and operate on individual septic systems. For the North Murrieta Business Corridor Focus Area, the area generally north of Clinton Keith Road, west of Meadowlark Lane, south of Baxter Road and east of Menifee Road is not within a water district. For the South Murrieta Business Corridor Focus Area, a small portion north of the I-15 and east of the 1-215 freeway and including parcels both north and south of Jackson Avenue, and parcels generally east of Guava Street, south of Adams Avenue, west of Fig Street, and north of Washington Avenue are not within a water district. For the Golden Triangle North (Central Murrieta) Focus Area, only a small portion just north of the I-15 freeway east of Juniper Street is not within a water district. It is anticipated that future development within these areas would annex to the appropriate water district for service and connection to the infrastructure systems.

In addition, there are a number of areas within the City that have no or limited infrastructure in place today. These areas include, but are not limited to, areas designated as Rural Residential, as well as the Northern Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta Business Corridor, and Multiple Use Area 3 Focus Areas.

Individual developments would be reviewed by the City of Murrieta and the applicable water district to determine if sufficient sewer capacity exists to serve the specific development. The City must continue to coordinate with the water districts to make sure that new development does not exceed the capacity of wastewater conveyance and treatment facilities, and that new development pays its fair share to increase capacity of those facilities. The proposed General Plan 2035 includes goals and policies in the Infrastructure Element that support coordination with the water districts. The applicable water district would charge fees for the privilege of connecting to their sewerage systems or increasing the strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. The fees are required to construct new sewer infrastructure and/or incremental expansions to the existing sewerage system to accommodate individual development, which would mitigate the impact of the development on the sewerage system.

With continued growth expected to increase demand for wastewater treatment, both EMWD and RCWD plan to expand the capacity of the treatment facilities serving Murrieta, which are respectively, the TVRWRF and the SRWRF. The water districts would only allow new developments to connect to their sewer systems if there is sufficient capacity or planned expansions of its facilities to accommodate new developments proposed. Therefore, new development would not be permitted to exceed the capacity of wastewater conveyance systems or treatment facilities, since adequate capacity must be demonstrated in order to contribute flows to the system. All expansions of the water districts must be sized and service phased to be consistent with the SCAG regional growth forecasts for the southern California counties. The available capacities of the water districts are limited to levels associated with the approved growth identified by SCAG. SCAG Regional Transportation Plan (RTP) growth forecasts are

updated every four years; therefore, SCAG's 2012 RTP growth forecast would take into account the growth associated with the City of Murrieta's adopted General Plan at that time.

Water conservation will be a key factor in reducing the amount of wastewater generated per household. Further development in areas of the City where sewer infrastructure is not available may require additional alternative on-site water treatment systems. The proposed General Plan 2035's Infrastructure and Conservation Elements includes goals and policies to ensure wastewater conveyance, treatment facilities, and disposal is adequate to service development associated with implementation of the General Plan 2035. Infrastructure Element Policies INF-1.9 and 1.10 encourage the water districts to maintain, improve, and replace aging wastewater systems to ensure services to all areas of the community and in a way that also respects the natural environment. Policy INF-1.8 encourages consultation with the water districts and the RCFCWCD to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure for sewer. Additionally, the increase in population is anticipated to occur throughout the General Plan forecast year of 2035, allowing for development of necessary services and infrastructure to accommodate the proposed growth. With the anticipated expansion of the EMWD and RCWD treatment facilities, City coordination with the water districts, implementation of the proposed General Plan 2035 goal and policies, and mitigation measures requiring individual development projects to verify sufficient wastewater transmission and treatment plant capacity is available to serve the proposed development, impacts would be reduced to a less than significant level. Furthermore, the General Plan 2035 would only use approximately6.79 percent of the anticipated wastewater collection from SRWRF and EMWD. Therefore, impacts are less than significant in this regard; however Mitigation Measures have been recommended for future development projects to ensure that impacts remain at less than significant levels.

Goals and Policies in the Proposed General Plan 2035:

INFRASTRUCTURE ELEMENT

Goal INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.

Policies

INF-1.1 Encourage future development to occur in areas where infrastructure for water, sewer, and storm water can most efficiently be provided.

INF-1.2 Discourage development in areas without connections to existing infrastructure, unless infrastructure is being provided.

INF-1.3 Encourage the annexation of unserved areas into water district service areas.

INF-1.4 Ensure that new development and redevelopment provides infrastructure for water, sewer, and storm water that adequately serves the proposed uses, and that has been coordinated with affected infrastructure providers.

INF-1.5 Continue to require new development and redevelopment to provide verification that energy utilities are able to accommodate the additional demand for service.

INF-1.6 Provide information to water districts, Riverside County Flood Control and Water Conservation District (RCFCWCD), and energy utilities in their planning efforts to ensure adequate infrastructure is available for anticipated development.

INF-1.7 Encourage the preparation and updates of master plans by the appropriate providers or agencies to conduct detailed long-range planning to ensure the efficient provision of public services, infrastructure, and/or utilities.

INF-1.8 Consult with water districts and Riverside County Flood Control and Water Conservation District (RCFCWCD) to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure improvements for water, sewer, and storm water.

INF-1.9 Encourage the water districts to proactively manage their assets through the maintenance, improvement, and replacement of aging water and wastewater systems to ensure the provision of these services to all areas of the community.

INF-1.10 Encourage the water districts to improve water and wastewater services in a way that respects the natural environment.

INF-1.21 Encourage the use of specific plans, development agreements, or mechanisms that specify the nature, timing, cost, and financing mechanisms to be used to fund water, wastewater, and/or storm drainage improvements and services.

CONSERVATION ELEMENT

Goal CSV-1 A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.

Policies

CSV-1.1 Encourage the provision of a safe and sufficient water supply and distribution system.

CSV-1.2 Promote the maximization of water supplies through conservation, water recycling, and groundwater recharge.

CSV-1.3 Promote the protection of groundwater supplies from contamination.

CSV-1.4 Support water purveyors in promoting a City-wide recycled water system through project review and coordination with water districts.

CSV-1.6 Coordinate water resource management with water districts and regional, state, and federal agencies.

Mitigation Measures:

WW-1 Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to RCWD, EVMWD, WMWD, or EMWD.

WW-2 Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer systems and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.

WW-3 Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the RCWD, EVMWD, WMWD, or EMWD has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.

Level of Significance After Mitigation: Less Than Significant Impact.

5.16.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO WASTEWATER SYSTEMS DUE TO INCREASED DEMAND AND CREATING THE NEED FOR ADDITIONAL FACILITIES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of impacts to wastewater conveyance systems and/or treatment facilities operated by the City of Murrieta as well as the four water districts: RCWD, EVMWD, WMWD, and EMWD.

Buildout of the proposed General Plan 2035 along with other local projects would add demand for wastewater services within the service area of the City of Murrieta, RCWD, EVMWD, WMWD, and EMWD. The availability of adequate treatment capacity along with the continuous assessment of capacity flows would be determined on a project-by-project basis. Individual development projects would be required to verify that existing capacity exists to convey and treat the potential wastewater generated with the new development. Additionally, the City's General Plan 2035 proposes goals and policies to reduce potential growth related impacts associated with implementation of the proposed General Plan 2035, including wastewater services and facilities. Implementation of the goals and policies identified in the proposed General Plan 2035 and recommended mitigation measures (WW-1, WW-2, and WW-3), would reduce potential cumulative impacts to wastewater services and facilities to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.16.

Mitigation Measures: Refer to Mitigation Measures WW-1, WW-2, and WW-3. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.16.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Wastewater impacts associated with implementation of the proposed General Plan 2035 Murrieta would be less than significant with compliance with the goals and policies in the proposed General Plan 2035 and the recommended mitigation measures. Therefore, no significant unavoidable wastewater impacts would occur as a result of the proposed General Plan 2035.

5.16.7 SOURCES CITED

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the future of southern california

Murrieta

General Plan Update

Section 5.17:

Fire Protection

5.17 FIRE PROTECTION

This section identifies fire protection services within the City of Murrieta and provides an analysis of potential impacts associated with the buildout of the proposed General Plan 2035. Information in this section is based on information in the proposed General Plan 2035 Safety Element, and information provided by the Murrieta Fire Department.

5.17.1 REGULATORY SETTING

CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION[1]

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately-owned wildland. Additionally, Cal Fire provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. The Cal Fire's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires per year. These fires burn approximately more than 172,000 acres of land annually. Beyond its wildland fire fighting role, CAL FIRE answers the call more than 300,000 times for other emergencies and disasters each year.

RIVERSIDE COUNTY FIRE DEPARTMENT[2]

The Riverside County Fire Department (RCFD) is one of the largest regional fire service organizations in California. The RCFD operates 95 fire stations in 17 battalions, providing fire suppression, emergency medical, rescue, and fire prevention services. The RCFD responded to 110,224 incidents during the 2005 calendar year. The RCFD is staffed with approximately 952 career and 1,100 volunteer personnel, and currently serves approximately 2 million residents in the area of approximately 7,004 square miles. The RCFD service area consists of the unincorporated county areas, 18 contract cities, and one Community Service District (CSD).

MURRIETA FIRE DEPARTMENT

Fire Protection Plan

The Murrieta Fire Department (MFD) is the primary provider of fire suppression, pre-hospital emergency medical care, disaster preparedness coordination, hazard mitigation, and fire

[1] California Department of Forestry and Fire Protection website, http://www.fire.ca.gov/about/about.php, accessed December 4, 2009.

[2] Riverside County Fire Department website, http://www.rvcfire.org/opencms/about_us/, accessed December 4, 2009.

prevention services in the City of Murrieta.[3] The MFD adopted a Fire Protection Plan in 2005 that provides policy-oriented and long-range guidance regarding the MFD's services, equipment, and personnel.

Fire Prevention and Other Services

Besides fire suppression, the MFD services also include fire investigation, public safety education, fire protection engineering, building inspections for code compliance, weed abatement, hazardous materials inspections, and emergency preparedness planning and training.

Mutual Aid Agreements

The MFD also participates in the California Master Mutual Aid Agreement, as well as an Automatic Aid Agreement with CAL FIRE and RCFD for multiple locations in and adjacent to the City boundaries.

The MFD participates in an Automatic Aid Agreement with the RCFD to expedite service delivery to the eastern portion of the City, along Winchester Road and in the area between Winchester and the I-215 north of Clinton Keith Road.

5.17.2 ENVIRONMENTAL SETTING

FACILITIES

The Murrieta Fire Department has five stations located to optimize response times throughout City, listed in *Table 5.17-1*, *Murrieta Fire Facilities*.

STAFFING

As of 2010, there were 61 authorized positions in the MFD. These positions include 15 Captains, 15 Engineers, and 15 Firefighters.[4] The MFD has a target staffing level of five stations with three-person engine companies plus one on-duty Battalion Chief for a total of 16 on-duty suppression personnel at all times.

Firefighters are cross-trained to provide other emergency services. All fire suppression personnel are trained to the level of Emergency Medical Technician Defibrillator (EMT-D). All 15 Firefighters are trained as Paramedics, as well as the nine Engineers and six Captains. All Firefighters are trained in hazardous materials decontamination procedures; certain Firefighters are trained in Urban Search and Rescue.

[3] Murrieta Fire Department, "Fire Department," http://www.murrieta.org/services/fire/index.asp, accessed January 4, 2010.

[4] Gary Whisenand, Division Chief, Murrieta Fire Department, telephone conversation, January 8, 2010.

Table 5.17-1
Murrieta Fire Department Facilities

Station	History	Equipment
Fire Station No. 1 41825 Juniper Street	Opened April 1966 Enlarged to 4 bays in 1987	1 Type I Engine 1 Type II Engine 1 Light/Air Unit 1 Mobile Command Post 1 Water Tender 1 Reserve Type I Engine 3 CERT Units
Fire Station No. 2 40060 California Oaks Road	Opened May 23, 1990	1 65-foot aerial ladder truck 1 Reserve Type I Engine
Fire Station No. 3 39985 Whitewood Road	Opened November 1, 1992 Closed October 2, 1993 Reopened February 4, 1994	1 Type I Engine 1 Reserve Type I Engine 1 Type III Brush Engine
Fire Station No. 4 28155 Baxter Road	Opened October 15, 2005	1 Type I Engine 1 OES Type III Brush Engine
Fire Station No. 5 38391 Vineyard Parkway	Opened 2010	1 Type I Engine 1 Type III Brush Engine 1 Special Ops Trailer

Sources:
Murrieta Fire Department, "Fire Department Facilities," http://www.murrieta.org/datapages/datafull.asp?id=5, accessed January 4, 2010.
Stephanie Smith, Senior Management Analyst, Murrieta Fire Department, Fire Protection Services Questionnaire, December 9, 2009.

RESPONSE TIME AND ISO RATING

The MFD has a target response time of 6½ minutes from the time of the alarm on all calls, which includes 5½ minutes of drive time and a one minute "turnout" time. Stations in the outlying regions experience longer average response times, such as the eastern portion of the City along Winchester Road and in the area between Winchester and the I-215 north of Clinton Keith. A fire station in this area would help achieve the target response time.

Insurance Services Office (ISO) rates fire department staffing and equipment, communications centers and water systems. The numeral classification rating is utilized to establish the community's commercial and industrial insurance rates. For every decrease in one rating point, these insurance costs decrease by approximately 10 percent. The MFD's ISO rating is 4 in areas with fire hydrants and 9 in outlying areas that do not have water supply.

PROTECTION FOR HIGH-RISE BUILDINGS

As Murrieta develops with more Class A high-rise office buildings, further investments in equipment and personnel are needed. Fire suppression for high-rise buildings is better

accomplished with four people assigned to each engine company rather than three. An aerial truck company with a ladder extension of 100 feet and staffed with four persons will be able to access and provide fire suppression for buildings such as Loma Linda University Medical Center-Murrieta.

FIRE PREVENTION

The MFD engages in several activities that are aimed at preventing fires. Besides the Weed Abatement program for wildfires, the MFD also provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. The MFD also provides education and training in public safety and emergency preparedness.

The Murrieta Sphere of Influence is served by the RCFD. The MFD may also provide service to the Sphere of Influence by means of an Automatic Aid Agreement with the RCFD.[5]

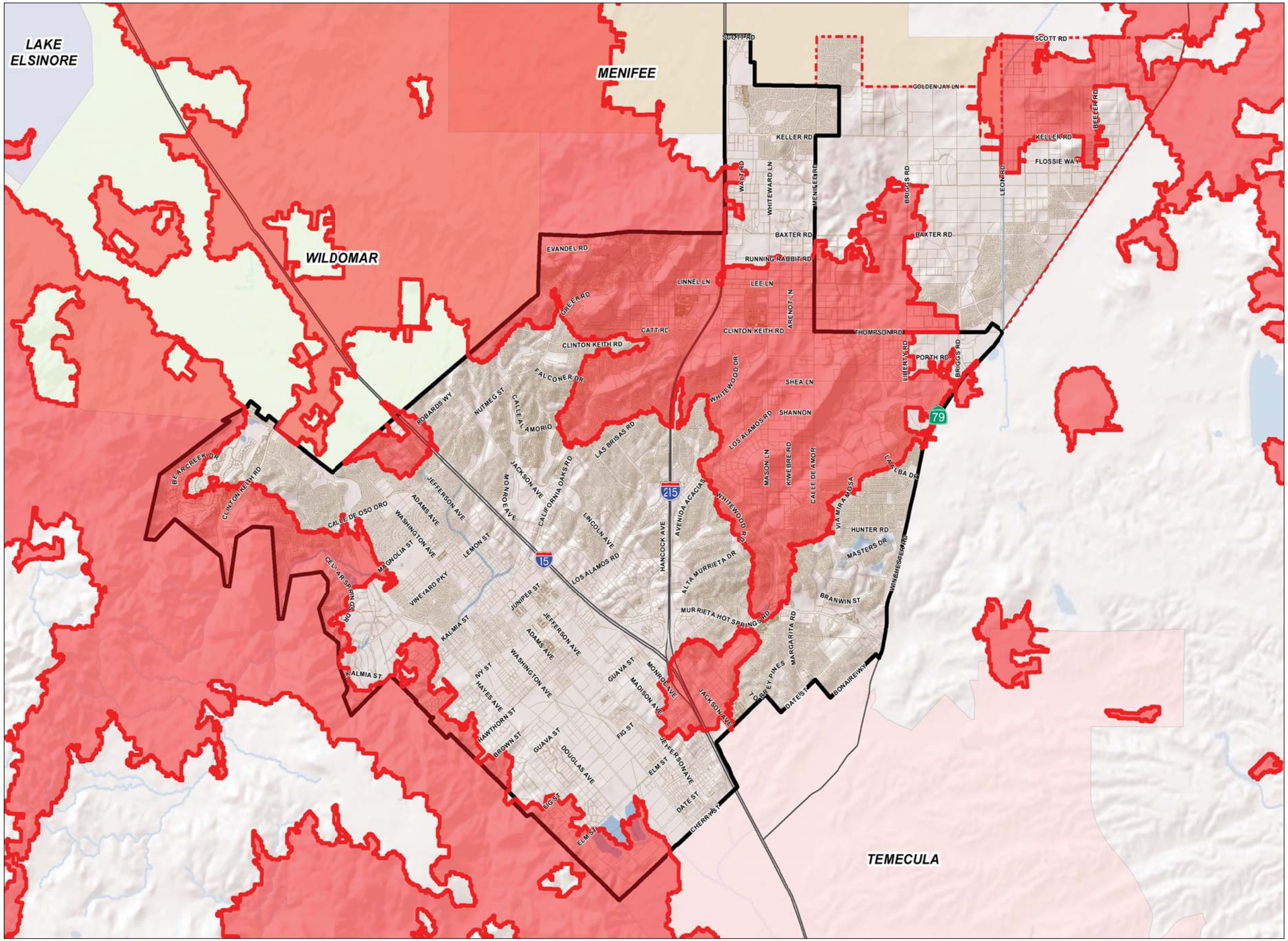
WILDLAND FIRES

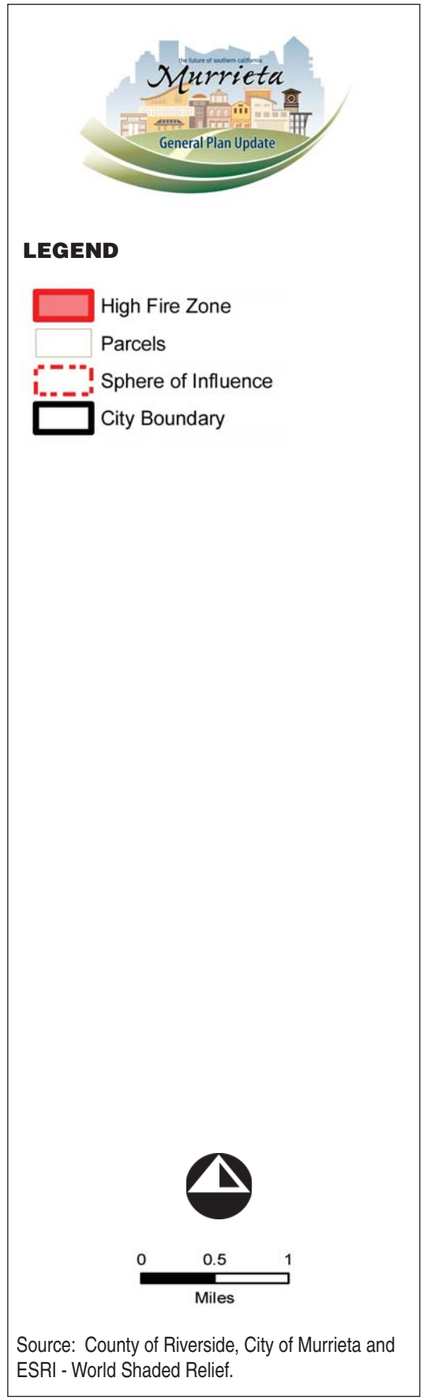
A wildfire is an uncontrolled fire spreading through vegetative fuels and exposing or consuming structures. Wildfires are often unnoticed and spread quickly. Although not located in a wilderness area, the threat of a wildland fire in or near Murrieta is high due to the wildland urban areas in and around the City. A wildland is a geographical area where structures and other human development meet or intermingle with wildland or vegetative fuels. Significant development in areas of the City and its surroundings are considered wildland and have experienced prolonged droughts and are excessively dry and at risk of wildfires. The threat is particularly significant during dry summer months and when there are strong Santa Ana winds. The fire season extends approximately 5 to 6 months, from late spring through fall.

Wildland fire hazards exist in varying degrees over approximately 90 percent of Riverside County and the City of Murrieta in open space, parklands, and agricultural areas. The undeveloped hillside areas in and adjacent to the City of Murrieta present a potentially serious hazard due to the high potential for large scale wildland fires. The escarpments along the western boundary of the City are notorious for their threat of wildland fires that move quickly through the area. Similar wildland areas exist in the Greer Ranch area in northern Murrieta, and the Hogbacks and Los Alamos area. Refer to *Exhibit 5.17-1*, *High Fire Hazard Zones* for locations within the City considered high fire hazard zones.

Fire hazards arise from a combination of reasons: undeveloped and rugged terrain, highly flammable brush-covered land, and long dry summers. There are heavy fuel loads, especially in watershed areas unaffected by fire for many years. Structures with wood shake roofs ignite easily and produce embers that contribute to fire spread. The aftermath of wildland fire produces a new area of potential landslide as burned and defoliated areas are exposed to winter rains.

[5] Gary Whisenand, Division Chief, Murrieta Fire Department, telephone conversation, January 8, 2010.





Source: County of Riverside, City of Murrieta and ESRI - World Shaded Relief.

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High Fire Hazard Zones

Exhibit 5.17-1

Back of 11 x 17 exhibit

HIGH FIRE HAZARD ZONES

The MFD provides services that include fire prevention, suppression, planning and engineering, disaster preparedness, rescue services, and emergency medical services. The Sphere of Influence area is served by RCFD through a contract with Cal Fire. The agencies also provide overlapping service under agreements for automatic aid and wild-land fire response. RCFD has experienced devastating fires in the wildland/urban interface area. Conditions of development are currently required, such as Class A roofing, noncombustible siding and 100-foot fuel buffer zones, to protect communities from wildland/urban interface fires. Additionally, other techniques, such as fuel modification and firebreaks, may be utilized to reduce the threat from wildland fires. Furthermore, community planning, awareness, and involvement are proven elements of effectively reducing the occurrence and damage associated with wildland fires.

FIRE FLOWS

Water supply has been improved in areas that were identified in the Fire Protection Plan as lacking adequate fire flows, namely, historic Murrieta and Washington Avenue south of Murrieta Creek. Fire flows in these areas are no longer a concern due to upgrades done by the Western Municipal Water District.[6]

FUNDING

The MFD is independently funded through a combination of ad valorem tax and parcel assessment. The MFD is a subsidiary district of the City of Murrieta, and maintains an independent revenue stream through the tax rolls dating back to 1947.

In addition, capital improvements are funded through Development Impact Fees and special Development Agreement Fees; refer to *Table 5.17-2*, *Fire Department Development Impact Fees*.

Table 5.17-2
Fire Department Development Impact Fees

Use	Fee
Rural Estate Dwellings	$668.31/unit
Single Family Dwellings	$668.31/unit
Multi-Family Dwellings	$988.44/unit
Office Uses	$0.20/square foot
Commercial Uses	$0.40/square foot
Industrial Uses	$0.09/square foot
Source: City of Murrieta Annual Fiscal Fee Schedule, 2009-2010.	

[6] Gary Whisenand, Division Chief, Murrieta Fire Department, telephone conversation, January 8, 2010.

5.17.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, fire protection service impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives.

- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.17.4 PROJECT IMPACTS AND MITIGATION MEASURES

FIRE PROTECTION SERVICES AND FACILITIES

■ BUILDOUT OF THE CITY IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN THE NEED FOR ADDITIONAL FIRE FACILITIES OR PERSONNEL.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Future fire protection levels would be considered adequate if existing emergency response times and staffing levels could be maintained and if the MFD's fire service standards and fire flow requirements are met. However, if buildout associated with the proposed General Plan 2035 causes MFD standards to not be achieved, fire protection services would be considered inadequate, thereby constituting a significant impact. As a result, additional facilities, personnel, and equipment may be required to maintain adequate levels of fire protection within the City.

The MFD has indicated that proposed General Plan 2035 would not create significant changes to its services, and does not recommend any mitigation measures beyond the General Plan 2035 goals and policies and existing regulations. However, as the General Plan 2035 is implemented, the MFD may need the addition of a Truck Company with a staffing of four to accommodate the potential office development. Additionally, the MFD noted that the 2010 Fire Code requires residential sprinkler systems in each new home built. This became effective January 1, and would be implemented into every new residential building permit.[7]

Buildout of the proposed General Plan 2035 would result in additional demands on existing fire services, as individual projects are developed and associated increases in population are realized. New developments associated with the buildout of the proposed General Plan 2035 would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the MFD to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City. Therefore, implementation of the proposed General Plan 2035 would result in a less than significant impact in this regard.

Additionally, the proposed General Plan 2035 Safety Element includes goals and policies that address fire protection services and identify the need to provide adequate resources to respond to health and fire emergencies within the City, including adequate staffing of fire response personnel and trained medical technicians. Adherence to the goals and policies would reduce fire protection service impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-5 Damage from fire hazards is minimized through preventive measures, education, and fire protection services.

Policies

SAF-5.1 Continue efforts to reduce fire hazards associated with older buildings, multi-family housing, and fire-prone industrial facilities throughout the City.

SAF-5.2 Provide public safety education programs through the Fire Department to reduce accidents, injuries and fires, as well as to train members of the public to respond to emergencies.

[7] Written correspondence with Sean Kean, Battalion Chief, Murrieta Fire Department, January 2011.

SAF-5.3 Continue to coordinate fire protection services with Riverside County, CAL FIRE, and all other agencies and districts with fire protection powers.

SAF-5.4 Ensure that outlying areas in the City can be served by fire communication systems as new development occurs.

SAF-5.5 Require that all dedicated open space or undeveloped areas meet specifications for fire safety.

Goal SAF-6 The Murrieta Fire Department provides a timely response to fire and other emergencies.

Policies

SAF-6.1 Respond to 90 percent of medical and fire incident calls within 6½ minutes from dispatch.

SAF-6.2 Ensure that each Paramedic Assessment Engine Company provides the capacity to treat moderate or greater injuries, transport patients to hospitals, advance a hose line for fire control, and to effect a rescue of trapped occupants.

SAF-6.3 Provide adequate levels of fire suppression personnel for all areas.

SAF-6.4 Ensure sufficient personnel and equipment to provide fire suppression for high rise buildings.

SAF-6.5 Locate, staff, and equip Fire Department units to provide service to all areas within the City within a maximum of 12 minutes total response time for 90 percent of all mass casualty incidents or major structure fires.

SAF-6.6 Evaluate the feasibility and benefits of incorporating Emergency Medical Dispatch into the dispatching system to provide emergency medical assistance to callers.

SAF-6.7 Strategically cross-train Fire Department personnel as Emergency Medical Technician Defibrillators and Paramedics as well as in Urban Search and Rescue, swift water rescue, and hazardous materials decontamination.

SAF-6.8 Maintain and implement a Fire Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.

SAF-6.9 Strive to achieve an Insurance Services Office (ISO) Public Protection Classification of 3 in areas with fire hydrants and 9 in areas that are not connected to an existing water district supply system.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

WILDLAND FIRE HAZARDS

- **BUILDOUT OF THE CITY IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN 2035 COULD INCREASE THE NUMBER OF HOMES OR BUSINESSES SUSCEPTIBLE TO WILDLAND FIRE HAZARDS.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: As shown on *Exhibit 5.17-1*, two areas of the City are within high fire hazard zones. The first area is in the northwest portion of the City, while the second area includes the escarpments along the western boundary of the City. No new development or intensification of development is proposed with the General Plan 2035 for these areas, thus no new homes or businesses would be susceptible to wildland fire hazards.

However, other areas of the City, though not in designated hire fire hazard zones, have the potential to be subject to large scale wildland fires, including in the Greer Ranch area in northern Murrieta, and the Hogbacks and Los Alamos Hills area. The General Plan 2035 proposes additional development in the Clinton Keith/Mitchell and North Murrieta Business Corridor Focus Areas. The Clinton Keith/Mitchell Focus Area is generally east of the Greer Ranch area and west of the I-215 freeway. The North Murrieta Business Corridor Area is east of the I-215 freeway and north of Clinton Keith Road, which is just north of the Los Alamos area. Thus, there is the potential for the homes and businesses in those two areas to be subject to wildland fire hazards. The MFD currently requires development, as part of a project's conditions of approval, to install Class A roofing, noncombustible siding, and/or 100-foot fuel buffer zones, to protect communities from wildland/urban interface fires.

The proposed General Plan 2035 Safety Element Goal SAF-7 and the related policies specifically address wildland fires. In addition, Mitigation Measures FP-1 through FP-4 require the preparation of fuel modification plans and sufficient water supply during construction. Implementation of the proposed General Plan 2035 goal and policies and the recommended mitigation measures would reduce impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-7 Reduced incidence of damage to life and property from wildland fires.

Policies

SAF-7.1 Continue to require development in high fire hazard areas to use fire-resistant building materials and landscaping, and to meet fire chief specifications for fuel modification, access, and water facilities.

SAF-7.2 Evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire.

SAF-7.3 Encourage the use of development features such as roads and irrigated/landscaped open space to buffer homes from wildland fire.

SAF-7.4 Promote community education about preventing wildfire ignition, using fire-resistant building features, and creating defensible space around homes.

SAF-7.5 Continue to implement a weed abatement program to reduce fire hazards on private properties.

Mitigation Measures:

FP-1 The Murrieta Fire Department shall review future development projects to determine if a Fuel Modification Plan is required. If required, project applicants shall prepare the Fuel Modification Plan in accordance with Fire Department requirements prior to the issuance of a grading or building permit.

FP-2 Brush clearance shall be conducted prior to initiation of construction activities in accordance with Murrieta Fire Department requirements.

FP-3 Adequate access to all buildings on the project site shall be provided for emergency vehicles during the building construction process.

FP-4 Adequate water availability shall be provided to service construction activities.

Level of Significance After Mitigation: Less Than Significant Impact.

5.17.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO FIRE PROTECTION PERSONNEL, SERVICES, AND FACILITIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Development associated with implementation of the proposed General Plan 2035 would result in additional demands on existing fire services and equipment. New developments associated with the implementation of the proposed General Plan 2035 would be required to comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and hydrants. Individual projects would be reviewed by the MFD to determine the specific fire requirements applicable to the specific development and to ensure compliance with these requirements. Specifically, the proposed General Plan 2035 includes policies to enforce requirements that all development proposals be reviewed in order that they may be analyzed for safety implications and to provide an adequate level of fire equipment, peakload water supply, and personnel to protect the community. The MFD's 2005 Fire Protection Plan provides policy-oriented and long-range guidance regarding fire services to ensure services are adequately funded, staffed, and equipped to provide a timely, effective response to both minor and major public safety concerns. The City would need to consider impacts to fire services and facilities as part of the long-term planning process, and has done that with the proposed General Plan 2035, which serves as a long-term planning document and anticipates future growth. The City reviews budgets on an annual basis and will plan for the anticipated future growth associated fire demands. Funding for fire services and facilities would be paid in part by developer fees and general funds. This would ensure that new developments would not reduce the staffing, response times, or existing service levels within the City. Therefore, implementation of the proposed General Plan 2035 would result in less than less than significant impacts to fire protection and emergency services. As such, implementation of the proposed General Plan 2035 would not result in cumulatively considerable fire protection impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.17.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.17.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Fire protection impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035 and recommended mitigation measures. No significant unavoidable fire protection impacts would occur as a result of buildout of the proposed General Plan 2035.

5.17.7 SOURCES CITED

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Section 5.18:

Police Protection

5.18 POLICE PROTECTION

This section identifies police protection services within the City of Murrieta and provides an analysis of potential impacts associated with the buildout of the proposed General Plan 2035. Information in this section is based on information in the proposed General Plan 2035 Safety Element, and information provided by the Murrieta Police Department.

5.18.1 REGULATORY SETTING

CALIFORNIA PENAL CODE

The *California Penal Code* establishes the basis for the application for criminal law in California.

MURRIETA MUNCIPAL CODE

Title 8 of the *Murrieta Municipal Code* establishes regulations related to health and safety, while *Title 9* establishes regulations related to public peace, morals, and welfare. Code enforcement responsibilities are identified in *Title 16*, Chapter 16.84, Enforcement Provisions.

5.18.2 ENVIRONMENTAL SETTING

POLICE DEPARTMENT

The Police Department (Department) is organized into two main Divisions: Operations and Support. The Operations Division includes Traffic, Patrol, and officers who oversee several other types of programs.[1] The Support Services Division includes Code Enforcement, Investigation, the Records Bureau, the Special Enforcement Team, the Dispatch Center, and programs geared towards youth and schools.

Youth Programs

Several educational programs are tailored for students in 1st grade through 12th grade: 9-1-1 For Kids, D.A.R.E. and Red Ribbon Week, Every-15-Minutes, and Kid Print/Safety Fairs. The School Resource Officer Program assigns officers full-time to middle and high schools.[2]

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[1] City of Murrieta Police Department, "Operations Division: Table of Personnel Organization," November 2009; and Lt. Dennis Vrooman, Public Information Officer, Murrieta Police Department, telephone conversation, December 22, 2009.

[2] City of Murrieta Police Department, "Support Services Division: Table of Personnel Organization," November 2009.

Police Activities League (PAL) coordinates recreational, educational, and athletic activities for disadvantaged or at-risk youth between the ages of 5 and 17. Police officers volunteer their time to attend PAL events with the intention of providing mentorship and to serve as positive role models. PAL activities create an environment where youth and law enforcement are able to communicate with each other in a neutral environment to foster positive attitudes and mutual respect.[3]

Three programs exist for youth rehabilitation. The Youth Accountability Team assesses the situations and arrests of delinquent youth aged 12 to 17 and implements a program aimed at rehabilitation, including service referrals and visits.[4] The Youth Accountability Board is made up of community volunteers wanting to assist in the rehabilitation of juveniles who have been arrested for minor criminal law violations.[5] The Southwest Valley Youth Court provides an alternative approach to juvenile justice in which juvenile respondents are sentenced by a jury of their peers for infractions and non-violent misdemeanor crimes.[6]

Multi-Family Housing Project Review

New multi-family housing developments going through the development review process must participate in the Crime Free Multi-Housing Program. Through this program, the Department provides recommendations for improving the safety of the developments using Crime Prevention Through Environmental Design (CPTED) strategies. Tenants also sign a lease addendum form, which lists criminal acts that result in immediate termination of the lease. Communication between rental property managers and the Department helps both parties to deal with problem tenants.[7]

Community Participation

Community participation is encouraged through many of the Department's programs. For instance, in Home to School Safety Patrols, parents and community members monitor designated locations around schools to ensure the safety of children on their way to and from school. The Special Enforcement Team manages Murrieta's Neighborhood Watch program. Police Station

[3] City of Murrieta Police Department, "Police Activities League," http://murrieta.org/datapages/dataprograms.asp?id=65, accessed December 21, 2009.

[4] City of Murrieta Police Department, "Youth Accountability Team," http://murrieta.org/datapages/dataprograms.asp?id=64, accessed December 21, 2009.

[5] City of Murrieta Police Department, "Youth Accountability Board," http://murrieta.org/datapages/dataprograms.asp?id=63, accessed December 21, 2009.

[6] City of Murrieta Police Department, "Youth Court," http://www.murrieta.org/datapages/dataprograms.asp?id=62, accessed December 21, 2009.

[7] Lt. Dennis Vrooman, Public Information Officer, Murrieta Police Department, telephone conversation, December 22, 2009.

Tours and the Ride-Along Program provide community members a closer look at the Police Department.[8]

Reserve Officer Program

The Department expands its capacity with the Reserve Officer program, as well as with the Volunteer Program in which participants volunteer at least 16 hours per month. Volunteers assist in Neighborhood Watch, Crime Free Multi-Housing, parades, citizen patrols, front counter and receptionist responsibilities, as well as school patrols and other special events.[9]

Other Department Programs

Other programs and responsibilities of the Department include the S.W.A.T. Team, Mounted Equestrian Patrol, Off-Road Motorcycle Enforcement, K-9 Program, DUI Checkpoints, Roving Patrols, Live Scan Fingerprinting, Court Ordered Registrants, Property and Evidence, and Towed/Impounded Vehicles.[10]

MUTUAL AID AGREEMENTS

The Department has an automatic aid agreement with the Hemet Police Department S.W.A.T. Team and participates in mutual aid agreements with other S.W.A.T. Teams in Riverside County. The Department also follows the State of California Law Enforcement Mutual Aid Plan. Resources shared through these agreements include Murrieta's bloodhound—used for investigations—and the Riverside County Sheriff's helicopter.[11] In addition, the Department participates in a number of regional task forces, including the Gang Task Force (GTF) and Riverside Auto Theft Interdiction Detail (RAID).

RESPONSE TIMES

The Police Department has established targets for response times, depending on the urgency of the call. *Table 5.18-1*, *Response Times* provides these target times and actual response times over the last three years.

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[8] City of Murrieta Police Department, "Police Department," http://www.murrieta.org/services/police/index.asp, accessed December 21, 2009.

[9] City of Murrieta Police Department, "Volunteer Programs," http://murrieta.org/datapages/dataprograms.asp?id=14, accessed December 21, 2009.

[10] City of Murrieta Police Department, "Police Department," http://www.murrieta.org/services/police/index.asp, accessed December 21, 2009.

[11] Lt. Dennis Vrooman, Public Information Officer, Murrieta Police Department, telephone conversation, December 22, 2009.

Table 5.18-1
Response Times

Call Type	Target Response Time (minutes:seconds)	Actual Response Time[1] (minutes:seconds)
Priority 1	6:00	6:19
Priority 2	15:00	14:27
Priority 3	35:00	36:08

[1] Average response times over 2007, 2008 and 2009 to date (early December).
Sources:
Lt. Dennis Vrooman, Public Information Officer, Murrieta Police Department, Police Protection Services Questionnaire, December 9, 2009.
Lt. Dennis Vrooman, Public Information Officer, Murrieta Police Department, telephone conversation, December 22, 2009.

CRIMES AND POLICE ACTIVITY

The Los Angeles Times ranked Murrieta as the second safest city in the nation for cities with populations over 100,000 based on 2008 preliminary FBI statistics that showed a violent crime rate of 8.4 per 10,000 residents. [12] Crimes numbers from the past 4 years are shown in *Table 5.18-2*, *Crime Statistics*.

Table 5.18-2
Crime Statistics

	2009	2008	2007	2006
TOTAL REPORTS TAKEN	**7,777**	**8,461**	**8,273**	**8,556**
Officer Initiated Activities	40,511	40,867	33,365	29,990
Police Responses	43,021	45,272	43,804	41,509
Fire Responses	6,699	6,447	6,666	6,108
TOTAL ACTIVITIES PROCESSED	**90,231**	**92,586**	**83,835**	**77,607**
PART 1 CRIMES				
Homicide	0	1	3	2
Rape	17	12	9	9
Robbery	34	23	46	31
Assault	199	357	393	388
Burglary	427	442	483	560
Larceny	881	898	1195	1184

[12] City of Murrieta news release, "Murrieta 2nd Safest City in the Nation," July 8, 2009.

Table 5.18-2 [continued]
Crime Statistics

	2009	2008	2007	2006
Auto Theft	156	166	277	225
Arson	4	10	2	4
TOTAL	**1,718**	**1,909**	**2,408**	**2,403**
TRAFFIC COLLISIONS				
Traffic Collision Responses	1,292	1,225	1,371	1,497
Damage Reports	541	477	464	458
Injury Reports	238	216	258	263
Fatal Reports	0	0	1	1
TOTAL COLLISION REPORTS	**779**	**693**	**723**	**722**
CITATIONS ISSUED:				
Parkers	943	1,203	1,225	542
Others (including red light camera)	13,018	13,292	11,077	10,750
TOTAL CITATIONS	**13,961**	**14,495**	**12,302**	**11,292**
ARREST:				
Misdemeanor Adult Arrests	1,667	2,024	1,540	1,435
Felony Adult Arrest	564	548	639	642
Misdemeanor Juvenile Arrests	169	308	307	266
Felony Juvenile Arrest	138	147	101	120
TOTAL ARRESTED	**2,538**	**3,027**	**2,587**	**2,463**

Sources:
City of Murrieta Police Department, "Police Activity Report," December 2007, December 2008, December 2009.

PROJECTED NEEDS

As the Department has grown, spaces in the headquarters that were originally intended for other uses have been converted into offices, such as the community room and interview room. An expansion of the facility was approved by the City Council in 2007, but not built. Funding has been approved for design but not construction of a facility expansion that is tentatively planned at 20,639 square feet. This expansion would accommodate needed office space for officers and staff, as well as a training room.[13]

[13] Lt. Dennis Vrooman, Public Information Officer, Murrieta Police Department, telephone conversation, December 22, 2009.

5.18.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, police protection service impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.18.4 PROJECT IMPACTS AND MITIGATION MEASURES

BUILDOUT OF THE CITY IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN THE NEED FOR ADDITIONAL POLICE FACILITIES OR PERSONNEL.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Future police protection levels would be considered adequate if existing emergency response times and staffing levels could be maintained. However, if buildout associated with the proposed General Plan 2035 causes Department standards to not be achieved, police protection services would be considered inadequate, thereby constituting a significant impact. As a result, additional facilities, personnel, and equipment may be required to maintain adequate levels of police protection within the City.

The Murrieta Police Department provides police protection throughout the City. Buildout of the proposed General Plan 2035 would result in increased development throughout the City, and as a result, an increased demand for police protection services.

As of 2009, current staffing levels do not meet the Department's target. Additionally, current response times for Priority 1 and Priority 3 calls are longer than target times. Response times for Priority 2 calls are shorter than target times. As noted in the Environmental Setting Section, additional funding is needed for construction of the 20,639-square foot facility that was approved

by the City Council in 2007. It is anticipated that this facility would provide needed office space for additional officers and staff, as well as a training room.

The City charges Development Impact (DIF) fees for new development within the City, including for law enforcement, as shown *Table 5.18-3*, *Law Enforcement Mitigation Fees*.

Table 5.18-3
Law Enforcement Mitigation Fees

Land Use	Mitigation Fee (per unit or SF)
Rural Estate Dwelling Unit	$231.25
Single Family Dwelling Unit	$231.57
Multi-Family Dwelling Unit	$240.06
Office	$0.11
Commercial	$0.23
Industrial	$0.02
Source: City of Murrieta Fiscal Year Mitigation Fee Schedule, 2009-2010	

As individual projects are proposed within the City, the Murrieta Police Department service levels and staffing requirements would be evaluated to determine if additional staffing and/or facilities would be required. As the proposed General Plan buildout would occur over a 25-year period, the Murrieta Police Department would effectively plan for increases in population and police protection service demand. The following goals and policies in the proposed General Plan 2035 (Safety Element Goals SAF-9, SAF-10, SAF-11 and their associated policies), and continued collection of DIF Fees would reduce impacts resulting from the proposed General Plan 2035 to a less than significant level. No service shortfall requiring additional personnel or equipment is anticipated as a result of the implementation of the proposed General Plan 2035.

Goals and Policies in the Proposed General Plan 2035:

SAFETY ELEMENT

Goal SAF-9 High-quality and timely police services are provided to all residents and businesses in Murrieta.

Policies

SAF-9.1 Seek to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs, measured through established response times (as shown in General Plan Table 12-3, Target Response Times), crime statistics, crime clearance rates, and community quality of life issues.

SAF-9.2 Endeavor to respond within six minutes for all Priority 1 calls, 15 minutes for Priority 2 calls, and 35 minutes for Priority 3 calls.

SAF-9.3 Consider options for locating field stations throughout the City to improve response times for Priority 1 calls and foster relationships with local residents.

SAF-9.4 Maintain and implement a Police Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals.

SAF-9.5 Explore options for funding needed facilities, staff, and equipment.

SAF-9.6 Ensure that new development can be served by police communication systems and provide for the construction of radio towers (repeater sites) in outlying areas.

SAF-9.7 Evaluate the feasibility of adding cellular services for police communication to accommodate Mobile Data Browsers (MBD) technology.

SAF-9.8 Maintain a S.W.A.T. team that can respond to barricades and other tactical response needs.

Goal SAF-10 The Police Department coordinates with neighborhoods and community members to enhance safety and continually improve services.

Policies

SAF-10.1 Collaborate with school districts, businesses, nonprofit organizations, and community members, including neighborhood watch groups, to maintain safety throughout the City.

SAF-10.2 Provide educational programs that deter unsafe and criminal behavior among youth, including the Youth Accountability Team, Youth Court, and School Resource Officers.

SAF-10.3 Maintain positive relationships with the community through communication and responsiveness to concerns.

SAF-10.4 Promote participation in the Crime Free Multi-Housing Program among existing multi-family communities.

Goal SAF-11 Design of the physical environment promotes community safety and reduces opportunities for criminal activity.

Policies

SAF-11.1 Involve the Police Department in the development review process to address safety concerns, access issues, and potential traffic conflicts, and identify opportunities to apply CPTED principles.

SAF-11.2 Continue to require new apartment communities to participate in the Crime Free Multi-Housing Program.

SAF-11.3 Coordinate efforts between the Police Department and Planning Department to develop guidelines for implementation of CPTED principles.

SAF-11.4 Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.18.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO POLICE PROTECTION PERSONNEL, SERVICES, AND FACILITIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Cumulative impacts are analyzed in terms of impacts within the City of Murrieta, as police protection service within the City is provided by the Murrieta Police Department. Implementation of the proposed General Plan 2035 along with cumulative development projects within the region would not have a significant impact on police protection services. As the proposed General Plan 2035 buildout would occur over a 25-year period,

Murrieta would effectively plan for increases in population and police protection service demand. It is anticipated that DIF fees would be collected to provide more staffing, equipment, and facilities as need on a project-by-project basis during buildout. Specifically, Safety Element policy SAF-9.4 calls for the maintenance and implementation of a Police Department Strategic Plan to address staffing and facility needs, service goals, deployment strategies, and other department goals. All other goals and policies listed above, as well as payment of DIF fees, would reduce impacts resulting from the proposed General Plan 2035 to a less than significant level. No service shortfall requiring additional personnel or equipment is anticipated as a result of the implementation of the proposed General Plan 2035. Therefore, cumulative impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.18.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.18.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Police protection impacts will be less than significant through adherence to and compliance with the goals and policies of the proposed General Plan 2035. No significant unavoidable police service impacts would occur as a result of buildout of the proposed General Plan 2035.

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Section 5.19:
School Facilities

5.19 SCHOOL FACILITIES

This section identifies school facilities within the City of Murrieta and evaluates the potential impacts to school services and facilities that could result from implementation of the proposed General Plan 2035.

5.19.1 REGULATORY SETTING

AB 2926

The State of California has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the State passed Assembly Bill 2926 (AB 2926) in 1986. This bill allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees were also referenced in the 1987 Leroy Greene Lease-Purchase Act, which required school districts to contribute a matching share of project costs for construction, modernization, or reconstruction.

SENATE BILL (SB) 50

Title 5 Education Code of the *California Code of Regulation*s governs all aspects of education within the State.

Senate Bill 50 (SB 50) and Proposition 1A, both of which passed in 1998, provided a comprehensive school facilities financing and reform program, in part by authorizing a $9.2 billion school facilities bond issue, school construction cost containment provisions and an eight-year suspension of the Mira, Hart and Murrieta court cases. Specifically, the bond funds are to provide $2.9 billion for new construction and $2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate, and reinstates the school facility fee cap for legislative actions (e.g., General Plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart and Murrieta court cases. According to *Government Code* Section 65996, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." These provisions are in effect until 2012 and will remain in place as long as subsequent State bonds are approved and available.

SB 50 establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. Level One Fees are the statutory fees, which can be adjusted for inflation every two years. Level Two Fees allow school districts to impose fees beyond the base statutory cap, under specific circumstances. Level Three Fees come into effect if the State runs out of bond funds after 2006, which would allow school districts to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies.

In order to accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions and/or agreements between developers, the affected school districts, and occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

5.19.2 ENVIRONMENTAL SETTING

The City of Murrieta is served by four public school districts. The primary school district is the Murrieta Valley Unified School District, with the exception of residents in the areas east of I-215 and north of Clinton Keith Road.[1] The Menifee Union School District, Perris Union High School District, and Hemet Unified School District also provide school services and facilities to students in these areas. The boundaries for each District are shown in *Exhibit 5.19-1*, *School District Boundaries*.

MURRIETA VALLEY UNIFIED SCHOOL DISTRICT

Enrollment

The Murrieta Valley Unified School District (MVUSD) has a total enrollment of over 21,000 students in 11 elementary schools, four middle schools, three comprehensive high schools, a continuation high school, an independent study school, and an adult school.[2] Tenaja Canyon Academy School, the independent study school, provides an alternative for students in 1st through 12th grades who are working at grade level.[3] MVUSD offers two School Readiness preschool programs, one funded by the State for income-qualified parents and one parent-pay program.[4]

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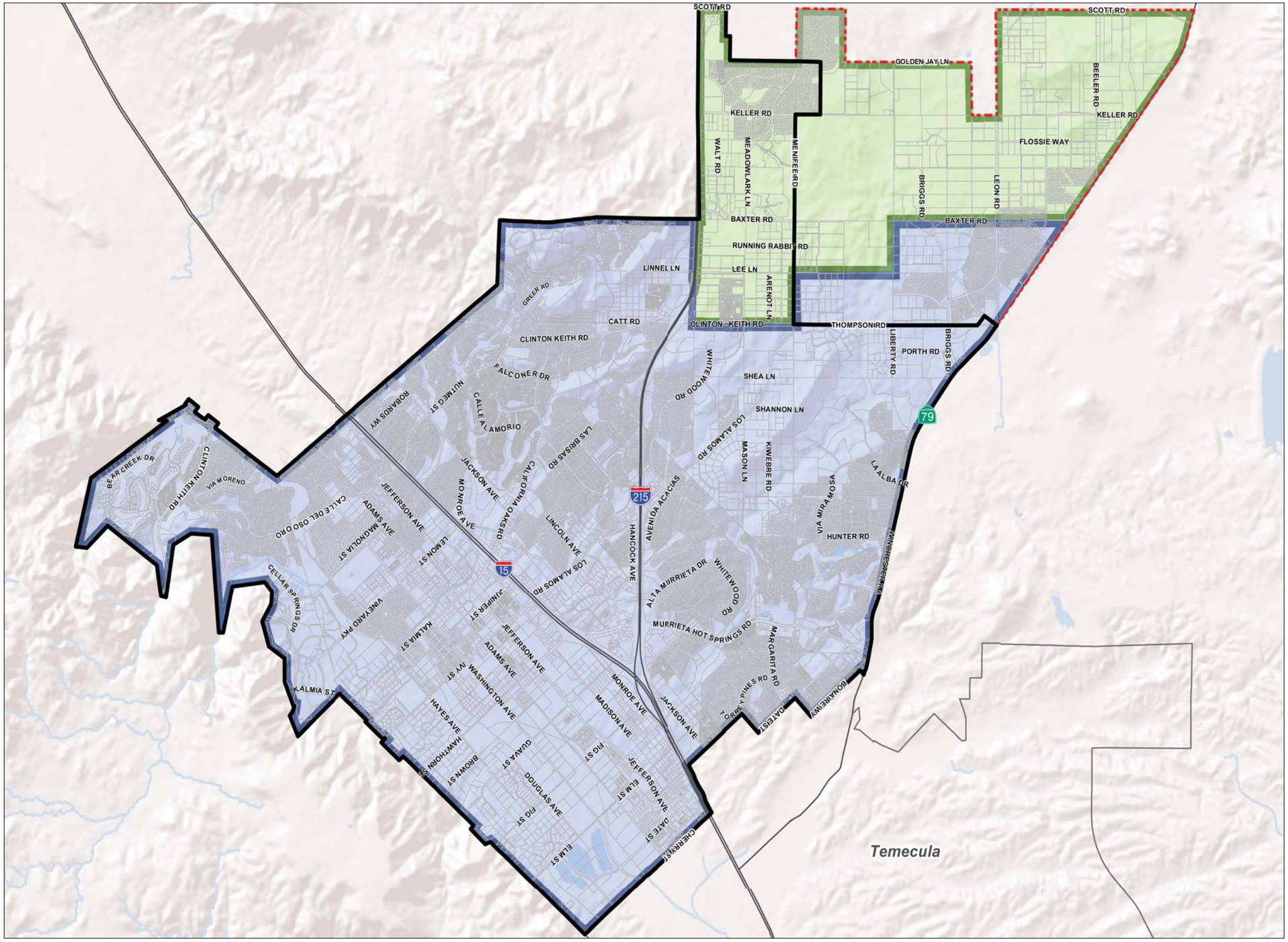
[1] Murrieta Valley Unified School District, "2009/10 Boundary Maps," downloaded from http://www.murrieta.k12.ca.us/14881071114730487/blank/browse.asp?a=383&BMDRN=2000&BCOB=0&c=54125&14881071114730487Nav=|&NodeID=80 on December 14, 2009.

[2] Murrieta Valley Adult School, http://www.murrieta.k12.ca.us/adulted/site/default.asp, accessed November 12, 2009.

[3] Tenaja Canyon Academy School, http://www.murrieta.k12.ca.us/tenaja/site/default.asp, accessed November 12, 2009.

[4] Murrieta Valley Unified School District, "MVUSD School Readiness Programs," http://www.murrieta.k12.ca.us/148810711135041993/blank/browse.asp?a=383&BMDRN=2000&BCOB=0&c=54160&148810711135041993Nav=|2646|&NodeID=2646, accessed November 14, 2009.



LEGEND

- Menifee Union
- Murrieta Valley Unified
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: City of Murrieta, Murrieta Valley Unified School District, and ESRI - World Shaded Relief.

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School District Boundaries

Exhibit 5.19-1

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Table 5.19-1, *Murrieta Valley Unified School District Facilities* provides enrollment and capacity information for the schools in the Murrieta Valley Unified School District. Two schools had enrollment beyond their capacity in November 2009: Thompson Middle School and the Creekside High School continuation school.

Table 5.19-1
Murrieta Valley Unified School District Facilities

School/Address	Total Enrollment (Nov. 2009)	Current Capacity	Enrollment as Percent of Capacity
Elementary School			
Alta Murrieta Elementary School (K-5), 39475 Whitewood Road	682	1,200	57
Antelope Hills Elementary (K-5), 36105 Murrieta Oaks Ave	849	1,000	85
Avaxat Elementary School (K-5), 24300 Las Brisas Road	674	1,125	60
Daniel L. Buchanan Elementary School (K-5), 40121 Torrey Pines Road	1,068	1,450	74
Cole Canyon Elementary School (K-5), 23750 Via Alisol	1,134	1,200	95
E. Hale Curran Elementary School (K-5), 40855 Chaco Canyon Road	613	1,125	54
Lisa J. Mails Elementary (K-5), 35185 Briggs Road	862	975	88
Monte Vista Elementary School (K-5), 37420 Via Mira Mosa	868	1,325	66
Murrieta Elementary School (K-5), 24725 Adams Ave.	960	1,025	94
Rail Ranch Elementary School (K-5), 25030 Via Santee	691	925	75
Tovashal Elementary School (K-5), 23801 Saint Raphael	782	900	87
Middle Schools			
Dorothy McElhinney Middle School (6-8), 35125 Briggs Road	737	1,701	43
Shivela Middle School (6-8), 24515 Lincoln Avenue	1,568	1,674	94
Thompson Middle School (6-8), 24040 Hayes Avenue	1,738	1,620	107
Warm Springs Middle School (6-8), 39245 Calle de Fortuna	1,127	1,809	62
High Schools or Independent Study			
Murrieta Mesa High School (Comprehensive), 24801 Monroe	1,120	2,214	51
Murrieta Valley High School (Comprehensive), 42200 Nighthawk Way	2,614	3,429	76
Vista Murrieta High School (Comprehensive), 28251 Clinton Keith Road	3,318	3,564	93
Creekside High School (Continuation), 24150 Hayes Avenue	200	195	103
Tenaja Canyon Academy (Independent Study), 24150 Hayes Avenue	94	N/A	N/A

Source: William Olien, Assistant Superintendent, Murrieta Valley Unified School District, School Facilities Questionnaire, November 17, 2009.

Funding

Voters authorized $120 million in local general obligation bonds for the Murrieta Valley Unified School District by approving Measure E in 2006. These funds have paid for the construction of Lisa J. Mails Elementary, Dorothy McElhinney Middle School, and Murrieta Mesa High School. They have also funded major improvements, renovation, and infrastructure projects for other school facilities.[5] Additionally, voters within the Hemet Unified School District passed Measure T in 2006 authorizing $149 million in bonds which paid for the construction of schools serving the Murrieta Sphere of Influence.[6]

As required by law, the Murrieta Valley Unified School District annually adopts a School Facilities Needs Analysis (SFNA) in order to impose Alternative School Fees. However, the SFNA adopted by the District on September 2, 2008, expired on September 1, 2009 and the District will not be adopting a new SFNA at this time, due in part to declining land use values. As of January 2011, a new SFNA had not yet been posted to the MVUSD's website. Currently, development impact fees for the MVUSD are $2.97 per square foot of residential development and $0.47 per square foot of non-residential development.[7]

MENIFEE UNION SCHOOL DISTRICT

Enrollment

Menifee Union School District (MUSD) elementary and middle schools serve children in the area generally north of Baxter Road, encompassing most of the Sphere of Influence; the District boundary extends as far south as Clinton Keith Road from I-215 to the City limits. *Table 5.19-2, Menifee Union School District Facilities Serving Murrieta and Sphere of Influence* provides enrollment and capacity information for these schools.

[5] Murrieta Valley Unified School District, "Measure E," http://www.murrieta.k12.ca.us/14881071114730487/blank/browse.asp?a=383&BMDRN=2000&BCOB=0&c=54019&14881071114730487Nav=|65|&NodeID=65, accessed December 14, 2009.

[6] Hemet Unified School District, "Citizens' Oversight Committee Annual Report on Measure 'E' & Measure 'T' General Obligation Bonds," November 2008.

[7] Murrieta Valley Unified School District Developer Fees Page, located online at http://www.murrieta.k12. ca.us/14881071114730487/blank/browse.asp?a=383&BMDRN=2000&BCOB=0&c=54018&14881071114730487Nav=|&NodeID=69, accessed December 21, 2010.

Table 5.19-2
Menifee Union School District Facilities
Serving Murrieta and Sphere of Influence

School/Address	Total Enrollment (Nov. 2009)	Current Capacity	Enrollment as Percent of Capacity
Oak Meadows Elementary School, 28600 Poinsettia Street	883	1,034	85
Bell Mountain Middle School, 28525 La Piedra Road, Menifee	1,112	1,546	72

Sources: Betti Cadmus, Public Information Officer, Menifee Union School District, School Facilities Questionnaire, November 13, 2009.
Menifee Union School District, "Schools," http://www.menifeeusd.org/district/page&mode=view&ID=20747, accessed December 15, 2009.

Funding

MUSD acquires funding for facilities through several different means; the most prevalent are Community Facilities Districts (CFD), mitigation payments, developer fees, and local bond issues.[8] It should be noted that Measure B passed in 2008 and authorized $31.46 million in bonds.[9] Additionally, the Menifee Union School District also charges Level II Development Impact Fees for residential development of $2.35 per square foot for residential development and $0.3384 per square foot for commercial development.

PERRIS UNION HIGH SCHOOL DISTRICT (PUHSD)

Enrollment

The area served by Menifee Union School District elementary and middle schools is within the boundaries of Paloma Valley High School in the Perris Union High School District.[10] *Table 5.19-3*, *Perris Union High School District Facilities Serving Murrieta and Sphere of Influence* provides enrollment and capacity information for this school.

[8] Written Correspondence with Bruce Shaw, Director of Facilities, December 21, 2010.

[9] Betti Cadmus, Public Information Officer, Menifee Union School District, electronic mail, January 4, 2010.

[10] City of Murrieta, *General Plan Technical Reports*, "Figure I-27: School Districts Boundaries and Facilities," undated.

Table 5.19-3
Perris Union High School District Facilities
Serving Murrieta and Sphere of Influence

School/Address	Total Enrollment (Nov. 2009)	Current Capacity	Enrollment as Percent of Capacity
Paloma Valley High School, 31375 Bradley Road, Menifee	2,681	2,500	107%

Sources: Crystal Guimond, Business Services Administrative Assistant, Perris Union High School District, telephone conversation, November 12, 2009.
Perris Union High School District, "Home," http://www.puhsd.org/puhsd/site/default.asp, accessed December 15, 2009.

Funding

Measure Z passed in 2004 in the Perris Union High School District.[11] This was a local bond ballot measure in 2004 with a $46,000,000 General Obligation (GO) bond authorization. All series of bonds have been sold and $2.5 million of the proceeds were used to acquire the aforementioned new high school site. Funding for past capital facility projects has come from a variety of sources: school impact fees, developer/mitigation agreements, State funding through the School Facilities Program and a variety of other State and Federal funding programs. Development impact fees charged by the District are $0.94 per square foot of residential development and $0.132 per square foot of non-residential development.[12]

HEMET UNIFIED SCHOOL DISTRICT

Enrollment

The small triangle in the Sphere of Influence area that is bounded by Pourroy Road/Beeler Road, Keller Road, and State Highway 79 falls into Hemet Unified School District. The Hemet Unified School District serves the area with an elementary school and recently opened middle and high schools.[13] *Table 5.19-4*, *Hemet Unified School District Facilities Serving the Sphere of Influence*, provides enrollment and capacity information for these schools.

[11] Perris Union High School District, "Citizen's Oversight Committee Recruitment," http://www.puhsd.org/19801055184242900/blank/browse.asp?A=383&BMDRN=2000&BCOB=0&C=55335, accessed December 22, 2009.

[12] Written Correspondence with Fred Good on behalf of Perris Union High School District, December 2010.

[13] Tina Koonce, Facilities Director, Hemet Unified School District, telephone conversation, December 15, 2009.

Table 5.19-4
Hemet Unified School District Facilities
Serving Murrieta and Sphere of Influence

School/Address	Total Enrollment (Oct. 2009)	Current Capacity	Enrollment as Percent of Capacity
Winchester Elementary School, 28751 Winchester Road, Winchester	571	650	88%
Rancho Viejo Middle School, 985 North Cawston Avenue, Hemet	1,316	1,400	94%
Tahquitz High School, 4425 West Commonwealth, Hemet	1,452	2,400	61%

Sources: Tina Koonce, Facilities Director, Hemet Unified School District, telephone conversation, December 15, 2009.
Hemet Unified School District, "School Site Information," http://www.hemetusd.k12.ca.us/sites/info.html, accessed December 15, 2009.

Funding

In 2006, a local bond measure was placed on the ballot which received at least 50 percent plus 1 of the votes, and authorized the issuance of $149,000,000.[14] Hemet Unified School District funding sources also include state funding and developer agreements. Additionally, Level 2 development impact fees are $3.55 per square foot for residential development and $0.47 per square foot for non-residential development.[15]

PRIVATE SCHOOLS

Calvary Murrieta Christian Schools operates an elementary campus and secondary campus (at 24227 and 24225 Monroe Avenue, respectively) to provide a private Christian education for students in preschool through 12th grade. In 2008, there were over 1,000 students enrolled in the day school, with another 419 in the home school program.[16]

The Oak Grove Center for Education Treatment and the Arts is a nonprofit residential and educational treatment center for at-risk children. Located at 24275 Jefferson Avenue, Oak Grove is classified as a level 12 group home and also runs a nonpublic school day program.[17] The location of school facilities is depicted in *Exhibit 5.19-2*, *Location of School Facilities (Public and Private)*.

[14] School Facilities Needs Analysis, Hemet Unified School District, April 29, 2010, found online at http://www.hemetusd.k12.ca.us/business/facilities/reports/2010sfna.pdf, accessed December 21, 2010.

[15] Fees found online at http://www.hemetusd.k12.ca.us/business/facilities/fees.html#feenote, accessed December 21, 2010.

[16] Calvary Murrieta Christian Schools, "Contact Us," http://www.cccsmurrieta.com/secondary/contactus.asp, accessed 12/14/09.

[17] Oak Grove, "Home," www.oakgrovecenter.org, accessed 11/30/09.

HIGHER EDUCATIONAL FACILITIES

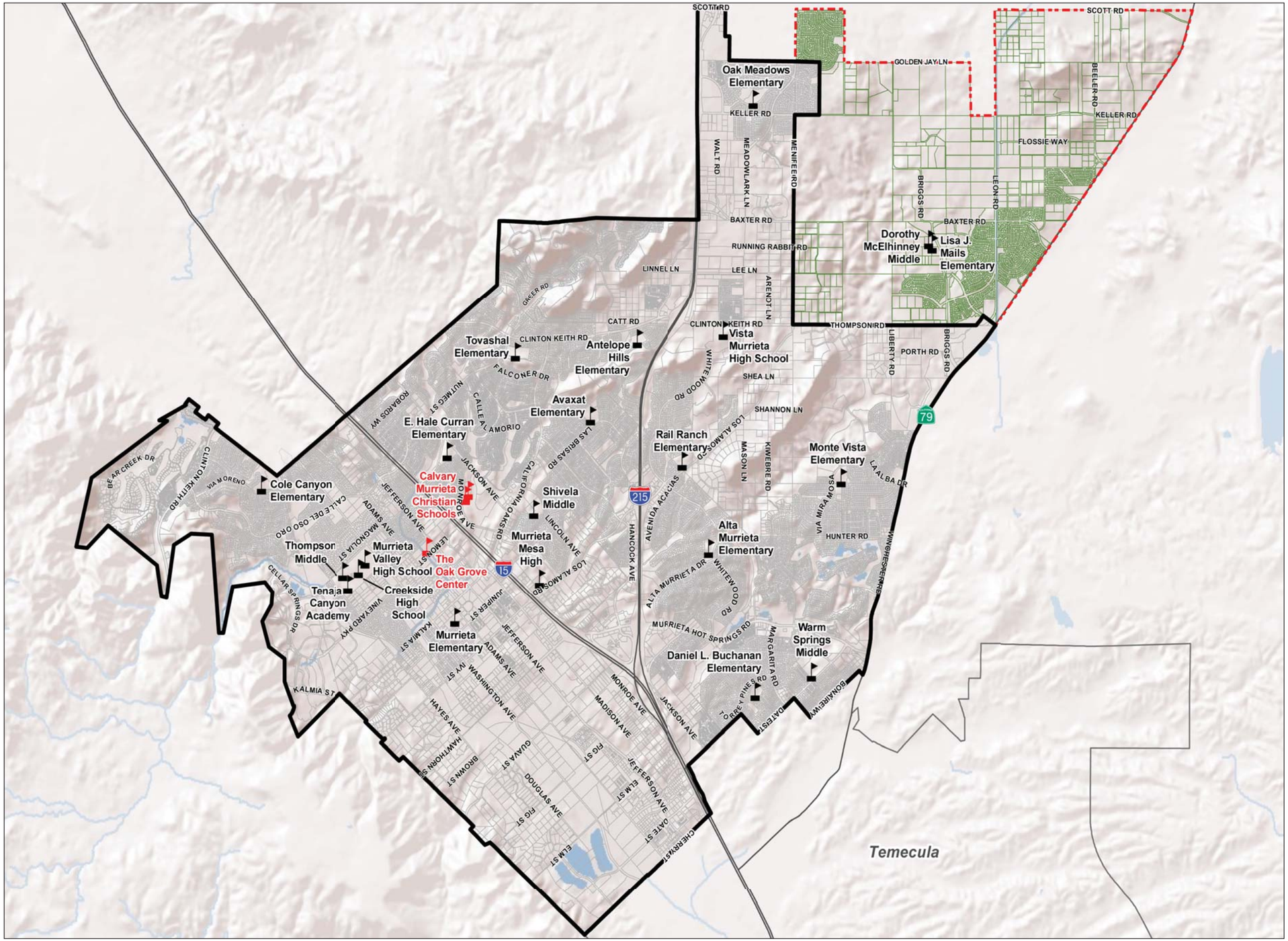
Several institutions of higher education have extension campuses near Murrieta. Azusa Pacific University, a Christian Azusa-based university, operates an extension facility in Murrieta that offers programs for undergraduate degrees as well as master's degrees and credentials. Classes are held in the Murrieta Regional Center's 15 classrooms and online. This campus and extension facilities near Murrieta are listed in *Table 5.19-5*, *Higher Education Extension Facilities Serving Murrieta*.

Table 5.19-5
Higher Education Extension Facilities Serving Murrieta

University	Location
Azusa Pacific University	Murrieta Regional Center 39573 Los Alamos Road Murrieta, CA 92563-5032
Brandman University	Temecula Campus 27447 Enterprise Circle West Temecula, CA 92590
Cal State San Marcos at Temecula	At the Paul Goldring Garrett Institute for Higher Learning 27455 Tierra Alta Way Temecula, CA 92590
Concordia University	Temecula Regional Center 28780 Single Oak Dr #210 Temecula, CA 92590
Mt. San Jacinto College	28237 La Piedra Road Menifee, CA 92584
Mt. San Jacinto College	27447 and 27463 Enterprise Circle West Temecula, CA 92590
University of Redlands	Temecula Campus 27270 Madison Avenue, Suite 200 Temecula, CA 92590

The location of higher education facilities are depicted in *Exhibit 5.19-3*, *Location of Higher Educational Facilities*.

The region is also served by larger institutions that are farther away from Murrieta: University of California at Riverside, the Riverside Community College Moreno Valley Campus, and California State University San Marcos.



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LEGEND

- Public Schools
- Private Schools
- Parcels
- Sphere of Influence
- City Boundary

Source: City of Murrieta, Murrieta Valley Unified School District, and ESRI - World Shaded Relief.

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Location of School Facilities (Public and Private)

Exhibit 5.19-2

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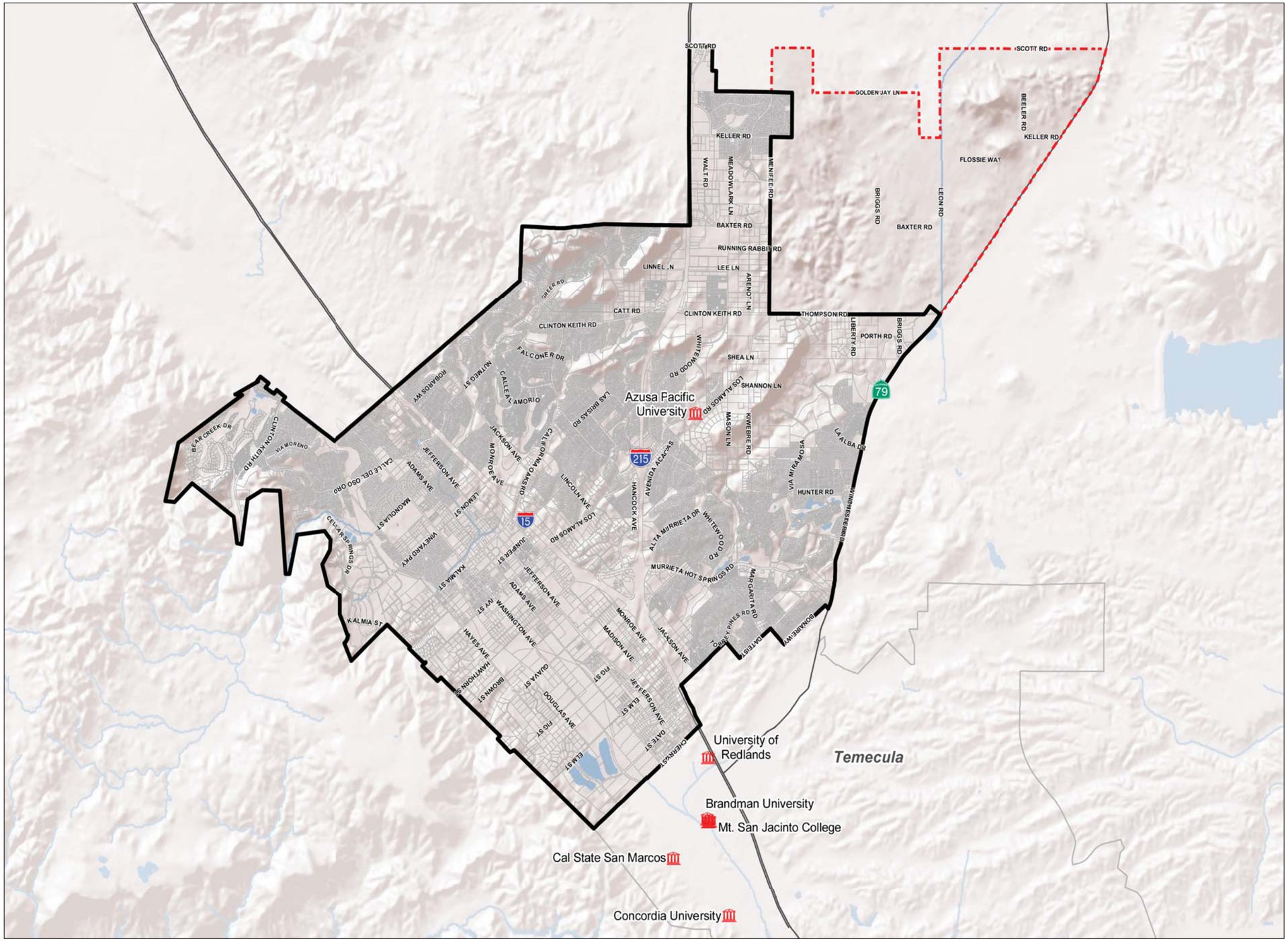

Source: City of Murrieta, Murrieta Valley Unified School District, and ESRI - World Shaded Relief.

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Location of Higher Educational Facilities

Exhibit 5.19-3

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FUTURE SCHOOL DISTRICT FACILITIES

Within the Murrieta Valley Unified School District, a new elementary school has been planned for the Vineyard Specific Plan Area; this school, named Sykes Elementary, is on hold. The school is not needed until development of the project.[18] MVUSD is also planning a 6 million dollar summer 2011 renovation at Murrieta Valley High School.

Menifee Union School District is currently in negotiations for an additional elementary school site within the Murrieta City Limits. MUSD requires land in its southeast quadrant of the district, which covers portions of Murrieta. It is anticipated that this new elementary school would relieve overcrowding at Oak Meadows Elementary, which is also located within Murrieta City limits.[19]

Perris Union High School is planning a new comprehensive high school at the northwest corner of Wickerd and Leon Roads in the unincorporated area of Riverside County. This new school will likely include approximately 260,000 square feet of building area and will accommodate approximately 2,800 students in grades 9 thru 12.[20]

Another elementary school has been planned to serve the Sphere area within the Hemet Unified School District, as reflected in a tract map for a development that is currently on hold.[21]

MURRIETA EDUCATION CENTER

In December 2008, the Murrieta City Council approved an 11.5-acre project called the Murrieta Education Center that is envisioned to accommodate satellite facilities for several colleges as well as a workforce development center. Located by I-15 just south of the I-215 junction, the complex would house these facilities in two five-story towers, with complementary retail planned for another building.[22]

5.19.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, school facility and educational service impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

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[18] Chuck Jones, MVUSD, written correspondence December 2010.

[19] Bruce Shaw, MUSD, written correspondence December 2010.

[20] Written Correspondence with Fred Good on behalf of Perris Union High School District, December 2010.

[21] Tina Koonce, Facilities Director, Hemet Unified School District, telephone conversation, December 2009.

[22] "Ceremonial groundbreaking held for $50 million college center in Murrieta," *The Press-Enterprise*, October 15, 2009.

- A significant impact would occur if the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives for schools in the City of Murrieta.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.19.4 PROJECT IMPACTS AND MITIGATION MEASURES

BUILDOUT OF THE CITY IN ACCORDANCE WITH THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN ADVERSE PHYSICAL IMPACTS TO FACILITIES WITHIN THE MURRIETA VALLEY UNIFIED SCHOOL DISTRICT, MENIFEE UNIFIED SCHOOL DISTRICT, PERRIS UNIFIED SCHOOL DISTRICT, AND HEMET UNIFIED SCHOOL.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The MVUSD, MUSD, PUSD, and HUSD are responsible for the provision of public school facilities (kindergarten though high school) in the City of Murrieta. Currently, three of the 25 schools serving Murrieta are above the existing capacity levels, and another five are above 90 percent capacity. Implementation of the proposed General Plan 2035 would result in the addition of 10,734 dwelling units citywide. A range of student generation factors are identified in *Table 5.19-6*, *Estimated Student Generation*, as they were specified by each school district. Based on the student generation rates identified in *Table 5.19-6*, buildout of the proposed General Plan 2035 would result in the addition of students ranging from 5,062 in a best-case scenario to 19,398 students in a worst-case scenario, dispersed throughout all grade levels and school facilities.

Table 5.19-6
Estimated Student Generation

School	Student Generation Factor[1]	Additional Number of Units	Total Students Generated From Proposed General Plan 2035
K-5	0.16 – 0.9 students/du	10,734	1,717 – 9,661
6-8	0.1517 – 0.3 students/du	10,734	1,628 - 3,220
9-12	0.16 – 0.6071 students/du	10,734	1,717 – 6,517
TOTAL			5,062 – 19,398

[1] Generation rates include low-end and high-end student ranges provided by MVUSD, MUSD, PUSD, HUSD, December 2010.

Anticipated students would be distributed to all schools and districts that provide school services and facilities throughout Murrieta. However, it should be noted that MVUSD provides educational facilities and services to approximately three-quarters (73 percent) of students served by the four school districts. Chuck Jones, Director of Facilities Planning at MVUSD, indicated that MVUSD would be able to accommodate future projected student growth.

Bruce Shaw, Director of Facilities at MUSD indicated that MUSD requires land in the southeast quadrant of the district in order to build a new elementary school. Land negotiations are still in process. This would relieve overcrowding at Oak Meadows Elementary, which is located within the Murrieta City limits. As of 2009, MUSD currently served only 6.7 percent of all students attending facilities in the four public school districts; it is anticipated that acquisition of land for a future school site would result in lessening the number of students at Oak Meadows Elementary, and would provide another facility for students who reside in the southeast quadrant of the district.

As previously noted, PUSD is planning a new high school that will accommodate approximately 2,800 students in grades 9 thru 12. Since the only PUSD facility serving Murrieta is Paloma Valley High School, and another high school would be constructed, it is anticipated that construction of this new facility would result in students located in the PUSD attending the new school, rather than continuing to impact Paloma Valley High School.

According to the *2007 HUSD Master Facilities Plan*, up to six elementary schools, three middle schools, and two high schools are scheduled to open in the years 2010, 2012, 2013, and beyond.[23] It is anticipated that these facilities would accommodate future growth associated with the proposed General Plan 2035. It should also be noted that the HUSD only provides facilities to approximately 11 percent of all students attending facilities in the four school districts.

[23] HUSD 2007-2012 Facilities Master Plan.

Additionally, pursuant to SB 50, each of the four school districts collects development impact fees, as shown in *Table 5.19-7*, *School Development Impact Fees*, below. It is anticipated that all development associated with the proposed General Plan 2035 would be subject to these fees on case-by case basis.

Table 5.19-7
School Development Impact Fees

School District	Development Fees	
	Residential	Non-Residential
Murrieta Valley Unified School District [1]	$2.97/sf	$0.47/sf
Menifee Union School District [2]	$2.35/sf	$0.3384/sf
Perris Union High School District [3]	$0.94/sf	$0.132/sf
Hemet Unified School District [4]	$3.55/sf	$0.47/sf

[1] William Olien, Assistant Superintendent, Murrieta Valley Unified School District, School Facilities Questionnaire, November 17, 2009.
[2] Bruce Shaw, Director of Facilities, Menifee Union School District, December 2010
[3] Xochitl Molina, Accounting Technician, Business Services, Perris Union High School District, January 7, 2010.
[4] Hemet Unified School District, *School Facilities Needs Analysis*, December 2010.

Based on future plans for school facilities in the MVUSD, MUSD, PUSD, HUSD, prior approved bonds, and collection of development impact fees on a case-by-case basis (Mitigation Measure SCH-1), school facility impacts would be reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: No goals or policies in the proposed General Plan 2035 pertain specifically to school facilities.

Mitigation Measures:

SCH-1 Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Murrieta that legally required school impact mitigation fees have been paid per the mitigation established by the applicable school district.

Level of Significance After Mitigation: Less Than Significant Impact.

5.19.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO SCHOOL FACILITIES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Development associated with implementation of the proposed General Plan 2035 and related cumulative projects would result in the development of new residential or commercial/industrial uses, potentially generating new students to the City. Individual development projects would be required to pay the appropriate school district (MVUSD, MUSD, PUSD, and HUSD) Developer Fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the appropriate school district is considered full mitigation for project impacts, including impacts related to the provision of new or physically altered governmental facilities, 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, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students. Therefore, development of the proposed project and related cumulative projects would not result in significant cumulative impacts in regards to school services and facilities.

Goals and Policies in the Proposed General Plan 2035: No goals or policies in the proposed General Plan 2035 pertain specifically to school facilities.

Mitigation Measures: Refer to Mitigation Measure SCH-1. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.19.6 SIGNIFICANT UNAVOIDABLE IMPACTS

With payment of school development fees (pursuant to SB 50) and compliance with recommended Mitigation Measure SCH-1, implementation of the proposed General Plan 2035 would result in less than significant impacts in regards to school services and facilities. No significant and unavoidable impacts related to school services and facilities would occur as a result of buildout of the proposed General Plan 2035.

5.19.7 SOURCES CITED

Azusa Pacific University, "Murrieta Regional Center: About the Regional Center," http://www.apu.edu/murrieta/about/, accessed November 9, 2009.

Bruce Shaw, Director of Facilities, Menifee Union School District, electronic mail, December 22, 2010.

Calvary Murrieta Christian Schools, "Contact Us," http://www.cccsmurrieta.com/secondary/contactus.asp, accessed 12/14/09.

Chuck Jones, Director, Facilities Planning, Murrieta Valley Unified School District, written correspondence, December 22, 2010.

City of Murrieta, General Plan Technical Reports, "Figure I-27: School Districts Boundaries and Facilities," undated.

Hemet Unified School District, "Citizens' Oversight Committee Annual Report on Measure 'E' & Measure 'T' General Obligation Bonds," November 2008.

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the future of southern california

Murrieta

General Plan Update

Section 5.20:

Parks and Recreational Facilities

5.20 PARKS AND RECREATIONAL FACILITIES

This section identifies existing parks and recreational facilities within the City of Murrieta and provides an analysis of potential impacts to parks and recreation facilities that could result from the implementation of the proposed General Plan 2035. The analysis is based on information obtained from the Murrieta Parks and Recreation Department, the Parks Master Plan (2009), and Recreation and Open Space Element of the proposed General Plan 2035.

5.20.1 REGULATORY SETTING

QUIMBY ACT

Originally passed in 1975, the Quimby Act (*California Government Code* Section 66477) allows cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. This act allows local agencies to establish ordinances requiring developers of residential subdivisions to provide impact fees for land and/or recreational facilities. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the act was substantially amended, further defining acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied to a project's impacts. Local ordinances must now include definite standards for determining the proportion of the subdivision to be dedicated and the amount of the fee to be paid.

COMMUNITY SERVICES DISTRICT

A Community Services District (CSD) provides services for parks and recreation within the City limits.

CITY OF MURRIETA PARKS MASTER PLAN

The City of Murrieta recently adopted an updated Murrieta Parks and Recreation Master Plan in June 2009. The purpose of the Master Plan is to provide a realistic guide for the creative, orderly development and management of recreation facilities and programs for the City, now and into the future. The Parks and Recreation Master Plan (Master Plan) is based on the guiding principle that recreation facilities, programs, trails, and open space are important resources within the City of Murrieta.

CITY OF MURRIETA MUNICIPAL CODE

Chapter 16.106.030 of the *Murrieta Municipal Code* specifies Parks and Recreation Facility dedications or fees that must be paid to the City when development occurs. Chapter 16.106.030 is written in compliance with the Quimby Act. Additionally, Chapter 16.36.020 of the *Municipal Code* states that a developer shall pay a public facilities development impact fee for each building which is part of a residential development, in an amount established by resolution of the city council, upon issuance of a building permit for that building. However, if a residential development contains more than one dwelling, the Development Services Director may determine whether the fees or charges shall be paid on a pro rata basis for each dwelling when it receives its building permit, on a pro rata basis when a certain percentage of the dwellings have received their building permits, or on a lump-sum basis when the first dwelling in the development receives its building permit.

5.20.2 ENVIRONMENTAL SETTING

In June 2009, the Community Services Department was responsible for approximately 1,350 acres of open space, streetscape, slope, trails, and parkland. This included 48 parks and recreation facilities on 467.24 acres.

PARKLAND[1]

The 2009 Master Plan counts 467.24 acres of parkland in 48 City parks. This total does not include joint use school facilities, private recreation facilities, or some natural areas in Nature Parks.

The City has adopted a standard of 5 acres of parkland per 1,000 residents. As of June 2009, the City had a deficit of 34 acres according to this standard. Additional acreage is required in order to meet identified needs for recreation facilities such as sports fields and courts; the Master Plan estimates a need for 240.3 acres at buildout, assuming a population of 120,000, to accommodate these facilities. For this reason, the Master Plan suggested establishing an acreage goal higher than 5 acres per 1,000 residents.

REGIONAL PARKS

There are no County of Riverside or other regional parks within the City boundaries. Regional recreation areas near Murrieta are described below in Recreational Facilities.

MURRIETA'S CITY PARKS

The Master Plan lists six categories of City Parks: City-Wide Parks; Community Parks; Neighborhood Parks; Neighborhood Play Areas; Special Use Parks; and Nature Parks; described below. Murrieta's parks are listed in *Table 5.20-1*, *Recreational Facilities Inventory*, and shown in *Exhibit 5.20-1*, *Recreational Facilities*.

[1] Ibid

Table 5.20-1
Recreational Facilities Inventory

Recreational Facilities		Parkland Acreage	Passive Amenities															Active Amenities												
			Amphitheater	Barbeques	Bike Path/Walking Trail	Catch and Release Pond	Community Center/Recreation Room	Dog Park	Open Grass Areas	Parking Lot	Par Exercise Course	Picnic Tables	Restroom/Port-O-Lets	Shelters	Tot Lot/Playground Equipment	Multi-Purpose Trail/Trail Connection	Water Fountains	Baseball Field (with Mound)	Basketball Court	Concession Building	Football Field	Gymnasium	Horseshoe Pits	Skateboard Park	Soccer Field	Softball Field (without Mound)	Spray Turtles	Swimming/Wading Pool	Tennis Court	Volleyball Court
City-Wide Parks																														
1	Los Alamos Hills Sports Park	45.00		•	•				•	•		12	•	3	3	•	•	4L		•	3L				6L					
Community Parks																														
2	Alta Murrieta Sports Park	9.76		•					•	•		3	•		1		•	1L		•	1									
3	California Oaks Sports Park	19.99		•					•	•		6	•	1	1		•		2L					1	1P	2L/ 3		1	2	1
4	Copper Canyon Park	20.94		•	•		•		•	•		5	•	3	2	•	•	2	4H	•					2P					
5	Glen Arbor Park	18.92							•			2																		
6	Hunt Park	4.72					•		•	•		4	•				•	1L	1L			0.5				2			1L	
7	Mira Mosa Park	8.10		•	•				•	•		4	•	1	1		•	1	2H											
8	Pond Park	14.59			•	•			•			8	•																	
Neighborhood Parks																														
9	Barratt Park	8.30			•				•		•				1	•														
10	Firefighters Park	3.21		•	•				•	•		9	•	2	1		•		2H								•			1
11	Mapleton Park	9.30		•	•				•	•		2	•	1	1	•	•		1H						1P	1				1
12	Mountain Pride Park	9.64							•	•		1	•													2P				
13	Murrieta Elementary School Park	4.26							•	•		3	•	1	1		•		1						1P	2				
14	Northstar Park	14.00		•					•			4		1	1		•								1P	1P				
15	Rancho Acacia Park	10.11		•	•				•		•	8		1	1	•	•								1P	1P				
16	Shady Maple Park	4.79							•	•		2		1	1		•								1P	1P				
17	Valley Vista Park	6.50		•					•			6		1	1		•								1P					
18	Vintage Reserve Park	3.83		•					•	•		3			1		•								1P					
Neighborhood Play Areas																														
19	Antelope Hills Park – Active	5.31	•	•					•			11		1	1		•		2H											
20	Antigua Park	2.26							•						1		•													
21	Blackmore Ranch Park	1.14		•					•	•		2		1	1		•													
22	Calle Cipres Park	1.80							•			2			1		•													
23	Calle Estancia Park	2.83		•	•				•			•		1	1	•														
24	Carson Park	0.69							•								•													
25	Century Park	3.90			•				•		•	4			1	•	•													
26	Creekside Village Green Park	4.00							•			4		1	1	•	•		2H											

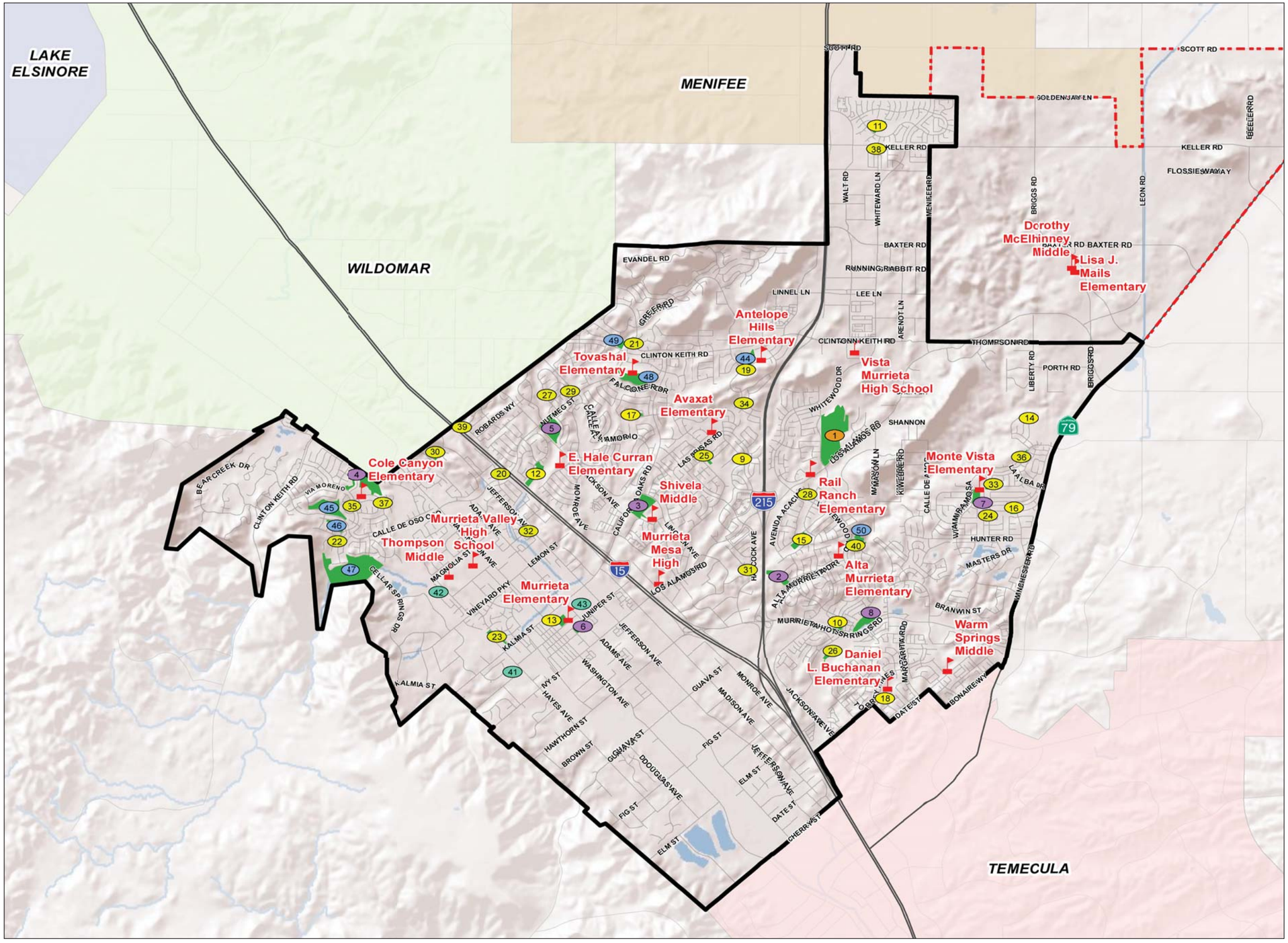
Table 5.20-1 [continued]
Recreational Facilities Inventory

	Recreational Facilities	Parkland Acreage	Passive Amenities															Active Amenities												
			Amphitheater	Barbeques	Bike Path/Walking Trail	Catch and Release Pond	Community Center/Recreation Room	Dog Park	Open Grass Areas	Parking Lot	Par Exercise Course	Picnic Tables	Restroom/Port-O-Lets	Shelters	Tot Lot/Playground Equipment	Multi-Purpose Trail/Trail Connection	Water Fountains	Baseball Field (with Mound)	Basketball Court	Concession Building	Football Field	Gymnasium	Horseshoe Pits	Skateboard Park	Soccer Field	Softball Field (without Mound)	Spray Turtles	Swimming/Wading Pool	Tennis Court	Volleyball Court
27	Crystal Aire Park	1.11		•					•			2																		
28	Eastgate Park	1.50													1		•													
29	Echo Canyon Park	3.07							•			2			1		•													
30	Grizzly Ridge Park	0.44		•					•			1		1	1															
31	Meadowridge Park	4.29		•	•				•			3			1	•	•													
32	Montafino Park	0.76							•						1		•													
33	Monte Vista Park	1.06		•	•				•			2					•		2H											
34	Oak Terrace Park	0.20							•			2			1		•													
35	Oak Tree Park	0.32							•						1															
36	Palomar Park	1.75		•					•			2		1	1		•													
37	Rosewood Park	0.41							•																					
38	Springbrook Park	0.29		•					•			1			1		•													
39	Sycamore Park	2.66							•						1		•		1H											
40	Whitewood Park	1.84							•			5		1			•													
Special Use Parks																														
41	Murrieta Equestrian Park[1]	22.00								•			•																	
42	Sykes Ranch Park	2.61		•	•				•	•	10				1	•	•													
43	Town Square Park	4.22	•		•		•		•	•							•													
Nature Parks																														
44	Antelope Hills Park	0.00			•																									
45	Bear Valley Park 1	20.14			•				•							•														
46	Bear Valley Park 2	3.97			•				•																					
47	Cole Canyon Park	140.00			•											•														
48	Falcon's View Park	9.37			•											•														
49	Oak Mesa Park	5.98																												
50	Warm Springs Park	23.80			•					•						•							•							
	Total Acreage (2009)	**467.24**																												
	Total Acreage with Murrieta Equestrian Center(2010/2011)	**489.68**																												

* Numbers correspond to those in Exhibit 5.20-1, Recreational Facilities.

Definitions:
L = Lighted; P = Practice Field; H = Half Court

Notes:
1. The property for the Murrieta Equestrian Center was acquired by the City after adoption of the 2009 Master Plan. The Center is anticipated to open in 2010/2011.



Murrieta
General Plan Update

LEGEND

Citywide Parks
1. Los Alamos Hills Sports Park

Community Parks
2. Alta Murrieta Sports Park
3. California Oaks Sports Park
4. Copper Canyon Park
5. Glen Arbor Park
6. Hunt Park
7. Mira Mosa Park
8. Pond Park

Neighborhood Parks
9. Barrat Park
10. Firefighters Park
11. Mapleton Park
12. Mountain Pride Park
13. Murrieta Elementary School Park
14. Northstar Park
15. Rancho Acacia Park
16. Shady Maple Park
17. Valley Vista Park
18. Vintage Reserve Park

Nature Parks
44. Antelope Hills Park
45. Bear Valley Park 1
46. Bear Valley Park 2
47. Cole Canyon Park
48. Falcon's View Park
49. Oak Mesa Park
50. Warm Springs Park

Neighborhood Play Areas
19. Antelope Hills Park - Active
20. Antigua Park
21. Blackmore Ranch Park
22. Calle Cipres Park
23. Calle Estancia Park
24. Carson Park
25. Century Park
26. Creekside Village Green Park
27. Crystal Aire Park
28. Eastgate Park
29. Echo Canyon Park
30. Grizzly Ridge Park
31. Meadowridge Park
32. Montafino Park
33. Monte Vista Park
34. Oak Meadows Park
35. Oak Tree Park
36. Palomar Park
37. Rosewood Park
38. Springbrook Park
39. Sycamore Park
40. Whitewood Park

Special Use Parks
41. Murrieta Equestrian Park
42. Sykes Ranch Park
43. Town Square Park

Public Schools
Sphere of Influence
City Boundary

0 0.5 1
Miles

Source: City of Murrieta, Murrieta Valley Unified School District, and ESRI - World Shaded Relief.

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Recreational Facilities

Exhibit 5.20-1

Back of 11 X 17 Color Exhibit

City-Wide Parks

The Master Plan classifies parks with 50 acres or more of parkland as City-Wide Parks. Los Alamos Hills Sports Park is considered Murrieta's only City-Wide Park with 45 acres of parkland built in Phase I. City-Wide Parks provide recreation facilities or open space for a larger service area than other types of City Parks.

Community Parks

Community Parks have up to 50 acres of parkland and serve neighborhoods within a 2-mile radius. Their primary purpose is to provide active recreational opportunities. Community Parks may include facilities for special events as well as recreation centers, sports fields and courts, and group picnic areas. There are seven Community Parks in Murrieta providing over 95 combined acres of parkland.

Neighborhood Parks

Neighborhood Parks have up to 15 acres of parkland and are considered to serve the daily recreation needs of residents within a convenient walking distance of approximately one-half mile. Full sports fields are less common in parks of this size; instead, amenities may include practice sports fields, open turf areas, playgrounds, picnic tables and shelters, walking paths, attractive landscaping and smaller recreation features such as basketball courts. The Master Plan states that a park of 5 acres or more is appropriate to serve 5,000 residents within this service area. Murrieta has 10 Neighborhood Parks providing over 72 combined acres of parkland. In addition, Community Parks are considered to serve as neighborhood parks for the residents who live within walking distance.

Neighborhood Play Areas

Neighborhood Play Areas provide similar amenities as Neighborhood Parks and have the same service area, but have only as much as 5 acres of parkland. There are 21 Neighborhood Play Areas in Murrieta providing over 35 combined acres of parkland.

Special Use Parks

In 2009, Murrieta had two Special Use Parks, distinguished from other types of parks by being focused on a single type of activity. Service areas are not defined for this type of park. Sykes Ranch Park and Town Square Park are Special Use Parks. The recently-acquired 22.00 acre Stud Ranch equestrian center will be the City's third such park, which is anticipated to open in 2010/2011.

Nature Parks

Nature Parks are distinguished from open space because they provide public access via trails. Up to 10 percent of a Nature Park can be improved for active recreation. However, most of the park is undeveloped and contains vegetation, topography, or features that are important to retain in their natural states. Murrieta has seven Nature Parks, including Cole Canyon Park with 140 acres of parkland.

RECREATIONAL FACILITIES[2]

Murrieta's parks offer a range of recreational facilities. The Master Plan provides an inventory of these park amenities, as shown in *Table 5.20-1*.

As Murrieta's City Park, Los Alamos Hills Sports Park boasts a large collection of facilities: Phase I includes six soccer fields, four ballfields, and three football fields, all with nighttime lighting; there are also picnic areas, trails, and three tot lots. Plans for Phase II include a 20,000 square foot community center building. The Master Plan recommends additional sports facilities.

The Master Plan identified the following facility deficits for 2008:

- Adult softball (1 field)
- Baseball (9 fields)
- Soccer Fields (13 fields)
- Indoor Basketball (3 courts)
- Picnic Tables
- Swimming Pool (1 recreation pool)
- Tennis Courts (28 courts)
- Indoor Basketball Courts (1 court)
- Walking/Jogging Paths
- Bicycling Paths
- Skateboard Park (1 area)
- Dog Parks (3 areas)

JOINT USE FACILITIES

The City's Joint Use agreement with the Murrieta Valley Unified School District is authorized pursuant to *California Education Code* Section 10905, to promote the health and general welfare of the community and contribute to the attainment of the general recreational objectives for children and adults within the community.

[2] Ibid

The agreement provides a framework for the City to access the recreation facilities of 18 school campuses, and for the District to access California Oaks Sports Park, Copper Canyon Park, the Community Center and Senior Center. Through this agreement, 11 District sports fields become City parks in evenings and on weekends, and the District has exclusive access to certain City fields and parks adjacent to school campuses during the school day.[3]

Joint Use Agreements describe general responsibilities and benefits of each party regarding the use of both City and District facilities. The Agreement and State law allow the school district and the City to cooperate with each other for the purposes of improving facilities and for organizing, promoting, and conducting recreation and education programs for children and adults. Currently, the City and the District are each responsible for the regular maintenance and repair or their respective properties and facilities. Each party has first priority for use of its sites, giving second priority to the other party.[4]

In addition to the Joint Use Agreement, community sports organizations have separate agreements with the School District to use school facilities.[5]

NEARBY PARKS AND RECREATION FACILITIES

Within approximately six miles of the City boundary, Murrieta residents have access to open space in the Santa Ana Mountains and three lakes. Lake Elsinore is a natural freshwater lake in the City of Lake Elsinore.[6]

The Metropolitan Water District of Southern California operates two drinking water reservoirs, Lake Skinner and Diamond Valley Lake. All three lakes are open for a variety of recreational uses including fishing and boating; however, swimming is not allowed.[7] Diamond Valley Lake has a separate aquatic facility.[8] Farther away to the southeast, Vail Lake is a privately operated recreation facility.[9]

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[3] "Joint Use Agreement for School and Municipal Facilities between Murrieta Valley Unified School District and the City of Murrieta," effective August 1, 2009.

[4] *City of Murrieta Parks and Recreation Master Plan*, 2009.

[5] Ibid.

[6] (City of Lake Elsinore: "Lake and Aquatic Resources," http://www.lake-elsinore.org/index.aspx?page=172, accessed 11/11/09)

[7] (City of Lake Elsinore: "Lake Use Regulations," no date). (The Metropolitan Water District of Southern California: "Diamond Valley Lake: Diamond Valley Lake Boating Guide," http://www.dvlake.com/rules01.html, accessed 11/11/09)

[8] (The Metropolitan Water District of Southern California: "Diamond Valley Lake: Home," http://www.dvlake.com/index.html, accessed 11/11/09)

[9] (Vail Lake Village & RV Resort, "Vail Lake Membership," http://www.vaillakeresort.com/index.php?p=3_4_Vail-Lake-Membership, accessed 12/9/09)

The Santa Rosa Plateau Ecological Reserve, just outside the city boundaries in the Santa Ana Mountains, provides trails in a portion of its 8,300 acres of open space.[10] Outside Lake Elsinore and Wildomar, the Cleveland National Forest offers trails and campgrounds.[11]

PRIVATE RECREATION FACILITIES[12]

Private recreation facilities in Murrieta include three homeowners association parks, and recreation facilities in the gated communities of Bear Creek and Warm Springs, including a members-only golf course in Bear Creek. The Master Plan does not count private facilities toward the City's goals for parks and recreation.

Commercial recreation facilities that are open to the general public include three golf courses, a golf range, a roller hockey rink, a bowling alley and the Mulligan Family Fun Center.

RECREATIONAL SERVICES[13]

In fiscal year 2007, the Community Services Department served over 8,436 participants in its programs and activities. Senior programs drew the greatest number of participants, at 2,061. Three other programs each drew over 1,000 participants: gymnastics (1,662), aquatics (1,150), and dance (1,028). Other types of recreation offered include sports, toddler, art and music, health and fitness, martial arts, camp, and teen programs. The City also holds a number of community events throughout the year.

The Master Plan identifies the following top program needs:

- Aerobics/Spinning/Fitness Classes
- After School Programs
- Baseball/Softball Programs
- Cooking Classes
- Health and Wellness Programs
- Hobbies/Self Improvement/Career Development
- Music/Concerts
- Nature Education Programs
- Senior Programs
- Special Needs Programs
- Swimming Lessons/Aquatics Classes

[10] (Riverside County Regional Park & Open Space District: "Santa Rosa Plateau," http://www.riversidecountyparks.org/locations/nature-historic-centers/santa-rosa-plateau/, accessed 11/11/09)

[11] (USDA Forest Service: "Forest Visitor Maps: Cleveland National Forest," http://www.fs.fed.us/r5/forestvisitormaps/cleveland/, accessed 11/11/09)

[12] City of Murrieta Parks and Recreation Master Plan, 2009.

[13] Ibid.

TRAILS

In 2006, the City produced a trails guide that maps and describes 15 multi-use trails within the City. These trails provide bicycle, pedestrian, and equestrian access to parkland and open space, but are not connected to each other.[14]

Plans for an interconnected system of trails were included in the City's 1994 General Plan, 1999 Parks and Recreation Master Plan, and 2003 City Adopted Multi-Purpose Trail Plan.[15] *Exhibit 5.4-11*, *Trails and Bikeways*, from the Master Plan depicts existing trails, planned trails, and areas where trails can potentially be connected.

The Master Plan calls out trails as a key issue in the recreation facility recommendations; specifically, the development of an effective, connected, multi-use trail system for walking, jogging, hiking, biking, and equestrian uses. The Master Plan recommends that increased trail connectivity and opportunities should be emphasized, focusing on corridors and links to adjacent natural open space, parks, schools, and commercial areas.

Adjacent to the City of Murrieta are numerous planned County trails with access to hiking areas such as the Santa Rosa Plateau Ecological Reserve. There are also trails in the nearby Cleveland National Forest.

AREAS SERVED OR UNDERSERVED

There are six residential areas that the Master Plan identifies as outside the service area of any neighborhood park, as depicted in *Exhibit 5.20-2*, *Underserved Park Areas in City*. Rural areas with large lots and private open space were not called out in this exhibit as underserviced by neighborhood parks.

FUTURE PLANS

The Master Plan identifies the following key issues for parks and recreation:

- Provision of quantities of swimming pools appropriate to the current and future population.
- Development of an effective, connected, multiuse trail system for walking, jogging, hiking, biking, and equestrian uses.
- Provision of quantities of sports facilities appropriate to the current and future population, to include:

[14] "City Trails," September 2006.
[15] *City of Murrieta Parks and Recreation Master Plan*, 2009.

  - Baseball fields
  - Soccer Fields
  - Softball Fields
  - Tennis Courts
- Provision of community centers in appropriate locations.
- Addition of at least two off-leash dog areas, distributed in the City.
- Provision of gymnasiums in appropriate locations.
- Provision of parkland acreage quantities consistent with the City standard of 5 acres per 1,000, with appropriate distribution.

The Master Plan provides details on these facility needs and identifies opportunities to meet them by expanding existing park and joint use facilities, developing City-owned sites, and acquiring additional sites. It also includes exhibits showing locations for proposed facilities and a chapter on funding and implementation.

OPEN SPACE AREAS

Lands set aside for protection and conservation of natural resources are designated as open space. The General Plan indicates that this may include hillsides, significant habitat areas, and creeks. Additionally, within Specific Plan areas, open space may be set aside to serve as buffer areas and drainage areas. Some open space is found in conjunction with parkland, especially in Nature Parks as described earlier in this section.

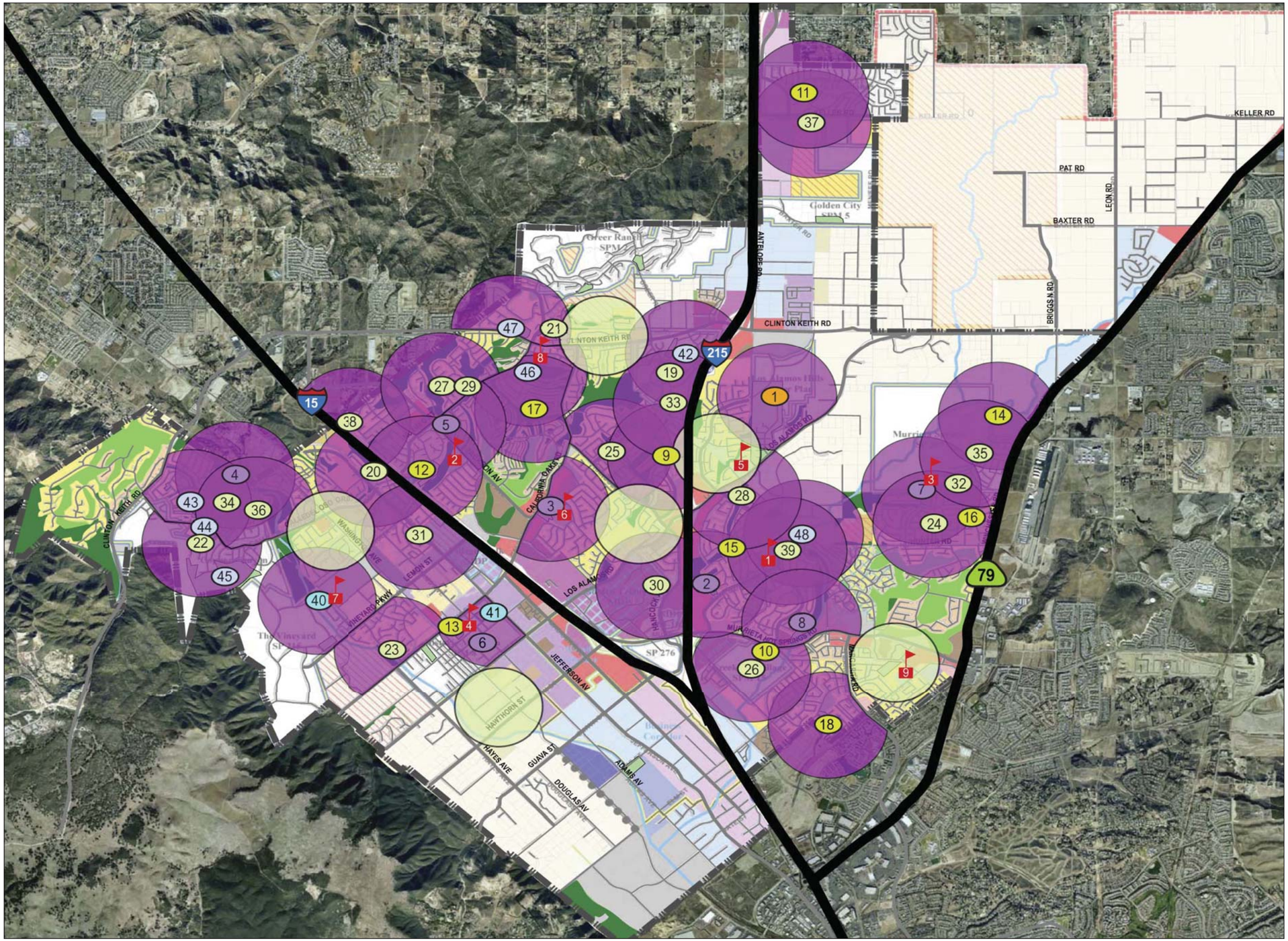
Murrieta currently has 2,306.01 acres classified as Open Space on the 2006 General Plan/Zoning Map within the City limits, as shown in *Exhibit 5.20-3*, *Open Space*.

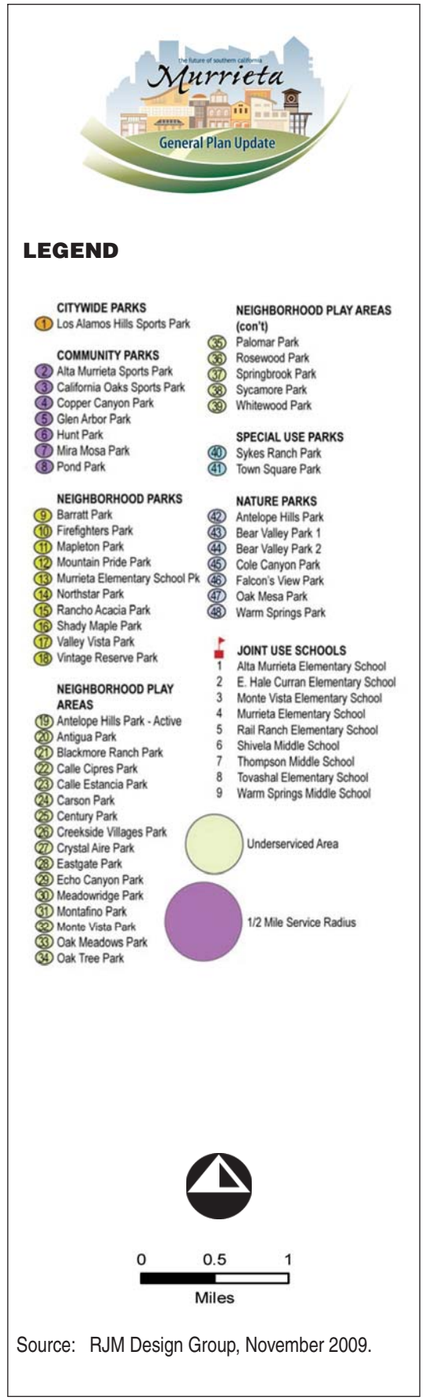
5.20.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, parks and recreational facilities impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or result in the need for new or physically altered governmental facilities, the construction of which may cause significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives for parks.

- Increase the use of existing neighborhood and regional facilities such that substantial physical deterioration of the facility would occur or be accelerated.





Source: RJM Design Group, November 2009.

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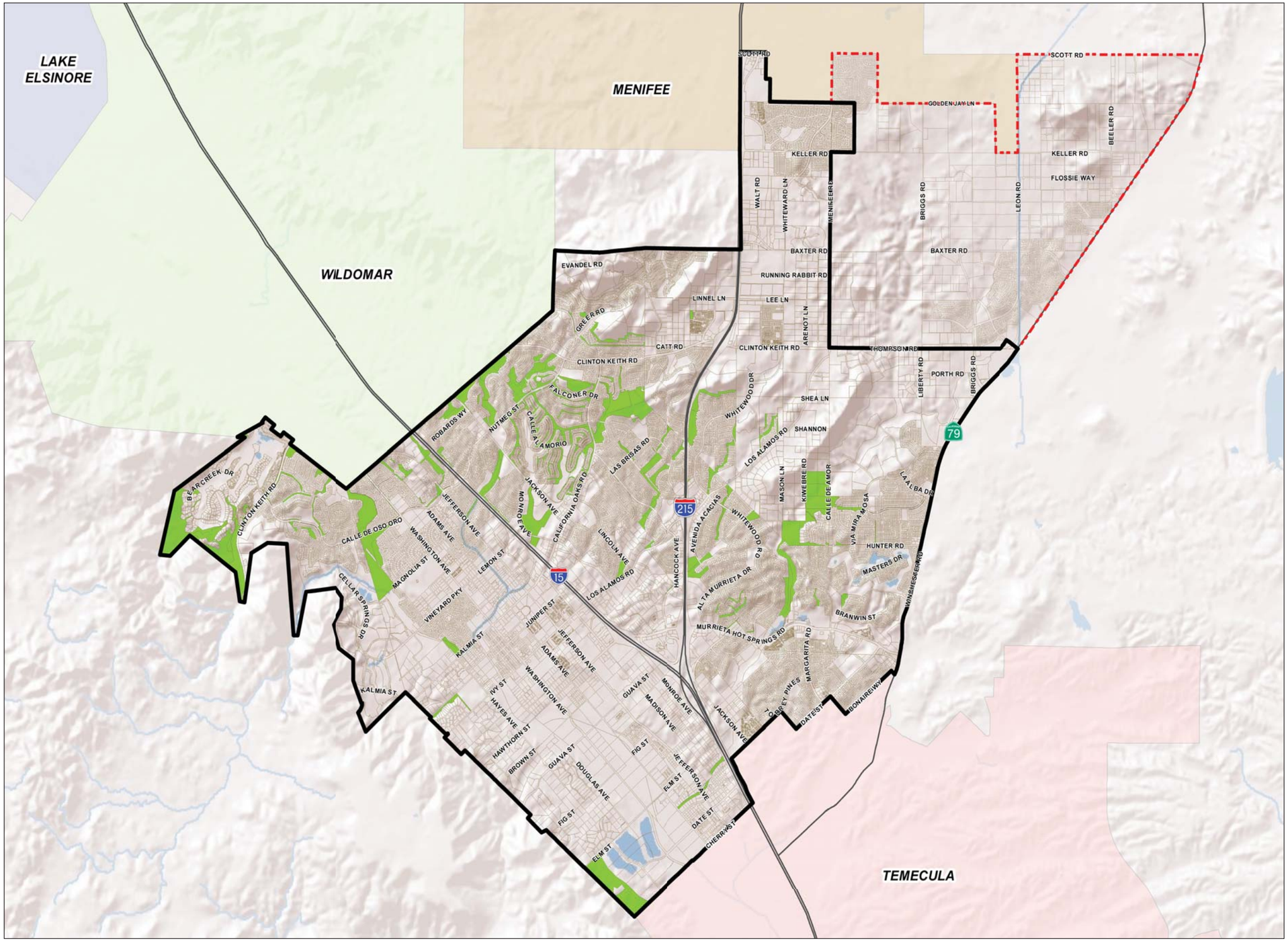
Underserved Park Areas in City

Exhibit 5.20-2

Back of 11 X 17 Color Exhibit



LEGEND

- Open Space
- Parcels
- Sphere of Influence
- City Boundary

0 0.5 1
Miles

Source: County of Riverside, City of Murrieta.

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Open Space

Exhibit 5.20-3

Back of 11 X 17 Color Exhibit

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.20.4 PROJECT IMPACTS AND MITIGATION MEASURES

PARKS AND RECREATIONAL FACILITIES

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN IMPACTS TO THE ADEQUATE AVAILABILITY OF PARKLAND, RECREATIONAL FACILITIES, AND TRAILS WITHIN THE CITY.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: In June 2009, the City of Murrieta had 467.24 acres of parkland in 48 City parks. The City has adopted a standard of 5 acres of parkland per 1,000 residents. Per the adopted standard, the City had a deficit of 34 acres in June 2009. Additional acreage is required in order to meet identified needs for recreation facilities, such as sports fields and courts. The Master Plan estimated a need for 240.3 acres at buildout, assuming a population of 120,000, to accommodate these facilities. The Master Plan noted that if the City continues to grow, upon buildout assuming the 120,000 population, a deficit of 133 acres would occur if no new park facilities or expansion of existing facilities is anticipated and planned.

The Master Plan identified 14 "opportunity sites" within the City Murrieta, totaling approximately 40-acres[16] of additional parkland. These opportunity sites are planned facilities located throughout the City, and consist of planned sites, unplanned sites, and acquisition sites. Several "opportunity sites" are currently planned as developer-built parks.

The City has a joint use agreement in place with the Murrieta Valley Unified School District (MVUSD), which allows the City to use school facilities after school hours. Based on a preliminary calculation by RBF Consulting , it is anticipated that acreage from MVUSD facilities total 115.48 acres that can be utilized in evenings and on weekends, as shown in *Table 5.20-2, School Facility Open Space*. The school facilities identified for joint use park space are shown in Appendix K.

[16] Written correspondence with Robert Kast, City of Murrieta Parks and Recreation Department, January 2011.

Table 5.20-2
School Facility Open Space

School Name	Acres
Murrieta Mesa High	6.21
Vista Murrieta High School	15.64
Calvary Murrieta Christian	7.60
Cole Canyon Elementary	0.90
Murrieta Valley High School	12.71
Creekside High School	4.19
Murrieta Valley High School	1.77
Creekside High School	2.28
The Oak Grove Center	2.98
E. Hale Curran Elementary	2.87
Shivela Middle	1.57
Murrieta Mesa High	4.97
Avaxat Elementary	6.00
Tovashal Elementary	7.85
Antelope Hills Elementary	2.64
Vista Murrieta High School	7.27
Rail Ranch Elementary	5.84
Alta Murrieta Elementary	6.17
Monte Vista Elementary	3.55
Warm Springs Middle	5.85
Warm Springs Middle	1.58
Daniel L. Buchanan Elementary	1.12
Vista Murrieta High School	3.90
TOTAL	**115.48**

Source: RBF Consulting, using aerial photography and GIS data.

Implementation of the proposed General Plan 2035 would introduce approximately 3,346 new dwelling units in the Focus Areas, along with buildout of existing undeveloped residential areas for a total of 10,734 dwelling units throughout the City, resulting in an approximate population increase of 10,038 persons for the Focus Areas and 32,199 persons citywide. This increase in population would create new demand on current recreational infrastructure including parks, facilities, and programs. The potential citywide population increase would require a total of 161 acres of parkland based on the City's adopted standard of 5 acres per 1,000 persons.

With the inclusion of the 115.48 acres of MVUSD facility open space, and the 40 acres of future opportunity sites, a total of 622.72 acres of parkland and open space would be available in the year 2035 for a population of 133,452. However, to meet the standard of 5 acres per 1,000 residents, a total of 667.26 acres would be needed in the year 2035; therefore, there would be a deficit of 44.54 acres of parkland.

It is anticipated that more parkland and facility areas would be available within the City, and as developments are built and constructed, developers or business owners would be subject to all provisions of the Quimby Act to set aside land or pay in-lieu fees to provide park and recreation facilities. The City charges a Parkland Facilities Development Impact Fee for residential units, as allowed by the Quimby Act (*California Government Code* Section 66477), which is used for park and recreational facility improvements.

The proposed General Plan 2035 includes goals regarding parks, trails and recreational facilities in the Recreation and Open Space and Circulation Elements, specifically Recreation and Open Space Goal ROS-1 to provide parkland within convenient distances from residential area and Goal ROS-3 regarding joint use agreements school districts. However, the goals and associated policies identified below encourage the City to provide parks, recreation facilities and programs, open space, and trails to meet the needs of its constituents. Although the City would adhere to these goals and policies and Quimby Act provisions, as well as utilize future parkland "opportunity sites," collect Parkland Facilities Development Impact fees, and utilize MVUSD school fields and facilities, the parkland acreage would still be at a deficit of 44.54 acres in 2035. It is anticipated that the City would strive to include new potential park sites to meet its goal of 5 acres per 1,000 residents; however, this impact is concluded to be significant unavoidable.

Goals and Policies in the Proposed General Plan 2035:

RECREATION AND OPEN SPACE ELEMENT

Goal ROS-1 Parkland is provided within a convenient distance from all residential areas, in a range of park types that meet different needs for active and passive recreation.

Policies

ROS-1.1 Maintain a minimum standard of 5 acres of local parkland per 1,000 population.

ROS-1.2 Create a strategy for providing sufficient parkland to accommodate needed recreation facilities through land acquisition, joint use, partnerships, and other means.

ROS-1.3 Provide City-Wide Parks, Community Parks, Neighborhood Parks, Neighborhood Play Areas, Special Use Parks, and Nature Parks in locations appropriate to their intended service areas, so that all residential areas are served by parks.

ROS-1.4 Involve the community in planning for parks.

Goal ROS-2 Facilities that support recreation needs, programs, and community events are located throughout the City.

Policies

ROS-2.1 Pursue the development of active recreation facilities through improvements to parks and existing facilities as well as the development of facilities in new parkland.

ROS-2.2 Provide community centers, gymnasiums, and courts for indoor recreation programs in convenient, accessible, and equitably distributed locations.

ROS-2.3 Ensure that recreation facilities provide access and accommodations for users with a range of physical abilities.

Goal ROS-3 City resources for parks and recreation facilities are leveraged through partnerships, joint use agreements, private facilities, outside funding, and community volunteers.

Policies

ROS-3.1 Maintain the joint use agreement with Murrieta Valley Unified School District and look for additional opportunities to partner with expanding resident access to shared facilities.

ROS-3.2 Continue to cooperate with school districts in locating schools to allow for park development adjacent to campuses.

ROS-3.3 Cooperate with federal, state, and county agencies to provide regional open space and recreation facilities for local residents.

ROS-3.4 Encourage the development of private and commercial recreation facilities.

ROS-3.5 Seek agreements and joint ventures with private entities to provide recreation facilities and activities.

ROS-3.6 Pursue support from federal, state, and private sources to assist with acquisition, design, and construction of parks and recreation facilities.

ROS-3.7 Promote a sense of community responsibility for maintaining and improving the parks and recreation system, and offer ways for individuals, groups, and businesses to invest time and resources in that effort.

Goal ROS-4 Recreation programs enrich the lives of residents across a broad spectrum of ages, interests, and abilities.

Policies

ROS-4.1 Seek resident involvement and feedback to create recreation programming that is relevant to a broad spectrum of community members.

ROS-4.2 Offer and encourage cultural arts programs and events that provide entertainment, such as concerts, as well as those that develop skills in dancing, drama, music, and the arts.

ROS-4.3 Use recreation programming to promote physical activity, healthy eating, and other healthy lifestyle habits.

ROS-4.4 Collaborate with other providers to expand therapeutic recreation programs for residents with special needs.

Goal ROS-5 Recreation programs foster a sense of community and civic involvement, and promote interaction between residents.

Policies

ROS-5.1 Host special events that become community traditions, appealing to a range of ages.

ROS-5.2 Encourage events in the Town Square Park and Historic Downtown Murrieta.

ROS-5.3 Promote opportunities for multi-generational interaction such as youth mentoring by seniors and business people.

ROS-5.4 Create roles for volunteers to assist with recreation facilities and programs.

Goal ROS-6 Youth are a special focus of recreation facilities and programs.

Policies

ROS-6.1 Expand recreation programs for youth and teens, including before- and after-school care, sports and fitness, outdoor activity and excursions, and arts education.

ROS-6.2 Use recreation programming to promote success in school.

ROS-6.3 Provide safe places for teens to socialize and participate in recreation activities.

ROS-6.4 Expand opportunities for youth to be involved in planning recreation programs, services, and events for youth.

ROS-6.5 Continue providing the Youth Advisory Committee for middle school and high school students.

Goal ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

Policies

ROS-7.1 Preserve and enhance open space resources in Murrieta.

ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.

ROS-7.3 Seek opportunities to designate open space along waterways, while also providing for the development of trails.

ROS-7.4 When possible, link open space and parks for the movement of wildlife and people.

Goal ROS-8 New development is part of a coordinated system of open space, parkland, recreation facilities, and trails.

Policies

ROS-8.1 Encourage the provision of parks, recreation facilities, and/or open space in new development and redevelopment projects.

ROS-8.2 Ensure that new residential developments provide for recreation needs of residents through development fees and park dedication.

ROS-8.3 Encourage development that promotes outdoor activity.

ROS-8.4 When reviewing new development or redevelopment projects, refer to the Trails Plan to determine whether right-of-way is needed for trails on the project site.

Goal ROS-9 Public plazas or green spaces provide additional open space opportunities for existing and future residents and employees.

Policies

ROS-9.1 Continue to require that adequate, usable, and permanent private open space is provided in residential developments.

ROS-9.2 Encourage new and existing commercial, office, and industrial development to provide outdoor green spaces that may be used by employees.

ROS-9.3 Encourage new development and redevelopment projects to incorporate gardens and green spaces with various cultural influences throughout the community to bridge cultures and provide education opportunities.

ROS-9.4 Encourage green spaces planted with a diverse plant palette in order to promote natural variety, ecosystem services, and enhance the well-being of community residents.

ROS-9.5 Review and modify as necessary, open space requirements for different types of development projects.

CIRCULATION ELEMENT

Goal CIR-8 Development, expansion, and maintenance of a network of bicycle, pedestrian, and multi-use trails that allows residents to travel between parks, schools, neighborhoods, and other major destinations without driving.

Policies

CIR-8.11 Coordinate the location of multi-use trails to connect with regional trail systems, where feasible.

CIR-8.12 Pursue funding or grant opportunities to plan, construct, and maintain pedestrian, bicycle, and multi-use trails.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation: Significant Unavoidable Impact.

5.20.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO PARKS AND RECREATIONAL FACILITIES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Development associated with the proposed General Plan 2035 would create additional demand on existing parks and recreational facilities within the City. Individual development projects would be reviewed to determine their potential impact on parks and recreational facilities within the City. Implementation of the proposed General Plan 2035 goals and policies would ensure the provision for new developments to mitigate impacts to parkland and recreational facilities. The City has a parkland standard of 5 acres per 1,000 residents. As of 2009, this standard was not being met, and in 2035, a deficit of at least 43.59 acres is anticipated. However, payment of park facilities fees and/or dedication of parkland by future developments would reduce potential park impacts. Additionally, the proposed General Plan 2035 includes goals and policies to take advantage of opportunities for new parkland, civic parks, and open space; pursue joint use agreements; and expand the City's trail network, which would further assist in reducing park impacts. However, with the City's existing parkland deficiency, future growth associated with the proposed General Plan 2035, and cumulative development, cumulative impacts would be considered significant unavoidable in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to goals and policies referenced above in this Section 5.20.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are available.

Level of Significance After Mitigation: Significant Unavoidable Impact.

5.20.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Implementation of the proposed General Plan 2035 and cumulative development would result in significant unavoidable impacts to parks and recreational facilities.

If the City of Murrieta approves the proposed General Plan 2035, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.

5.20.7 SOURCES CITED

City of Lake Elsinore: "Lake and Aquatic Resources," http://www.lake-elsinore.org/index.aspx?page=172, accessed 11/11/09

City of Lake Elsinore: "Lake Use Regulations," no date

City of Murrieta, CityScene, July 2007

City of Murrieta, "City Trails," 2006

City of Murrieta Parks and Recreation Master Plan, 2009

"Joint Use Agreement for School and Municipal Facilities between Murrieta Valley Unified School District and the City of Murrieta," effective August 1, 2009

Riverside County Regional Park & Open Space District: "Santa Rosa Plateau," http://www.riversidecountyparks.org/locations/nature-historic-centers/santa-rosa-plateau/, accessed 11/11/09

The Metropolitan Water District of Southern California: "Diamond Valley Lake: Diamond Valley Lake Boating Guide," http://www.dvlake.com/rules01.html, accessed 11/11/09

The Metropolitan Water District of Southern California: "Diamond Valley Lake: Home," http://www.dvlake.com/index.html, accessed 11/11/09

USDA Forest Service: "Forest Visitor Maps: Cleveland National Forest," http://www.fs.fed.us/r5/forestvisitormaps/cleveland/, accessed 11/11/09

Vail Lake Village & RV Resort, "Vail Lake Membership," http://www.vaillakeresort.com/index.php?p=3_4_Vail-Lake-Membership, accessed 12/9/09

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Murrieta

General Plan Update

Section 5.21:

Solid Waste

5.21 SOLID WASTE

This section analyzes the potential solid waste impacts associated with the implementation of the proposed General Plan 2035. Specifically, this section compares the solid waste generation of the proposed General Plan 2035 with the capacity of the existing landfills that accept solid waste from the City of Murrieta.

5.21.1 REGULATORY SETTING

STATE PLANS AND POLICIES FOR SOLID WASTE DISPOSAL

California Integrated Waste Management Act

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by and after the year 2000. Subsequent legislation changed the reporting requirements and threshold, but restated source reduction as a priority. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. AB 939 established a waste management hierarchy as follows:

- Source Reduction;
- Recycling;
- Composting;
- Transformation; and
- Disposal.

LOCAL PLANS AND POLICIES FOR SOLID WASTE DISPOSAL

Local governments have an ongoing obligation to meet a 50 percent diversion goal, as mandated by AB 939. While Murrieta's recycling program is voluntary, residents and businesses are strongly encouraged to make full use of these services. Recycling and reuse of materials extends the life of landfills, results in less use of natural resources and improves the environment.

The City requires all residential and business properties to have trash collection services. The City contracts with Waste Management of the Inland Empire to provide collection and recycling services. No other haulers are authorized. The City, in collaboration with Waste Management, provides residential customers with three separate containers for waste separation: one for trash, one for commingled recyclables, and one for green waste and organic yard materials. In addition, the City has implemented a variety of Diversion Programs including, but not limited to the Business Waste Reduction program, in which Waste Management Inc. (WMI) and Western Riverside Council of Governments (WRCOG) offer businesses in the City waste assessments to promote recycling activities; Procurement, in which the City continues to give preference to the purchase of recycled content materials when feasible; Economic Incentives; and School Recycling Programs.

CITY OF MURRIETA MUNICIPAL CODE

All solid waste disposals within the City Murrieta are subject to the requirements set forth in *Title 8, Health and Safety*, Chapter 8.28 Waste Management, as provided in the *Municipal Code*. Chapter 8.28 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Murrieta shall provide for or furnish integrated waste management services relating to collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the city.

5.21.2 ENVIRONMENTAL SETTING

In 2009, the City of Murrieta disposed of approximately 58,783 tons[1] of solid waste. Trash collected from the City is primarily disposed of at several landfill sites, as shown below in *Table 5.21-1*, *Disposal Facilities Used By Murrieta (2009)*.

As indicated in *Table 5.21-1*, the majority of solid waste generated within the City is disposed of at El Sobrante Landfill. The El Sobrante Landfill is located midway between Lake Elsinore and Corona along I-15. The landfill has a daily permitted capacity of 16,054 tons/day. In 2009, the City disposed of approximately 50,215 tons of solid waste in this landfill (approximately 137.6 tons per day). This represents approximately 0.0086 percent of this landfill's permitted daily capacity. The El Sobrante landfill is currently slated for closure in January 2045.

The Badlands Sanitary Landfill is located on Ironwood Avenue in Moreno Valley, along SR-60. The landfill has a daily permitted capacity of 4,000 tons per day. The City disposed of approximately 8,178 tons of solid waste at this landfill (approximately 22.4 tons per day) in 2009. This represents approximately 0.0056 percent of this landfill's permitted daily capacity. The Badlands Sanitary Landfill is slated for closure in December 2038.

[1] California Integrated Waste Management Board official website, Disposal Reporting System, 2008, http://www.ciwmb.ca.gov LGCentral/Reports/DRS/Destination/JurDspFa.aspx, 2009 data, Accessed December 17, 2010

Table 5.21-1
Disposal Facilities Used by Murrieta (2009)

Facility	Amount Disposed from Murrieta (tons/year)[1]	Permitted Throughput (tons/day)[2]	Permitted Capacity (cubic yards)[2]	Remaining Capacity (cubic yards)[2]	Anticipated Closure Date[2]
Azusa Land Reclamation Co. Landfill	192	6,500	66,670,000	34,100,000	1/01/2025
Badlands Sanitary Landfill	8,178	4,000	30,386,332	19,477,616	1/1/2016
Bakersfield Metropolitan (Bena) Sanitary Landfill	1	4,500	53,000,000	34,994,127	12/31/2038
California Street Landfill	14	829	10,000	6,800	1/1/2042
El Sobrante Landfill	50, 215	16,054	184,930,000	145,530,000	1/01/2045
Lamb Canyon Sanitary Landfill	150	3,000	34,292,000	18,955,000	4/30/2021
Olinda Alpha Sanitary Landfill	18	8,000	74,900,000	38,578,383	12/31/2013
Prima Deshecha Sanitary Landfill	2	4,000	172,900,000	87,384,799	12/31/2067
San Timoteo Sanitary Landfill	2	1,000	24,400,000	11,360,000	5/01/2016
Sycamore Sanitary Landfill	10	3,965	48,124,462	47,388,428	12/31/2031
Total	**58,783**	**68,200**	**928,071,000**	**518,511,964**	NA

[1] California Integrated Waste Management Board official website, Disposal Reporting System, 2008, http://www.ciwmb.ca.gov LGCentral/Reports/DRS/Destination/JurDspFa.aspx, 2009 data, Accessed December 17, 2010.
[2] California Integrated Waste Management Board official website, Solid Waste Information System, 2010, http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx, accessed December 17, 2010.

According to the Jurisdictional Profile for Murrieta, the City had a diversion rate of 49 percent in 2006[2]. In December 2008, the California Integrated Waste Management Board found Murrieta to be in compliance with state requirements, having made a "good faith" effort to meet the 50 percent reduction goal.[3]

5.21.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, impacts to solid waste facilities and service resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

[2] Ibid
[3] Source: Cal Recyle, http://www.calrecycle.ca.gov/LGCentral/Tools/MARS/JurDrDtl.asp?Flag=1&Ju=329&Yr=2006, accessed January 29, 2011.

- Is served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and/or
- Does not comply with federal, state, and local statutes and regulations related to solid waste.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.21.4 PROJECT IMPACTS AND MITIGATION MEASURES

LANDFILL CAPACITY

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN DEMANDS ON LOCAL LANDFILLS IN EXCEEDANCE OF CAPACITY CURRENT CAPACITY CONSTRAINTS.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The projected growth anticipated with implementation of the proposed General Plan 2035 would potentially impact solid waste disposal services and the capacity of landfill facilities that serve the City.

The State of California has established 50 percent as the minimum waste reduction rate for all cities. According to the City's website, the last measured diversion rate was 47 percent, and according to the Jurisdictional Profile for Murrieta, the city had a diversion rate of 49 percent in 2006[4]. Chapter 8.28 of the Municipal Code stipulates policies and procedures for the collection and management of solid waste in Murrieta, in accordance with AB 939.

As illustrated in *Table 5.21-2*, *Net Increase in Solid Waste Generation*, implementation of the proposed General Plan 2035 would generate an additional 348,541 lbs/day or 175 tons/day of solid waste, or 63,875 tons of solid waste per year. This represents an approximate 0.0026 percent increase of the combined daily permitted capacity all landfills currently serving the City.

[4] Ibid

Table 5.21-2
Net Increase in Solid Waste Generation

Land Use	Units or Square Feet	Generation Factor[1]	Solid Waste Generation (lbs/day)
Residential	10,734 du	12.23 lbs/unit/day	131,277
Non-Residential[2]	36,210,757 sf	6lbs/1000 sf/day[3]	217,265
		Total	**348,541 lbs/day or 175 tons/day**

1 = Does not include demolition inert waste generation
2 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional
3 = Generation Factor for business park, office, and commercial
sf = square feet lbs = pounds du = dwelling units
Source: California Integrated Waste Management Board, Solid Waste Information System, 2004, *Estimated Solid Waste Generation Rates for Residential, Commercial, Industrial and Institutional Establishments,* http://www.calrecycle.ca.gov/wastechar/wastegenrates/, accessed December 17, 2010

Compliance with City and County waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects within the City would be required to comply with applicable State and local regulations, thus reducing the amount of landfill waste by at least 50 percent. Nonetheless, buildout associated with implementation of the proposed General Plan 2035 would increase the volume of solid waste generated in the City that is diverted to existing landfills, thus contributing to the acceleration of landfill closures or the use of more distant sites. However, the closure dates for the various landfills range from 2013 until 2067. Combined remaining capacities at the landfills would be adequate to accommodate the buildout of the proposed General Plan 2035.

The proposed General Plan 2035 Conservation Element includes goals and policies that address opportunities to reduce solid waste generation and disposal within the City. Additionally, future developments resulting from the implementation of the proposed General Plan 2035 would be reviewed on a project-by-project basis to ensure that solid waste disposal services and landfill facilities would be available to serve the development. All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Therefore, implementation of proposed General Plan 2035 would result in less than significant impacts.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-13 Solid waste is diverted from landfills through waste reduction, re-use and recycling.

Policies

CSV-13.1 Continue to comply with the landfill diversion requirements of the Integrated Waste Management Program.

CSV-13.2 Ensure that non-residential and multi-family developments provide readily accessible areas for recycling (at a minimum) paper, corrugated cardboard, glass, plastics and metals, as required by California law.

CSV-13.3 Maximize community reuse and recycling of products and materials through waste management contracts and public education.

CSV-13.4 Incentivize businesses that provide solutions for recycling and re-use of specific waste streams such as food waste and cooking oils.

CSV-13.5 Work with local landfills or green waste centers to develop the infrastructure for a composting program.

CSV-13.6 Provide public outreach and education workshops and information on the composting program.

CSV-13.7 Work with local landfills or green waste centers, or other interested parties, as appropriate, to implement a community-wide food scrap collection and composting program.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.21.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS RELATED TO SOLID WASTE DISPOSAL SERVICES AND LANDFILL DISPOSAL CAPACITY.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Future development associated with buildout of the proposed General Plan 2035 and associated cumulative projects within the local area would impact solid waste collection and disposal services within the area. Murrieta, along with cities in the surrounding area, would continue to use common landfill resources, thereby reducing the capacity of local landfills.

Although the proposed General Plan 2035 would not significantly impact existing landfill capacity, the increase in solid waste generation from the proposed project and related cumulative projects together could significantly impact the finite resources associated with solid waste disposal. Individual development projects and related cumulative projects would be required to meet current recycling goals, reducing the amount of solid waste requiring disposal at landfills. Future developments would be reviewed on a project-by-project basis; solid waste impacts would be evaluated based on existing and planned disposal facilities and capacities available.

All development projects would be required to comply with Federal, State, and local statutes and regulations related to solid waste. Pursuant to the California Integrated Waste Management Act of 1989 (AB 939), every city and county in the State is required to divert 50 percent of solid waste generated in its jurisdiction away from landfills. Implementation of source reduction measures, such as recycling and converting waste to energy, that would be implemented on a project-by-project basis would serve to divert solid waste away from landfills. The contribution of the proposed General Plan 2035 to cumulative impacts associated with increased solid waste would be less than significant. Therefore, the proposed General Plan 2035 would not result in cumulatively considerable solid waste impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.21.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.21.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Solid waste impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to/compliance with State and local requirements and goals and policies in the proposed General Plan 2035. No significant unavoidable solid waste impacts would occur as a result of buildout of the proposed General Plan 2035.

5.21.7 SOURCES CITED

City of Murrieta Website, www.murrieta.org/services/waste/index.asp, accessed December 17, 2010

City of Murrieta Municipal Code, codified December 2010, Chapter 8.28, Waste Management, accessed December 26, 2010.

California Integrated Waste Management Board official website, Disposal Reporting System, 2008, located online at http://www.ciwmb.ca.govLGCentral/Reports/DRS/Destination/JurDspFa.aspx, 2009 data, accessed December 17, 2010

City of Murrieta Jurisdictional Waste Stream profile, located online at http://www.calrecycle.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=329&JUR=Murrieta, accessed December 17, 2010

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Section 5.22:

Electricity and Natural Gas

5.22 ELECTRICITY AND NATURAL GAS

This section identifies electricity and natural gas service providers and facilities serving the City of Murrieta and evaluates potential electricity and natural gas impacts associated with implementation of the proposed General Plan 2035.

5.22.1 REGULATORY SETTING

FEDERAL

State and Federal governments extensively regulate corporate utilities. The Federal government has almost no power to regulate municipal utilities, except as they are parties to certain contracts that must be filed with the Federal Energy Regulatory Commission (FERC).[1]

STATE

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. Assembly Bill 1890, enacted in 1996, deregulated the power generation industry, allowing customers to purchase electricity on the open market. Under deregulation, the production and distribution of power that was under the control of investor-owned utilities was decoupled. Deregulation allowed other providers the ability to supply electricity to consumers.

The Energy Efficiency Standards for Residential and Nonresidential Buildings were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

LOCAL

Electric power supply and distribution to the City of Murrieta is furnished by Southern California Edison (SCE). The Southern California Gas Company (SCG) provides natural gas service to the City of Murrieta. Electrical and natural gas services must be provided in accordance with SCE and SCG policies and extension rules on file with the CPUC at the time contractual agreements are made.

[1] http://www.econlib.org/library/Enc1/ElectricUtilityRegulation.html

On July 17, 2008, the Murrieta City Council adopted Ordinance No. 408-08 establishing standards for regulating non-commercial wind energy conversion systems in the Rural Residential District.[2]

5.22.2 ENVIRONMENTAL SETTING

ELECTRICITY

Electrical power is provided within the City of Murrieta by SCE. There is a local SCE office located at 27450 Ynez Road, Suite 124 in Temecula. There are a total of six existing substations that service the area, of which three are within the City of Murrieta.

SCE maintains and operates the transmission and distribution infrastructure necessary to provide electricity to end users throughout its entire service area. SCE provides electricity to approximately 13 million people, 180 cities and communities in 50,000 square miles of service area, encompassing 11 counties in central, costal and southern California, excluding the City of Los Angeles and certain other cities. Electricity can be generated from a combination of natural gas, hydroelectric, nuclear or renewable sources (wind and solar). SCE facilities include hydroelectric, nuclear, and coal power plants as identified below:[3]

- Big Creek Hydroelectric Facilities is located in Shaver Lake, California. This hydroelectric facility began operating in 1911, and consists of 23 hydroelectric generating units in nine powerhouses with a generating capacity of approximately 1,000 Megawatts, and six major reservoirs with a storage capacity of more than 560,000 acre-feet.

- San Onofre Nuclear Generating Station (SONGS), located in San Clemente, California, is jointly owned by SCE (75 percent share), San Diego Gas & Electric (20 percent share), and the cities of Riverside and Anaheim (remaining interests). In operation since 1968, SONGS is one of the largest nuclear generating stations in the United States. SONGS' two active units can serve 2.2 million households. Unit 1 of the facility was decommissioned in 2007.

- Four Corners Generating Station is located in Fruitland, New Mexico. Arizona Public Service and SCE jointly own this facility. SCE owns 48 percent (approximately 754 Megawatts) in shares. The plant is fueled by coal and has a generating capacity of approximately 2,048 Megawatts.

[2] City of Murrieta City Council Meeting Minutes, June 17, 2008, http://www.murrieta.org/uploads/minutes/council/cm061708.doc, accessed January 14, 2010

[3] Southern California Edison Company, *Our Company*, 2008, http://www.edison.com/ourcompany/sce.asp, accessed December 11, 2009.

- Mohave Generating Station, located in Laughlin, Nevada, is jointly owned by the SCE (56 percent share), the Salt River Project (20 percent share), Nevada Power (14 percent share), and Los Angeles Department of Water and Power (10 percent share). The Mohave Generating Station temporarily ceased operations on December 31, 2005 in order make significant upgrades to the plant and its emissions control systems. The plant owners are working to bring the plant back online as soon as possible. Prior to the facility ceasing operations, the plant's generating capacity was approximately 1,580 Megawatts and utilized low-sulfur coal. Coal was mixed with water off-site and delivered to the Mohave plant via a 275-mile pipeline, the only pipeline coal delivery system in the world.

- Palo Verde Nuclear Generating Station, located in Wintersburg, Arizona, is owned by both SCE (16 percent share) and Arizona Public Service (84 percent share). This facility is fueled by nuclear power and has a generating capacity of 3,600 Megawatts.

Locally, SCE is in the process of developing the Triton transmission substation. The substation project consists of constructing a new 115/12 kilovolt substation that would serve the cities of Temecula, Murrieta, and unincorporated southwestern Riverside County. The substation would be located in the City of Temecula with the purpose of strengthening SCE's electrical network in order to maintain reliability and meet the area's forecasted electrical demands due to population and density growth. The Triton transmission substation had an expected in-service date of June 2010.[4]

NATURAL GAS

The City of Murrieta receives its natural gas service from SCG, a subsidiary of Sempra Energy. Currently SCG is the nation's largest natural gas distribution utility, serving approximately 20.5 million consumers throughout 20,000 square miles of central and Southern California.[5]

The City is located within SCG's Ramona District of the Inland Empire. SCG provides the City with customer and distribution services. The City does not have any natural gas storage facilities. Natural gas is brought to the City through an existing network of gas transmission pipelines. Natural gas is distributed through existing mains located under City streets which can be extended to serve new projects. When new gas supply lines are required, SCG obtains encroachment permits from the City in advance of construction.

[4] Southern California Edison, Project Update Triton 115/12 Kilovolt Substation, October 2008; http://www.sce.com/NR/rdonlyres/7787C52B-A994-455E-8FD2-157955FC8BFF/0/081009_TritonSubProjectUpdate.pdf, accessed January 14, 2010.

[5] Sempra Energy, *Companies*, 2008, http://www.sempra.com/companies/utilities.htm#scg, accessed, December 11, 2009.

For service meter installation and maintenance procedures SCG possesses a "blanket permit" agreement with the City where the work is performed and SCG notifies the City after the work is completed.[6]

In areas of the City where natural gas infrastructure is not available, homes or businesses use propane gas. Individual propane tanks are located on the property and the owners or occupants execute private agreements with propane companies to maintain and refill the tanks.

RENEWABLE ENERGY

Southern California Edison

In 2008, SCE delivered approximately 12.6 billion kilowatt-hours of renewable energy to its customers, representing approximately 16 percent of the total energy delivered. Based on current renewable energy contracts, SCE expects that upon delivery, 20 percent or more of its customers energy needs with be met with renewable energy. *Table 5.22-1, Southern California Edison, 2008 Renewable Energy Summary* provides a summary of the renewable energy SCE generated in 2008.

Table 5.22-1
Southern California Edison
2008 Renewable Energy Summary

	Capacity (MW)	Delivered in 2008 (MWh)	Percentage of SCE's Renewable portfolio (%)
Wind	1,137	2,572,011	21
Geothermal	906	7,839,726	62
Solar	356	730,712	6
Biomass	185	904,465	7%
Small Hydro	200	526,193	4
Total	**2,784**	**12,573,107**	**100**
Source: SCE, http://www.sce.com/PowerandEnvironment/Renewables/ accessed January 14, 2010			

SCE has signed two wind-energy contracts. One agreement, with Puget Sound Energy signed in January 2009, calls for 2 billion kilowatt-hours over the next two years. The projects are located in Columbia and Kittitas counties in Washington State. The other, with AES Mountainview, calls for 66.6 megawatts from a wind farm in the San Gorgonio Pass near Palm Springs. This 10-year contract was signed in November 2008.

[6] City of Murrieta Master Environmental Assessment, October 28, 1992

In addition, SCE has implemented the *Renewables Standard Contract Program*, which is available for all renewable technologies of 20 megawatts or less. This program is designed to help smaller renewable generators contribute to reaching California's renewable energy and environmental goals. It also provides a faster, simpler way for renewable projects under 20 megawatts to sell their power to utility customers.

Southern California Gas Company

SCG participates in the Self-Generation Incentive Program (SGIP), which was established in 2001 in response to Assembly Bill (AB) 970. This legislation required the CPUC to initiate certain program activities that allowed customers of the utility to generate their own power and sell it back to a utility. The first SGIP application was accepted by the CPUC in July 2001. Today, the SGIP represents the single largest incentive program of its kind in the country. Approximately 860 facilities representing slightly over 200 megawatts of rebated generation capacity have been installed and received rebate checks under the program.[7] *Table 5.22-2, Southern California Gas Company Self-Generation Incentive Levels*, outlines the incentives provided by SCG for participating in the program.

Table 5.22-2
Southern California Gas Company
Self-Generation Incentive

Incentive Levels	Eligible Technologies	Incentive Offered ($/Watt)[2]	Minimum System Size	Maximum System Size[3]
Level 2 (Renewable)	Wind turbines	$1.50/W	30 kW	5 MW
	Renewable fuel cells	$4.50/W		
Level 3 (Non-Renewable)	Non-Renewable fuel cells[1]	$2.50/W	None	5 MW
Advanced Energy Storage	Coupled with eligible self generation technology and four hour discharge period rate capacity	$2.00/W	None	5 MW

Source: SCG, http://www.socalgas.com/business/selfGen/
1. System must utilize waste heat recovery meeting Public Utilities Code 218.5.
2. O - 1 MW -- 100% of incentive
   1 - 2 MW -- 50% of incentive
   2 - 3 MW -- 25% of incentive
3. Maximum incentive payout capped at 3 MW.

[7] CPUC Self-Generation Incentive Program Fifth Year Impact Evaluation, Final Report, prepared by Itron, Inc, March 1, 2007

5.22.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, impacts to electricity and natural gas facilities and service resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- The project would create demands on electricity or natural gas supply and/or infrastructure which exceed the capacity of the utility serving the project area.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.22.4 PROJECT IMPACTS AND MITIGATION MEASURES

ELECTRICITY

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCREASED DEMAND FOR ELECTRICITY PROVIDED WITHIN THE CITY.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would result in an increased demand for electricity supplies. As indicated in Table *5.22-3*, *Net Increase in Electricity Demand* the proposed General Plan 2035 would result in an increased electricity demand of approximately 529,324,154 MWh/year over existing usage. However, SCE has indicated that it would be able to serve the projected buildout resulting from implementation of the proposed General Plan 2035.[8] SCE has existing electricity infrastructure located throughout the City, which would serve future development associated with the implementation of the proposed General Plan 2035.

[8] Written Correspondence with Ronald Wold, SCE Field Engineering, December 2010

Table 5.22-3
Net Increase in Electricity Demand

Land Use	Development Potential	Consumption Factor	Electricity Demand
Residential	10,734 du	5626.5 kWh/du/year	60,394,861 MWH/year
Non-Residential[1]	36,210,757 sq ft	12.95 kWh/sf/year[2]	468,929,303 MWH/year
		Total	**529,324,154 MWh/year**

kWh = kilowatt-hour MWh = Megawatt-hour sf = square feet du = dwelling unit
Source: Consumption factors obtained from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Table A9-11-A.
1 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional
2 = Office Consumption Factor was applied.

SCE maintains a Distribution Plan that is updated every year. With regard to the five Focus Areas targeted for land use change in the proposed General Plan 2035, SCE anticipates that new development in the northern portion of the City would be served by the Auld Substation, which is located at Clinton Keith Road and Liberty Road. New development in the southern portion of the City may be served from a new substation being built in Temecula, which would be coming online in 1 to2 years. It is also possible that this new substation may take load from the Auld substation, allowing Auld to serve more development in the north. Development in the southern portion of the City would also be served by the existing Stadler Substation, located by Ivy Street and Jefferson Street.[9]

Additionally, SCE just upgraded the Tenaja Substation, located at Clinton Keith Road and Grand Avenue, which could help serve new growth in the southern portion of the City, or could take some of the load that would be served by the Stadler Substation.[10]

It is anticipated that service demands created by implementation of the proposed General Plan 2035 are within the service parameters of SCE current and future transmission and service infrastructure. SCE would update existing facilities or add new facilities in the City as needed throughout the life of the proposed General Plan 2035. Financial responsibility for any updates or additional facilities would be in accordance with SCE's rules and tariffs. All new developments that require new electricity lines to be installed would be required to pay applicable fees assessed by SCE to extend electricity lines to serve a specific project site. SCE would not provide service to new developments if there were not adequate electricity supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service.

In addition, all new construction in the State of California is subject to the energy conservation standards set forth in *Title 24*, Parts 6 and 11 of the *California Code of Regulations*. These are prescriptive standards that establish maximum energy consumption levels for the heating and

[9] Ibid
[10] Ibid

cooling of new buildings. Furthermore, the proposed General Plan 2035 includes policies related to conservation and energy efficiency in the Infrastructure and Conservation Elements. Adherence to these building practices would reduce the demand for electricity. As such, impacts are anticipated to be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

INFRASTRUCTURE ELEMENT

Goal INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.

Policies

INF-1.2 Discourage development in areas without connections to existing infrastructure, unless infrastructure is being provided.

INF-1.5 Continue to require new development and redevelopment to provide verification that energy utilities are able to accommodate the additional demand for service.

INF-1.7 Encourage the preparation and updates of master plans by the appropriate providers or agencies to conduct detailed long-range planning to ensure the efficient provision of public services, infrastructure, and/or utilities.

CONSERVATION ELEMENT

Goal CSV-12 Energy conservation and the generation of energy from renewable sources is prioritized as part of an overall strategy to reduce greenhouse gas emissions.

Policies

CSV-12.1 Ensure that all developments comply with energy efficiency requirements as mandated by the applicable Building Code.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

NATURAL GAS

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCREASED DEMAND FOR NATURAL GAS PROVIDED WITHIN THE CITY.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would result in an increased demand for natural gas supplies. According to *Table 5.22-4*, *Existing Natural Gas Consumption*, it is estimated that the City of Murrieta currently consumes 2,669,820 kcf per year of natural gas.

Table 5.22-4
Existing Natural Gas Consumption

Land Use	Development Potential	Consumption Factor	Natural Gas Demand
Residential	33, 750 du	6,665 cf/du/month	224,944 kcf/month
Commercial	13,978 sf	2.9 cf/sf/month	41 kcf/month
		Total	**224,985 kcf/month (2,699,820 kcf/year)**

cf = cubic feet kcf = thousand cubic feet sf = square feet du = dwelling unit
Source: Consumption factors obtained from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Table A9-12-A.
Note: All non-residential land uses are lumped into the Commercial Designation, to produce a more conservative estimate.

As indicated in *Table 5.22-5*, *Net Increase in Natural Gas Demand*, new development associated with implementation of the proposed General Plan 2035 would generate a need for an addition of approximately 1,727,563,488 kcf per year of natural gas supplies over existing usage.

Table 5.22-5
Net Increase in Natural Gas Demand

Land Use	Development Potential	Consumption Factor	Natural Gas Demand
Residential	10,734 du	6,665 cf/du/month	71,542,110 kcf/month
Non-Residential[1]	36,210,757 sq ft	2.0 cf/sf/month	72,421,514 kcf/month
		Total	**143,963,624 kcf/month 1,727,563,488 kcf/year**

cf = cubic feet kcf = thousand cubic feet sf = square feet du = dwelling unit
Source: Consumption factors obtained from South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Table A9-12-A.
1 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional
2 = Office Consumption Factor was applied.

This represents an increase in natural gas consumption of approximately 64 percent over 25 years, which is approximately a 2.56 percent increase per year. Based on past experiences with SGC, it is anticipated that SCG would be able to serve this projected increase. Each project would be reviewed on a case-by-case basis, which means that natural gas sources and infrastructure to serve the project(s) would be planned for well in advance of project construction. Additionally, all aforementioned proposed General Plan 2035 goals and policies would also be applicable to all future development projects requiring natural gas. Thus, a less than significant impact is anticipated in this regard.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.22.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.22.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND OTHER CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO ELECTRICAL AND/OR NATURAL GAS SERVICES AND FACILITIES.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: For this topic, the cumulative impacts are analyzed in terms of impacts associated with the proposed General Plan 2035 and related cumulative projects served by the same electricity and natural gas service providers (i.e., SCE, SCG).

Future development resulting from the implementation of the proposed General Plan 2035, in combination with other future development within SCE and SCG service areas would result in the long-term and continued use of electricity and natural gas resources. Potential electricity and natural gas impacts associated with new developments would be evaluated on a project-by-project basis. All new development that would be served by SCE would be required to pay applicable fees assessed by SCE necessary to provide service to the specific project. SCE would not provide service to new developments if there were not adequate electricity and natural gas supplies and infrastructure to maintain existing service levels and meet the anticipated electricity demands of the specific development requesting service. Future developments that require new

infrastructure/gas main extensions would be required to pay all applicable fees assessed by SCG necessary to accommodate the specific project. Natural gas services provided would be required to comply with all policies and extension rules of SCG. SCG would not allow new development projects to connect to existing gas main unless the system could maintain adequate service and supply to existing customers and meet the anticipated demands of the project requesting service. Therefore, the proposed General Plan 2035 would not result in cumulatively considerable electricity or natural gas impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.22.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.22.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Electricity and natural gas impacts associated with implementation of the proposed General Plan 2035 would be less than significant with compliance with and/or adherence to Federal, State and local regulations, and goal and policies in the proposed General Plan 2035. Therefore, no significant unavoidable electricity or natural gas impacts would occur as a result of the proposed General Plan 2035.

5.22.7 SOURCES CITED

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South Coast Air Quality Management District CEQA Air Quality Handbook, April 1993, Tables A9-11-A and A9-12-A.

Written Correspondence, Ronald Wold, Southern California Edison Distribution Field Engineering, December 21, 2010.

the future of southern california

Murrieta

General Plan Update

Section 6.0:

Alternatives

6.0 ALTERNATIVES

6.1 INTRODUCTION

CEQA Guidelines Section 15126.6 requires the identification and evaluation of reasonable alternatives designed to feasibly achieve the most basic objectives of the project, while avoiding or substantially lessening any of the significant environmental effects of the project. In addition, *CEQA* requires a comparative evaluation of the merits of the alternatives.

Pursuant to *CEQA Guidelines* Section 15126.6 (f)(1), factors that may be taken into account when addressing the feasibility of alternatives include, but are not limited to, 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 (or the site is already owned by the proponent). Although these factors do not present a strict limit on the scope of reasonable alternatives to be considered, they help establish the context in which "the rule of reason" is measured against when determining an appropriate range of alternatives sufficient to establish and foster meaningful public participation and informed decision-making.

GENERAL PLAN 2035 PROCESS

It is important to discuss the General Plan 2035 process, as that process lead to the selection of the preferred General Plan Land Use Diagram. The following outlines the General Plan 2035 process:

- ***Project Understanding and Initiation.*** This task involved the General Plan Team reviewing existing plans and studies, conducting site visits, and collecting new data needed for the General Plan. This task culminated in the preparation of an Existing Conditions Report.

- ***Visioning and Community Involvement.*** The first phase of community participation in the General Plan 2035 was called "visioning" because it asked the community to help define a vision of what Murrieta should be in the future. Participation opportunities included workshops and surveys, as described below. The input received from the community through these various opportunities shaped the following ten community priorities that served as the foundation for the General Plan.

Natural Environment	*Protect the natural beauty of the mountains, hills, and waterways.*
Rural Areas	*Preserve elements of Murrieta's rural heritage.*
Community Character	*Protect and foster a strong sense of community and safety, as well as the "small town" feeling.*
Recreation and Culture	*Provide abundant parks and facilities for recreational activities, and cultural amenities.*
Historic Downtown Murrieta	*Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.*
Governance	*Promote community involvement and provide for a fiscally sound future.*
Sustainable Economy	*Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.*
Transportation	*Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.*
Infrastructure and Services	*Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.*
Youth Amenities	*Provide ample activities for all ages of youth, and jobs for teens.*

- ***Land Use Alternatives.*** The next major phase in the planning process considered and analyzed different scenarios for land use change, with several opportunities for community input.

  Before commencing work on the General Plan 2035, the City Council decided on four "Focus Areas" that were targeted for land use change:

  - North Murrieta Business Corridor
  - Clinton Keith/Mitchell Area

- Golden Triangle North (Central Murrieta)
- South Murrieta Business Corridor

These areas included key locations along freeway corridors that are suitable for major land development and redevelopment to carry out the City Council's economic development strategy. It also included rural residential areas north of Clinton Keith Road that are adjacent to major new development along I-215.

Through the General Plan 2035 process, three additional Focus Areas were identified:

- Multiple Use Area 3 (MU-3)
- Los Alamos Hills
- Historic Downtown Murrieta

The Focus Areas are shown on *Exhibit 3-3* in Section 3.0, Project Description.

Following the community workshops and City Council and Planning Commission joint workshops (described below), a preferred Land Use Alternative was selected for analysis in the EIR.

- ***Preparation of the General Plan Elements and Program Environmental Impact Report.*** During this phase in the General Plan process, goals and polices were developed to reflect the vision and priorities of the community. Joint City Council and Planning Commission workshops were held to provide a preview of the updated General Plan, including a review of some of the draft goals and policies (described below). Following the development of the goals and policies, an environmental review was conducted to evaluate the impacts of the policy program and the preferred land use alternative. A Draft General Plan and Draft Program EIR were developed for public review.

Community Involvement

The following provides an overview of the visioning and community involvement that occurred during the General Plan 2035 process:

- ***Outreach.*** In January 2010, the City of Murrieta kicked off an outreach campaign to raise public awareness of the General Plan 2035 process and opportunities to participate. Early outreach efforts included "information centers" at City Hall and the Library, presentations to business groups, and staffed tables at local retailers (Wal-Mart) and the City's Recreation Expo. Outreach continued throughout the process with updates to the project website, press releases, and email newsletters.

- ***Online Survey.*** Residents were invited to participate in an online survey from January 8 to February 8, 2010 and describe what about Murrieta they wanted to stay the same, the challenges they felt Murrieta needs to overcome, and their hopes for Murrieta's future (Treasures, Challenges, and Visions). There were 94 responses to the visioning survey.

- ***Workshops.*** Visioning workshops began with the same questions as the survey, asking for ideas on Treasures, Challenges, and Visions. Participants then worked in groups to provide further direction on the popular topics. Students at Vista Murrieta High School participated in a youth visioning workshop which engaged 48 students from grades 9-12 on January 22, 2010 and led students to create vision statements for Murrieta. This was followed by two workshops for the community at large, held at Murrieta Mesa High School on the evening of Thursday, January 28, 2010 and duplicated on the morning of Saturday, January 30, 2010. Over 60 people participated in these community workshops, suggesting objectives and action steps for several topics.

  A visioning workshop was held for the rural Los Alamos area on April 13, 2010. Approximately 50 participants did a Treasures, Challenges, Visions exercise and then worked in groups to write vision statements for the Los Alamos area.

- ***Feedback on Community Priorities.*** A summary of the initial visioning input was placed online and provided a detailed description of participation in the survey and workshops. In that summary, the General Plan Team distilled all input into several "community priorities" for the future of Murrieta. The public was then asked to provide feedback on these community priorities through a second online survey and a room-wide polling exercise at the land use workshop on March 27, 2010.

  A Community Vision Report presented the ten final community priorities, a summary of visioning activities, and verbatim input from the community. The report was posted on the General Plan 2035 website.

- ***Land Use Alternatives Workshops.*** Development of the land use alternatives involved several community and joint City Council and Planning Commission workshops.

COMMUNITY WORKSHOPS

The General Plan Team sought input on land use changes in five Focus Areas from local residents, property owners, and other stakeholders by holding a series of land use workshops from March to June 2010. A community workshop was held on March 27, 2010 in which participants worked in groups to provide general direction on land use in the Focus Areas anticipated for land use changes.

Local meetings were held in each of the Focus Areas to discuss land use in those areas. Formats of these meetings were tailored to the needs for each area. Generally, the first meeting for each area asked participants for open-ended input on land use, and a follow-up meeting presented land use alternatives for additional feedback. These meetings were held as follows:

- North Murrieta Business Corridor – March 23 and June 2, 2010
- Clinton Keith/Mitchell – March 25 and June 8, 2010

- South Murrieta Business Corridor – March 29, 2010
- Multiple Use 3 (MU-3) Area – April 22 and June 7, 2010
- Golden Triangle North – May 3 and June 10, 2010

The input received at those meetings, and submitted in writing, was summarized in the Land Use Summary Report: Community Workshop and Land Use Area Meetings, which was posted on the General Plan 2035 website.

CITY COUNCIL AND PLANNING COMMISSION WORKSHOPS

Joint meetings of the City Council and Planning Commission were held on June 23, 2010 and July 6, 2010, so that these officials could review a series of land use alternatives for the five Focus Areas targeted for land use change, consider community comments, and provide direction to City Staff and the General Plan Team on a Recommended Land Use Alternative.

- ***Goals and Policies/General Plan Drafts Workshops.*** A community workshop and two joint City Council and Planning Commission workshops were held to obtain input of the draft goals and policies.

"GOALS FOR A HEALTHY MURRIETA" WORKSHOP

A public workshop on October 21, 2010 had the dual purpose of obtaining direction on General Plan 2035 goals and hearing ideas on how Murrieta can be a healthy community. A brief presentation at the beginning of the workshop reviewed the purpose and progress of the General Plan 2035. The presentation then described the relationships between the built environment and health, and provided information on health in Murrieta. Groups of participants were asked to write goals that could help the City to achieve the Community Priorities derived in the visioning process, and to suggest ways to promote health while pursuing those goals.

CITY COUNCIL AND PLANNING COMMISSION WORKSHOPS

Two joint workshops of the City Council and Planning Commission were held on November 30, 2010 and January 11, 2011 to provide a preview of the major features of the updated General Plan, in anticipation of the release of the public review draft. Presentations at these workshops reviewed some of the draft goals and policies, and introduced the concept of separating the land use map from the zoning map. Public comments were received at both workshops.

Determination of Alternatives to Be Analyzed

Key factors used to determine the range of feasible alternatives to the proposed General Plan 2035 include the objectives established for the EIR process, the City Council's number one priority of Economic Development, and the community values and vision for the General Plan 2035.

The basic objectives of the proposed General Plan 2035 and General Plan EIR are set forth specifically and in detail in Section 3.3, Statement of Objectives. Section 3.2, Background, provides the framework for the economic development foundation for the General Plan 2035, and is summarized in the following sentences. The City Council established a Comprehensive Economic Development Strategy in October 2008, making economic development of Murrieta the number one priority for the City. The Strategy served as one of the key factors to initiate a comprehensive General Plan Update. The update process involved a number of steps, including but not limited to, visioning and community involvement that led to the establishment of ten community priorities; a complete revision to all the elements, and the addition of new elements. The community priorities are reflected throughout the General Plan 2035, and have been previously stated in this Section. The land use alternatives for the General Plan Update were developed based upon the City Council's number one priority along with the City's goal to revitalize and make Murrieta a regional hub of economic activity. Both of these served as key driving factors for the update and ultimately to the City Council and Planning Commission selection of a Recommend Land Use Scenario and two additional alternatives (Scenario A and Scenario B). The land use changes identified in the Land Use Element that make way for this revitalization and economic activity are the cornerstones of General Plan 2035.

With these factors in mind, the following alternatives have been identified for detailed analysis in this section:

- No Project/Existing General Plan
- Scenario A
- Scenario B

ALTERNATIVES ANALYSIS

Potentially significant impacts that would result from implementation of the proposed General Plan 2035 are identified in Section 5.0, Environmental Analysis, which indicates that the proposed General Plan 2035 would result in significant and unavoidable impacts related to:

- *Traffic*
  - Roadway Segments Exceeding LOS Standards (LOS D, E, or F) – Project and Cumulative Impacts
  - Intersections Exceeding LOS Standards (LOS D, E, or F) – Project and Cumulative Impacts

- ***Air Quality***
  - Short-Term Construction Emissions – Project and Cumulative Impacts
  - Long-Term Mobile and Stationary Source Emissions – Project and Cumulative Impacts

- ***Noise***
  - Cumulative Long-Term Operation Noise Impacts

- ***Parks and Recreation Facilities***
  - Parks and Recreational Facilities – Project and Cumulative Impacts

Implementation of the identified goals, policies, or mitigation measures can mitigate all other potentially significant impacts to less than significant levels. This section considers alternatives to otherwise avoid or minimize these impacts.

A description of each alternative and a comparative environmental evaluation to the impacts identified for the proposed General Plan 2035 is provided below. The evaluation is followed by a conclusion.

6.2 NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

6.2.1 DESCRIPTION

As required by *CEQA Guidelines* Section 15126.6 (e), the No Project/Existing General Plan Alternative describes buildout of the City of Murrieta in accordance with existing zoning and General Plan land use designations and policies of the current General Plan, which was adopted in 1994 with amendments in 2006 (refer to *Exhibit 5.1-3*, *Existing General Plan/Zoning Map*). This Alternative assumes that the existing General Plan would continue to provide outdated information regarding several issues, such as land uses, traffic conditions, community noise levels, air quality data, public services and utilities levels of service, and population, employment and housing.

This Alternative assumes that ultimate buildout of the existing General Plan would occur. The No Project/Existing General Plan Alternative encompasses the same geographic area as that in the proposed General Plan 2035. The General Plan 2035 proposes the revisions to the Existing General Plan, as outlined in Section 3.5.1, Components of the Proposed General Plan 2035.

6.2.2 IMPACT EVALUATION

LAND USE

Two objectives of the proposed General Plan 2035 are to provide comprehensive and concise land use designations that better reflect the land use vision for the City and to update the General Plan development projections to the year 2035. The No Project/Existing General Plan Alternative land use designations do not adequately address the development patterns and land use vision for the City. Further, this Alternative does not include a land use plan that reflects the current development projections for future years. Under the No Project/Existing General Plan Alternative, the existing Land Use Element would continue to provide outdated information that does not reflect the current conditions or goals of the City. This Alternative would prevent the City from achieving some of the core objectives of the 2035 General Plan, including economic revitalization, job creation, and healthy community goals. The proposed General Plan 2035 revises and updates the existing Land Use Element, including establishing Focus Areas for future growth that reflect the economic development priorities of the City. The General Plan 2035 proposes removal of the MU-1, MU-2, and MU-3 land use and zoning designations and the introduction of a mixed-use land use designation. The proposed General Plan 2035 provides updated land use information for the City, including land uses that have changed over time and may not be reflective of the existing General Plan's land use designations. It establishes the policy foundation to address current and anticipated buildout conditions over the next 25 years. The existing inconsistency impact with the *Riverside County Airport Land Use Compatibility Plan* associated with the French Valley Airport would continue to occur with this Alternative, as no new policies would be included to address the inconsistency.. In this regard, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035.

POPULATION, HOUSING, AND EMPLOYMENT

Two objectives of the proposed General Plan 2035 are to update the City's environmental baseline conditions to 2009 and to update the General Plan development projections to the year 2035 for dwelling units, non-residential square footage, population, and employment. The No Project/Existing General Plan Alternative does not reflect the most current population, employment, and housing numbers or projections, nor does it provide quantitative population, employment, and housing projections for future years. The existing General Plan was adopted in 1994 with amendments in 2006, and therefore does not address current conditions or plan for anticipated growth within the City over the next 25 years. In contrast, the proposed General Plan 2035 reflects the current priorities of the City, including economic development and increased employment opportunities within the City. The No Project/Existing General Plan Alternative does not provide for the type and intensity of non-residential development within specific Focus Areas of the City in order to achieve these priorities to the extent of the General Plan 2035. Further, the jobs/housing balance would not be improved to the extent of the General Plan 2035.

Therefore, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

AESTHETICS

Both the No Project/Existing General Plan Alternative and the General Plan 2035 would encourage preservation of existing residential neighborhoods within the City. Vacant land within the City comprises approximately 7,291 acres, representing approximately 34 percent of the City's acreage. The proposed General Plan 2035 has identified Focus Areas within the City for development, which includes areas of vacant land. New development within these areas would change the character of the areas and their surroundings. It is anticipated that similar areas would be developed under the No Project/Existing General Plan Alternative resulting in changes to the existing character of the areas. However, the proposed General Plan 2035 would involve land use changes within these areas to provide for more consistent and compatible development, while allowing for the City's economic development priorities to be achieved. The No Project/Existing General Plan Alternative does not provide the framework and focused vision to address the visual character of future development within the City to the extent of the proposed General Plan 2035. The proposed General Plan 2035 establishes policies that address the desired character of development within these areas. Thus, the No Project/Existing General Plan Alternative is considered environmentally inferior to the Proposed General Plan 2035 in this regard.

TRAFFIC AND CIRCULATION

Levels of service associated with the No Project/Existing General Plan Alternative were calculated for both roadway segments and intersections (refer to Appendix C for the detailed traffic impact analysis). Two scenarios were modeled: without the extension of Whitewood Road between Jackson Avenue and Murrieta Hot Springs Road in place; and with the extension of Whitewood Road between Jackson Avenue and Murrieta Hot Springs Road in place.

Roadway Segments – Without the Whitewood Road Extension

Using the No Project/Existing General Plan buildout scenario daily traffic volumes and the maximum daily roadway capacity values, daily volume-to-capacity ratios have been determined for the scenario without the Whitewood Road extension. Several roadway segments are projected to operate at an unacceptable level of service (LOS D, E, or F) per the City of Murrieta's LOS standards; refer to Appendix C, Figure 12. The roadway segments generally include, but are not limited to:

Level of Service D

- Portions of Jefferson Avenue, Whitewood Road, Winchester Road, and Washington Avenue.

Level of Service E

- Portions of Jefferson Avenue, Monroe Avenue, Jackson Avenue, Alta Murrieta Drive, and Clinton Keith Road.

Level of Service F

- Portions of Jefferson Avenue, Clinton Keith Road, California Oaks Road, Los Alamos Road, Hancock Avenue, Winchester Road, Menifee Road, and Kalmia Street.

Roadway Segments – With the Whitewood Road Extension

Using the No Project/Existing General Plan buildout scenario daily traffic volumes and the maximum daily roadway capacity values, daily volume-to-capacity ratios have been determined for the scenario with the Whitewood Road extension in place. The following roadway segments are projected to operate at an unacceptable level of service (LOS D, E, or F) per the City of Murrieta's Level of Service standards; refer to Appendix C, Figure 14. The roadway segments generally include, but are not limited to:

Level of Service D

- Portions of Madison Avenue, Jefferson Avenue, Guava Street, Hancock Avenue, California Oaks Road, and Monroe Avenue.

Level of Service E

- Portions of Jefferson Avenue, California Oaks Road, Clinton Keith Road, Murrieta Hot Springs Road, Winchester Road, Menifee Road, and Hancock Road.

Level of Service F

- Portions of Murrieta Hot Springs Road, Jefferson Avenue, Clinton Keith Road, Winchester Road, Los Alamos Road.

Intersections

Under the No Project/Existing General Plan Alternative, all future study intersections are projected to operate at LOS D or better with the exception of the following 15 intersections:

- Menifee Road/Scott Road
- Winchester Road - SR-79/Scott Road
- Antelope Road/Keller Road
- Whitewood-Meadowlark/Golden City Drive – Baxter Road
- I-215 NB Off-Ramp/Clinton Keith Road
- Meadowlark – Whitewood Road/Clinton Keith Road
- Winchester Road - SR-79/Benton Road
- Jefferson Avenue/Murrieta Hot Springs Road
- Madison Avenue/Murrieta Hot Springs Road
- Jefferson Avenue/Kalmia Street

- Winchester Road (SR-79)/Murrieta Hot Springs Road
- Hancock Avenue/Los Alamos Road
- I-215 SB Ramps/Los Alamos Road
- Whitewood Road/Murrieta Hot Springs Road
- Nutmeg Street/Clinton Keith Road

As indicated in Section 5.4, Traffic and Circulation, 18 study intersections would operate at an unacceptable LOS under the proposed General Plan 2035. With intersection improvements, 16 intersections would continue to operate at an unacceptable LOS based upon the City's performance criteria under the proposed General Plan 2035. Thus, fewer impacts would occur under the No Project/Existing General Plan Alternative when compared to the proposed General Plan 2035.

The proposed General Plan 2035 encourages new and/or improved transit operations within the City, as well as accessibility between major uses and users. Other alternative modes of transportation, including walking and biking are also encouraged. The Circulation Element of the proposed General Plan 2035 identifies the provision of a multi-modal circulation system with accessibility to all users as a key goal. The General Plan 2035 proposes policies that would support and encourage the use of alternative transportation and ensure that adequate alternative transportation is available to serve demand. Although the No Project/Existing General Plan Alternative provides goals and policies to support and encourage alternative modes of transportation, it does not do so to the extent of the proposed General Plan 2035. However, since the number of deficient intersections would be less with the No Project/Existing General Plan Alternative when compared to the General Plan 2035, this Alternative is considered environmentally superior to the proposed General Plan 2035.

AIR QUALITY

The No Project/Existing General Plan Alternative would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed General Plan 2035. Although the amount and intensity of development would be greater under the proposed General Plan 2035, development under either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would result in significant unavoidable impacts related to construction-related emissions, regional operational emissions, AQMP consistency, and cumulative construction and operational impacts. All other air quality impacts associated with the proposed General Plan 2035 and No Project/Existing General Plan Alternative can be mitigated to less than significant levels. However, the proposed General Plan 2035 land use plan and goals and policies provide for greater opportunities to protect and improve air quality, including updated goals and policies that reflect current regulatory requirements, as well as providing opportunities for a better jobs/housing balance to reduce vehicle miles traveled, encouraging energy conservation and new and expanded regional and local transit opportunities, and providing future opportunities to developed mixed-use and transit-oriented developments. Thus, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

GREENHOUSE GAS EMISSIONS

In accordance with AB 32, the City would be required to reduce GHG emissions to 1990 levels by 2020. Development pursuant to the No Project/Existing General Plan Alternative would result in additional GHG emissions with future development, similar to the proposed General Plan 2035. The City has prepared a Climate Action Plan (CAP) as part of the proposed General Plan 2035 to address GHG emissions reduction within the City. The strategies identified in the CAP contain emission reduction measures from municipal and non-municipal operations. These measures are consistent with and build upon the goals and policies within the proposed General Plan 2035. The strategies identified in the CAP would achieve the desired reduction target of 15 percent below baseline levels by 2020 under the proposed General Plan 2035. Since the No Project/Existing General Plan Alternative does not include goals and policies that would address GHG emissions reductions within the City to the extent of the proposed General Plan 2035, it is possible that the City would not meet its reduction targets of AB 32 under this Alternative, resulting in a significant impact. Thus, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

NOISE

The No Project/Existing General Plan Alternative would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed General Plan 2035. Although the amount and intensity of development would be greater under the proposed General Plan 2035, development under either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would result in additional noise from construction activities and the resulting increase in traffic associated with future development. Cumulative long-term operational noise impacts would be significant and unavoidable due to anticipated City growth, along with cumulative growth in the Sphere of Influence and outside the City. Thus, the No Project/Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

GEOLOGY AND SEISMIC HAZARDS

Development under either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would potentially result in new development (i.e., new residential and non-residential land uses), thereby resulting in an increase in population. Potential new development would be located throughout the City and would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking or ground failure. However, impacts related to geologic and seismic hazards associated with either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with building codes and standards and the goals and policies of the proposed General Plan 2035. However, it should be noted that the No Project/Existing General Plan Alternative would involve the development of fewer residential units and non-residential square footage than the proposed General Plan 2035.

Therefore, the number of people or structures that would potentially be exposed to seismic hazards would be reduced with this Alternative. Therefore, the No Project/Existing General Plan Alternative would be considered environmentally superior to the proposed General Plan 2035 in this regard.

CULTURAL RESOURCES

The No Project/Existing General Plan Alternative and proposed General Plan 2035 would allow for new development on existing vacant land. Therefore, potential impacts to known or unknown/undiscovered historical, archaeological, or paleontological resources would be similar under the No Project/Existing General Plan Alternative or the proposed General Plan 2035. However, impacts related to cultural resources associated with either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the goals and policies of the No Project/Existing General Plan Alternative or proposed General Plan 2035, respectively and mitigation measures. Therefore, the No Project/Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

BIOLOGICAL RESOURCES

The No Project/Existing General Plan Alternative and proposed General Plan 2035 would allow for new development of vacant land or through redevelopment of currently developed land that may contain biological resources. Therefore, potential impacts to habit modifications of any species identified as sensitive or special status species, riparian habitat, sensitive natural communities, federally protected wetlands, movement of native resident or migratory fish or wildlife species would be similar under the No Project/Existing General Plan Alternative or the proposed General Plan 2035. It is anticipated that impacts related to biological resources associated with either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the No Project/Existing General Plan Alternative or proposed General Plan 2035, respectively. Therefore, the No Project/Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

AGRICULTURAL RESOURCES

Future development under the No Project/Existing General Plan Alternative and proposed General Plan 2035 may involve parcels of land currently operating for agricultural purposes or identified for agricultural production. Therefore, potential impacts to prime farmland, unique farmland, farmland of statewide importance, or Williams Act contracts would be similar under the No Project/Existing General Plan Alternative or the proposed General Plan 2035. It is anticipated that impacts related to agricultural resources associated with either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would be less than

significant. However, the proposed General Plan 2035 provides better protection and promotion of agricultural resources and activities, including the promotion of urban agriculture, when compared to the No Project/Existing General Plan Alternative. Therefore, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

MINERAL RESOURCES

Future development under the No Project/Existing General Plan Alternative and proposed General Plan 2035 may involve lands that contain unknown mineral resources. Therefore, potential impacts to mineral resources would be similar under the No Project/Existing General Plan Alternative or the proposed General Plan 2035. It is anticipated that impacts related to mineral resources associated with either the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies of the No Project/Existing General Plan Alternative or the proposed General Plan 2035, respectively. Therefore, the No Project/Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

HYDROLOGY, DRAINAGE, AND WATER QUALITY

The No Project/Existing General Plan Alternative and proposed General Plan 2035 would potentially allow for new development on existing vacant land, resulting in increased population and development that could result in hydrology, drainage, or water quality impacts. The proposed General Plan 2035 would allow for greater development when compared to the No Project/Existing General Plan Alternative, resulting in increased hydrology, drainage and water quality impacts. Buildout of the proposed General Plan 2035 would involve greater development and greater demand for groundwater resources due to increased growth and decreased reliance of imported water supplies, when compared to the No Project/Existing General Plan Alternative. The Conservation Element of the proposed General Plan 2035 includes goals and policies that address stormwater management and water quality to ensure that potential impacts would be reduced. These policies provide for increased protection and provide updated and current information regarding stormwater and water quality requirements. However, compliance with the regulatory requirements and existing goals and policies would reduce impacts to a less than significant level under the No Project/Existing General Plan Alternative. Since the No Project/Existing General Plan Alternative would allow for less development than the proposed General Plan 2035, the No Project/Existing General Plan Alternative is considered environmentally superior to the proposed General Plan 2035 in this regard.

HAZARDS AND HAZARDOUS MATERIALS

Implementation of the No Project/Existing General Plan Alternative or the proposed General Plan 2035 would potentially result in the expansion or development of facilities that could impact the health and safety of Murrieta residents and employees. Both the No Project/Existing General Plan Alternative and the proposed General Plan 2035 provide goals and policies to reduce the potential threat associated with hazardous material use, disposal, and transport. The MU-3 designation that occurs under the No Project/Existing General Plan Alternative currently allows for the development of mixed-uses, including the placement of residential and non-residential uses in proximity to each other. These non-residential uses may involve the storage and/or use of hazardous materials. Although the MU-3 designation would be removed as part of the proposed General Plan 2035, the General Plan 2035 proposes a mixed-use land use designation that would allow for mixed-use development in the future, including the placement of residential and non-residential uses in proximity to each other. The General Plan 2035 proposes new policies to address the potential for hazards and hazardous materials impacts associated with mixed-use developments and the protection of residential uses. Thus, the General Plan 2035 would provide for better protection related to potential hazards and hazardous materials impacts associated with mixed-use developments when compared to the No Project/Existing General Plan Alternative. Therefore, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

PUBLIC SERVICES AND UTILITIES

The No Project/Existing General Plan Alternative does not represent the true level of service demand based on current conditions. Implementation of the proposed General Plan 2035 would provide a comprehensive inventory of existing public services and utilities and the levels of service provided to the City. Growth associated with the proposed General Plan 2035 would exceed the growth anticipated with the No Project/Existing General Plan Alternative. Therefore, the level of service and demand for service would be less with the No Project/Existing General Plan Alternative than the proposed General Plan 2035. However, with the exception of parks and recreational facilities, goals and policies in the proposed General Plan 2035 would reduce potential impacts to a less than significant level. Impacts to parks and recreational facilities would be significant and unavoidable with the No Project/Existing General Plan Alternative and the proposed General Plan 2035. Thus, the No Project/Existing General Plan Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

CONCLUSION

The No Project/Existing General Plan Alternative would result in similar environmental impacts as the proposed General Plan 2035 for noise, cultural resources, biological resources, mineral resources, and public services and utilities. However, this Alternative may generate higher

impacts than the proposed General Plan 2035 with respect to land use, population, housing, and employment, aesthetics, air quality, greenhouse gas emissions, agricultural resources, and hazards and hazardous materials. This Alternative would generate fewer impacts than the proposed General Plan 2035 with respect to traffic and circulation, geology and seismic hazards, and hydrology, drainage, and water quality. It is the intent of the proposed General Plan 2035 to provide new information based on current conditions within the City and to provide goals and policies that address current conditions. The conditions evaluated under the No Project/Existing General Plan Alternative would not serve the City as effectively as the proposed General Plan 2035 and provides environmental data that is inferior to the proposed General Plan 2035. Additionally, the No Project/Existing General Plan Alternative would not provide the land use plan and policy direction to achieve the core economic development objectives of the General Plan 2035, which focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development within key Focus Areas. To achieve this vision, the City seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth through economic diversification. The City is focusing its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities. A full range of quality new development would be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants that would be supported by the proposed General Plan 2035.

6.3 SCENARIO A ALTERNATIVE

6.3.1 DESCRIPTION

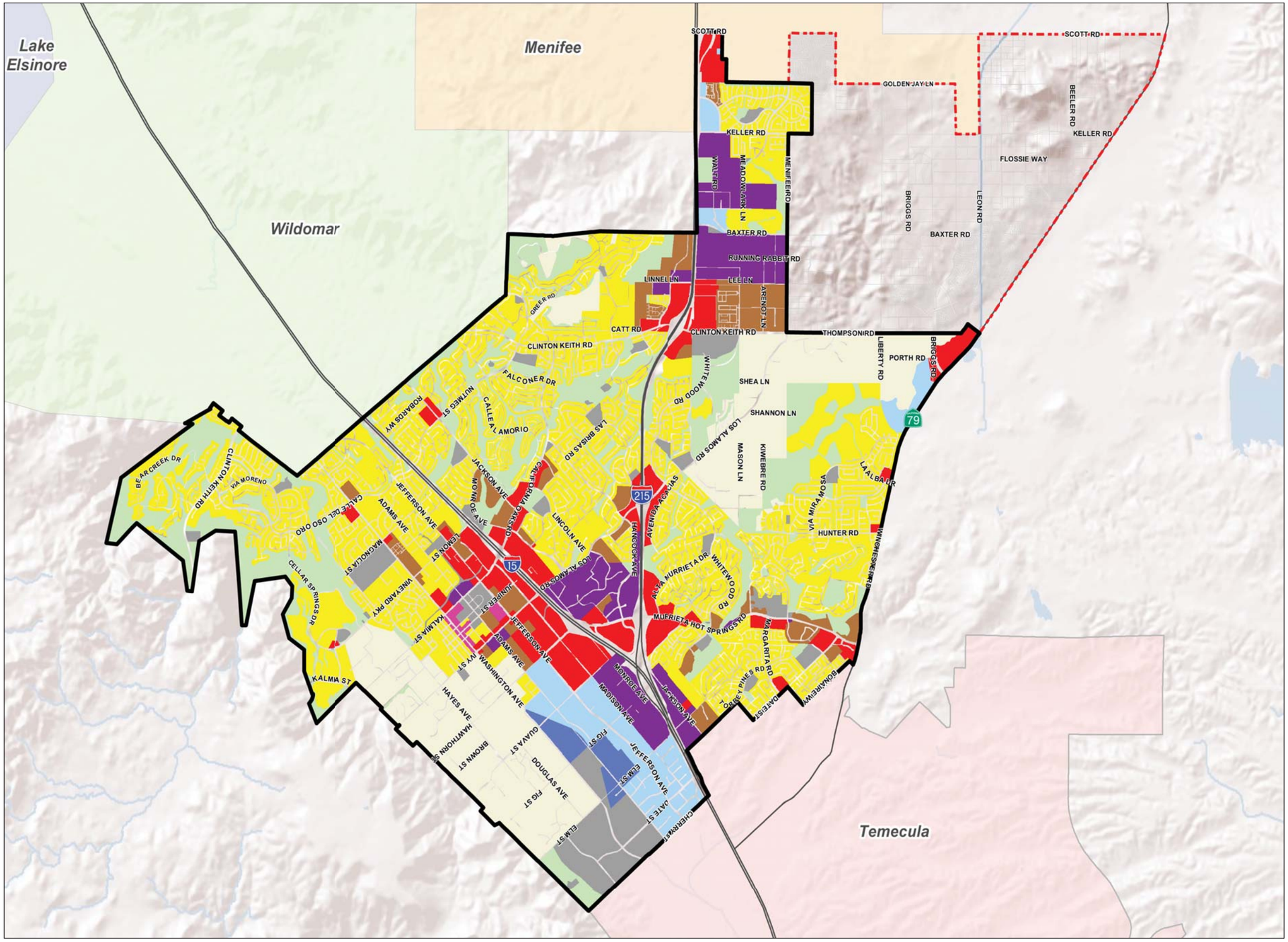
The Scenario A Alternative assumes that the proposed General Plan 2035, including all goals and policies would be adopted; however, the land use plan within the Clinton Keith/Mitchell, North Murrieta Business Corridor, and Multiple Use Area 3 (MU-3) Focus Areas would provide for greater residential dwelling units and less non-residential square footage when compared to the proposed General Plan 2035 (refer to *Exhibit 6-1*, *Scenario A Alternative*). Citywide growth and anticipated growth within the remaining Focus Areas would be the same for both the Scenario A Alternative and the proposed General Plan 2035.

The anticipated growth over existing conditions within the Focus Areas with the Scenario A Alternative would be:

- 10,890 dwelling units; and
- 18,333,890 square feet of non-residential uses.

When compared to the proposed General Plan 2035, the Scenario A Alternative would result in the following within the Focus Areas:

- 7,544 more dwelling units; and
- 2,822,894 fewer square feet of non-residential uses.



LEGEND

- Rural Residential
- Single-Family Residential
- Multiple-Family Residential
- Commercial
- Office and Research Park
- Business Park
- Industrial
- Civic and Institutional
- Mixed Use
- Parks and Open Space
- City of Murrieta
- Murrieta Sphere of Influence
- Temecula
- Lake Elsinore
- Menifee
- Wildomar

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Source: City of Murrieta.

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General Plan 2035 Land Use Alternative - Scenario A

Exhibit 6-1

Back of 11 x 17 exhibit.

6.3.2 IMPACT EVALUATION

LAND USE

As with the proposed General Plan 2035, the Scenario A Alternative revises and updates the existing Land Use Element, including establishing Focus Areas for future growth that reflect the economic development priorities of the City. The Scenario A Alternative proposes removal of the MU-1, MU-2, and MU-3 land use and zoning designations and the introduction of a mixed-use land use designation, similar to the proposed General Plan 2035. The Scenario A Alternative provides updated land use information for the City, including land uses that have changed over time and may not be reflective of the existing General Plan's land use designations. It establishes the policy foundation to address current and anticipated buildout conditions over the next 25 years. The Scenario A Alternative would involve changes to land use designations that would allow for the development of additional multiple-family residential uses within the Clinton Keith/Mitchell and North Murrieta Business Corridor Focus Areas, when compared to the General Plan 2035. These land use changes would continue to provide consistent and compatible development within the City and be consistent with Federal, State, and regional plans, policies, or regulations, similar to the proposed General Plan 2035. Similar to the proposed General Plan 2035, this Alternative would provide additional land use policies for consistency with the *Riverside County Airport Land Use Compatibility Plan* associated with the French Valley Airport. The Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035.

POPULATION, HOUSING AND EMPLOYMENT

The Scenario A Alternative would update the City's environmental baseline conditions to 2009 and update the General Plan development projections to the year 2035, similar to the General Plan 2035. Development projections include projections for dwelling units, non-residential square footage, population, and employment. The Scenario A Alternative would provide the most current population, housing, and employment numbers or projections, and quantitative population, employment, and housing projections for future years. Although the Scenario A Alternative reflects the current priorities of the City, including economic development and increased employment opportunities within the City, it does not provide the amount of non-residential development to achieve these priorities to the extent of the proposed General Plan 2035. The Scenario A Alternative would provide for greater residential development (7,544 more dwelling units) and decreased non-residential development (2,822,894 fewer square feet of non-residential uses) when compared to the proposed General Plan 2035. As indicated in Section 5.2, Population, Housing, and Employment and Section 7.0, Other CEQA Considerations, potential buildout of the proposed General Plan 2035 would result in 44,484 dwelling units and 130,153 jobs, resulting in a jobs/housing ratio of approximately 2.9. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality.

Potential buildout of the Scenario A Alternative would result in 44,640 dwelling units and 118,783 jobs, resulting in a jobs/housing ratio of approximately 2.7. Although the Scenario A Alternative would provide an improved jobs/housing balance over existing conditions, it would not be improved to the extent of the proposed General Plan 2035. Therefore, the Scenario A Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

AESTHETICS

Both the Scenario A Alternative and the proposed General Plan 2035 would encourage preservation of existing residential neighborhoods within the City. Vacant land within the City comprises approximately 7,291 acres, representing approximately 34 percent of the City's acreage. Similar to the proposed General Plan 2035, the Scenario A Alternative would involve development of Focus Areas, which includes areas of vacant land. New development within these areas would change the character of the areas and their surroundings. Both the Scenario A Alternative and proposed General Plan 2035 would involve land use changes within these areas to provide for more consistent and compatible development, while allowing for the City's economic development priorities to be achieved. The Scenario A Alternative would provide the framework and focused vision to address the visual character of future development within the City, similar to the proposed General Plan 2035. The Scenario A Alternative establishes policies that address the desired character of development within these areas. Thus, the Scenario A Alternative is considered neither environmentally superior nor inferior to the Proposed General Plan 2035 in this regard.

TRAFFIC AND CIRCULATION

The Scenario A Alternative would allow for similar development identified for the Scenario B Alternative (described below). The land use plan for both the Scenario A and Scenario B Alternatives would provide for greater residential dwelling units and less non-residential square footage within the Clinton Keith/Mitchell, North Murrieta Business Corridor, and Multiple Use Area 3 (MU-3) Focus Areas when compared to the proposed General Plan 2035. The Scenario A Alternative would allow for slightly more residential and non-residential growth than the Scenario B Alternative. Based on the similar land use plans and development potential identified for the Scenario A and Scenario B Alternatives, it is anticipated that similar roadway and intersection impacts would occur. Therefore, potential buildout under the Scenario A Alternative would result in several roadway segments and intersections to operate at an unacceptable LOS based on the City of Murrieta's performance standards.

As indicated in Section 5.4, Traffic and Circulation, 18 study intersections would operate at an unacceptable LOS under the proposed General Plan 2035. With intersection improvements, 16 intersections would continue to operate at an unacceptable LOS based upon the City's performance criteria under the proposed General Plan 2035. Since many of the same intersections would operate at an unacceptable LOS under both the Scenario A Alternative and

the proposed General Plan 2035, it is assumed that with intersection improvements identified for the proposed General Plan 2035, similar impacts would remain under the Scenario A Alternative.

As with the proposed General Plan 2035, the Scenario A Alternative encourages new and/or improved transit operations within the City, as well as accessibility between major uses and users. Other alternative modes of transportation, including walking and biking are also encouraged. The Circulation Element identifies the provision of a multi-modal circulation system with accessibility to all users as a key goal. The Scenario A Alternative proposes policies that would support and encourage the use of alternative transportation and ensure that adequate alternative transportation is available to serve demand. The Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

AIR QUALITY

The Scenario A Alternative would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed General Plan 2035. Development under either the Scenario A Alternative or the proposed General Plan 2035 would result in significant unavoidable impacts related to construction-related emissions, regional operational emissions, AQMP consistency, and cumulative construction and operational impacts. All other air quality impacts associated with the proposed General Plan 2035 and Scenario A Alternative can be mitigated to less than significant levels. Thus, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

GREENHOUSE GAS EMISSIONS

In accordance with AB 32, the City would be required to reduce GHG emissions to 1990 levels by 2020. Development pursuant to the Scenario A Alternative would result in additional GHG emissions with future development, similar to the proposed General Plan 2035. The City has prepared a Climate Action Plan (CAP) as part of the proposed General Plan 2035 to address GHG emissions reduction within the City, which would also be applicable to this Alternative. The strategies identified in the CAP contain emission reduction measures from municipal and non-municipal operations. These measures are consistent with and build upon the goals and policies within the proposed General Plan 2035. The strategies identified in the CAP would achieve the desired reduction target of 15 percent below baseline levels by 2020. Therefore, similar to the proposed General Plan 2035, the Scenario A Alternative would be consistent with the reduction targets of AB 32, resulting in a less than significant impact. Thus, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

NOISE

The Scenario A Alternative would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed General Plan 2035. Development under either the Scenario A Alternative or the proposed General Plan 2035 would result in additional noise from construction activities and the resulting increase in traffic associated with future development. Similar to the proposed General Plan 2035, cumulative long-term operational noise impacts would be significant and unavoidable with the Scenario A Alternative due to the redistribution of traffic on City streets due to the change in land uses and anticipated City growth, along with cumulative growth in the Sphere of Influence and outside the City. All other noise impacts can be mitigated to less than significant levels. Thus, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

GEOLOGY AND SEISMIC HAZARDS

Development under the Scenario A Alternative or the proposed General Plan 2035 would potentially result in new development (i.e., new residential and non-residential land uses), thereby resulting in an increase in population. Potential new development would be located throughout the City and would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking or ground failure. However, compliance with building codes and standards would reduce impacts to a less than significant level. Although the Scenario A Alternative would allow for development of more residential units when compared to the proposed General Plan 2035, it would allow for less non-residential development. Therefore, the potential impacts associated with the number of people or structures potentially exposed to seismic hazards would be similar with this Alternative. Therefore, the Scenario A Alternative would be considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

CULTURAL RESOURCES

The Scenario A Alternative and proposed General Plan 2035 would allow for new development on existing vacant land. Therefore, potential impacts to known or unknown/undiscovered historical, archaeological, or paleontological resources would be similar under the Scenario A Alternative or the proposed General Plan 2035. However, impacts related to cultural resources associated with either the Scenario A Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the goals and policies of the proposed General Plan 2035 and mitigation measures. Therefore, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

BIOLOGICAL RESOURCES

The Scenario A Alternative and proposed General Plan 2035 would allow for new development of vacant land or through redevelopment of currently developed land that may contain biological resources. Therefore, potential impacts to habit modifications of any species identified as sensitive or special status species, riparian habitat, sensitive natural communities, federally protected wetlands, movement of native resident or migratory fish or wildlife species would be similar under the Scenario A Alternative or the proposed General Plan 2035. It is anticipated that impacts related to biological resources associated with either the Scenario A Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the proposed General Plan 2035. Therefore, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

AGRICULTURAL RESOURCES

Future development under the Scenario A Alternative and proposed General Plan 2035 may involve parcels of land currently operating for agricultural purposes or identified for agricultural production. Therefore, potential impacts to prime farmland, unique farmland, farmland of statewide importance, or Williams Act contracts would be similar under the Scenario A Alternative or the proposed General Plan 2035. It is anticipated that impacts related to agricultural resources associated with either the Scenario A Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies of the proposed General Plan 2035. Therefore, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

MINERAL RESOURCES

Future development under the Scenario A Alternative and proposed General Plan 2035 may involve lands that contain unknown mineral resources. Therefore, potential impacts to mineral resources would be similar under the Scenario A Alternative or the proposed General Plan 2035. It is anticipated that impacts related to mineral resources associated with either the Scenario A Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies of the proposed General Plan 2035. Therefore, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

HYDROLOGY, DRAINAGE, AND WATER QUALITY

The Scenario A Alternative and proposed General Plan 2035 would potentially allow for new development on existing vacant land, resulting in increased population and development that could result in hydrology, drainage, or water quality impacts. Buildout under either the Scenario A Alternative or the proposed General Plan 2035 would result in increased demand for

groundwater resources due to increased growth and decreased reliance of imported water supplies. The Conservation Element includes goals and policies that address stormwater management and water quality to ensure that potential impacts would be reduced, which would be applicable to this Alternative. Additionally, the proposed General Plan 2035 provides updated and current information regarding stormwater and water quality requirements. Since the Scenario A Alternative and the proposed General Plan 2035 would provide for increased development Citywide and within the Focus Areas that would potentially impact hydrology, drainage, and water quality, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

HAZARDS AND HAZARDOUS MATERIALS

Implementation of the Scenario A Alternative or the proposed General Plan 2035 would result in the expansion or development of facilities that could impact the health and safety of Murrieta residents and employees. Both the Scenario A Alternative and the General Plan 2035 would provide for a mixed-use land use designation that could potentially allow for mixed-use development in the future, including the placement of residential and non-residential uses in proximity to each other. These non-residential uses may involve the storage and/or use of hazardous materials. Implementation of goals and policies would minimize risk under both the Scenario A Alternative and the General Plan 2035. Therefore, the Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

PUBLIC SERVICES AND UTILITIES

Similar to the General Plan 2035, implementation of the Scenario A Alternative would provide a comprehensive inventory of existing public services and utilities and the levels of service provided to the City. Growth associated with both the Scenario A Alternative and proposed General Plan 2035 would result in increased demand for public services and utilities beyond existing conditions. With the exception of parks and recreational facilities, goals and policies in the proposed General Plan 2035 would reduce potential impacts to a less than significant level. Impacts to parks and recreational facilities would be significant and unavoidable with the Scenario A Alternative and the proposed General Plan 2035. However, Scenario A would allow for the development of 7,544 additional dwelling units when compared to the proposed General Plan 2035. This would result in a greater demand on parks and recreational facilities due to the population growth associated with the residential units. Although both the Scenario A Alternative and General Plan 2035 would result in a significant and unavoidable impact to parks and recreational facilities, the deficiency would be greater under the Scenario A Alternative. Thus, the Scenario A Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

CONCLUSION

The Scenario A Alternative would result in similar environmental impacts as the proposed General Plan 2035 for land use, aesthetics, traffic and circulation, air quality, greenhouse gas emissions, noise, geology and seismic hazards, cultural resources, biological resources, agricultural resources, mineral resources, hydrology, drainage, and water quality, and hazards and hazardous materials. However, this Alternative may generate higher impacts than the proposed General Plan 2035 with respect to population, housing, and employment and public services and utilities. It is the intent of the proposed General Plan 2035 to provide new information based on current conditions within the City and to provide goals and policies that address current conditions. The Scenario A Alternative would provide updated environmental data and goals and policies that address current and future conditions, similar to the proposed General Plan 2035. The Scenario A Alternative would provide the land use plan and policy direction to achieve the core economic development objectives of the General Plan 2035, which focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development within key Focus Areas. To achieve this vision, the City seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth through economic diversification. The City is focusing its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities. A full range of quality new development would be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants that would be supported by this Alternative. However, this Alternative would allow for fewer employment opportunities within the City when compared to the proposed General Plan 2035. Thus, this Alternative would not meet the economic development objectives to the same extent as the General Plan 2035.

6.4 SCENARIO B ALTERNATIVE

6.4.1 DESCRIPTION

The Scenario B Alternative assumes that the proposed General Plan 2035, including all goals and policies would be adopted; however, the land use plan within the Clinton Keith/Mitchell, North Murrieta Business Corridor, and Multiple Use 3 (MU-3) Focus Areas would provide for greater residential dwelling units and less non-residential square footage when compared to the proposed General Plan 2035 (refer to *Exhibit 6-2*, *Scenario B Alternative*). Citywide growth and anticipated growth within the remaining Focus Areas would be the same for both the Scenario B Alternative and the proposed General Plan 2035.

The anticipated growth over existing conditions within the Focus Areas with the Scenario B Alternative would be:

- 10,835 dwelling units; and
- 18,149,507 square feet of non-residential uses.

When compared to the proposed General Plan 2035, the Scenario B Alternative would result in the following within the Focus Areas:

- 7,489 more dwelling units; and
- 3,007,277 fewer square feet of non-residential uses.

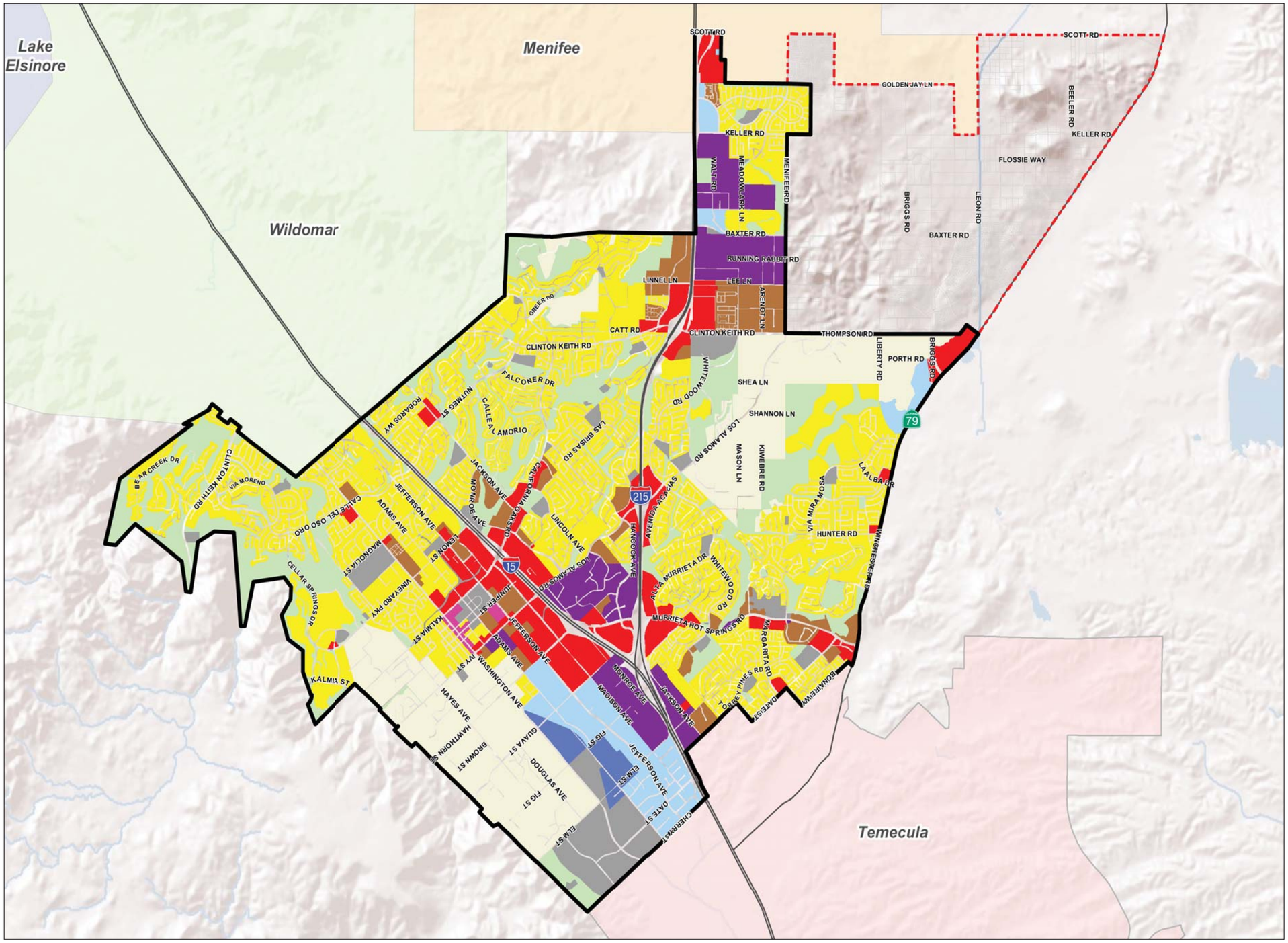
6.4.2 IMPACT EVALUATION

LAND USE

As with the proposed General Plan 2035, the Scenario B Alternative revises and updates the existing Land Use Element, including establishing Focus Areas for future growth that reflect the economic development priorities of the City. The Scenario B Alternative proposes removal of the MU-1, MU-2, and MU-3 land use and zoning designations and the introduction of a mixed-use land use designation, similar to the proposed General Plan 2035. The Scenario B Alternative provides updated land use information for the City, including land uses that have changed over time and may not be reflective of the existing General Plan's land use designations. It establishes the policy foundation to address current and anticipated buildout conditions over the next 25 years. The Scenario B Alternative would involve changes to land use designations that would allow for the development of additional multiple-family residential uses within the Clinton Keith/Mitchell, North Murrieta Business Corridor, and Multiple Use 3 Focus Areas, when compared to the General Plan 2035. These land use changes would continue to provide consistent and compatible development within the City and be consistent with Federal, State, and regional plans, policies, or regulations, similar to the proposed General Plan 2035. Similar to the proposed General Plan 2035, this Alternative would provide additional land use policies for consistency with the *Riverside County Airport Land Use Compatibility Plan* associated with the French Valley Airport. The Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035.

POPULATION, HOUSING, AND EMPLOYMENT

The Scenario B Alternative would update the City's environmental baseline conditions to 2009 and update the General Plan development projections to the year 2035, similar to the General Plan 2035. Development projections include projections for dwelling units, non-residential square footage, population, and employment. The Scenario B Alternative would provide the most current population, housing, and employment numbers or projections, and quantitative population, housing, and employment projections for future years. Although the Scenario B Alternative reflects the current priorities of the City, including economic development and increased employment opportunities within the City, it does not provide the amount of non-residential development to achieve these priorities to the extent of the proposed General Plan 2035. The Scenario B Alternative would provide for greater residential development (7,489 more dwelling units) and decreased non-residential development (3,007,277 fewer square feet of non-residential uses) when compared to the proposed General Plan 2035. As indicated in



LEGEND

- Rural Residential
- Single-Family Residential
- Multiple-Family Residential
- Commercial
- Office and Research Park
- Business Park
- Industrial
- Civic and Institutional
- Mixed Use
- Parks and Open Space
- City of Murrieta
- Murrieta Sphere of Influence
- Temecula
- Lake Elsinore
- Menifee
- Wildomar

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Miles

Source: City of Murrieta.

RBF CONSULTING

07/11 • JN 10-106976

General Plan 2035 Land Use Alternative - Scenario B

Exhibit 6-2

Back of 11 x 17 exhibit.

Section 5.2, Population, Housing, and Employment and Section 7.0, Other CEQA Considerations, potential buildout of the proposed General Plan 2035 would result in 44,484 dwelling units and 130,153 jobs, resulting in a jobs/housing ratio of approximately 2.9. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality. Potential buildout of the Scenario B Alternative would result in 44,585 dwelling units and 118,412 jobs, resulting in a jobs/housing ratio of approximately 2.7. Although the Scenario B Alternative would provide an improved jobs/housing balance over existing conditions, it would not be improved to the extent of the proposed General Plan 2035. Therefore, the Scenario B Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

AESTHETICS

Both the Scenario B Alternative and the proposed General Plan 2035 would encourage preservation of existing residential neighborhoods within the City. Vacant land within the City comprises approximately 7,291 acres, representing approximately 34 percent of the City's acreage. Similar to the proposed General Plan 2035, the Scenario B Alternative would involve development of Focus Areas, which includes areas of vacant land. New development within these areas would change the character of the areas and their surroundings. Both the Scenario B Alternative and proposed General Plan 2035 would involve land use changes within these areas to provide for more consistent and compatible development, while allowing for the City's economic development priorities to be achieved. The Scenario B Alternative would provide the framework and focused vision to address the visual character of future development within the City, similar to the proposed General Plan 2035. The Scenario B Alternative establishes policies that address the desired character of development within these areas. Thus, the Scenario B Alternative is considered neither environmentally superior nor inferior to the Proposed General Plan 2035 in this regard.

TRAFFIC AND CIRCULATION

Levels of service associated with buildout of the Scenario B Alternative were calculated for both study roadway segments and intersections (refer to Appendix C for the detailed traffic impact analysis). Using the Scenario B daily traffic volumes and the maximum daily roadway capacity values, daily volume-to-capacity ratios have been determined.

Roadway Segments

Under the Scenario B Alternative, several roadway segments are projected to operate at an unacceptable level of service (LOS D, E, or F) per the City of Murrieta's LOS standards; refer to Appendix C, Figure 20. The roadway segments generally include, but are not limited to:

Level of Service D

- Portions of Washington Avenue, Jefferson Avenue, Kalmia Street, Whitewood Road, Hancock Road, and Menifee Road.

Level of Service E

- Portions of Jefferson Avenue, California Oaks Road, Murrieta Hot Springs Road, Meadowlark Lane/Menifee Road, and Winchester Road.

Level of Service F

- Portions of Jefferson Avenue, Murrieta Hot Springs Road, Los Alamos Road, Winchester Road, and Clinton Keith Road.

Intersections

All future study intersections are projected to operate at LOS D or better with the exception of the following 18 locations:

- Menifee Road/Scott Road
- Winchester Road - SR-79/Scott Road
- Antelope Road/Keller Road
- Antelope Road/Golden City Drive – Baxter Road
- Whitewood-Meadowlark/Golden City Drive – Baxter Road
- California Oaks Road/Clinton Keith Road
- I-215 NB Off-Ramp/Clinton Keith Road
- Meadowlark – Whitewood Road/Clinton Keith Road
- Winchester Road - SR-79/Clinton Keith Road - Benton Road
- Jefferson Avenue/Murrieta Hot Springs Road
- Madison Avenue/Murrieta Hot Springs Road
- Jefferson Avenue/Kalmia Street
- Winchester Road (SR-79) / Murrieta Hot Springs Road
- Hancock Ave/Los Alamos Road
- I-215 SB Ramps/Los Alamos Road
- Whitewood Road Murrieta Hot Springs Road
- Nutmeg Street/Clinton Keith Road
- Mitchell Road/Clinton Keith Road

As indicated in Section 5.4, Traffic and Circulation, 18 study intersections would operate at an unacceptable LOS under the proposed General Plan 2035. With intersection improvements, 16 intersections would continue to operate at an unacceptable LOS based upon the City's performance criteria under the proposed General Plan 2035. Since many of the same intersections would operate at an unacceptable LOS under both the Scenario B Alternative and the proposed General Plan 2035, it is assumed that with intersection improvements identified for the proposed General Plan 2035, similar impacts would remain under the Scenario B Alternative.

As with the proposed General Plan 2035, the Scenario B Alternative encourages new and/or improved transit operations within the City, as well as accessibility between major uses and users. Other alternative modes of transportation, including walking and biking are also encouraged. The Circulation Element identifies the provision of a multi-modal circulation system with accessibility to all users as a key goal. The Scenario B Alternative proposes policies that would support and encourage the use of alternative transportation and ensure that adequate alternative transportation is available to serve demand. The Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

AIR QUALITY

The Scenario B Alternative would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed General Plan 2035. Development under either the Scenario B Alternative or the proposed General Plan 2035 would result in significant unavoidable impacts related to construction-related emissions, regional operational emissions, AQMP consistency, and cumulative construction and operational impacts. All other air quality impacts associated with the proposed General Plan 2035 and Scenario B Alternative can be mitigated to less than significant levels. Thus, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

GREENHOUSE GAS EMISSIONS

In accordance with AB 32, the City would be required to reduce GHG emissions to 1990 levels by 2020. Development pursuant to the Scenario B Alternative would result in additional GHG emissions with future development, similar to the proposed General Plan 2035. The City has prepared a Climate Action Plan (CAP) as part of the proposed General Plan 2035 to address GHG emissions reduction within the City, which would also be applicable to this Alternative. The strategies identified in the CAP contain emission reduction measures from municipal and non-municipal operations. These measures are consistent with and build upon the goals and policies within the proposed General Plan 2035. The strategies identified in the CAP would achieve the desired reduction target of 15 percent below baseline levels by 2020. Therefore, similar to the proposed General Plan 2035, the Scenario B Alternative would be consistent with the reduction targets of AB 32, resulting in a less than significant impact. Thus, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

NOISE

The Scenario B Alternative would allow for new development on existing vacant land or through redevelopment of currently developed land, similar to the proposed General Plan 2035. Development under either the Scenario B Alternative or the proposed General Plan 2035 would result in additional noise from construction activities and the resulting increase in traffic

associated with future development. Similar to the proposed General Plan 2035, cumulative long-term operational noise impacts would be significant and unavoidable with the Scenario B Alternative due to the redistribution of traffic on City streets due to the change in land uses and anticipated City growth, along with cumulative growth in the Sphere of Influence and outside the City. All other noise impacts can be mitigated to less than significant levels. Thus, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

GEOLOGY AND SEISMIC HAZARDS

Development under the Scenario B Alternative or the proposed General Plan 2035 would result in new development (i.e., new residential and non-residential land uses), thereby resulting in an increase in population. Potential new development would be located throughout the City and would result in a larger number of structures/people potentially exposed to substantial adverse effects associated with severe ground shaking or ground failure. However, compliance with building codes and standards would reduce impacts to a less than significant level. Although the Scenario B Alternative would allow for development of more residential units when compared to the proposed General Plan 2035, it would allow for less non-residential development. Therefore, the potential impacts associated with the number of people or structures potentially exposed to seismic hazards would be similar with this Alternative. Therefore, the Scenario B Alternative would be considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

CULTURAL RESOURCES

The Scenario B Alternative and proposed General Plan 2035 would allow for new development on existing vacant land. Therefore, potential impacts to known or unknown/undiscovered historical, archaeological, or paleontological resources would be similar under the Scenario B Alternative or the proposed General Plan 2035. However, impacts related to cultural resources associated with either the Scenario B Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the goals and policies of the proposed General Plan 2035 and mitigation measures. Therefore, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

BIOLOGICAL RESOURCES

The Scenario B Alternative and proposed General Plan 2035 would allow for new development of vacant land or through redevelopment of currently developed land that may contain biological resources. Therefore, potential impacts to habit modifications of any species identified as sensitive or special status species, riparian habitat, sensitive natural communities, federally protected wetlands, movement of native resident or migratory fish or wildlife species would be similar under the Scenario B Alternative or the proposed General Plan 2035. It is anticipated

that impacts related to biological resources associated with either the Scenario B Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the current regulatory requirements and the goals and policies of the proposed General Plan 2035. Therefore, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

AGRICULTURAL RESOURCES

Future development under the Scenario B Alternative and proposed General Plan 2035 may involve parcels of land currently operating for agricultural purposes or identified for agricultural production. Therefore, potential impacts to prime farmland, unique farmland, farmland of statewide importance, or Williams Act contracts would be similar under the Scenario B Alternative or the proposed General Plan 2035. It is anticipated that impacts related to agricultural resources associated with either the Scenario B Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies of the proposed General Plan 2035. Therefore, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

MINERAL RESOURCES

Future development under the Scenario B Alternative and proposed General Plan 2035 may involve lands that contain unknown mineral resources. Therefore, potential impacts to mineral resources would be similar under the Scenario B Alternative or the proposed General Plan 2035. It is anticipated that impacts related to mineral resources associated with either the Scenario B Alternative or the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies of the proposed General Plan 2035. Therefore, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

HYDROLOGY, DRAINAGE, AND WATER QUALITY

The Scenario B Alternative and proposed General Plan 2035 would allow for new development on existing vacant land, resulting in increased population and development that could result in hydrology, drainage, or water quality impacts. The Conservation Element includes goals and policies that address stormwater management and water quality to ensure that potential impacts would be reduced, which would be applicable to this Alternative. Additionally, the proposed General Plan 2035 provides updated and current information regarding stormwater and water quality requirements. Since the Scenario B Alternative and the proposed General Plan 2035 would provide for increased development Citywide and within the Focus Areas that would potentially impact hydrology, drainage, and water quality, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

HAZARDS AND HAZARDOUS MATERIALS

Implementation of the Scenario B Alternative or the proposed General Plan 2035 would result in the expansion or development of facilities that could impact the health and safety of Murrieta residents and employees. Both the Scenario B Alternative and the General Plan 2035 would provide for a mixed-use land use designation that could potentially allow for mixed-use development in the future, including the placement of residential and non-residential uses in proximity to each other. These non-residential uses may involve the storage and/or use of hazardous materials. Implementation of goals and policies would minimize risk under both the Scenario B Alternative and the General Plan 2035. Therefore, the Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035 in this regard.

PUBLIC SERVICES AND UTILITIES

Similar to the General Plan 2035, implementation of the Scenario B Alternative would provide a comprehensive inventory of existing public services and utilities and the levels of service provided to the City. Growth associated with both the Scenario B Alternative and proposed General Plan 2035 would result in increased demand for public services and utilities beyond existing conditions. With the exception of parks and recreational facilities, goals and policies in the proposed General Plan 2035 would reduce potential impacts to a less than significant level. Impacts to parks and recreational facilities would be significant and unavoidable with the Scenario B Alternative and the proposed General Plan 2035. However, Scenario B would allow for the development of 7,489 additional dwelling units when compared to the proposed General Plan 2035. This would result in a greater demand on parks and recreational facilities due to the population growth associated with the residential units. Although both the Scenario B Alternative and General Plan 2035 would result in a significant and unavoidable impact to parks and recreational facilities, the deficiency would be greater under the Scenario B Alternative. Thus, the Scenario B Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

CONCLUSION

The Scenario B Alternative would result in similar environmental impacts as the proposed General Plan 2035 for land use, aesthetics, traffic and circulation, air quality, greenhouse gas emissions, noise, geology and seismic hazards, cultural resources, biological resources, agricultural resources, mineral resources, hydrology, drainage, and water quality, and hazards and hazardous materials. However, this Alternative may generate higher impacts than the proposed General Plan 2035 with respect to population, housing, and employment and public services and utilities. It is the intent of the proposed General Plan 2035 to provide new information based on current conditions within the City and to provide goals and policies that address current conditions. The Scenario B Alternative would provide updated environmental data and goals and policies that address current and future conditions, similar to the proposed

General Plan 2035. The Scenario B Alternative would provide updated environmental data and goals and policies that address current and future conditions, similar to the proposed General Plan 2035. The Scenario B Alternative would provide the land use plan and policy direction to achieve the core economic development objectives of the General Plan 2035, which focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development within key Focus Areas. To achieve this vision, the City seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth through economic diversification. The City is focusing its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities. A full range of quality new development would be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants that would be supported by this Alternative. However, this Alternative would allow for fewer employment opportunities within the City when compared to the proposed General Plan 2035. Thus, this Alternative would not meet the economic development objectives to the same extent as the General Plan 2035.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an "Environmentally Superior Alternative" be identified among those considered; that is an alternative that would result in the fewest or least significant environmental impacts. As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.

NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

As it is the intent of the proposed General Plan 2035 to provide new information based on current conditions within the City, the existing General Plan evaluated under the No Project/Existing General Plan Alternative would not serve the City as adequately as the proposed General Plan 2035. Overall, the No Project/Existing General Plan Alternative and the proposed General Plan 2035 would result in similar environmental impacts, with the exception of impacts related to land use, population, housing, and employment, aesthetics, air quality, greenhouse gas emissions, agricultural resources and hazards and hazardous materials, which would generate higher impacts and geology and seismic hazards, hydrology, drainage, and water quality, and hazards and hazardous materials, which would generate less impacts. The No Project/Existing General Plan Alternative would not reduce the severity of the significant unavoidable impacts associated with the proposed General Plan 2035. Thus, the No Project/Existing General Plan Alternative is not selected as the environmentally superior alternative to the proposed General Plan 2035.

The No Project/Existing General Plan Alternative would not meet the economic development priorities established by the City to the extent of the proposed General Plan 2035. The proposed General Plan 2035 focuses economic development as a key priority in order to improve the jobs/housing balance, reduce vehicle miles traveled, improve air quality, and contribute to a healthy and sustainable community. To achieve this vision, the City seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth through economic diversification. The City is focusing its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities. A full range of quality new development would be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants, which would not be supported with this Alternative as compared to the proposed General Plan 2035. Buildout under the No Project/Existing General Plan Alternative would not provide opportunities for residents to live and work within the City to the extent of the proposed General Plan 2035. Thus, this Alternative would not achieve a housing balance that improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality to the extent of the proposed General Plan 2035. Further this Alternative would not provide updated development projections for the year 2035, nor provide a land use plan and policy direction that addresses future development and growth anticipated by the City and SCAG.

SCENARIO A ALTERNATIVE

The Scenario A Alternative would meet the stated objectives of the General Plan 2035 and EIR, as the Scenario A Alternative would provide new and updated information based on current conditions and would provide updated goals and policies to direct future growth within the City. Although it would generally meet the growth objectives identified by the General Plan 2035, this Alternative would provide for greater residential development and less non-residential development. Therefore, the economic development objectives, including providing an improved jobs/housing ratio would not be achieved to the same extent as the General Plan 2035. The Scenario A Alternative would result in similar environmental impacts when compared to the proposed General Plan 2035 with the exception of population, housing, and employment and public services and utilities, which would be greater. The Scenario A Alternative would not reduce any of the significant unavoidable impacts identified for traffic and circulation, air quality, noise, or parks and recreation facilities. Although both the Scenario A Alternative and General Plan 2035 would result in a significant and unavoidable impact to parks and recreational facilities, the deficiency would be greater under the Scenario A Alternative. However, since the Scenario A Alternative allows for greater non-residential development in support of the City's economic development goals and would meet the project objectives, Alternative A is selected as the environmentally superior alternative.

SCENARIO B ALTERNATIVE

The Scenario B Alternative would meet the stated objectives of the General Plan 2035 and EIR, as the Scenario B Alternative would provide new and updated information based on current conditions and would provide updated goals and policies to direct future growth within the City. Although it would generally meet the growth objectives identified by the General Plan 2035, this Alternative would provide for greater residential development and less non-residential development. Therefore, the economic development objectives, including providing an improved jobs/housing ratio would not be achieved to the same extent as the General Plan 2035. The Scenario B Alternative would result in similar environmental impacts when compared to the proposed General Plan 2035 with the exception of population, housing, and employment and public services and utilities, which would be greater. The Scenario B Alternative would not reduce any of the significant unavoidable impacts identified for traffic and circulation, air quality, noise, or parks and recreation facilities. Although both the Scenario B Alternative and General Plan 2035 would result in a significant and unavoidable impact to parks and recreational facilities, the deficiency would be greater under the Scenario B Alternative. The Scenario B Alternative is considered environmentally inferior to the proposed General Plan 2035, and is not selected as the environmentally superior alternative.

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the future of southern california
Murrieta
General Plan Update

Section 7.0:

Other CEQA Considerations

7.0 OTHER CEQA CONSIDERATIONS

7.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Buildout of the proposed General Plan 2035 would involve a variety of short- and long-term impacts on a local level. During site-specific project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. Short-term soil erosion may also occur during grading. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the Murrieta *Municipal Code*; refer to Section 5.0, Environmental Analysis.

Development under the proposed General Plan 2035 would potentially create long-term environmental consequences associated with a transition in land use. Development associated with buildout of the proposed General Plan 2035 and the subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical and landscaping) sources, incremental increased demands for essential public services and utility/service systems, and increased energy and natural resource consumption. Long-term visual impacts would occur with the potential modifications to City and distant views, and alterations to the visual character of portions of the City. Incremental degradation of local and regional air quality could also occur as a result of mobile source emissions generated from project-related traffic and stationary source emissions generated from the consumption of propane and electricity.

7.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED WITH THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

CEQA Guidelines Section 15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project, and states:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

The proposed General Plan 2035's environmental effects are discussed in Section 5.0. In 2009, a majority (approximately 66 percent) of Murrieta is developed. Single-family residential uses represent approximately 30 percent of the City, while less than six percent is developed with commercial, commercial office, industrial, and public/institutional uses; refer to *Table 3-1, Existing Land Use Summary*. Approximately 34 percent of the City (approximately 7,291 acres) is currently vacant. Additionally, underutilized land is available for development. Future development resulting from implementation of the proposed General Plan 2035 is anticipated to occur on both vacant and underutilized land throughout the City, however, primarily within the five of the Focus Areas targeted for land use change. Implementation of the proposed General Plan 2035 would allow for new developments in the City that would entail the irreversible commitment of natural resources, energy, land, and human resources. Manpower would also be committed for the development of residential and non-residential uses. Ongoing maintenance and operation of the new developments would entail a further irreversible commitment of energy resources in the form of petroleum products (diesel fuel and gasoline), natural gas, and electricity. Long-term impacts would also result from an increase in vehicular traffic, and the associated air pollutant and noise emissions. These resource commitments would be a long-term obligation given that, practically speaking, it is impossible to return the land to its original condition once it has been developed. In summary, implementation of the proposed General Plan 2035 would involve the following irreversible environmental changes:

- Soil erosion associated with grading and construction activities;
- Alteration of the human environment as a consequence of the development process, which commits land to residential, commercial, professional/office, business park, and civic/institutional uses, and intensifies land uses within the City;
- Increased usage of essential public services (including fire protection, police protection, parks and recreational facilities, schools, solid waste) and utility/service systems (including water, wastewater, electricity, and natural gas) during and after construction of new developments, which would result in temporary and permanent uses of these resources;
- Temporary and permanent commitment of energy and water resources as a result of the construction, long-term operation, and maintenance of new developments, which may be considered a permanent investment;

- Utilization of various new raw materials (such as lumber, sand, and gravel) for construction; and

- Incremental increases in vehicular activity within the City, with resultant air pollutant and noise emissions.

7.3 GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126(d), Growth Inducing Impact of the Proposed Project, requires that an EIR *"discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."* The *CEQA Guidelines* also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes potential growth-inducing impacts, based on the criteria outlined below, as suggested in the *CEQA Guidelines*. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);

- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);

- Fostering of population growth (e.g., construction of additional housing), either directly or indirectly;

- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or

- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed Project are evaluated below against these criteria.

It is noted that the *CEQA Guidelines* require an EIR to "discuss the ways" a project could be growth-inducing and to "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment." However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages; refer to *CEQA Guidelines* Section 15145, Speculation.

IMPEDIMENT TO GROWTH

Future development resulting from implementation of the proposed General Plan 2035 is anticipated to occur on both vacant and underutilized land throughout the City, however, primarily within the five Focus Areas targeted for land use change. As discussed in detail in Section 3.0, Project Description, the proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, with individualized approaches for each area.

With the exception of the Los Alamos Hills Focus Area, none of the six other Focus Areas would involve development that would establish an essential public service or utility/service system. The Los Alamos Hills Focus Area consists primarily of rural residential uses with water wells and septic tanks. In addition, many of the properties in the Los Alamos Hills are not included within a water district that could provide water and/or sewer service to the area. The lack of existing water and sewer infrastructure systems that connect to other systems in the City and the region could be an impediment to growth in this area. Future development in this area would require coordination with appropriate water districts regarding the infrastructure needed to support the proposed development. The proposed General Plan 2035 includes goals and policies for the Los Alamos Hills Focus Area that include the preparation of a Specific Plan, along with goals and policies regarding the provision of infrastructure to support the development proposed in a future Specific Plan.

Murrieta's developed areas and Focus Areas are already served by essential public services, including fire protection, police protection, parks and recreational facilities, schools, and solid waste; an extensive network of utility/service systems, including water, wastewater, electricity, and natural gas; and other infrastructure necessary to accommodate or allow the existing conditions and planned growth. The existing public services and utility/service systems can be readily upgraded and/or extended onto the future development sites. The increased demands for public services and utility/service systems would not reduce or impair any existing or future levels of services, either locally or regionally, as costs for increases in public services and utility/service systems would be provided through cooperative agreements between future developments and servicing agencies. Further, future development would be reviewed a project-by-project basis, at the time of proposed construction, in order to determine the public services and utility/service systems necessary to serve the proposed land uses. Buildout of the proposed General Plan 2035 would not require substantial development of unplanned or unforeseen public services and utility/service systems. Therefore, implementation of the proposed General Plan 2035 would not be growth-inducing with respect to removal of an impediment to growth through establishment of an essential public service or expansion to a new area.

Regional access to the City is provided via Interstates 15 and 215, and local access is provided by existing roadways. The proposed General Plan 2035 has taken a focused development strategy that would be implemented through the five Focus Areas targeted for land use change, which are concentrated along Interstates 15 and 215. The growth over existing conditions resulting from project implementation would occur both within the Focus Areas and throughout

the City. Although, project implementation would facilitate the installation and construction of transportation improvements within the City necessary to carry out the proposed General Plan 2035, as discussed in detail in Section 5.4, Traffic and Circulation, these improvements would not provide new access to an area, since access is already provided by an existing roadway network. Therefore, implementation of the proposed General Plan 2035 would not remove an existing impediment to growth through the provision of new access to an area.

ECONOMIC GROWTH

As indicated in *Table 5.2-9*, *General Plan 2035 Compared to Existing Conditions*, the proposed General Plan 2035 would increase the City's existing population by approximately 32 percent or 32,199 persons. The projected population growth is anticipated to increase sales, with resultant increases in the City's revenue base. Additionally, the proposed General Plan 2035 would increase the City's existing non-residential floor area by approximately 36.2 million square feet and employment by approximately 555 percent or 110,275 jobs; refer to *Table 5.2-9*. The majority of the employment growth would occur in the Commercial and Office and Research Park land use categories. Implementation of the proposed General Plan 2035 would foster economic expansion through changes in the revenue base resulting from population and employment growth. Therefore, the proposed project is considered growth inducing with respect to economic expansion.

POPULATION GROWTH

A project could induce 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). Although existing roads and infrastructure would be improved/modified, the proposed General Plan 2035 does not involve the extension of roads or other infrastructure into undeveloped areas; refer to Section 5.4, Traffic and Circulation, and Impediment to Growth Section above. The proposed General Plan 2035 would, however, involve new homes and businesses, which would induce direct growth in the City's population.

The proposed General Plan 2035 would involve the development of approximately 10,734 dwelling units (DU), which would induce direct growth in the City's population by approximately 32 percent or 32,199 persons. The proposed General Plan 2035 would also involve the development of new businesses, with a resultant growth in employment of approximately 555 percent or 110,275 jobs. The employment generated by the proposed General Plan 2035 could result in direct growth in the City's population, because the potential exists for future employees (and their families) to relocate to the City. As concluded in Section 5.2, Population, Housing, and Employment, estimating the number of the new employees who would relocate to the City would be highly speculative, because many factors influence personal housing location decisions. Therefore, the precise number of new employees who may relocate to the City to fill the newly created positions is unknown. However, as discussed above, the proposed General Plan 2035 would potentially increase the City's existing housing inventory by

3,346 DU in the Focus Areas, which could be occupied by new employees relocating to the City. The population growth associated with these new dwellings is approximately 32,199 persons. Additionally, the vacancy rates of Murrieta and surrounding cities range from 4.30 to 9.94 percent; refer to Section 5.2. Collectively, the existing vacancies amount to approximately 7,500 DU, which could also be occupied by new employees, with resultant increases in population. Therefore, the proposed General Plan 2035 is considered growth inducing with respect to direct population growth, given it would involve the development of both new homes and businesses.

Potential growth inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. As discussed in Section 5.2, SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local Riverside County governments, among other counties. SCAG provides population, household, and employment projection estimates in five-year increments from 2005 to 2035. *Table 5.2-9*, *General Plan 2035 Compared to SCAG*, compares the proposed General Plan 2035's buildout projections with SCAG's 2035 housing, population, and employment forecasts for the City. As indicated in *Table 5.2-9*, SCAG projects that the City's housing inventory will reach 43,966 DU by 2035, with a resultant population of approximately 127,962 persons. At buildout (2035), the proposed General Plan 2035 would result in a housing inventory of approximately 44,484 DU, with a resultant population of approximately 133,452 persons. Although the City's population would be slightly (approximately 4.3 percent) greater than projected by SCAG, the forecast growth is generally consistent.

PRECEDENT-SETTING ACTION

The proposed project would be considered growth-inducing with respect to the establishment of a precedent. The proposed Murrieta General Plan 2035 is a comprehensive update of the 1994 General Plan, which has been tailored to meet the City's needs and issues at the present time and foreseeable future. The project's major components include updates to the development projections to the year 2035 and Land Use Element, including the establishment of building densities for residential land use categories and intensities for all non-residential categories, among other components. Buildout according to the proposed General Plan 2035 anticipates the development of approximately 44,484 DU and approximately 50.2 million square feet of non-residential land uses, or approximately 10,734 DU and 36.2 million square feet over existing conditions. All future land uses within the City would be developed pursuant to the Land Use Policy Map. Additionally, the proposed General Plan 2035 has taken a focused development strategy that would be implemented through seven Focus Areas, with individualized approaches for each area.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

A majority (approximately 66 percent) of Murrieta is built-out and consists of developed areas. Future development resulting from implementation of the proposed General Plan 2035 is anticipated to occur on both vacant and underutilized land throughout the City, however, primarily within the five Focus Areas targeted for land use change. The proposed General Plan 2035 has taken a focused development strategy that would be implemented through the seven Focus Areas, which are generally concentrated along Interstates 15 and 215. The growth over existing conditions resulting from project implementation would occur throughout the City and within the Focus Areas. The proposed General Plan 2035 focuses on preserving residential neighborhoods, guiding the remaining development and redevelopment opportunities, and revitalizing selected areas through the Focus Area approach. None of the Focus Areas would involve development that would encroach on an isolated area of open space, with the potential exception of the Los Alamos Hills Focus Area. Additionally, while approximately 34 percent of the City (approximately 7,291 acres) is currently vacant, it is the City's goal (Goal LU-1) to provide a complementary balance of land uses throughout the community that meets the needs of existing residents and businesses as well as anticipated growth, and achieves the community's vision. To this end, the City would provide for the development of complementary land uses, such as open space, for all future residential and non-residential development (Policy LU-1.4). Accordingly, the proposed General Plan 2035 includes the Parks and Open Space Land Use Designation, which is intended to provide for the preservation of natural open spaces, protection of wildlife habitats, and maintenance of natural and scenic resources, among other objectives. Approximately 3,221 acres are designated Parks and Open Space, representing approximately 18 percent of the City. The Parks and Open Space designation includes lands that would remain undeveloped within the City's Planning Area. Additionally, the General Plan 2035 Conservation Element and Parks and Open Space Element have established goals and policies to preserve open space, as follows:

CONSERVATION ELEMENT

Goal CSV-5 Hills and ridges are protected for their environmental and aesthetic values.

Policies

CSV-5.1 Promote compliance with hillside development standards and guidelines to maintain the natural character and the environmental and aesthetic values of sloped areas.

CSV-5.2 Incorporate significant landform features into City parks and open space, where appropriate.

RECREATION AND OPEN SPACE ELEMENT

Goal ROS-7 Open space areas are planned to protect, conserve, and utilize resources of unique character and value for the community.

Policies

ROS-7.1 Preserve and enhance open space resources in Murrieta.

ROS-7.2 Designate open space to preserve habitat and scenic views of natural areas.

ROS-7.3: Seek opportunities to designate open space along waterways, while also providing for the development of trails.

Therefore, given that future development would be subject to compliance with the proposed General Plan 2035's Goals and Policies, project implementation would not be growth-inducing with respect to development or encroachment into an isolated area of open space.

SUMMARY OF IMPACTS

Overall, implementation of the proposed General Plan 2035 would not be growth-inducing with respect to removing an impediment to growth (i.e., establishing an essential public service or provision of new access to an area) or encroaching on an isolated area of open space, with the exception of the Los Alamos Hills Focus Area. As discussed above, the Los Alamos Hills Focus Area has limited water and sewer infrastructure today. The proposed General Plan 2035 includes goals and policies for the Los Alamos Hills Focus Area that include the preparation of a Specific Plan, along with goals and policies regarding the provision of infrastructure to support the development proposed in a future Specific Plan.

The proposed project would be growth-inducing with respect to fostering economic expansion and population growth, and establishing a precedent-setting action. The population, housing, and employment growth projected at buildout of the proposed General Plan 2035 would be substantially similar to SCAG's projections for the City. Thus, development within the City would be responding to growth that was previously planned, rather than creating growth that would require substantial development of unplanned and unforeseen support uses and services. Further, the proposed General Plan 2035 accounts for the increased growth and establishes goals and policies to reduce its potential growth-related impacts. All future development within the City with growth-inducing potential would be subject to compliance with the proposed General Plan 2035 goals and policies outlined in Section 5.2. Additionally, the forecast population increase would occur over a 25-year period, allowing for development of necessary services and infrastructure commensurate with the proposed growth.

At the regional level, the emphasis regarding growth has been placed primarily on achieving a balance of employment and housing opportunities within the subregions. This regional concept, referred to as jobs/housing balance, encourages the designation and zoning of sufficient vacant land for residential uses with appropriate standards to ensure adequate housing is available to serve the needs derived from the local employment base. The jobs/housing ratio can be used as the general measure of balance between a community's employment opportunities and the housing needs of its residents. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality. Conversely, imbalance between a City's jobs and housing increases commutes, with resultant increases in traffic volumes and air emissions, and overall reduces the quality of life.

Under existing conditions, the City's jobs/housing ratio is approximately 0.60, indicating the City is currently housing rich and job poor with insufficient employment opportunities for its residents.[1] The proposed General Plan 2035 would increase the City's existing employment by approximately 555 percent (110,275 new jobs). With implementation of the proposed General Plan 2035, the City's jobs/housing ratio would be approximately 2.9,[2] indicating the City would be able to provide adequate employment opportunities for its residents, potentially allowing them to live as well as work within the City. As such, the proposed General Plan 2035 would provide more employment opportunities for its residents, than are currently provided. Therefore, the proposed General Plan 2035 would beneficially impact the City's job/housing balance, by improving the job/housing ratio when compared to existing conditions. Additionally, the proposed General Plan 2035 would provide approximately 313 percent more employment than SCAG's projection of 31,540 jobs, which represents a difference of approximately 98,613 jobs. While the proposed General Plan 2035 would induce growth in the City over existing conditions, this is considered a beneficial impact.

7.4 ENERGY CONSERVATION

Public Resources Code Section 21100(b)(3) and *CEQA Guidelines* Appendix F requires a description (where relevant) of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the California State Legislature adopted Assembly Bill 1575 (AB 1575) in response to the oil crisis of the 1970s.

[1] Based on 19,878 jobs and 33,750 DU existing (2009).
[2] Based on 130,153 jobs and 44,484 DU at buildout (2035).

PROJECT ENERGY CONSUMPTION

Short-Term Construction

In 1994, the U.S. Environmental Protection Agency (EPA) adopted the first set of emission standards (Tier 1) for all new off-road diesel engines greater than 37 kilowatts (kW). The Tier 1 standards were phased in for different engine sizes between 1996 and 2000, reducing NO_X emissions from these engines by 30 percent. The EPA Tier 2 and Tier 3 standards for off-road diesel engines are projected to further reduce emissions by 60 percent for NO_X and 40 percent for particulate matter from Tier 1 emission levels. In 2004, the EPA issued the Clean Air Nonroad Diesel Rule which will cut emissions from off-road diesel engines by more than 90 percent.

The proposed General Plan 2035 would not directly result in the construction of any new development projects. However, its implementation could facilitate development of various commercial, office and research park, business park, industrial, and civic/institutional uses. There are no unusual characteristics of the proposed General Plan 2035 that would necessitate the use of construction equipment that is less energy-efficient than at comparable construction sites. Therefore, compliance with the goals and policies in the proposed General Plan 2035 would not result in inefficient, wasteful, or unnecessary fuel consumption.

Long-Term Operations

TRANSPORTATION

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Since 1990, the fuel economy standard for new passenger cars has been 27.5 miles per gallon (mpg). The fuel economy standard for new light trucks (gross vehicle weight of 8,500 pounds or less) has been 20.7 mpg since 1996. Heavy-duty vehicles (i.e., vehicles and trucks over 8,500 pounds gross vehicle weight) are not currently subject to fuel economy standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States.

The proposed General Plan 2035 includes goals and policies encouraging transit-oriented and mixed use development to reduce daily vehicle trips and vehicle miles traveled (VMT). The proposed General Plan 2035 is not anticipated to result in any unusual characteristics that would result in excessive long-term operational fuel consumption. The Riverside Transit Agency (RTA) currently provides fixed bus routes in the City of Murrieta along the I-15 and I-215 Freeways, and along portions of Clinton Keith Road, California Oaks Road/Kalmia Street, Madison Street, Los Alamos Road, Murrieta Hot Springs Road, and Whitewood Road (refer to

Exhibit 5.4-10, *Existing Transit Routes*). Additionally, the proposed General Plan 2035 provides strategies to improve transit service and overall mobility within the City that would result in a decrease in auto dependency. Future development under the proposed General Plan 2035 would increase density and improve the jobs/housing balance, which would increase public transportation patronage. The availability of public transit for City residents, employees, and visitors would ensure that the project would not result in the inefficient, wasteful, or unnecessary consumption of transportation energy.

Overall, fuel consumption associated with vehicle trips generated by future development within Murrieta would not be considered inefficient, wasteful, or unnecessary in comparison to other cities in the region.

ENERGY DEMAND

California Code of Regulations, *Title 24*, Part 6, is California's Energy Efficiency Standards for Residential and Non-residential Buildings. Title 24 was established by the California Energy Commission (CEC) in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption, and provide energy efficiency standards for residential and non-residential buildings. In 2010, the CEC updated Title 24 standards with more stringent requirements. The 2010 Standards are expected to substantially reduce the growth in electricity and natural gas use. Additional savings result from the application of the Standards on building alterations, such as those within Section V (Site Lighting) including Subpart E (Windows), F (Roofs), and S (Mechanical Equipment). These savings are cumulative, increasing as years go by.

The proposed General Plan 2035 would not result in any unusual characteristics that would result in excessive long-term operational building energy demand. The proposed General Plan 2035 includes numerous energy efficiency goals and policies. Namely, it is the City's goal (Conservation Element Goal CSV-12) to prioritize energy conservation and the generation of energy from renewable sources, as part of an overall strategy to reduce greenhouse gas emissions. To this end, the City would implement the following goal and policies:

CONSERVATION ELEMENT

Goal CSV-12 Energy conservation and the generation of energy from renewable sources is prioritized as part of an overall strategy to reduce greenhouse gas emissions.

Policies

CSV-12.1 Ensure that all developments comply with energy efficiency requirements as mandated by the applicable Building Code.

CSV-12.2 Work with energy utilities to encourage and incentivize the retrofitting of building systems with energy-conserving fixtures and appliances.

CSV-12.3 Support the on-site installation and use of renewable energy generation systems for residential, commercial, institutional, and industrial uses.

CSV-12.4 Explore options for addressing aesthetic concerns about renewable energy systems that do not unreasonably restrict the use of these systems, remaining consistent with State law.

CSV-12.5 Consider non-commercial solar power generation in residential areas.

CSV-12.6 Encourage new development projects and significant rehabilitation or expansion projects to incorporate innovative energy conservation or generation amenities such as electric vehicle charging stations, solar canopies, and carports.

CSV-12.7 Support bulk purchasing or financing packages of renewable energy purchasing for residential, business and government facilities.

CSV-12.8 Promote community awareness of opportunities to conserve energy and use renewable energy.

It is also the City's goal (Conservation Element Goal CSV-14) to encourage and incentivize the sustainable development of buildings and neighborhoods, particularly with respect to durability, energy and water use, and transportation impacts. To this end, the City would ensure that all applicable construction projects comply with the California State Green Building Standards Code (Policy CSV-14.1). Additionally, the City would integrate other principles of green building into development standards and guidelines, looking for opportunities to realize other benefits such as improved health and increased bicycle transportation (Policy CSV-14.2).

the future of southern california
Murrieta
General Plan Update

Section 8.0:

Effects Found Not To Be Significant

8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Due to the Lead Agency's (City of Murrieta) decision to prepare an Environmental Impact Report (EIR), an Initial Study was not prepared to determine significant effects of the proposed General Plan 2035. This option is permitted under California *Environmental Quality Act* (*CEQA*) *Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR. However, the Initial Study Environmental Checklist form contained in *CEQA Guidelines* Appendix G was utilized to identify the issue areas considered within this EIR. In the course of this evaluation, certain impacts of the proposed General Plan 2035 were found to be less than significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The following discussion briefly describes the potential impacts found not to be significant as a result of implementation of the proposed General Plan 2035. In addition, this section summarizes which impacts were found to be less than significant in this EIR, both with and without the imposition of mitigation measures. The wording for each impact statement is the exact wording cited in Section 5.0.

8.1 EIR CONCLUSIONS

8.2.1 LESS THAN SIGNIFICANT IMPACTS WITHOUT MITIGATION

LAND USE

The following impacts were identified as less than significant and did not require mitigation.

- Implementation of the proposed General Plan 2035 could disrupt or physically divide an established community.
- Implementation of the proposed General Plan 2035 could result in potential inconsistency impacts with Federal and State regulations.
- The proposed General Plan 2035 could result in inconsistencies with the goals of the Southern California Association of Government's Regional Comprehensive Plan, 2008 Regional Transportation Plan and the principles and strategies of the compass Growth Visioning Program.

- The proposed General Plan 2035 could result in inconsistencies with the Western Riverside County Multiple Species Habitat Conservation Plan.

- Implementation of the proposed General Plan 2035 could result in potential inconsistency impacts with local plans and policies.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable land use impacts.

POPULATION, EMPLOYMENT, AND HOUSING

- Implementation of the proposed General Plan 2035 could induce population growth in the City by allowing new homes and businesses.

- Implementation of the proposed General Plan 2035 could displace existing housing or persons, necessitating the construction of replacement housing.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could induce population growth in the Western Riverside Council of Government's SCAG subregion.

AESTHETICS

- Implementation of the proposed General Plan 2035 could have an adverse effect on a scenic vista.

- Implementation of the proposed General Plan 2035 could substantially damage scenic resources within a State scenic highway.

- Future development associated with implementation of the proposed General Plan 2035 could permanently degrade the visual character of the respective development site and its immediate surroundings.

- Future development associated with implementation of the proposed General Plan 2035 could create new sources of light/glare that could adversely affect views in the area.

- Future development associated with implementation of the proposed General Plan 2035 could create shade and shadows that could adversely affect adjacent land uses.

TRAFFIC

- Implementation of the proposed General Plan 2035 could result in conflicts with the Riverside County Congestion Management Program.

- Implementation of the proposed General Plan 2035 could result in inadequate design features or incompatible uses.

- Implementation of the proposed General Plan 2035 could result in inadequate emergency access.

- Implementation of the proposed General Plan 2035 could conflict with the performance of existing and/or planned transit systems serving the area and/or conflict with adopted transit, bicycle, or pedestrian policies, plans, or programs.

AIR QUALITY

- Implementation of the proposed General Plan 2035 could result in an overall increase in odors within the City.

- Implementation of the proposed General Plan 2035 could result in an overall increase in carbon monoxide hotspot emissions within the City, which could exceed South Coast Air Quality Management District air quality standards.

- The proposed General Plan 2035 may conflict with or hinder implementation of the Southern California Association of Government's Regional Comprehensive Plan Guidelines and the South Coast Air Quality Management District's Air Quality Management Plan.

- Regional air quality emissions resulting from operational buildout (localized air quality and cumulative odor emissions) of the proposed General Plan 2035 could impact regional air quality levels on a cumulatively considerable basis.

GREENHOUSE GASES

- Greenhouse Gas emissions generated by development associated with implementation of the proposed General Plan 2035 could have a significant impact on the environment.

- Implementation of the proposed General Plan 2035 could conflict with an applicable Greenhouse Gas reduction plan, policy, or regulation.

- Greenhouse Gas emissions resulting from development associated with implementation of the proposed General Plan 2035 and cumulative development could impact Greenhouse Gas emissions on a cumulatively considerable basis.

NOISE

- Construction-related activities associated with implementation of the proposed General Plan 2035 could generate noise levels in excess of established standards.

GEOLOGY AND SEISMIC HAZARDS

- Implementation of the proposed General Plan 2035 could result in impacts related to soil erosion or loss of topsoil.

BIOLOGICAL RESOURCES

- Implementation of the proposed General Plan 2035 could have an adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species.
- Implementation of the proposed General Plan 2035 could have an adverse effect on any riparian habitat or federally protected wetlands.
- Implementation of the proposed General Plan 2035 could interfere with migratory birds or an established wildlife corridor.
- Implementation of the proposed General Plan 2035 could conflict with a local policy or ordinance protecting biological resources.
- Implementation of the proposed General Plan 2035 could conflict with the provisions of the Western Riverside County MSHCP.
- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to biological resources.

AGRICULTURAL RESOURCES

- Implementation of the proposed General Plan 2035 could result in conversion of Farmland to non-agricultural use, including land shown on the 2008 Farmland Mapping and Monitoring Program, as Unique Farmland.
- Implementation of the proposed General Plan 2035 could conflict with existing zoning for agricultural uses, or a Williamson Act contract.
- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to agricultural resources.

MINERAL RESOURCES

- Implementation of the proposed General Plan 2035 could result in impacts to mineral resources not yet identified.
- Implementation of the proposed General Plan 2035 could result in impacts to mineral resource recovery sites.
- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to unknown mineral resources.

HYDROLOGY, DRAINAGE, AND WATER QUALITY

- Development associated with implementation of the proposed General Plan 2035 could deplete groundwater supplies.
- Development associated with implementation of the proposed General Plan 2035 could result in alteration of drainage patterns of the site or area, including alteration of a stream or river, resulting in substantial erosion, flooding, or significant risk of loss.
- Future development associated with implementation of the proposed General Plan 2035 could result in urban uses being located in dam inundation areas of the City.
- Development associated with implementation of the proposed General Plan 2035 could result in impacts related to a 100-year flood event.
- Development associated with implementation of the proposed General Plan 2035 could result in project inundation by seiche, tsunami, or mudflow.

HAZARDS AND HAZARDOUS MATERIALS

- Future development associated with implementation of the General Plan 2035 could result in interference with an adopted emergency response or evacuation plan.

WATER SUPPLY

- Implementation of the proposed General Plan 2035 could result in increased demand for water supplies and infrastructure within the City.
- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to water resources including increased demand for water supplies and infrastructure.

FIRE PROTECTION

- Buildout of the City in accordance with the proposed General Plan 2035 could result in the need for additional fire facilities or personnel.
- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to fire protection personnel, services, and facilities.

POLICE PROTECTION

- Buildout of the City in accordance with the proposed General Plan 2035 could result in the need for additional police facilities or personnel.
- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to police protection personnel, services, and facilities.

SOLID WASTE

- Implementation of the proposed General Plan 2035 could result in demands on local landfills in exceedance of capacity current capacity constraints.
- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts related to solid waste disposal services and landfill disposal capacity.

ELECTRICITY AND NATURAL GAS

- Implementation of the proposed General Plan 2035 could result in increased demand for electricity provided within the City.
- Implementation of the proposed General Plan 2035 could result in increased demand for natural gas provided within the City.
- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to electrical and/or natural gas services and facilities.

8.2.1 LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

AESTHETICS

- Construction activities for future development associated with implementation of the proposed General Plan 2035 could temporarily degrade the visual character of the respective development site and/or its immediate surroundings.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable aesthetics, light, and glare impacts.

AIR QUALITY

- Regional air quality emissions resulting from operational buildout of the proposed General Plan 2035 (localized air quality and cumulative odor emissions) could impact regional air quality levels on a cumulatively considerable basis.

NOISE

- Construction-related activities associated with implementation of the proposed General Plan 2035 could generate or expose persons or structures to excessive groundborne vibration.

- Future noise levels associated with implementation of the proposed General Plan 2035 could contribute to an exceedance of the City's noise standards resulting in potential noise impacts to sensitive receptors.

- Cumulative short-term construction noise associated with implementation of the proposed General Plan 2035 could result in cumulatively considerable impacts.

GEOLOGY AND SEISMIC HAZARDS

- Implementation of the proposed General Plan 2035 could expose people and structures to potentially substantial adverse effects involving fault rupture or strong seismic groundshaking.

- Implementation of the proposed General Plan 2035 could expose people and structures to potential substantial adverse effects from seismic-related or other types of ground failures.

- Future development resulting from implementation of the proposed General Plan 2035 could result in impacts related to expansive soils, soil strength, or the potential to support septic tanks or alternative waste water disposal systems.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts related to seismic, geologic, and soil conditions.

CULTURAL RESOURCES

- Implementation of the proposed General Plan 2035 could impact historical and archaeological resources.

- Implementation of the proposed General Plan 2035 could impact unmarked burial sites.

- Implementation of the proposed General Plan 2035 could directly or indirectly impact a unique paleontological resource or site.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to cultural resources.

HYDROLOGY, DRAINAGE, AND WATER QUALITY

- Implementation of the proposed General Plan 2035 could violate water quality standards and waste discharge requirements.

- Development associated with implementation of the proposed General Plan 2035 could create or contribute to runoff water which could exceed the capacity of existing or planned storm water drainage systems for provide substantial additional sources of polluted runoff.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts related to hydrology, drainage, and water quality.

HAZARDS AND HAZARDOUS MATERIALS

- Future development in accordance with the proposed General Plan 2035 could result in an increased risk of upset associated with the routine use, generation, transport, or disposal of hazardous materials, which may potentially pose a health or safety hazard.

- Accidental release of hazardous materials used, stored, or transported in the City as a result of implementation of the proposed General Plan 2035 could result in a public health risk.

- Future development associated with implementation of the proposed General Plan 2035 could impact hazardous material sites listed on Government Code Section 65962.5 and create a significant hazard to the public or the environment.

- New structures built within the vicinity of the local airport or private airstrip could result in a safety hazard for people residing or working within the area.

- Development associated with implementation of the proposed General Plan 2035 and cumulative development could result in cumulatively considerable impacts to public health and safety.

WASTEWATER

- Implementation of the proposed General Plan 2035 could result in increased demand for wastewater services and infrastructure.

- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to wastewater systems due to increased demand and creating the need for additional facilities.

FIRE PROTECTION

- Buildout of the City in accordance with the proposed General Plan 2035 could increase the number of homes or businesses susceptible to wildland fire hazards.

SCHOOL FACILITIES

- Buildout of the City in accordance with the proposed General Plan 2035 could result in adverse physical impacts to facilities within the Murrieta Valley Unified School District, Menifee Unified School District, Perris Unified School District, and Hemet Unified School.

- Development associated with implementation of the proposed General Plan 2035 and other cumulative development could result in cumulatively considerable impacts to school facilities.

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Section 9.0:

Significant Environmental Effects Which Cannot Be Avoided If The Proposed Action Is Implemented

9.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

The *California Environmental Quality Act* (*CEQA*) *Guidelines* Section 15126(b) requires an Environmental Impact Report (EIR) to "describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described."

Section 5.0 of this EIR provides a description of the potential environmental impacts of the proposed project and recommends General Plan policies and implementation measures as well as mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended policies, implementation measures, and mitigation measures, most of the potentially significant impacts associated with the proposed project would be reduced to less than significant levels. However, the impacts listed below could not be feasibly mitigated and would result in a significant unavoidable impact associated with approval of the proposed General Plan 2035.

LAND USE

- Consistency with the Riverside County Airport Land Use Compatibility Plan

TRAFFIC AND CIRCULATION

- **Roadway Segments (Project and Cumulative Impacts).** Even with installation of the recommended improvements, implementation of the proposed General Plan 2035 would result in unacceptable levels of service on the roadway segments shown as LOS D in green, LOS E in yellow, and LOS F in red on *Exhibit 5.4-14*. Thus, impacts are concluded to be significant unavoidable impacts for the roadway segments shown as LOS D, LOS E, and LOS F on *Exhibit 5.4-14*.

- **Intersections (Project and Cumulative Impacts).** Even with implementation of the enhanced geometrics, the following 16 intersections are projected to operate at levels of service that do not meet the City's standards, and thus result in a significant unavoidable significant impact.

    - Intersection 1: Menifee Road / Scott Road
    - Intersection 3: Winchester Road – SR-79 / Scott Road
    - Intersection 4: Antelope Road / Keller Road
    - Intersection 9: Antelope Road / Golden City Drive – Baxter Road
    - Intersection 10: Whitewood – Meadowlark / Golden City Drive – Baxter Road
    - Intersection 18: California Oaks Road / Clinton Keith Road
    - Intersection 20: I-215 NB Off-Ramp / Clinton Keith Road
    - Intersection 22: Meadowlark – Whitewood Road / Clinton Keith Road
    - Intersection 25: Winchester Road – SR-79 / Clinton Keith Road – Benton Road
    - Intersection 28: Jefferson Avenue / Murrieta Hot Springs Road
    - Intersection 44: Jefferson Avenue / Kalmia Street
    - Intersection 52: Winchester Road (SR-79) / Murrieta Hot Springs Road
    - Intersection 53: Hancock Avenue / Los Alamos Road
    - Intersection 54: I-215 SB Ramps / Los Alamos Road
    - Intersection 57: Whitewood Road / Murrieta Hot Springs Road
    - Intersection 59: Nutmeg Street / Clinton Keith Road

AIR QUALITY

- Short-Term Construction Emissions
- Long-Term Mobile and Stationary Source Emissions
- Cumulative Short-Term Construction Emissions Impacts
- Cumulative Long-Term Mobile and Stationary Source Emissions

NOISE

- Cumulative Long-Term Operational Noise Impacts

PARKS AND RECREATION FACILITIES

- Parks and Recreational Facilities – Project and Cumulative Impacts

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Section 10.0

References

10.0 REFERENCES

10.1 LEAD AGENCY AND EIR PREPARER

LEAD AGENCY

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Section 11.0

Mitigation Monitoring Program

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

Section 1.0 and Section 5.0 of this EIR identify the mitigation measures that will be implemented to reduce the impacts associated with the Murrieta General Plan 2035 project. The *California Environmental Quality Act* (*CEQA*) was amended in 1989 to add Section 21081.6, which requires a public agency to adopt a monitoring and reporting program for assessing and ensuring compliance with any required mitigation measures applied to proposed development. As stated in *Public Resources Code* Section 21081.6,

> *. . . the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment.*

Public Resources Code Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

The mitigation monitoring table below lists those mitigation measures that may be included as conditions of approval for the project. These measures correspond to those outlined in Section 1.0 and discussed in Section 5.0. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised which identifies the timing and responsibility for monitoring each measure. The applicant/developer of specific future projects will have the responsibility for implementing the measures, and the various City of Murrieta departments will have the primary responsibility for monitoring and reporting the implementation of the mitigation measures.

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
AESTHETICS							
AES-1	For future development located in or immediately adjacent to residentially zoned properties, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment shall be parked and staged within the project site, as distant from the residential use, as reasonably possible. Staging areas shall be screened from view from residential properties.	During Pre-Construction and Construction	Review and Approval of Construction Documents Periodic Site Inspections During Construction	City of Murrieta Planning Department and Building and Safety Department			
AES-2	Construction documents shall include language requiring that construction vehicles be kept clean and free of mud and dust prior to leaving the development site. Streets surrounding the development site shall be swept daily and maintained free of dirt and debris.	During Pre-Construction and Construction	Review and Approval of Construction Documents Periodic Site Inspections During Construction	City of Murrieta Planning Department and Building and Safety Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
AES-3	Construction worker parking may be located off-site with prior approval by the City. On-street parking of construction worker vehicles on residential streets shall be prohibited.	During Pre-Construction and Construction	Review and Approval of Construction Documents Periodic Site Inspections During Construction	City of Murrieta Planning Department and Building and Safety Department			
NOISE							
NOI-1	The City shall require future developments to implement the following measures to reduce the potential for human annoyance and architectural/structural damage resulting from elevated groundborne noise and vibration levels. ▪ Pile driving within a 50-foot radius of historic structures shall utilize alternative installation methods where possible (e.g., pile cushioning, jetting, predrilling, cast-in-place systems, resonance-free vibratory pile drivers). ▪ The preexisting condition of all designated historic buildings within a 50-foot radius of proposed construction activities shall be evaluated during a preconstruction survey. The preconstruction survey shall determine conditions that exist before construction begins for use in evaluating damage caused by construction activities. Fixtures and	Prior to Issuance of Grading Permit During Construction	Periodic Site Inspections During Grading and Construction	City of Murrieta Planning Department and Building and Safety Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	finishes within a 50-foot radius of construction activities susceptible to damage shall be documented (photographically and in writing) prior to construction. All damage shall be repaired back to its preexisting condition. Vibration monitoring shall be conducted prior to and during pile driving operations occurring within 100 feet of the historic structures. Every attempt shall be made to limit construction-generated vibration levels in accordance with Caltrans recommendations during pile driving and impact activities in the vicinity of the historic structures.						
NOI-2	Residential projects located within the 55 CNEL noise contour for the French Valley Airport shall be subject to review by the Riverside County Airport Land Use Commission and shall be required to ensure interior noise levels from aircraft operations are at or below 45 dB CNEL.	Prior to Issuance of Grading Permit During Construction	Review by Riverside County Airport Land Use Commission	City of Murrieta Planning Department and Building and Safety Department			
GEOLOGY							
GEO-1	Prior to issuance of a Grading Permit for each future development project, a registered geologist or soils engineer shall prepare an area-specific Geologic Study, which shall be submitted to the Public Works or Building and Safety Department for approval. The Geologic Study shall specify the measures necessary to mitigate impacts related to fault rupture, groundshaking, landslides, liquefaction or dynamic settling, expansive or collapsible soils, lateral spreading, and	Prior to Issuance of a Grading Permit During Construction	Review and Approval of Geologic Study Issuance of Grading Permit Site Inspections	City of Murrieta Planning Department and Building and Safety Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	other geologic and seismic hazards, if any. All recommendations in the Geologic Study shall be implemented during area preparation, grading, and construction.						
GEO-2	Prior to issuance of any Grading Permit, project applicants of future development projects shall comply with each of the recommendations detailed in the Geotechnical Study, and other such measure(s) as the City deems necessary to adequately mitigate potential seismic and geotechnical hazards.	Prior to Issuance of a Grading Permit During Construction	Review and Approval of Geologic Study Issuance of Grading Permit Site Inspections	City of Murrieta Planning Department and Building and Safety Department			
CULTURAL RESOURCES							
CR-1	Future development projects shall continue to be evaluated for cultural resources by the City of Murrieta through review by the Eastern Information Center (EIC) and notification of and consultation with the local tribes for new entitlement projects. The projects shall be evaluated for compliance with the California Environmental Quality Act (CEQA) and where feasible, avoidance of cultural resources. If, following review by the EIC and/or tribal consultation, it is determined that there is a potential for impacts to cultural resources, further cultural resources analysis by a qualified professional(s), as defined in Mitigation Measure CR-2, may be required by the City.	During Site Plan Review	Completion of cultural resource review by Eastern Information Center Completion of Cultural Resources Analysis	City of Murrieta Planning Department and Building and Safety Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
CR-2	In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-foot radius of the area of discovery. If not already retained due to conditions present pursuant to Mitigation Measure CR-1, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Murrieta to evaluate the significance of the find and appropriate course of action (refer to Mitigation Measures CR-1 and CR-3). If avoidance of the resources is not feasible, salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.	During Excavation and Grading Activities	On-Site Archaeological Monitor, if Archaeological, Historical, or Paleontological Resources are Discovered	City of Murrieta Planning Department and Building and Safety Department			
CR-3	In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then	During Excavation and Grading Activities	On-Site Monitor Report to Riverside County Coroner's Office, if Human Remains are Discovered	City of Murrieta Planning Department and Building and Safety Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
	contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.						
HYDROLOGY, DRAINAGE, AND WATER QUALITY							
HYD-1	Prior to issuance of any Grading or Building Permit, and as part of the future development's compliance with the NPDES requirements, a Notice of Intent shall be prepared and submitted to the San Diego RWQCB providing notification and intent to comply with the State of California General Construction Permit. Also, a Stormwater Pollution Prevention Plan (SWPPP) shall be reviewed and approved by the Director of Public Works and the City Engineer for water quality construction activities on-site. A copy of the SWPPP shall be available and implemented at the construction site at all times. The SWPPP shall outline the source control and/or treatment control BMPs to avoid or mitigate runoff pollutants at the construction site to the "maximum extent practicable." All recommendations in the Plan shall be implemented during area preparation, grading, and construction. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential stormwater runoff impacts.	Prior to Issuance of any Grading or Building Permit During Construction	Review and Approval of SWPPP Issuance of Grading or Building Permits Site Inspections	City of Murrieta Public Works and Engineering Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
HYD-2	Prior to issuance of any Grading Permit, future development projects shall prepare, to the satisfaction of the Director of Public Works and the City Engineer, a Water Quality Management Plan or Stormwater Mitigation Plan, which includes Best Management Practices (BMPs), in accordance with the Riverside County DAMP and the Murrieta WQMP. All recommendations in the Plan shall be implemented during post construction/operation phase. The project applicant shall comply with each of the recommendations detailed in the Study, and other such measure(s) as the City deems necessary to mitigate potential water quality impacts.	Prior to Issuance of Grading Permits During Construction During Development Operations (Post Construction)	Review and Approval of WQMP Issuance of Grading Permit Site Inspections	City of Murrieta Public Works and Engineering Department			
HAZARDS AND HAZARDOUS MATERIAL							
HHM-1	The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials Management Division, shall provide information to businesses on viable alternatives to hazardous materials. Create an informational pamphlet with existing hazardous material substitutions and retailers that sell the materials. Offer the information to applicable business owners who are required to file as a hazardous waste handler in the City.	In Conjunction with Implementation of General Plan	Update and Provide Information to Businesses on Alternatives to Hazardous Waste	City of Murrieta Planning Department and Building and Safety Department/ Murrieta Fire Department/ Riverside County Department of Public Health			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
HHM-2	The Community Development Department, in cooperation with the Murrieta Fire Department and the Riverside County Community Health Agency, Materials Management Division, provide information on viable alternatives to household hazardous materials on the City's website so households may use alternatives. Information will also educate the public to the health, safety, and environmental benefits of using non-hazardous substitutions.	In Conjunction with Implementation of General Plan	Update City of Murrieta Official Website with Information on Alternatives to Household Hazardous Waste Material	City of Murrieta Planning Department and Building and Safety Department/ Murrieta Fire Department/ Riverside County Department of Public Health			
HHM-3	Prior to development approval on a project-by-project basis, the project applicant shall confirm the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater. If necessary, development shall undergo site characterization and remediation on a project-by-project basis, per applicable Federal, State, and/or local standards and guidelines set by the applicable regulatory agency.	Prior to Development Approval on a Project-by-Project Basis	Periodic Site Inspections During Demolition, Grading and Construction	City of Murrieta Planning Department and Building and Safety Department/ Murrieta Fire Department/ Riverside County Department of Public Health			
HHM-4	The project applicant shall comply with the requirements of the Federal Aviation Administration (FAA) should any portions of the development be within a height overlay review zone or encroach within an imaginary surface surrounding the French Valley Airport. A Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA in accordance with Federal Aviation Regulations Part 77.	Prior to Development Approval on a Project-by-Project Basis	Review and Approval of Site Plans	City of Murrieta Planning Department and Building and Safety Department/ Riverside County Airport Land Use Commission			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
WASTEWATER							
WW-1	Prior to issuance of a wastewater permit for any future development project, the Project Applicant shall pay applicable connection and/or user fees to RCWD, EVMWD, WMWD, or EMWD.	Prior to Issuance of a Wastewater Permit	Payment of Applicable Fees to County Sanitation Districts of Riverside County Issuance of Wastewater Permit	City of Murrieta Public Works Department/County Sanitation Districts of Riverside County			
WW-2	Prior to issuance of a building permit for any future development project, the Project Applicant shall prepare an engineering study to support the adequacy of the sewer systems and submit the engineering study to the City for review and approval. Any improvements recommended in the engineering study shall be installed prior to the certificate of occupancy for the development project.	Prior to Issuance of a Building Permit	Review/Approval of Engineering Study Issuance of Building Permit	City of Murrieta Public Works and Engineering Department			
WW-3	Prior to issuance of a building permit for any future development project, the Project Applicant shall provide evidence that the RCWD, EVMWD, WMWD, or EMWD has sufficient wastewater transmission and treatment plant capacity to accept sewage flows from buildings for which building permits are being requested.	Prior to Issuance of a Building Permit	Provide Evidence of Sufficient Wastewater Transmission and Treatment Plant Capacity Issuance of Building Permit	City of Murrieta Public Works and Engineering Department/County Sanitation Districts of Riverside County			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
WILDLAND FIRE HAZARDS							
FP-1	The Murrieta Fire Department shall review future development projects to determine if a Fuel Modification Plan is required. If required, project applicants shall prepare the Fuel Modification Plan in accordance with Fire Department requirements prior to the issuance of a grading or building permit.	Prior to Issuance of Grading or Building Permit	Review and Approval of Fuel Modification Plan	Murrieta Fire Department			
FP-2	Brush clearance shall be conducted prior to initiation of construction activities in accordance with Murrieta Fire Department requirements.	Prior to Initiation of Construction Activities	Review and Approval of Site Plans Periodic Site Inspections During Construction	Murrieta Fire Department			
FP-3	Adequate access to all buildings on the project site shall be provided for emergency vehicles during the building construction process.	During Construction	Review and Approval of Site Plans Periodic Site Inspections During Construction	Murrieta Fire Department			

MURRIETA GENERAL PLAN 2035 ENVIRONMENTAL IMPACT REPORT							
MITIGATION MONITORING AND REPORTING PROGRAM							
Mitigation Measure		Monitoring Timing/Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
					Initials	Date	Remarks
FP-4	Adequate water availability shall be provided to service construction activities.	During Construction	Review and Approval of Site Plans Periodic Site Inspections During Construction	Murrieta Fire Department			
SCHOOL FACILITIES							
SCH-1	Prior to the issuance of certificate of occupancy, individual project applicants shall submit evidence to the City of Murrieta that legally required school impact mitigation fees have been paid per the mitigation established by the applicable school district.	Prior to the Issuance of Certificate of Occupancy	Fee Payment Prior to Issuance of Certificate of Occupancy	City of Murrieta Planning Department			

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Section 12.0

Comments and Responses

12.0 COMMENTS AND RESPONSES

12.1 CEQA REQUIREMENTS

Before approving a project, the *California Environmental Quality Act* (*CEQA*) requires the Lead Agency to prepare and certify a Final Environmental Impact Report (EIR).

In accordance with *CEQA Guidelines* Sections 15120 through 15132 and Section 15161, the City of Murrieta has prepared an EIR for the General Plan 2035 (SCH #2010111084). The Comments and Responses section, combined with the Draft EIR and Mitigation Monitoring Program, comprise the Final EIR.

The following is an excerpt from the *CEQA Guidelines* Section 15132, Contents of Final Environmental Impact Report:

The Final EIR shall consist of:

(a) The Draft EIR or a version of the draft.

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency.

This Comments and Responses section includes all of the above-required components and shall be attached to the Final EIR. As noted above, the Final EIR will be a revised document that incorporates all of the changes made to the Draft EIR following the public review period.

12.2 PUBLIC REVIEW PROCESS – DRAFT EIR

The Draft EIR was circulated for review and comment to the public, agencies, and organizations. The Draft EIR was also circulated to State agencies for review through the State Clearinghouse, Office of Planning and Research. The 45-day public review period ran from February 8, 2010 to March 24, 2010. Comments received during the 45-day public review period from the public and local and State agencies on the Draft EIR have been incorporated into this section.

12.3 FINAL EIR

The Final EIR allows the public and Lead Agency an opportunity to review revisions to the Draft EIR, the responses to comments, and other components of the EIR, such as the Mitigation Monitoring Program, prior to approval of the project. The Final EIR serves as the environmental document to support a decision on the proposed project.

After completing the Final EIR, and before approving the project, the Lead Agency must make the following three certifications as required by *CEQA Guidelines* Section 15090:

- That the Final EIR has been completed in compliance with *CEQA*;
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- That the Final EIR reflects the Lead Agency's independent judgment and analysis.

Additionally, pursuant to *CEQA Guidelines* Section 15093(b), when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must submit in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes the Final EIR. Since the proposed project would result in significant, unavoidable impacts, the Lead Agency would be required to adopt a Statement of Overriding Considerations if it approves the proposed project.

These certifications, the Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. Both the Final EIR and the Findings will be submitted to the Lead Agency for consideration of the proposed project.

12.4 WRITTEN COMMENT LETTERS AND RESPONSES

All correspondence from those agencies or individuals commenting on the Draft EIR is reproduced on the following pages. The individual comments on each letter have been consecutively numbered for ease of reference. Following each comment letter are responses to each numbered comment. A response is provided for each comment raising significant environmental issues. Added or modified text is underlined (example), while deleted text will have a strike out (~~example~~) through the text, and is included in a box, as the example below shows.

~~"Text from EIR"~~ Text from EIR

Comment Letters

A total of 19 written comment letters were received; 18 during the 45-day public review period and one following the close of the public review period.

A. Endangered Habitats League, dated February 17, 2011, received by City via email February 17, 2011

B. Rancho California Water District, dated March 16, 2011, received by City March 17, 2011

C. Native American Heritage Commission, dated March 17, 2011, received by City March 21, 2011

D. Department of Toxic Substances Control, dated March 21, 2011, received by City March 22, 2011

E. Pechanga Cultural Resources, dated March 22, 2011, received by City via email March 22, 2011

F. Regional Conservation Authority, dated March 24, 2011, received by City via email March 24, 2011

G. South Coast Air Quality Management District, dated March 24, 2011, received via email March 24, 2011

H. City of Menifee, dated March 24, 2011, received via email March 24, 2011 (also including March 9, 2011 letter with this)

I. Antelope Meadowlark 56, LLC, dated March 24, 2011, received by City March 28, 2011 (Received after close of 45-day review period)

J. Johnson & Sedlack, Attorneys at Law, received via email March 24, 2011

K. State Clearinghouse, dated March 25, 2011

L. MaryAnn Shusan Miller, dated March 8, 2011, received by City March 9, 2011

M. CQLM, dated March 9, 2011, received by City March 9, 2011

N. CQLM, dated March 15, 2011, received by City March 15, 2011

O. CQLM, dated March 23, 2011, received by City March 23, 2011

P. Michael O'Donnell, received at March 23, 2011 PC Hearing

Q. Mary Anne Lindsley, received at March 23, 2011 PC Hearing

R. Raul and Gayle Vergara, received at March 23, 2011 PC Hearing

S. CQLM, dated March 23, 2011 – revised March 24, 2011, received by City March 24, 2011

COMMENT LETTER A

ENDANGERED HABITATS LEAGUE

DEDICATED TO ECOSYSTEM PROTECTION AND SUSTAINABLE LAND USE

EHL

February 17, 2011

Greg Smith, Associate Planner
City of Murrieta
Community Development Dept
1 Town Square
Murrieta CA 92562

RE: General Plan 2035 and DEIR

Dear Mr. Smith:

The Endangered Habitats League (EHL) appreciates the opportunity to comment on the Daft General Plan 2035 and its DEIR. For your reference, EHL is Southern California's only regional conservation group. For over a decade, EHL has been involved in the development and implementation of Western Riverside County's Multiple Species Habitat Conservation Plan (MSHCP) A-1

EHL supports the City's participation in MSHCP as the primary mechanism for mitigation of biological impacts associated with infrastructure and development. The MSHCP's benefits are reflected both in the draft General Plan 2035 goals and policies and in the City's environmental mitigation strategy in the DEIR for the Plan. A-2

The value of the MSHCP lies particularly in its mitigation of impacts on a project specific and cumulative basis. Through its participation, the City confers upon itself and third party landowner beneficiaries the time and cost-saving benefit of tiering off the MSHCP EIR/EIS to disclose, analyze and mitigate biological impacts. A-3

If the City were to withdraw from the MSHCP, a major revision to the General Plan and DEIR would be required, along with the development of alternative mitigation measures. Withdrawal would also have expensive and time-consuming ramifications for public and private beneficiaries, as impact analyses and mitigation strategies would need to be developed on a project-by-project basis. Such a decision would also irretrievably set back the region's efforts to preserve its natural heritage and quality of life. A-4

Please retain EHL on all mailing and distribution lists for this project.

Sincerely,

Dan Silver
Executive Director

8424-A SANTA MONICA BLVD., #592, LOS ANGELES, CA 90069-4267 • WWW.EHLEAGUE.ORG • PHONE 213.804.2750 • FAX 323.654.1931

A. RESPONSES TO COMMENTS FROM DAN SILVER, EXECUTIVE DIRECTOR, ENDANGERED HABITATS LEAGUE, DATED FEBRUARY 17, 2011.

A1. The comment letter acknowledges receipt of the Draft EIR, and the Endangered Habitats League's (EHL) role in the development and implementation of the Western Riverside County's Multiple Species Habitat Conservation Plan (MSHCP). The comment letter does not raise any issues with respect to the contents of the Draft General Plan 2035 or the Draft Environmental Impact Report (EIR), or any environmental issue regarding the proposed project, therefore, no further response is necessary.

A2. EHL supports the goals and policies in the Draft General Plan 2035 and the mitigation strategy discussed in the Draft EIR. This comment is acknowledged. No further response is necessary.

A3. EHL comments that the City's participation in the MSHCP provides time and cost savings to landowners through the use of tiering off both the MSCHP EIR/EIS and the Draft EIR to disclose, analyze and mitigate biological impacts. This comment is acknowledged. No further response is necessary.

A4. EHL notes the potential implications associated with the City withdrawing from the MSHCP. This comment is acknowledged. No further response is necessary.

COMMENT LETTER B

CITY OF MURRIETA
MAR 17 2011
RECEIVED
PLANNING DEPT.

Rancho Water

Board of Directors

Lawrence M. Libeu
President

John E. Hoagland
Sr. Vice President

Stephen J. Corona

Ben R. Drake

Lisa D. Herman

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Roland C. Skumawitz

Officers

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Richard S. Williamson, P.E.
Assistant General Manager

Jeffrey D. Armstrong
Chief Financial Officer/Treasurer

N. Craig Elitharp, P.E.
Director of Operations & Maintenance

Perry R. Louck
Director of Planning

Andrew L. Webster, P.E.
Chief Engineer

Kelli E. Garcia
District Secretary

James B. Gilpin
Best Best & Krieger LLP
General Counsel

March 16, 2011

Greg Smith, Associate Planner
City of Murrieta
Community Development Department
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

SUBJECT: CITY OF MURRIETA GENERAL PLAN – PUBLIC REVIEW OF DRAFT GENERAL PLAN AND ENVIRONMENTAL IMPACT REPORT

Dear Mr. Smith:

Rancho California Water District (RCWD) appreciates the opportunity to provide comments for the Public Review of the Draft City of Murrieta General Plan and the Draft Environmental Impact Report (EIR). RCWD's comments are as follows:

GENERAL PLAN 2035

CHAPTER 3: LAND USE ELEMENT

Exhibit 3-5: the General Plan 2035 Land Use Policy Map should be revised to show all RCWD-owned property as Civic/Institutional land use. B-1

CHAPTER 5: CIRCULATION ELEMENT

Exhibit 5-10: the General Plan 2035 Circulation Map indicates a proposed secondary roadway, Hayes Avenue, between Elm Street and Cherry Street. This proposed roadway was not identified on previous City of Murrieta Circulation Maps and RCWD questions the purpose of this road to be constructed through RCWD property. B-2

CHAPTER 6: INFRASTRUCTURE ELEMENT

Pg. 6-2, Wastewater, 2nd paragraph: RCWD operates only one water reclamation plant within the City of Murrieta. RCWD had in the past operated two; however, one has been partially demolished and removed from service. B-3

CHAPTER 6: INFRASTRUCTURE ELEMENT

Pg. 6-3, Recycled Water, 2nd paragraph: Similar to EMWD, RCWD has a mandatory recycled water use ordinance requiring customers to use recycled water for appropriate permitted uses and is not limited to golf course and major park areas. B-4

CHAPTER 8: CONSERVATION ELEMENT

Pg. 8-3, Upper Santa Margarita Integrated Regional Water Management Plan: The following additional information in bold, italics, and underlined is suggested – "Through the IRWMP, stakeholders collaborate across jurisdictional boundaries to implement water resource management projects ***to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions***. These stakeholders include regional water agencies, flood control districts, ***water districts,*** counties, cities, ***land and nature conservancies, universities, Indian tribes, Camp Pendleton Marine Corps Base, and other*** federal, state, and local agencies." B-5

ENVIRONMENTAL IMPACT REPORT

SECTION 5.15: WATER SUPPLY

Section 5.15.1 Regulatory Setting, pg. 5-15.2, California Water Plan, 3rd paragraph: The Plan was last updated in 2009 and DWR is working on the next plan for 2013, which is called the 2013 California Water Plan Update. B-6

Section 5.15.1 Regulatory Setting, pg. 5-15.4, California Title 22 Drinking Water Standards, 1st paragraph, 2nd sentence: Recommend adding language to make it clear that monitoring of chemicals by water agencies is only required in the water supply. Example change: "...the monitoring of all regulated chemicals, as well as a number of unregulated chemicals, ***in the drinking water supply***, as required by Title 22, is conducted by water agencies in the upper watershed." B-7

Section 5.15.1 Regulatory Setting, pg. 5-15.5, Upper Santa Margarita Integrated Regional Water Management Plan, 2nd paragraph: Same general comment as above for Chapter 8: Conservation Element, Pg. 8-3 of the General Plan. Suggestion: "Through the IRWMP, regional water agencies, flood control districts, ***water districts,*** counties, cities, ***land and nature conservancies, universities, Indian tribes, Camp Pendleton Marine Corps Base,*** federal, state, local agencies, and other stakeholder groups collaborate across jurisdictional boundaries to implement water resource management projects ***to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions***." B-8

Section 5.15.1 Regulatory Setting, pgs. 5-15.5 and 5-15.6: WMWD and EMWD Urban Water Management Plans (UWMP) are discussed; RCWD's UWMP is not included, but should be. In addition, RCWD has prepared and adopted a Regional Integrated Resources Plan (IRP). Both documents should be briefly discussed. The following is suggested language for each: B-9

Rancho California Water District

URBAN WATER MANAGEMENT PLAN

Rancho California Water District (RCWD) provides retail water for urban and agricultural uses to the City of Temecula, portions of the City of Murrieta, and unincorporated Riverside County lands in the surrounding area. RCWD comprises approximately 100,000 acres (~156 square miles) in the southwestern portion of Riverside County, California.

The RCWD UWMP complies with the Urban Water Management Planning Act. The Plan provides an assessment of water sources and supply, reliability of supplies, water use efficiency measures, and water demand and supply comparison. In addition, recent legislation, the Water Conservation Bill of 2009, requires urban water suppliers to report in their UWMPs base daily per capita water use (baseline), urban water use targets for the year 2020, and interim water use targets for the year 2015. This information will be included in RCWD's 2010 UWMP Update, which is anticipated to be adopted by July 1, 2011.

REGIONAL INTEGRATED RESOURCES PLAN

RCWD prepared a Regional Integrated Resources Plan (IRP) to develop a long-range water supply plan to reliably meet the needs of the District through 2050. The IRP addresses issues of imported water supply availability, system capacity constraints, rising imported water costs, and water quality. The IRP evaluates and examines a set of water supply objectives against different water supply alternatives such as increased water conservation, additional groundwater storage and reuse, conversion of agriculture from imported water to untreated water or advanced-treated recycled water, groundwater recharge using advanced-treated recycled water, and water transfers. The evaluation resulted in a preferred plan to meet the objectives and resulted in the following benefits: 1) increased groundwater production; 2) increased use of recycled water; 3) reducing peak imported water demand; and 4) water supply cost efficiency through multiple measures. B-9

Section 5.15.2 Environmental Setting, Rancho California Water District, pg. 5-15.13: The discussion of RCWD's current service area should be corrected to 2010 data on the following items: 37 storage reservoirs; 48 groundwater wells, and 133,200 people are served (population) through 42,988 service connections. B-10

Data for Table 5.15-2 RCWD Planned Water Supplies are currently under development for the 2010 UWMP Update and will be available within the next few weeks. Early information shows the following, which is substantially different than that in the 2005 IRP as currently noted in the Public Review Draft EIR: B-11

RCWD Water Supply Source	**2010**	**2015**	**2020**	**2025**	**2030**	**2035**
Imported Water (MWD)						
Treated	37,214	45,527	50,723	52,131	52,577	54,375
Untreated[1]	16,500	16,500	16,500	16,500	16,500	16,500
Local Groundwater	25,000	26,000	26,000	26,000	26,000	26,000
Recycled Water	4,593	4,972	3,854	3,854	3,854	3,854
Total	**83,307**	**92,999**	**97,077**	**98,485**	**98,931**	**100,729**

Source: RCWD projection for average annual water demand in the 2010 UWMP Update.
1. Used for groundwater recharge, surface water discharge to the Santa Margarita River, and eastern service area agriculture (after conversion of system).

Section 5.15.4 Project Impacts and Mitigation Measures, Water Supply, pg. 5-15.19, 3rd paragraph: This paragraph should reference the 2010 UWMPs for each agency, since each agency is working on their 2010 UMWP Update and should be able to provide the city with current data for 2030 projections. Therefore, the total AF/Y for RCWD for the year 2030 should be changed to 98,931 to reflect the change in Table 5.15-2, as shown above. B-12

If you should have any questions or need additional information, please call me at this office at (951) 296-6900.

Sincerely,

RANCHO CALIFORNIA WATER DISTRICT

Andrew L. Webster, P.E.
Chief Engineer

cc: Warren Back, Engineering Planning Manager
Denise Landstedt, Water Resources Planner

11\AW:lm020\FEG

B. RESPONSES TO COMMENTS FROM ANDREW L. WEBSTER, P.E., CHIEF ENGINEER, RANCHO CALIFORNIA WATER DISTRICT, DATED MARCH 16, 2011.

B1. The Commentator has suggested the inclusion of all RCWD-owned property to be illustrated as Civic and Institutional Land Use on *Exhibit 3-5*, *General Plan 2035 Land Use Policy Map* of the Draft General Plan 2035. The City has no concerns with the proposed suggestion; however, it will be important that RCWD and the City work together to correctly identify and designate the RCWD-owned property. Therefore, revisions to *Exhibit 3-5* will be made in the Final General Plan 2035 and Final EIR.

B2. Refer to the Chapter 5, Circulation Element, pages 5-10 thru 5-11 of the Draft General Plan 2035. The future roadway network generally conforms to the previously adopted Circulation Element (2006). The extension of Hayes from Cherry Street to Elm Street was shown on the 2006 Circulation Element map. With the proposed General Plan 2035, the City has identified additional or new changes to the roadway network that have been incorporated into the travel demand model. Other changes in the model were made in order to reflect how the roadways generally function. Changes include Elm Street between Hayes Avenue and Washington Avenue; and Hayes Avenue between south City boundary and Elm Avenue, modeled as Secondary roadways. The location of Hayes Road on *Exhibit 5-10* in the Draft General Plan 2035 is an approximate location as an exact alignment has not yet been determined. The City will need to prepare alignment studies that will be available for review by RCWD and the public.

B3. The Commentator has suggested revising wording regarding the wastewater discussion within Chapter 6, Infrastructure Element, page 6-2 of the Draft General Plan 2035 as the wording is outdated. RCWD operates only one water reclamation plant within the City. In the past RCWD operated two plants; however, one has been partially demolished and removed from service. Text on page 6-2 of the Draft General Plan 2035 will be revised as follows in the Final General Plan 2035:

WASTEWATER

Wastewater collection for the City and Sphere of Influence areas is provided by the same four water districts that provide potable water: WMWD, EMWD, RCWD, and EVMWD. Only RCWD and EMWD provide wastewater treatment; RCWD operates ~~two~~ one water reclamation plant~~s~~ within the City of Murrieta. Wastewater flows from the other districts discharge into RCWD and EMWD interceptors for treatment.

B4. The Commentator has suggested revising wording regarding the recycled water discussion within Chapter 6, Infrastructure Element, page 6-3 of the Draft General Plan 2035. Similar to EMWD, RCWD has a mandatory recycled water use ordinance requiring customers to use recycled water for appropriate permitted uses and is not limited to golf course and major park areas. Text on page 6-3 of the Draft General Plan 2035 will be revised as follows in the Final General Plan 2035:

RECYCLED WATER

EMWD operates a recycled water system, with costs and responsibilities shared through an agreement with RCWD and EVMWD. RCWD and EMWD ~~has~~ have a mandatory recycled water use ordinance requiring customers to use recycled water for appropriate permitted uses~~, when it is available~~ and is not limited to golf course and major park areas. ~~RCWD also operates a recycled water system and seeks to provide tertiary treated wastewater to golf courses and major park areas.~~

B5. The Commentator has suggested revising wording regarding the Upper Santa Margarita Integrated Regional Water Management Plan discussion within Chapter 8, Conservation Element, page 8-3 of the Draft General Plan 2035. Text on page 8-3 of the Draft General Plan 2035 will be revised as follows in the Final General Plan 2035:

UPPER SANTA MARGARITA INTEGRATED REGIONAL WATER MANAGEMENT PLAN

The intent of the IRWMP is to enable greater watershed-wide coordination and management of water resources within the Santa Margarita Watershed as a whole, as well as adjoining watershed and regional planning and funding efforts. Through the IRWMP, stakeholders collaborate across jurisdictional boundaries to implement water resource management projects to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions. These stakeholders include regional water agencies; flood control districts; water districts; counties; cities; land and nature conservancies; universities; Indian tribes; Camp Pendleton Marine Corps Base; and other federal, state, and local agencies.

B6. The Commentator has suggested revising wording regarding the California Water Plan discussion within Section 5.15, Water Supply, page 5.15-2 of the Draft EIR. Text on page 5.15-2 of the Draft EIR will be revised as follows in the Final EIR:

STATE

California Water Plan

The Plan was last updated in ~~2005~~ 2009. The Department of Water Resources is ~~expected to approve a subsequent update in 2010~~ currently working on the 2013 California Water Plan Update.

B7. The Commentator has suggested the inclusion of language within Section 5.15, Water Supply, page 5.15-4 of the Draft EIR, to make it clear that monitoring of chemicals by water agencies is only required in the water supply. Text on page 5.15-4 of the Draft EIR will be revised as follows in the Final EIR:

> **California Title 22 Drinking Water Standards**
>
> *California Title 22* Drinking Water Standards (*Title 22*) incorporates the Federal requirements of the Safe Drinking Water Act, and compliance with *Title 22* is required by all water service providers. Therefore, the monitoring of all regulated chemicals, as well as a number of unregulated chemicals, in the drinking water supply, as required by *Title 22*, is conducted by water agencies in the upper watershed.

B8. Refer to Response B5. The Commentator has suggested revising wording regarding the Upper Santa Margarita Integrated Regional Water Management Plan discussion within Section 5.15, Water Supply, page 5.15-5 of the Draft EIR. Text on page 5.15-5 of the Draft EIR will be revised as follows in the Final EIR:

> **UPPER SANTA MARGARITA INTEGRATED REGIONAL WATER MANAGEMENT PLAN**
>
> The intent of the IRWMP is to pave the way for greater watershed-wide coordination and management of water resources within the Santa Margarita Watershed as a whole, as well as adjoining watershed and regional planning and funding efforts. Through the IRWMP, regional water agencies, flood control districts, water districts, counties, cities, land and nature conservancies, universities, Indian tribes, Camp Pendleton Marine Corps Base, federal, state, local agencies, and other stakeholder groups collaborate across jurisdictional boundaries to implement water resource management projects to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions. The IRWMP also provides an opportunity to provide information on the present and future needs of the watershed for the California Water Plan.

B9. The Commentator has suggested the inclusion of RCWD's UWMP and RCWD's IRP within Section 5.15, Water Supply, pages 5.15-5 thru 5.15-6. Text on pages 5.15-5 thru 5.15-6 of the Draft EIR will be revised as follows in the Final EIR:

> **Rancho California Water District**
>
> **URBAN WATER MANAGEMENT PLAN**
>
> RCWD provides retail water for urban and agricultural uses to the City of Temecula, portions of the City of Murrieta, and unincorporated Riverside County lands in the surrounding area. RCWD comprises approximately 100,000 acres (approximately 156

square miles) in the southwestern portion of Riverside County, California. The RCWD UWMP complies with the Urban Water Management Planning Act. The Plan provides an assessment of water sources and supply, reliability of supplies, water use efficiency measures, and water demand and supply comparison. In addition, recent legislation, the Water Conservation Bill of 2009, requires urban water suppliers to report in their UWMPs base daily per capita water use (baseline), urban water use targets for the year 2020, and interim water use targets for the year 2015. This information will be included in RCWD's 2010 UWMP Update, which is anticipated to be adopted by July 1, 2011.

REGIONAL INTEGRATED RESOURCES PLAN

RCWD prepared a Regional Integrated Resources Plan (IRP) to develop a long-range water supply plan to reliably meet the needs of the District through 2050. The IRP addresses issues of imported water supply availability, system capacity constraints, rising imported water costs, and water quality. The IRP evaluates and examines a set of water supply objectives against different water supply alternatives such as increased water conservation, additional groundwater storage and reuse, conversion of agriculture from imported water to untreated water or advanced-treated recycled water, groundwater recharge using advanced-treated recycled water, and water transfers. The evaluation resulted in a preferred plan to meet the objectives and resulted in the following benefits: 1) increased groundwater production; 2) increased use of recycled water; 3) reducing peak imported water demand; and 4) water supply cost efficiency through multiple measures.

B10. The Commentator has suggested revising the discussion regarding RCWD's current service area with 2010 data within Section 5.15, Water Supply, pages 5.15-13 as the quantities are outdated. Text on pages 5.15-13 of the Draft EIR will be revised as follows in the Final EIR:

As recently as 2010, RCWD's current service area represents 99,000 acres, and has 878 miles of water mains, ~~35~~ 37 storage reservoirs, one surface reservoir (Vail Lake), ~~53~~ 48 groundwater wells, and 133,200 people are served through ~~36,759~~ 42,988 service connections.[5]

[5] The environmental baseline for the EIR is 2009 as stated in Section 3.0, Project Description. However, the Rancho California Water District provided an update to the 2009 data presented in the Draft EIR with 2010 data that has been included in the Final EIR.

B11. The Commentator suggested revising *Table 5.15-2*, *Rancho California Water District Planned Water Supplies Acre-Feet/Year* within Section 5.15, Water Supply, page 5.15-13 as the numbers are currently under development for the 2010 UWMP Update but early information shows revised numbers. Text on page 5.15-13 of the Draft EIR will be revised as follows in the Final EIR:

Table 5.15-2
Rancho California Water District Planned Water Supplies Acre-Feet/Year[6]

Water Supply Sources	2010	2015	2020	2025	2030
Imported Water (MWD)					
Treated	~~39,310~~ 37,214	~~32,410~~ 45,527	~~20,010~~ 50,723	~~14,100~~ 52,131	~~20,700~~ 52,577
Untreated[1]	~~15,500~~ 16,500	~~28,500~~ 16,500	~~38,500~~ 16,500	~~38,500~~ 16,500	~~38,500~~ 16,500
Local Groundwater ~~Pumping~~	~~38,000~~ 25,000	~~38,000~~ 26,000	~~56,000~~ 26,000	~~56,000~~ 26,000	~~56,000~~ 26,000
Recycled Water	~~7,890~~ 4,593	~~9,090~~ 4,972	~~9,890~~ 3,854	~~24,300~~ 3,854	~~25,200~~ 3,854
Total	~~100,700~~ 83,307	~~108,000~~ 92,999	~~124,400~~ 97,077	~~132,000~~ 98,485	~~140,400~~ 98,931

Source: RCWD ~~Regional Integrated Resources Plan (CDM, 2005)~~ projection for average annual water demand in the 2010 UWMP Update.
1. Used for groundwater recharge, surface water discharge to the Santa Margarita River ~~flows to Gorge,~~ and eastern service area agriculture (after conversion of system).

The updated figures from *Table 5.15-2*, *Rancho California Water District Planned Water Supplies Acre-Feet/Year* would revise the conclusions within Section 5.15, Water Supply page 5.15-19 of the Draft EIR. Text on page 5.15-19 of the Draft EIR will be revised as follows in the Final EIR:

The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies based on normal, dry, and multiple dry years and water shortage contingency plans to protect existing and future regional water needs through 2030. According to the UWMPs for each water district, the total planned water supply through 2030 for the RCWD, EVMWD, WMWD, and EMWD is ~~140,400~~ 98,931 AF/Y, 77,919 AF/Y, 241,649 AF/Y, and 245,200 AF/Y, respectively for a combined water supply of ~~705,168~~ 663,699 AF/Y; refer to *Table 5.15-2*, *Table 5.15-3*, *Table 5.15-4*, and *Table 5.15-5*. The City currently consumes approximately 39,179AF/Y[8] of water resources to meet all constituent existing demands; refer to *Table 5.15-1*. It is anticipated that water demand ~~would gradually increase~~ associated with implementation of the proposed General Plan 2035 would increase by ~~to~~ approximately 13,946.036 gpd or 15,632 AF/Y[9] in the year 2035; refer to *Table 5.15-6*, *Forecast Year 2035 Water Demand*. The proposed General Plan 2035 would require only ~~0.0222~~ 2.36 percent of the ~~anticipated~~ 2030 water supply from these four districts.

The updated figures from *Table 5.15-2*, *Rancho California Water District Planned Water Supplies Acre-Feet/Year* would revise the conclusions within Section 5.15, Water Supply page 5.15-21 of the Draft EIR. Text on page 5.15-21 of the Draft EIR will be revised as follows in the Final EIR:

> Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The proposed General Plan 2035 Conservation Element includes goals and policies to ensure that a reliable water supply can be provided within the City's service area, while remaining sensitive to the climate. The proposed General Plan 2035 also includes goals and policies that promote water conservation through the use of reclaimed water and water conservation design and technology. Goal CSV-1 promotes conservation, protection, and management of water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water. Goal CSV-2 promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures to ensure sufficient water supplies for human consumption, sanitation, and fire protection. Residents and businesses in Murrieta will also need to play a role in using water resources efficiently, and this will be encouraged through education and incentives from the City and water agencies. With adherence to the proposed General Plan 2035 goals and policies and the City of Murrieta *Municipal Code Water Efficient Landscape Ordinance*, compliance with the UWMPs and Master Plans of all four water districts, coordination between the City and water districts and that ~~fact~~ Murrieta would only use ~~0.0222~~ 2.36 percent of the anticipated water from these four water districts, water supply and infrastructure impacts associated with the proposed General Plan 2035 would be reduced to a less than significant level.

The updated figures from *Table 5.15-2*, *Rancho California Water District Planned Water Supplies Acre-Feet/Year* would revise the conclusions within Section 5.15, Water Supply page 5.15-27 of the Draft EIR. Text on page 5.15-27 of the Draft EIR will be revised as follows in the Final EIR:

> Future development projects in Murrieta and the Sphere of Influence would be evaluated by the City, Riverside County, and applicable water district on a project-by-project basis to determine impacts to water supplies and infrastructure. The continued assessment of individual projects for impacts to the water supply system would assure projects would only be approved if adequate water supplies exist at the time of their implementation. New development would be required to pay its share of the costs of infrastructure improvements necessary to accommodate the project. Water districts will need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections. Additionally, coordination between the City and water districts will be essential as further development is planned. Furthermore, with adherence to the proposed General Plan 2035 goals and policies and the City of Murrieta *Municipal Code Water Efficient Landscape Ordinance*, compliance

with the UWMPs and Master Plans of all four water districts, coordination between the City and water districts and that fact Murrieta would only use ~~0.0222~~ 2.36 percent of the anticipated water from these four water districts, impacts regarding water supply, distribution, and infrastructure would be further reduced to less than significant levels. Therefore, implementation of the proposed General Plan 2035 would not result in cumulatively considerable water supply and infrastructure impacts.

B12. Refer to Response B11. No further response is necessary.

COMMENT LETTER C

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

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March 17, 2011

Mr. Greg Smith, Planner
CITY OF MURRIETA
1 Town Square (24601 Jefferson Avenue)
Murrieta, CA 90622

Re: SCH#2010111084; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the: **"Murrieta General Plan Project;"** located in the City of Murrieta; Riverside County, California

Dear Mr. Smith:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources. The NAHC wishes to comment on the above-referenced proposed Project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9. C-1

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC Sacred Lands File (SLF) search resulted in; **Native American cultural resources were identified** within the Sphere of Influence of the City of Murrieta.. The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254.10. The absence of evidence of archaeological items does not indicate that they do not exist at the subsurface and/or when groundbreaking activity occurs. C-2

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to C-3

obtain their recommendations concerning the proposed project. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy a Native American cultural resources.

Furthermore we recommend, also, that you contact the California Historic Resources Information System (CHRIS) for pertinent archaeological data within or near the APE, at (916) 445-7000 for the nearest Information Center in order to learn what archaeological fixtures may have been recorded in the APE.

C-3

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation.

C-4

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

C-5

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

C-6

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code 5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code 6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of he NHA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,
Dave Singleton, Program Analyst

Cc: Stateclearinghouse

Attachment: Native American Contact List

Native American Contact List
Riverside County
March 17, 2011

Los Coyotes Band of Mission Indians
Francine Kupsch, Spokesperson
P.O. Box 189 Cahuilla
Warner , CA 92086
loscoyotes@earthlink.net
(760) 782-0711
(760) 782-2701 - FAX

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670 Cahuilla
Anza , CA 92539
admin@ramonatribe.com
(951) 763-4105
(951) 763-4325 Fax

Pala Band of Mission Indians
Tribal Historic Preservation Office
35008 PalaTemecula Rd, PMB Luiseno
Pala , CA 92059 Cupeno
sgaughen@palatribe.com
(760) 891-3500
(760) 742-1411 Fax

Santa Rosa Band of Mission Indians
Mayme Estrada, Chairwoman
P.O. Box 609 Cahuilla
Hemet , CA 92546
srbcioffice@yahoo.com
(951) 658-5311
(951) 658-6733 Fax

Pauma & Yuima Reservation
Randall Majel, Chairperson
P.O. Box 369 Luiseno
Pauma Valley CA 92061
paumareservation@aol.com
(760) 742-1289
(760) 742-3422 Fax

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Prog.
12700 Pumarra Road Cahuilla
Banning , CA 92220 Serrano
(951) 201-1866 - cell
mcontreras@morongo-nsn.gov
(951) 922-0105 Fax

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resource Center
P.O. Box 1477 Luiseno
Temecula , CA 92593
(951) 770-8100
pmacarro@pechanga-nsn.gov
(951) 506-9491 Fax

Pauma Valley Band of Luiseño Indians
Bennae Calac, Tribal Council Member
P.O. Box 369 Luiseno
Pauma Valley CA 92061
bennaecalac@aol.com
(760) 617-2872
(760) 742-3422 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010111084; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Murrieta General Plan; City of Murrieta; Riverside County, California.

Native American Contact List
Riverside County
March 17, 2011

San Luis Rey Band of Mission Indians
Carmen Mojado, Co-Chair
1889 Sunset Drive Luiseno
Vista , CA 92081
(760) 724-2172 - FAX
cmojado@slrmissionindians.org
(760) 917-1736 - cell

Pauma & Yuima Reservation
Charles Devers, Cultural Committee
P.O. Box 369 Luiseno
Pauma Valley CA 92061
paumareservation@aol.com
(760) 742-1289
(760) 742-3422 Fax

Pechanga Band of Mission Indians
Mark Macarro, Chairperson
P.O. Box 1477 Luiseno
Temecula , CA 92593
tbrown@pechanga-nsn.gov
(951) 770-6100
(951) 695-1778 Fax

Cahuilla Band of Indians
Luther Salgado, Sr., , Chairperson
PO Box 391760 Cahuilla
Anza , CA 92539
tribalcouncil@cahuilla.net
915-763-5549

Willie J. Pink
48310 Pechanga Road Luiseno
Temecula , CA 92592
wjpink@hotmail.com
(909) 936-1216
Prefers e-mail contact

Pechanga Cultural Resources Department
Anna Hoover, Cultural Analyst
P.O. Box 2183 Luiseño
Temecula , CA 92593
ahoover@pechanga-nsn.gov
951-770-8100
(951) 694-0446 - FAX

La Jolla Band of Mission Indians
ATTN: Rob Roy,Environmental Director
22000 Highway 76 Luiseno
Pauma Valley CA 92061
lajolla-sherry@aol.com and
(760) 742-3790
(760) 742-1704 Fax

SOBOBA BAND OF LUISENO INDIANS
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 Luiseno
San Jacinto , CA 92581
jontiveros@soboba-msn.gov
(951) 663-5279
(951) 654-5544, ext 4137

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010111084; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Murrieta General Plan; City of Murrieta; Riverside County, California.

C. RESPONSES TO COMMENTS FROM DAVE SINGLETON, PROGRAM ANALYST, NATIVE AMERICAN HERITAGE COMMISSION, DATED MARCH 17, 2011.

C1. The comment letter acknowledges receipt of the Draft EIR. No further response is necessary.

C2. The Commentator requests that project-related impacts on historical resources and archaeological resources are assessed per *CEQA – CA Public Resources Code 21000-21177*, amendments effective 3/18/2010. As part of the preparation of the environmental analysis in the Draft EIR, the *Cultural Resources Assessment*, dated January 4, 2010, was prepared by LSA Associates, Inc. The *Cultural Resources Assessment* includes Records Search Results prepared by the Eastern Information Center (EIC) and a review of the Riverside Historic Properties Directory and the Murrieta Historical Resources Inventory Update. The findings and results of the records search and review are summarized in Section 5.9, Cultural Resources, and included in their entirety in Appendix I, Cultural Resources Existing Conditions Report. Section 5.9, Cultural Resources of the Draft EIR adequately addresses the environmental considerations cited in the comment letter.

C3. The proposed project involves an update to the General Plan, and thus tribal consultation is required pursuant to Senate Bill (SB) 18 and *Government Code* Section 65352.3. Consultation with Native American communities is also a matter of environmental justice as defined by *California Government Code* 65040.12(e). The Native American Heritage Commission was contacted to investigate whether any Native American resources are located within the vicinity of the City of Murrieta. The Native American Heritage Commission provided contact names for eight tribes:

Los Coyotes Band of Mission Indians
Francine Kupsh, Spokesperson
P.O. Box 189
Warner, CA 92086

Pala Band of Mission Indians
Tribal Historic Preservation Office
35008 Pala Temecula Road
Pala, CA 92059

Pauma & Yuima Reservation
Randall Majel, Chairperson
P.O. Box 369
Pauma Valley, CA 92061

Pechanga Band of Mission Indians
Paul Macarro, Cultural Resource Center
P.O. Box 1477
Temecula, CA 92593

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairman
P.O. Box 391670
Anza, CA 92539

Santa Rosa Band of Mission Indians
Mayme Estrada, Chairwoman
P.O. Box 609
Hemet, CA 92546

Morongo Band of Mission Indians
Michael Contreras, Cultural Heritage Program
12700 Pumarra Road
Banning, CA 92229

Pauma Valley Band of Luiseno Indians
Bennae Calac, Tribal Council Member
P.O. Box 369
Pauma Valley, CA 92061

Letters were sent to 14 tribes in August 2010 to solicit their input on protecting and/or mitigating impacts on any cultural places or sacred lands in the City, in accordance with *Government Code* Section 65352.3. The City had a consultation meeting with the Pechanga Tribe on January 5, 2011, as well as received a written response dated December 3, 2010 from the Tribe within the 90-day period during which a tribe may respond and request a consultation advising how any cultural resources and Areas of Traditional Use may be best protected. To address the comments raised by the Pechanga Tribe, specific policies were developed and included in the Conservation Element of the General Plan 2035. In addition, the City scheduled several consultation meetings with the Soboba Band of Luiseno Indian Tribe in December 2010; however, the meetings had to be cancelled due to other commitments. The City has asked the Soboba Tribe about scheduling a future consultation meeting, but none had been scheduled as of May 23, 2011.

C4. Section 5.9, Cultural Resources, page 5.9-24 adequately describes the potential impacts and mitigation measures related to the discovery of human remains. If human remains were found, those remains would require proper treatment, in accordance with applicable laws. State of California *Public Resources Health and Safety Code* Sections 7050.5-7055 describe the general provisions for human remains. Specifically, H*ealth and Safety Code*

Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in *California Public Resources Code* Section 5097.98 would be implemented. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

C5. Comment acknowledged. No further response is necessary.

C6. Comment acknowledged. No further response is necessary.

COMMENT LETTER D

Department of Toxic Substances Control

Linda S. Adams
Acting Secretary for
Environmental Protection

Leonard E. Robinson
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

March 21, 2011

Mr. Greg Smith
City of Murrieta Community Development Department
1 Town Square
Murrieta, California 92562

NOTICE OF COMPLETION & ENVIRONMENTAL IMPACT REPORT (EIR) FOR CITY OF MURRIETA GENERAL PLAN UPDATE (SCH # 2010111084)

Dear Mr. Smith:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Availability of the Environmental Impact Report for the above-mentioned project. The following project description is stated in your document: "The General Plan 2035 is a comprehensive update of the 1994 General Plan, which includes an update of existing elements, as well as the addition of two elements. The General Plan 2035 comprises the following State mandated and optional elements: Land Use; Economic Development; Circulation; Healthy Community; Conservation; Recreation and Open Space; Air Quality; Noise; Safety; and Housing (updated and adopted as part of a separate process).

Major components of the General Plan 2035 include: D-1

- Update of existing conditions, with year 2009 serving as the baseline year.
- Update of General Plan development projections to the year 2035. Projections for population, employment, residential, and non-residential development have been updated for the projected horizon year.
- Additions, deletions, or modifications to the 1994 and 2006 General Plan goals, policies, and implementation.
- Update the Land Use Element with reorganized and new land use designations. This includes separating the City's currently combined Land Use and Zoning Map into two separate maps. The General Plan Land Use Policy Map will provide broad land use categories and the Zoning Map, which is being updated

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separately from the General Plan 2035, will define specific uses and development standards.

- Amendment of the remaining General Plan Elements to reflect current conditions and account for development projections to year 2035". D-1

Based on the review of the submitted document DTSC has the following comments:

1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

   - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
   - Envirostor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
   - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
   - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA. D-2
   - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
   - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
   - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
   - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government D-3

agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. D-3

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR. D-4

4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. D-5

5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. D-6

6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. D-7

7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local D-8

Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. D-8

8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489. D-9

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,

Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3142

D. RESPONSES TO COMMENTS FROM AL SHAMI, PROJECT MANAGER, DEPARTMENT OF TOXIC SUBSTANCES CONTROL, DATED MARCH 21, 2011.

D1. The comment letter acknowledges receipt of the Draft EIR. This comment does not raise any issues with respect to the contents of the Draft General Plan 2035 or the Draft Environmental Impact Report (EIR), or any environmental issue regarding the proposed project, therefore, no further response is necessary.

D2. Because this project entails an update to the General Plan and proposes no specific development project, the Draft EIR appropriately took a city-wide approach as opposed to site-specific project level approach to environmental analysis. Until the individual footprints of development projects are proposed, it is difficult to determine the precise nature, location, and severity of contamination that may exist within any specific "project area". Refer to Section 5.14-7, Hazards and Hazardous Materials, pages 5.14-7 thru 5.14-13 for reported regulatory properties. RBF Consulting searched the City and its Sphere of Influence on the EnviroStor Database which resulted in one listed regulatory property and 35 hazardous materials sites located within the boundaries of the City. Refer to *Table 5.14-1, DTSC & Geo Tracker Identified Regulatory Sites Within Murrieta* on pages 5.14-8 thru 5.14-10 for a detailed listing of the property and refer to *Exhibit 5.14-1, Regulatory Sites Within Murrieta* for the location of the listed regulatory property. In accordance with Mitigation Measure HHM-3, the City will require individual development projects to confirm the presence or absence of hazardous materials pertaining to the release of hazardous materials into the soil, surface water, and/or groundwater. If necessary, the development shall undergo site characterization and remediation on a project-by-project basis, per applicable Federal, State, and/or local standards and guidelines set by the applicable regulatory agency.

D3. Refer to Response D2. In addition, Draft EIR pages 5.14-17 through 5.14-19, 5.14-21, and 5.14-22 through 5.14-23 identify the applicable policies and mitigation measures related to hazardous materials. The nature of the contamination generally dictates which agency will assume regulatory oversight. If contamination is discovered during the site investigation and/or any subsequent grading activity, these are numerous state law provisions that require notification of regulatory agencies of this discovery. To the extent that the City become aware of any contamination, the City would notify the proper agencies, which would presumably be the mechanism to initiate a more formal investigation and potential remediation activity. The General Plan policies and mitigation measure HHM-3 provide a process for investigating and remediating hazardous materials.

D4. To the extent that individual site investigations disclose the need for a Work Plan, the Work Plan will be prepared in accordance with State law requirements. All findings of investigations were summarized in the document. Refer to Responses D2 and D3 relating to the Draft EIRs program-level analysis.

D5. Refer to Responses D2 and D3.

D6. Refer to Responses D2 and D3.

D7. Refer to Responses D2 and D3.

D8. Refer to Responses D2 and D3.

D9. This comment is acknowledged. No further response is necessary.

COMMENT LETTER E

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office. Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Scearce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Jim McPherson

March 22, 2011

VIA E-MAIL and USPS

Mr. Greg Smith
Associate Planner
City of Murrieta Community Development Dept
1 Town Square
Murrieta, CA 92562

Re: Pechanga Tribe Comments on the Notice of Availability/Completion of the Draft Environmental Impact Report for the City of Murrieta General Plan 2035

Dear Mr. Smith:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project").

If you have not already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please incorporate these comments into the record of approval for this Project as well. E-1

The Tribe submits these comments concerning the potential impacts to cultural resources that may occur during future developments which are guided by the City's General Plan and in conjunction with the environmental review of the Project. The Tribe thanks the City for the ongoing consultation throughout the General Plan update process and requests to continue the consultation per SB18 requirements

THE CITY OF MURRIETA MUST INCLUDE INVOLVEMENT OF AND CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL REVIEW PROCESS

It has been the intent of the Federal Government[1] and the State of California[2] that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the City of Murrieta consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures. E-2

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe has a legal and cultural interest in the proper protection of sacred places and all Luiseño cultural resources. The Tribe is concerned about both the preservation of unique and irreplaceable cultural resources, such as sacred sites, Luiseño village sites and archaeological items which would be displaced by development, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of development and improvements within the City.

The Pechanga Tribe asserts that the entirety of the City of Murrieta is within the Tribe's aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and extensive Luiseño artifact records. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's cultural ties to this area as well as our extensive history on projects within the City. Because of our knowledge of this area, the Pechanga Tribe has traditionally been the City's consulting and lead-designated Tribe. E-3

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, none have excluded the Murrieta area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers

[1] See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.
[2] See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4

1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

Luiseño history originates with the creation of all things at *'éxva Teméeku*, the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at *'éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). This connection between Elsinore and Temecula also includes Murrieta as an important location for passage between these Cities as well as a known location for subsistence resources and a system of significant villages.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Monívol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, which are located either in western Riverside County or northern San Diego County. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). E-3

In addition, Pechanga elders state that the Temecula/Pechanga people had usage/gathering rights to an area extending from Rawson Canyon on the east, over to Lake Mathews on the northwest, down Temescal Canyon to Temecula, eastward to Aguanga, and then along the crest of the Cahuilla range back to Rawson Canyon. The Native American Heritage Commission (NAHC) Most Likely Descendent (MLD) files substantiate this habitation and migration record from oral tradition. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

Tóota yixélval (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Archaeologists have adopted the name for these pictograph-versions, as defined by Ken Hedges of the Museum of Man, as the San Luis Rey style. The San Luis Rey style incorporates elements which include chevrons, zig-zags, dot patterns, sunbursts, handprints, net/chain, anthropomorphic (human-like) and zoomorphic (animal-like) designs. Tribal

historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Additionally, according to historian Constance DuBois:

> When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

E-3

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied what we know today as the City of Murrieta are ancestors of the present-day Luiseño/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area.

The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout western Riverside County and the City of Murrieta. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location. The Tribe has been involved with almost all development projects throughout the City of Murrieta including the existing Golden City Specific Plan and Physicians Hospital Project; Linnel Lane; Lincoln Ranch; Copper Canyon; Greer Ranch; the Ivy Street and Guava Street Bridge Projects; the Wynfield Projects; the Murrieta Hot Springs Road Widening; Murrieta 18 and 30; Murrieta Vista High School; Murrieta Fire Station #5 and North Murrieta Business Park Projects. Moreover, Pechanga was named MLD for discovery of human remains on at least two projects within west Murrieta and has been the designated/lead Tribe exclusively within the City boundaries for many years.

E-4

The Tribe welcomes the opportunity to meet with the City to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT AND DRAFT GENERAL PLAN 2035

The Tribe has received and reviewed the February 2011 Draft Environmental Impact (DEIR) Report and February 2011 Draft General Plan as provided by the City of Murrieta. The Tribe has concerns with Section 5.9 Cultural Resources (p 5.9-9) of the DEIR which was based on the January 2010 archaeological assessment.[3] Primarily, there is incorrect information presented regarding the Luiseño that lived in the Murrieta area that was taken from the original General Plan. This information has since been updated by current research conducted by the Tribe. Unfortunately, the Tribe was not provided the opportunity to review this portion of the DEIR prior to its release in order to revise and update this portion of the document. Our suggested changes are below (strikeouts are deletions and underlines are additions):

> **Paleo-Indian Period.** Archaeological research and tribal oral traditions in the Murrieta-Temecula area suggests that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term ~~prehistoric sites~~ village complexes and habitation sites located in Murrieta, which are valuable resources. The ~~carvings and other signs left in local rocks and boulders~~ remnants of early villages as well as the local rock art and ethnographic accounts provide an important record of Murrieta's early occupation by Native Americans.

The archaeological assessment provides a thorough description of the various chronologies of the Murrieta area. It also stresses that the term "Shoshonean" is no longer used in regards to the Luiseño as they are a Takic speaking peoples unrelated to the existing Shoshonean desert tribes of the east.[4] The Late period information in this section was adapted from the archaeological study (Appendix I). Additionally, the Luiseño terms have been updated to reflect the most current information the Tribe has researched. E-5

> ~~**Shoshonean Period.** Luiseño and Cahuilla groups of the Southern California Shoshone Indian Tribe entered into the area sometime after 1500 and settled at various sites along streams throughout the Murrieta-Temecula area. These Payomik Kowichum, as they were called before the Mission Era, were a hunting-gathering people. Two Payomik settlements are believed to have been located in Murrieta: Avaxat, referring to the cottonwoods of Murrieta Creek, was located just west of the creek near present-day Ivy Street, while Toatwi was located near Los Alamos and Winchester Road.~~
>
> **Late Period.** It is generally assumed that the Late Period began approximately AD 500–750, and its termination is widely accepted as AD 1769, the date of the beginning of permanent European occupation of California. The Luiseño Peoples occupied the Murrieta-Temecula area and called themselves *Payómkawichum* before the influx of European settlers and

[3] Appendix I: *Cultural Resources Assessment,* LSA Associates, Inc, January 4, 2010
[4] Ibid, page 16

> the Mission Period. There are also many Luiseño place names within the Murrieta area. Several village complexes were located within the City's boundaries; one that has been definitively identified by the Tribe is *Qéngva*, which is in the southwest part of Murrieta. To the north of *Qéngva* is *'avàa'ax,* referring to the cottonwood trees along Murrieta Creek. To the east is "The Owls' Nest" or *Múuta Putée',* which is located on what residents know as the Hogbacks in the Los Alamos area. Flowing beside these prominent hills to the south is the Santa Gertrudis River or *Tótpa,* a very important water source.

Additionally, within the American Period Section (p 5.9-11), the last paragraph should be revised to read:

> One exception to the community's dominant agricultural identity was the regionally-popular Murrieta Hot Springs. Located along present Murrieta Hot Springs Road just east of I-215, the mineral-rich springs have been used by people for thousands of years. The Luiseño called the springs ~~Cherukanukna Hakiwuna~~ *Churúukunuknu Haki'wuna* and their extensive use of the springs is reflected in the numerous habitation sites and artifacts identified nearby. Non-Indian visitors in the late 19th century determined <u>what the Luiseño already knew about the springs</u>, that the springs had healing properties, and Murrieta Hot Springs became part of a rapidly growing network of Southern California destinations for health-seekers. Etc…

E-5

Within the Historic/Archaeological Resources Section (p 5.9-11), the Tribe requests the following modifications:

At the end of the first paragraph: "…Other indicators of former occupancy may include pottery, human skeletal remains and body adornments (i.e. shell or bone beads, jewelry). <u>Cultural resources can also include oral traditions, ethnographic accounts, traditional songs and stories, and places important for the continuation of traditional beliefs and practices.</u>

<u>PROJECT IMPACTS TO CULTURAL RESOURCES AND REQUESTED TRIBAL INVOLVEMENT AND MITIGATION</u>

While the Tribe disputes that there are only 199 documented cultural resources within the City of Murrieta, the Tribe believes that implementation of this General Plan could impact not only known resources but subsurface and/or unknown resources as well. The City of Murrieta is located in a highly sensitive region of Luiseño territory. The Tribe concurs with the DEIR in that "[g]round-disturbing activities associated with subsequent development of land within the City could unearth previously unknown archaeological resources."[5] The possibility for recovering subsurface resources during future proposed ground-disturbing activities is high. The Tribe has

E-6

[5] DEIR, February 2011. Section 5.9, p5.9-20

over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location. E-6

The Tribe is highly concerned about inadvertent discoveries which are foreseeable impacts and should be appropriately mitigated for within the General Plan, its policies and all planning documents. To assist with this goal, the Tribe believes that the identification of surface resources during an archaeological survey should not be the sole determining factor in deciding whether mitigation measures for inadvertent discoveries on future projects are required. The cultural significance of the area should play a large part in determining whether specifications concerning unanticipated discoveries should be included and this information should be provided by the people whose ancestors lived in this area, namely the Pechanga Tribe. Additionally, the Tribe believes that the potential for inadvertent discoveries increases because of the known resources in the area, not just within the Project boundaries. Often this 'landscape' approach' is not addressed in archaeological studies although it is a very important component when addressing cultural resources and the potential impacts caused by a proposed project. This should also be addressed in City-wide planning documents, policies and ordinances adopted by the City. E-7

The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506a.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5- 10.2 and 5-10.3). Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as stated in CSV-11.5, the Tribe requests to be consulted and involved with the development of any new City policies or ordinances that impact cultural and archaeological resources as well as project specific environmental documents, conditions of approval and mitigation measures that could impact both known and unknown sensitive resources. E-8

PROJECT MITIGATION MEASURES

The Pechanga Tribe thanks the City of Murrieta for the continued consultation on this Project and for including our recommended changes in the draft policies. At this time, the Tribe agrees with the policies for cultural resources presented in the February 2011 Draft E-9

Environmental Impact (DEIR) Report and February 2011 Draft General Plan as provided by the City of Murrieta. As the General Plan Update moves ahead, the Pechanga Tribe requests, as the Tribe with a well-documented prehistory in the area, a long history of working with the City, as well as the Tribe with the most knowledge of the cultural importance of the City to the Luiseño people, that the City continue to consult with Pechanga on the important issues raised by this process. E-9

The Tribe reserves the right to continue to fully participate in the environmental review process, as well as to provide further comment on the General Plan policies and cultural language. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval.

The Pechanga Tribe looks forward to working together with the City of Murrieta in developing adequate guidance and policies for protecting the invaluable Pechanga cultural resources found in the City. Please feel free to contact me at 951-770-8100 X8104 once you have had a chance to review these comments in the event you have any questions or comments. Thank you. E-10

Sincerely,

Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel

E. RESPONSES TO COMMENTS FROM ANNA HOOVER, CULTURAL ANALYST, PECHANGA CULTURAL RESOURCES, DATED MARCH 22, 2011.

E1. The comment letter acknowledges receipt of the Draft EIR. The proposed project involves an update to the General Plan, and thus tribal consultation is required and is taking place pursuant to Senate Bill (SB) 18 and *Government Code* Section 65352.3. The City of Murrieta has, and will continue to consult with the Pechanga Band of Luiseno Indians (Tribe). No further response is necessary.

E2. Refer to Response E1. No further response is necessary

E3. The Commentator is providing background information about the Pechanga Tribe and its history in Murrieta. This comment is acknowledged. No further response is necessary.

E4. This comment is acknowledged. This comment does not raise any issues with respect to the contents of the Draft General Plan 2035 or the Draft Environmental Impact Report (EIR), or any environmental issue regarding the proposed project, therefore, no further response is necessary.

E5. The Commentator has suggested revising the discussion regarding the Paleo-Indian Period within Section 5.9, Cultural Resources, pages 5.9-8 thru 5.9-10 as the language is outdated. Text on pages 5.9-8 thru 5.9-10 of the Draft EIR will be revised as follows in the Final EIR:

> **Paleo-Indian Period.** Archaeological research and tribal oral traditions in the Murrieta-Temecula area suggests that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term ~~prehistoric sites~~ village complexes and habitation sites located in Murrieta, which are valuable resources. The ~~carvings and other signs left in local rocks and boulders~~ remnants of early villages as well as the local rock art and ethnographic accounts provide an important record of Murrieta's early occupation by Native Americans.

The Commentator has suggested removing the Shoshonean Period discussion within Section 5.9, Cultural Resources, page 5.9-9 and replacing with a discussion of the Late Period. Text on page 5.9-9 of the Draft EIR will be revised as follows in the Final EIR:

> ~~**Shoshonean Period.** Luiseño and Cahuilla groups of the Southern California Shoshone Indian Tribe entered into the area sometime after 1500 and settled at various sites along streams throughout the Murrieta-Temecula area. These Payomik Kowichum, as they were called before the Mission Era, were a hunting-gathering people. Two Payomik settlements are believed to have been located in Murrieta: Avaxat, referring to the cottonwoods of Murrieta Creek, was located just west of the creek near present-day Ivy Street, while Toatwi was located near Los Alamos and Winchester Road.~~

Late Period. It is generally assumed that the Late Period began approximately AD 500 to 750, and its termination is widely accepted as AD 1769, the date of the beginning of permanent European occupation of California. The Luiseno Peoples occupied the Murrieta-Temecula area and called themselves Payomkawichum before the influx of European settlers and the Mission Period. There are also many Luiseno place names within the Murrieta area. Several village complexes were located within the City's boundaries; one that has been definitively identified by the Tribe is Qengva, which is in the southwest part of Murrieta. To the north of Qengva is 'avaa'ax, referring to the cottonwood trees along Murrieta Creek. To the east is the "The Owls' Nest" or Muula Putee, which is located on what residents know as the Hogbacks in the Los Alamos area. Flowing beside these prominent hills to the south is the Santa Gertrudis River or Totpa, a very important water source.

The Commentator has suggested revising the discussion regarding the American Period within Section 5.9, Cultural Resources, page 5.9-11. Text on page 5.9-11 of the Draft EIR will be revised as follows in the Final EIR:

One exception to the community's dominant agricultural identity was the regionally-popular Murrieta Hot Springs. Located along present Murrieta Hot Springs Road just east of I-215, the mineral-rich springs have been used by people for thousands of years. The Luiseño called the springs ~~Cherukanukna Hakiwuna~~ Churuukunuknu Haki'wuna and their extensive use of the springs is reflected in the numerous habitation sites and artifacts identified nearby. Non-Indian visitors in the late 19th century determined what the Luiseno already know about the springs, that the springs had healing properties, and Murrieta Hot Springs became part of a rapidly growing network of Southern California destinations for health-seekers.

The Commentator has suggested revising the discussion regarding the Historic/Archaeological Resources within Section 5.9, Cultural Resources, page 5.9-11. Text on page 5.9-11 of the Draft EIR will be revised as follows in the Final EIR:

Cultural resources are represented by the material remnants of human activity in an area and can be either prehistorical (aboriginal/native American) or historical (European and Euro-American). Although not necessarily of cultural significance per *CEQA*, cultural remains are considered to be of cultural concern if they are at least 50 years old. Such resources may include midden (ashy or greasy dark soil indicating former occupation); ground stone tools and milling features; rock shelters; rock art (petroglyphs); rock features (cairns, stone walls); quarries; trails; and, ecofactual material (faunal remains, fire-affected rocks). Other indicators of former occupancy may include pottery, human skeletal remains, and body adornments (i.e. shell or bone beads, jewelry). Cultural resources can also include oral traditions, ethnographic accounts, traditional songs and stories, and places important for the continuation of traditional beliefs and practices.

E6. The Commentator disputes that there are only 199 documents cultural resources within the City of Murrieta. The findings and results of the records search and review are summarized in Section 5.9, Cultural Resources, and included in their entirety in Appendix I, Cultural Resources Existing Conditions Report. A records search at the Eastern Information Center (EIC), located in the Department of Anthropology at the University of California, Riverside, indicated that 330 cultural resource studies have been conducted within the City and the Sphere of Influence, resulting in the identification of a total of 199 documented cultural resources. Previous studies within the City and the Sphere of Influence consist mainly of cultural resource assessments, survey reports, and archaeological test excavations. The documented resources within the City and the Sphere of Influence include more than 75 separate milling features in bedrock, 36 milling artifacts, 53 sites with lithic artifacts (flakes, points, debitage), five sites with rock art, nine possible prehistoric campsites or habitation sites, three possible prehistoric quarries, seven built resources, and 11 historic archaeological sites (trash scatters, habitation remains). Furthermore, all future development projects would be required to comply with all applicable Federal, State, and local regulations concerning the preservation of historic resources. The significance of each of these resources was not identified, and instead requires consideration on a site- or resource-specific basis. No further responses are necessary.

E7. The City acknowledges the Tribe's concern about inadvertent discoveries, but is unclear as to the purpose and intent of additional General Plan policies or EIR mitigation measures the Tribe is interested in including to address their concern. The General Plan goals and policies and EIR mitigation measures reflect standard study protocols conduct studies and compliance with State laws and regulations.

E8. This comment is acknowledged. No further response is necessary.

E9. This comment is acknowledged. No further response is necessary.

E10. This comment is acknowledged. The City of Murrieta has, and will continue to consult/work with the Pechanga Band of Luiseno Indians (Tribe). No further response is necessary.

COMMENT LETTER F

Regional Conservation Authority
Western Riverside County

Board of Directors

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Jeff Stone
County of Riverside

Vice Chairman
Jim Hyatt
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Kevin Bash
City of Norco

William Batey
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Maryann Edwards
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Thomas Fuhrman
City of Menifee

Mike Gardner
City of Riverside

Linda Krupa
City of Hemet

Alan Long
City of Murrieta

John Machisic
City of Banning

Melissa Melendez
City of Lake Elsinore

Scott Miller
City of San Jacinto

Eugene Montanez
City of Corona

John Tavaglione
County of Riverside

Mark Yarbrough
City of Perris

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Executive Director

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Riverside, California 92502-1667

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March 24, 2011

Greg Smith
City of Murrieta
Community Development Department
One Town Square
24601 Jefferson Avenue
Murrieta, California 90622

RE: PUBLIC REVIEW MURRIETA GENERAL PLAN UPDATE AND PROGRAM EIR – FEBRUARY 2011

Dear Mr. Smith,

The WRC Regional Conservation Authority (RCA) appreciates the opportunity to comment on the City's Draft General Plan Update. The RCA is the joint powers authority, which the City of Murrieta is a member of, responsible for implementation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). F-1

The Draft General Plan and DEIR accurately document the City's reliance on the MSHCP for species take on public and private development if the MSHCP's provisions are implemented as required by the Implementing Agreement (IA). If the City maintains consistency with the MSHCP on a project by project basis the MSHCP provides the mitigation for direct, indirect and cumulative impacts to biological resources under the California Environmental Quality Act. F-2

The RCA appreciates the continued efforts that the City has made to continue to implement the MSHCP, and looks forward to receiving a copy of your response to our comments during the Final EIR process.

Sincerely,

Charles Landry
Executive Director

F. RESPONSES TO COMMENTS FROM CHARLES LANDRY, EXECUTIVE DIRECTOR, REGIONAL CONSERVATION AUTHORITY, DATED MARCH 24, 2011.

F1. The comment letter acknowledges receipt of the Draft EIR and that the Regional Conservation Authority, which the City of Murrieta is a member, is a joint powers authority responsible for implementation of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

F2. The comment letter notes that the Draft General Plan 2035 and Draft EIR accurately document the City's reliance on the MSHCP for species take on public and private development if the MSHCP's provisions are implemented as required by the Implementing Agreement (IA). The comment letter does not raise any issues with respect to the contents of the Draft General Plan 2035 or the Draft Environmental Impact Report (EIR), or any environmental issue regarding the proposed project, therefore, no further response is necessary.

F3. This comment is acknowledged. In compliance with *CEQA* Section 21092.5(a), the Regional Conservation Authority will receive written responses to comments 10 days prior to certification of the Final EIR.

COMMENT LETTER G

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-Mailed: March 24, 2011 March 24, 2011
generalplan@murrieta.org

Mr. Greg Smith – Associate Planner
City of Murrieta
Community Development Department
Murrieta, CA 92562

Review of the Draft Environmental Impact Report (Draft EIR)
for the Proposed General Plan 2035

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final Environmental Impact Report (final EIR) as appropriate. G-1

The AQMD staff is concerned that the proposed project places sensitive land uses (i.e., hospital, residential and park uses) within 500 feet of the I-215 Freeway. Specifically, the AQMD staff is concerned about the potential health risk impacts from toxic air pollutants emitted by the significant volume of traffic on the I-215 Freeway. Therefore, the lead agency should revise the draft EIR to include mitigation that precludes sensitive land uses within 500 feet of the I-215 Freeway. Further, AQMD staff recommends that pursuant to Section 15370 of the California Environmental Quality Act (CEQA) Guidelines additional mitigation measures are considered to minimize the project's significant air quality impacts. Details regarding these comments are attached to this letter. G-2

Pursuant to Public Resources Code Section 21092.5, AQMD staff requests that the lead agency provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency G-3

to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments. G-3

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

RVC110208-05
Control Number

Health Risk Impacts

1. Based on the project description (i.e., chapter three) in the draft EIR the proposed project includes land use changes that will place sensitive land uses (i.e., residential, park and hospital uses) within 500 feet of the I-215 Freeway. As a result, the AQMD staff is concerned about the potential health risk impacts from toxic air pollutants emitted by the significant volume of traffic on the 215 Freeway. Therefore, the lead agency should include mitigation in the final EIR that prohibits residential development within 500 feet[1] of the I-215 Freeway to minimize potential significant health risk impacts. G-4

Mitigation Measures for Construction Air Quality Impacts

2. Given that the lead agency concluded that the proposed project will have significant air quality impacts the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15370. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below. G-5

   - Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
   - Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
   - Reroute construction trucks away from congested streets or sensitive receptor areas,
   - Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
   - Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
   - Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113,
   - Construct or build with materials that do not require painting,
   - Require the use of pre-painted construction materials,
   - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export),
   - During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:

[1] Based on the recommendations for siting new sensitive land uses on page four of the "Air Quality and Land Use Handbook: A Community Health Perspective."

- ✓ Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- ✓ January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. G-6

- ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

Mitigation Measures for Operational Air Quality Impacts

3. The lead agency's operational air quality analysis demonstrates significant air quality impacts from all criteria pollutant emissions including NOx, SOx, CO, VOC, PM10 and PM2.5 emissions. These impacts are primarily from an increase in mobile source emissions related to a significant increase of vehicle trips associated with the G-7

proposed project. However, the lead agency fails to adequately address this large increase in mobile source emissions. Specifically, the lead agency does not require any mitigation measures in the draft EIR and only proposes the adoption of nominal goals and policies in the General Plan 2035 document to address mobile source emissions reductions. Therefore, the lead agency should re-evaluate and reduce the project's significant air quality impacts by reviewing and incorporating transportation mitigation measures from the ICLEI-Local Governments for Sustainability protocol in the final EIR. G-7

4. Upon review of the Climate Action Plan provided in Appendix P of the draft EIR it appears that the lead agency quantified the project's greenhouse gas (GHG) emission reductions based on the implementation of a set of future land use, energy and mobile source policies applicable to the proposed project. For example, the lead agency assumes that the land use policy LU-6 (i.e., encourage job retention and attraction) will result in an annual GHG emission reduction of 11.14% or 52,288 metric tons CO2. However, the lead agency does not specify any performance standards to ensure that the proposed project actually achieves an annual 11.14% or 52,288 metric tons of GHG reduction annually by 2020. Therefore, the lead agency should revise the analysis in the draft EIR to ensure that enforceable measures are in place to reduce GHG emissions consistent with the reductions identified in Table 5.6-5 of the draft EIR and the aforementioned Climate Action Plan. It would seem from the description of the proposed GHG reductions in Table 5.6-5 that every new project will be required to have a net decrease in GHG emissions, but without enforceable measures this may not be achievable. G-8

G. RESPONSES TO COMMENTS FROM MR. IAN MACMILLAN, PROGRAM SUPERVISOR, CEQA INTER-GOVERNMENTAL REVIEW, SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT, DATED MARCH 24, 2011.

G1. This comment contains introductory or general information. Refer to Response G2 through G8. No further response is necessary.

G2. The Commentator is requesting mitigation to preclude residential development within 500 feet of Interstate 215 (I-215) to minimize potential health risk impacts based on guidelines from the California Air Resources Board (CARB). It should be noted that the General Plan 2035 would not modify land uses so that sensitive receptor populations would be located closer to the freeway. Also, the Loma Linda University Medical Center is not located within 500 feet of a freeway.

The analysis identifies General Plan 2035 Policy AQ-2.4, which requires following the guidance within CARB's Land Use and Air Quality Handbook and current environmental health research for determining safe locations for sensitive receptors. Additionally, General Plan 2035 Policy AQ-2.2 recommends avoiding locating new homes, schools, childcare and eldercare facilities, and health care facilities within 500 feet of freeways. These policies are consistent with the CARB guidelines and future development projects would be required to be consistent with the recommended guidance. If future development projects are found to be inconsistent, mitigation would be required to reduce impacts to a less than significant level.

G3. The Commentator requests that written responses are provided to all comments prior to the adoption of the Final EIR. The City of Murrieta is fully complying with the requirements of the *California Environmental Quality Act* (*CEQA*) Section 21092.5, and will be preparing written responses to environmental comments provided to the City during the 45-day public review period. In compliance with *CEQA*, all public agencies will be provided written responses to their comments 10-days prior to certification of the Final EIR. In addition, both the Planning Commission and City Council will have the "Comments and Responses" section of the Final EIR for their review and consideration prior to taking any action on the Final EIR.

G4. This comment reiterates the comments regarding health risk above. Refer to Response G2.

G5. The Commentator is requesting construction mitigation to be added into the Final EIR. The air quality analysis in included in Section 5.5 of the Draft EIR, which is a programmatic document that analyzes proposed land use changes and anticipated growth within the City. As such, the construction analysis does not review a specific development project. Future development projects would require individual CEQA

review where specific impacts would be determined and necessary mitigation would be identified.

The construction mitigation measures that are provided in this comment include compliance with SCAQMD Rules and Regulations (e.g., Rule 1113 and Rule 403) and other relevant guidance. The Draft EIR includes General Plan Policies AQ-3.1 and AQ-3.2, which require compliance with current SCAQMD rules, regulations, and thresholds, and implementation of all SCAQMD best management practices. General Plan 2035 Policy AQ-3.3 requires Best Available Control Measures for projects that exceed SCAQMD thresholds. Additionally, General Plan 2035 Policy AQ-3.4 requires a construction management plan that includes Best Available Control Measures and other control measures for projects that exceed SCAQMD thresholds. It should be noted that a majority of the goals and policies within the General Plan were drawn from the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (May 6, 2005), prepared by the SCAQMD. Future development projects would be required to comply with all applicable SCAQMD rules and regulations.

G6. These mitigation measures indicate the timing that certain EPA and CARB Certified emissions standards are required for off-road construction equipment. These standards apply to future development projects in the City and become more stringent in the future. General Plan 2035 Policy AQ-3.3 requires all construction equipment to comply with CARB's vehicle standards. The applicability of these measures for individual development projects would be determined as part of the project-specific CEQA review.

The last mitigation measure recommends participation in the SCAQMD Surplus Off-Road Opt-In for NO_X (SOON) program. The SOON program provides funding assistance to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NO_X emissions from in-use off-road diesel vehicles. As described above, the Draft EIR identifies General Plan 2035 Goals and Policies that require compliance with SCAQMD rules and recommendations as well as the implementation of Best Available Control Measures, which would include participation in the SOON program.

G7. The Draft EIR provides an emissions inventory for criteria pollutants within the City for area and mobile source categories during General Plan 2035 potential buildout conditions. The emissions inventory does not include emissions from individual development projects. It should be noted that the SCAQMD does not have criteria pollutant thresholds for General Plans or programmatic level analyses and that the criteria pollutant thresholds do not apply to cumulative development or multiple projects.

The Draft EIR identifies several General Plan 2035 Goals and Policies that would reduce operational emissions. For example, the proposed General Plan 2035 establishes the City's mobility goals by providing improved local and regional transit services as well as a connected, balanced, and integrated transportation system of bicycle and pedestrian

networks. Such alternatives to automotive transportation can be greatly utilized to reduce mobile source emissions. The Draft EIR includes General Plan 2035 Goal AQ-4 and Policies AQ-4.1 through AQ-4.4, which would reduce vehicle miles traveled (VMT) and associated mobile source emissions through job creation and the improvement of the jobs/housing balance within the City, as well as the encouragement of a mix of housing types located near job opportunities. Policy AQ-5.1 encourages employers to implement transportation demand management (TDM) measures (i.e., transit subsidies, bicycle facilities, telecommuting, etc.).

Future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available. Future development projects would be required to be consistent with the Goals and Policies in the General Plan. If future development projects are found to be inconsistent, mitigation would be required to reduce impacts to a less than significant level.

G8. The emissions reductions from Policy LU-6 that are calculated in the Climate Action Plan (CAP) are based on a proposed land use change in the General Plan 2035. The City is an ICLEI member and the CAP was prepared in accordance with guidance and consultation from ICLEI. General Plan 2035 Goal AQ-4 and Policy LU-6 reinforce the City's objective to provide a balance of jobs and housing that serve the needs of the community. The environmental review for future development projects would include a consistency analysis with the General Plan 2035 Goals and Policies. Projects that are found not to be consistent with the General Plan 2035 Goals and Policies would require mitigation. Additionally, per *CEQA Guidelines* Section 15064.4, future projects would be required to comply with the policies of the CAP and reduce greenhouse gas (GHG) emissions in order to achieve the City's reduction goal. Future development would be required to identify compliance with the CAP and the reduction goal. Mitigation would be required for future projects that are not compliant with the CAP.

COMMENT LETTER H

CITY OF MENIFEE

Planning Department

Carmen Cave · Community Development Director

Wallace W. Edgerton
Mayor

Fred Twyman
Vice Mayor

John V. Denver
Councilmember

Darcy Kuenzi
Councilmember

Thomas Fuhrman
Councilmember

March 24, 2011

Greg Smith
City of Murrieta
One Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

RE: Public Review of Draft Environmental Impact Report for the Murrieta General Plan 2035

Dear Mr. Smith:

Thank you for providing the City of Menifee the opportunity to review the Draft Environmental Impact Report (DEIR) for the City of Murrieta's General Plan 2035. Review of the Environmental Impact Report indicates that there will be significant traffic impacts to intersections within the City of Menifee. The City is particularly concerned with the impacts to the intersection of Scott Road and Menifee Road, current traffic assumptions for existing levels of service at the Scott Road Interchange, the exclusion of an analysis of impacts to the intersection of Scott Road and Antelope Road.. H-1

The Planning Department is also concerned with impacts in the change of land uses adjacent to J-Bar Ranch within the North Murrieta Business Corridor Focus Area. It is recommended that a policy be provided to the Land Use Element under the North Murrieta Business Corridor Focus Area regarding buffering or sensitivity to the existing rural residential enclave. H-2

We request that a meeting be scheduled with your staff and Menifee's staff to discuss the traffic impacts and possible policy addition. The City of Menifee reserves the right to comment further on these and other portions of the EIR.

Staff looks forward to the opportunity to work with the City of Murrieta to address these concerns and to fully comment on the proposed project. Please forward any subsequent environmental documents or public hearing notices regarding the project to my attention at 29714 Haun Road, Menifee CA 92586. I can be contacted at (951) 672-6777 or lgordon@cityofmenifee.us for meeting scheduling or any questions or comments. H-3

Sincerely,

City of Menifee Planning Department

Lisa Gordon, Senior Planner

29714 Haun Road
Menifee, CA 92586
Phone 951.672.6777
Fax 951.679.3843
www.cityofmenifee.us

CITY OF MENIFEE

Planning Department

Carmen Cave · Community Development Director

Wallace W. Edgerton
Mayor

Fred Twyman
Vice Mayor

John V. Denver
Councilmember

Darcy Kuenzi
Councilmember

Thomas Fuhrman
Councilmember

March 9, 2011

Greg Smith
City of Murrieta
One Town Square
24601 Jefferson Avenue
Murrieta, CA 90622

RE: City of Menifee Planning Department Comments on General Plan Amendment 2009-2841

Dear Mr. Smith:

The City of Menifee Planning Department has received the notice for the March 9, 2011 public hearing before the Planning Commission on General Plan Amendment 2009-2841 (General Plan 2035). At this time the City of Menifee is in the process of reviewing the Draft EIR that was prepared for the project and which is currently in the public review stage (45 day public review from February 8, 2011 to March 24, 2011).

The City of Menifee may have comments on the project, but will provide those comments after the City has completed our review of the Draft Environmental Impact Report that was prepared for the project. The City of Menifee reserves the right to comment further on the project and Environmental Impact Report.

Thank you again for the sending the public hearing notice. Please forward any subsequent environmental documents or public hearing notices regarding the project to my attention at this office.

Sincerely,

City of Menifee Planning Department

Lisa Gordon, Senior Planner

29714 Haun Road
Menifee, CA 92586
Phone 951.672.6777
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www.cityofmenifee.us

CITY OF MURRIETA
MAR 10 2011
RECEIVED
PLANNING DEPT

H. RESPONSES TO COMMENTS FROM LISA GORDON, SENIOR PLANNER, CITY OF MENIFEE, DATED MARCH 24, 2011.

H1. The comment letter acknowledges receipt of the Draft EIR. The Commentator expressed concern the following: 1) the intersection of Scott Road and Menifee Road, 2) current traffic assumptions for existing levels of service at the Scott Road Interchange, and 3) the exclusion of an analysis of impacts to the intersection of Scott Road and Antelope Road. Each of these concerns is discussed below.

Scott Road/Menifee Road Intersection Impacts

The Draft EIR does analyze the Scott Road/Menifee Road intersection. As shown on Table 5.4-8 on page 5.4-31 of the Draft EIR, the existing level of service in both the AM and PM is B. As shown on Table 5.4-11, the General Plan 2035 level of service is E in the AM, and F in the PM. Enhanced intersections geometrics are recommended for the intersection; however even with the recommendations, the level of service is E in both the AM and PM. This was concluded to be a significant unavoidable impact.

Traffic Assumptions for Existing Levels of Service on Scott Road

Circulation Element Modeling Methodology

For the Murrieta General Plan 2035 and Draft EIR, the traffic analysis assessed existing and future conditions within the City boundaries. Traffic volumes used in the Murrieta General Plan update traffic study were developed through the use of a travel demand model, which is specific to the City of Murrieta, and consistent with the Riverside County Traffic Analysis Model (RivTAM), and the Southern California Association of Governments (SCAG) travel demand model. RivTAM is a regional transportation model for Riverside County that utilizes Riverside County Projections and Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) demographic growth projections. The general plans of local jurisdictions serve as input to the growth forecast work and the adopted RTP. Use of RivTAM for modeling a city's general plan update is an acceptable method, as it accounts for land uses depicted in local cities' general plans and regional growth forecasts.

The development of the Murrieta focused travel demand model is based on the Year 2008 Riverside Traffic Analysis Model (RivTAM) in TransCAD platform. The purpose for the development of this focused and detailed model is for use in General Plan traffic forecasting. The Murrieta focused model covers all of the six counties in the SCAG region. New zone structure with 925 zones was designed to detail the Murrieta area and to aggregate a set of zones outside of the area. The model roadway network within the City and sphere area was expanded to include roadways classified as Collector and above, as shown in the City of Murrieta General Plan Circulation Element.

The structure of the Murrieta Model is consistent with the RivTAM model to ensure the compatibility between the two models. Building on RivTAM also minimizes the time and effort needed to maintain and update Murrieta as new elements of the RivTAM model are put into the model job stream. Specifically, the model consists of traditional four-step modeling process including trip generation, trip distribution, mode split, and traffic assignment. Two model scenarios were included in the Murrieta Model, namely the base year 2009 and the forecast year 2035. Given the updated zone structure, corresponding modifications regarding the input data tables and matrices in the four steps were conducted for both of the model scenarios. The validation for base year 2009 was followed to ensure the results match with the both RivTAM model and traffic counts.

The validated model was then used to forecast future volumes for the different scenarios. Peak hour turning model volumes were developed for study intersections using NCHRP methodology.

RivTAM Model Update (2008)

The RivTAM model update was completed in 2008. Data was compiled by Riverside County, and included data collected in mid-2007 for the 2008 base year and projections for the 2035 SED (Socioeconomic Data). The RivTAM model did not include three recent project approvals by the City of Menifee: Commerce Pointe, Menifee Shopping Center, and Junction at Menifee Valley. EIRs were certified for all three projects in December 2008, July 2010, and November 2010, respectively. It is anticipated that the development anticipated for these three projects will be incorporated into the RivTam model when the City of Menifee prepares its first General Plan.

The City of Murrieta issued the Notice of Preparation (NOP) of a Draft EIR on November 19, 2010 with a 30-day public review period ending on December 21, 2010. In a letter dated December 20, 2010, the City of Menifee provided the following comments on the NOP:

> *"The Planning Department is concerned with potential impacts to regional transportation corridors within the project vicinity, specifically possible impacts to the interchanges along Interstate 215. The DEIR should identify mitigation measures for impacts to regional transportation corridors."*

Information regarding the three aforementioned Menifee projects was not provided to the City of Murrieta in the Menifee NOP comment letter or as a follow up to the NOP comment letter to incorporate into the Murrieta General Plan Update traffic model for traffic analysis zones outside the City's corporate boundary and sphere of influence area. If the information was not in the RivTam model or provided by the City of Menifee, the City of Murrieta would not have knowledge of specific development projects outside its corporate boundary to include in a county-wide model.

Existing Intersection Count Data

As noted above, EIRs were certified for the three Menifee projects. As part of the traffic impact analyses for these projects, existing intersection counts along Scott Road were taken in the time periods as listed below:

- Commerce Pointe – August 2006
- Menifee Shopping Center – December 2008
- Junction at Menifee Valley – December 2008

As part of the Murrieta General Plan Circulation Element update, existing intersection counts along Scott Road were conducted in October 2010.

Iteris who conducted the traffic modeling for the Circulation Element update, reviewed the intersection count data at I-215 (northbound and southbound) at Scott Road for the three Menifee projects and the count data collected for Murrieta in October 2010 (refer to AM and PM Peak Hour tables below). They concluded that the volumes were comparable for the 2008 and 2010 time periods; however, the delay and/or levels of service in 2010 were less than those observed in 2008. This reflects counts taken at different points in time, as well as a variety of factors, including but not limited to, installation of improvements that would improve the level of service, reduced traffic levels due to recent economic conditions, or different assumptions in the models, such as cycle lengths or signal timing plans.

AM Peak Hour	NB	NB	NB	SB	SB	SB	EB	EB	EB	WB	WB	WB	Intersection		
	L	T	R	L	T	R	L	T	R	L	T	R	Total	LOS	Delay
I-215 SB at Scott															
Murrieta GP (10/13/10) Signal	0	0	0	258	4	88	0	535	320	447	501	0	2153	C	23.2
Commerce Pointe (8/10/06) AWS	0	0	0	238	0	71	0	361	335	333	294	0	1632	C	21.2
Junction (12/9/08) Signal (Recirculated document used Menifee SC counts)	0	0	0	209	3	102	0	494	336	469	572	0	2185	C	31.6
Menifee Shopping Center (12/9/08) Signal	0	0	0	209	3	102	0	494	336	469	572	0	2185	C	31.6
I-215 NB at Scott															
Murrieta GP (10/13/10) Signal	145	12	349	0	0	0	108	603	0	0	792	380	2389	B	18.0
Commerce Pointe (8/10/06) AWS	73	1	229	0	0	0	109	468	0	0	601	94	1575	F	78.7
Junction (12/9/08) Signal (Recirculated document used Menifee SC counts)	129	0	335	0	0	0	142	561	0	0	912	282	2361	C	20.9
Menifee Shopping Center (12/9/08) Signal	129	0	335	0	0	0	142	561	0	0	912	282	2361	C	20.9

PM Peak Hour	NB	NB	NB	SB	SB	SB	EB	EB	EB	WB	WB	WB	Intersection		
	L	T	R	L	T	R	L	T	R	L	T	R	Total	LOS	Delay
I-215 SB at Scott															
Murrieta GP (10/13/10) Signal	0	0	0	334	4	114	0	580	165	465	603		2265	C	25.6
Commerce Pointe (8/10/06) AWS	0	0	0	196	0	183	0	377	250	259	436	0	1701	D	25.9
Junction (12/9/08) Signal (Recirculated document used Menifee SC counts)	0	0	0	431	5	149	0	536	229	399	618	0	2367	E	68.9
Menifee Shopping Center (12/9/08) Signal	0	0	0	431	5	149	0	536	229	399	618	0	2367	E	68.9
I-215 NB at Scott															
Murrieta GP (10/13/10) Signal	182	6	468	0	0	0	112	780	0	0	913	364	2825	C	23.4
Commerce Pointe (8/10/06) AWS	210	4	278	0	0	0	153	431	0	0	430	149	1655	F	53.0
Junction (12/9/08) Signal (Recirculated document used Menifee SC counts)	219	1	470	0	0	0	119	848	0	0	798	298	2753	E	57.6
Menifee Shopping Center (12/9/08) Signal	219	1	470	0	0	0	119	848	0	0	798	298	2753	E	57.6

Scott Road/Antelope Road Intersection Impacts

Scott Road/I-215 Interchange

Community Facilities District No. 05-8 of the County of Riverside was formed to construct the ultimate improvements to the Scott Road/I-215 Interchange and widen Scott Road from I-215 to SR-79 to 6 lanes. The improvements include a major upgrade to this intersection to expand the bridge crossing, add loops ramps, and size the overcrossing to handle anticipated traffic growth in Menifee and the other areas that use the Scott Road Corridor. The Scott Road/I-215 Interchange Improvement Project falls within the boundaries of the City of Menifee. Riverside County and the City of Menifee are working cooperatively on the environmental and design phases of the project.

Scott Road/Antelope Road Intersection

The Scott Road/Antelope Road Intersection was not studied in the existing General Plan, and the City did not elect to add an analysis of the intersection in the Draft General Plan 2035 or Draft EIR for the following reasons: 1) design work had been completed for the Scott Road/I-215 Interchange (approximately April 2010), and 2) environmental review, including a traffic study, was recently completed, thus, it was not necessary to reanalyze those future conditions. However, the future roadway conditions for the Scott Road/I-215 Interchange, including the Scott Road/ Antelope Road intersection were included in the General Plan 2035 Circulation Element model or the Draft EIR.

H2. The Commentator also recommends a policy to be provided to the Land Use Element under the North Murrieta Business Corridor Focus Area regarding buffering or sensitivity to the existing rural residential enclave.

The Draft General Plan 2035 Land Use Element includes the following policy related to buffering:

LU-3.2 Protect residential areas from the effects of potentially incompatible uses. Where new commercial or industrial development is allowed adjacent to residentially zoned districts, establish and/or maintain standards for circulation, noise, setbacks, buffer areas, landscaping and architecture, which ensure compatibility between the uses.

A reference to Policy LU-3.2 will be added to the goals and policies for the North Murrieta Business Corridor in the Final General Plan 2035.

H3. This comment is acknowledged. The City of Murrieta will continue to work collaboratively with the City of Menifee to address issues of common concern.

On April 21, 2011, the Cities of Murrieta and Menifee met to discuss the issues raised in the March 24, 2011 comment letter on the Draft EIR. One follow-up item was for the City of Menifee to send the City of Murrieta copies of three recent EIRs (Junction at Menifee Valley, Commerce Point, and Menifee Shopping Center) to share information about these three projects and the traffic impact analyses, and for the City of Murrieta to send the City of Menifee a copy of the EIR for the Loma Linda University Medical Center EIR. Copies of the documents have been transmitted to both cities. In addition, both cities agreed to continue to work cooperatively with one another and to share land use and traffic data to be used in the transportation modeling for each city's general plan documents.

COMMENT LETTER I

CITY OF MURRIETA

MAR 28 2011

RECEIVED
PLANNING DEPT.

VIA FEDERAL EXPRESS

March 24, 2011

Mr. Greg Smith
City of Murrieta
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

Re: Comments to the Draft Environmental Impact Report for the General Plan Update 2035 of the City of Murrieta; Sch. No. 2010111084

Dear Mr. Smith:

On behalf of Antelope Meadowlark 56, LLC ("AM56"), we appreciate this opportunity to submit comments on the Draft Environmental Impact Report, Sch. No. 2010111084 ("DEIR") prepared by RBF Consulting regarding the City of Murrieta General Plan Update 2035 ("GPU"). SunCal is expressing its opposition to the findings and conclusions stated in the DEIR specifically to the North Murrieta Business Corridor ("NMBC"). I-1 I-2

The fundamental flaw in the document stems from the proposition of a generally single type of land use in the NMBC and the significant unavoidable traffic impacts emanating from this land use designation. In fact, numerous Goals and Policies are contrived to support the land use by establishing economic benefits ahead of the environment, disregarding planning alternatives to alleviate significant adverse consequences, and requiring a statement of overriding public benefit. Moreover, despite prior expressions by property owners to cooperate in planning the NMBC area, Goals and Policies are inconsistent and are incompatible with CEQA's requirement to devise alternatives that avoid or mitigate impacts. I-3 I-4

Referring to pages 3-47 & 48, the application of a "City Wide" approach to air quality, healthy community and transportation oriented design is out of scale with the general principles of planning and the focused nature of the study areas stated in Goal LU-13, page 3-63 and policy LU-4.3 page 3.57. I-5

Other, but not all, examples of these inconsistent and rationalized findings can be found in Goal CIR-1 and Policy 1.3, pages 5.4-83. The goal cannot be achieved due to the concentration of the single land use. Traffic circulation at intersections and along segments can be mitigated through land use variations that affect peak travel demand. The traffic study indicates that Antelope, Baxter I-6

and Meadowlark will be 4 lanes with 7 lanes required for turning movements at the respective intersections. VOC and LOS result in unavoidable significant impacts yet no analysis are provided of the size of roads required to support this land use or land use alternatives to avoid the impact. I-6

And the policies to achieve Goal AQ-5 pages 10.7 do not relieve congestion in the NMBC. The circulation study concludes that an unavoidable significant traffic impact occurs in all major roads leading into the core of the NMBC study area including Baxter, Antelope, Meadowlark, Keller, and Clinton Keith even with traffic enhancements. Improving upon the existing air quality is a stated focus for the City of Murrieta as the basin is in nonattainment under both State and Federal standards for which SB 375 targets GHG from traffic. Congestion will result in negative air quality impacts such a GHG and the mobile point emitters in this vicinity. I-7

Goal CIR-6, 7 & 8 pages 5.4-87-91 encourages alternative travel modes to reduce vehicle miles traveled and enhanced pedestrian transit. However, the alternative modes are predominantly vehicular usage with increases in travel lanes, no specific location for mass transit and depend upon future employee/employer behavior. Considering the 816 acre concentration of land use and the negative impacts of a predominantly single characteristic land use, nowhere is a discussion of pedestrian distances, critical mass to support transit, or residential uses that ascribe to TOD or pedestrian walking distances capable of mitigating or avoiding the significant impacts of traffic included. I-8

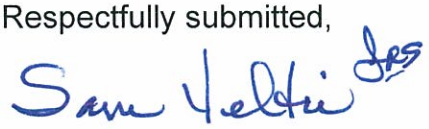
Further, Chapter 7, Healthy Community Element notes that Murrieta's development pattern is described as *low density and automobile oriented ...with large sections devoted to single land uses,* as an unappealing and unhealthy approach yet, this is precisely the pattern in the GPU for the NMBC. The Healthy Community approach on a city wide scale of 26 square miles is a dubious application that does little to analyze the meaningful impacts to residents or visitors of the proposed land use in the NMBC. And here again, the Goals and Policies of Chapter 7.5 page 7-10-11 ignore the physical environment created by the proposed land use, opting to rely upon human behavior rather than land use planning. The Healthy Community designation in which air quality does not meet federal guidelines should encourage pe destrian circulation in close proximity to employment. I-9

The DEIR does not evaluate alternatives within the NMBC that comply with the Goals and Objectives stated in the DEIR. Making a statement of overriding benefit for traffic impacts to justify land use will result in a low quality environment. This leads to other fundamental flaws, namely, the document fails to provide any long term solutions to avoid them. I-10

Accordingly, Antelope Meadowlark 56 strongly urges careful consideration of its comments on the Draft EIR and that the City further address these comments. It is our position that failure to do so will render the Final EIR deficient. I-11

We look forward to any opportunity to meet and discuss these concerns with you and your staff. Please do not hesitate to contact me.

Respectfully submitted,



Sam Veltri
Vice President, Forward Planning
949-241-8436
sv@argentmanagementllc.com

I. RESPONSES TO COMMENTS FROM SAM VELTRI, VICE PRESIDENT, FORWARD PLANNING, ANTELOPE MEADOWLARK, LLC, DATED MARCH 24, 2011.

I1. The Commentator states their appreciation to review the Draft EIR. This comment is acknowledged. No further response is necessary.

I2. The Commentator expresses their opposition to findings and conclusions in the Draft EIR related to the North Murrieta Business Corridor. Given that no specifics are provided in the statement, the statement is acknowledged. Refer to Responses I3 through I11.

I3. The Commentator offers opinion regarding a fatal flaw in the Draft EIR stemming from the proposal of a single land use for the North Murrieta Business Corridor and that significant unavoidable traffic impacts result from that single land use. However, the Commentator's premise that the Draft EIR proposes a single land use for the North Murrieta Business Corridor is incorrect. The Draft EIR analyzes the proposed project, which is an update to the City's General Plan. Section 3.5, Project Characteristics, of the Draft EIR details the components of the proposed project, including Contents of the General Plan 2035, Climate Action Plan, Land Use Plan, Land Use Summary, General Plan 2035 Focus Areas, General Plan Buildout, Land Use Designations, Infrastructure Improvements, and General Plan 2035 Goals and Policies.

The North Murrieta Business Corridor has been identified as one of five areas of land use change in the General Plan 2035. In addition, two additional focus areas have been identified for policy change. All seven focus areas are described in Draft EIR Section 3.5.7. As shown on Draft EIR *Exhibit 3-3*, *General Plan 2035 Focus Areas*, three land uses are proposed for the North Murrieta Business Corridor: Commercial, Professional and Office, and Parks and Open Space.

The determination of potential areas of land use change and the economic development focus were contemplated by the City Council in 2008 and 2009 prior to commencing the General Plan Update. In October 2008, the City Council put in place Murrieta's first Comprehensive Economic Development Strategy, which established economic development as the City Council's number one priority. The strategy is intended to diversify the City's economic base through three key purposes: 1) to serve as a roadmap for public and private actions to stimulate economic development, 2) encourage growth and diversification of the local economy, and 3) to promote the creation of higher pay jobs, income, and wealth in the community. Later in 2008 (December 2008), the City Council, based upon information from its Land Use Sub-Committee, determined that as land for office and research and development opportunities becomes saturated in the greater San Diego area, the City of Murrieta will provide the land for the next wave of development expansion. The City Council identified one intent of the future general plan update was to place Murrieta in a positive position, so that when economic conditions

improve, the City will be prepared to embrace that development expansion. In addition, the City Council, based upon recommendations from its Land Use Sub-Committee, identified that the primary focus of land use considerations in the future General Plan Update be those areas that have the greatest potential to accept the next wave of economic expansion, including 1) Antelope Corridor (primarily east side of I-215 to Meadowlark Lane, and from Scott Road to Clinton Keith Road); 2) South Murrieta Business Corridor (generally from I-15 east to Jefferson Avenue and from Murrieta Hot Springs to the southerly City limits); 3) Murrieta Hot Springs North (generally between I-15 and I-215, between Murrieta Hot Springs and Los Alamos Roads).

It is also worth noting the General Plan 2035 would greatly improve the City's job to housing ratio. Under existing conditions, the City's jobs/housing ratio is approximately 0.60, indicating the City is currently housing rich and job poor with insufficient employment opportunities for its residents. The General Plan 2035 would increase the City's existing employment by approximately 555 percent (110,275 new jobs). With implementation of the General Plan 2035, the City's jobs/housing ratio would be approximately 2.9, indicating the City would be able to provide adequate employment opportunities for its residents, potentially allowing them to live as well as work within the City. As such, the General Plan 2035 would provide more employment opportunities for its residents, than are currently provided.

The Commentator offers opinion that "numerous goals and policies are contrived to support the land use by establishing economic benefits ahead of the environment, disregarding planning alternatives to alleviate significant adverse consequences, and requiring a statement of overriding public benefit." The goals and policies in the General Plan 2035 reflect the City Council's number one priority of Economic Development, vision for the General Plan 2035, community priorities, and compliance with existing plans and regulations. As noted above, the Draft EIR analyzes the proposed project, which is the General Plan 2035. In addition, the Draft EIR analyzes a range of reasonable and feasible alternatives (refer to Response I4). Refer to Response I10 regarding the requirements related to Statement of Overriding Considerations.

I4. It is unclear what the Commentator means by "despite prior expressions by property owners to cooperate in planning the NMBC area." Land use meetings were held specifically for the North Murrieta Business Corridor on March 23, 2010 and June 2, 2010 to solicit input on the vision and land use alternatives for this focus area. These meetings were open to not only property owners and businesses within the focus area, but also open to all residents and property owners in the City. In addition, two joint City Council and Planning Commission workshops were held on June 23, 2010 and July 6, 2010 to review land use alternatives for the five focus areas with land use change and to have the City Council and Planning Commission to select a recommended land scenario for each of the five areas. The joint City Council and Planning Commission workshops were publicly noticed and open to all residents and property owners. Representatives from Antelope Meadowlark, LLC had the opportunity to participate in all of the meetings

and workshops and provide their input to planning the North Murrieta Business Corridor area.

The California Environmental Quality Act (*CEQA*) requires that EIRs describe a reasonable range of feasible alternatives to the proposed project that could feasibly attain most of the project objectives and that avoid or substantially lessen any of the significant environmental impacts of the proposed project (*CEQA Guidelines* Sections 15126(d) and 15126.6(a)). Section 6.0, Alternatives, of the Draft EIR analyzed three alternatives to the proposed project in compliance with *CEQA* and the *CEQA Guidelines*: No Project/Existing General Plan Alternative, Scenario A Alternative, and Scenario B Alternative. In addition, Section 6.0 identifies an environmentally superior alternative to the proposed project.

The goals and policies are an integral part of the General Plan 2035 (proposed project). They are not inconsistent or incompatible with *CEQA's* requirement for alternatives. While the Commentator has linked the two in the comment, they are two separate topics: one being the General Plan and the second being the EIR that analyzes the General Plan.

I5. The Commentator is referring to text in the Land Use Element presented in Section 3.4, Setting the Vision: Key Concepts and Vision for General Plan, including the subheading on page 3-46 titled "Citywide Balance of Land Uses," with subheadings of "Land Use and Transportation" and "Economic Development and Job Creation" on page 3-47, and "Mixed Use" and "Transit and Transit-Oriented Development" on page 3-48. These subheadings (topical areas) are intended to be supportive of one another, but one does not take precedent over any other. The text on page 3-46 refers to a balance of land uses and ensuring there is an equitable distribution of land use throughout the City, but does not specifically reference a "city wide" approach to air quality, healthy community, and transportation oriented design. There are separate elements for both Air Quality (General Plan 2035 Chapter 10) and Healthy Community (General Plan 2035 Chapter 7), and the application of the goals and policies for these two elements would be applied city-wide, as appropriate.

The Commentator also references Goal LU-13 and Policy LU-4.3, which are restated below:

Goal LU-13 A focused development and economic development strategy that emphasizes specialized land use policies within identified Focus Areas.

Policy LU-4.3 Locate multiple-family housing adjacent to jobs, retail, schools, open space, public transportation, and transportation corridors. (This policy is related to Goal LU-4 for residential development)

Each of the seven focus areas has goals and policies specific to that area:

North Murrieta Business Corridor: Goal LU-14 and associated policies
Clinton Keith/Mitchell: Goal LU-15 and associated policies
Golden Triangle North (Central Murrieta): Goal LU-16 and associated policies
South Murrieta Business Corridor: Goal LU-17 and associated policies
Multiple Use 3 (MU-3): Goal LU-18 and associated policies
Los Alamos Hills: Goals LU-19 through LU-23 and associated policies
Historic Murrieta Specific Plan: Goal LU-20 and associated policies

Goal LU-13 provides the framework for the individual goals and policies for each of the seven focus areas. Policy LU-4.3 is supportive of focus areas where multiple-family residential uses are proposed, including Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta) and Multiple Use 3 (MU-3).

I6. The Commentator is referencing Circulation Element Goal CIR-1 and Policy CIR-1.3 cited on page 5.4-83 of the Draft EIR. The existing and future circulation system has been analyzed and included in both the Circulation Element and the Draft EIR; the future circulation system reflects the recommended land use scenario. The Draft EIR has identified significant unavoidable traffic impacts for 16 intersections and to roadway segments shown on *Exhibit 5.4-14*, *General Plan 2035 Daily Volume-to-Capacity Ratios*. The Commentator is incorrect that there is no analysis provided of the size of the roads required to support the land uses. *Exhibit 5.4-17*, *General Plan 2035 Circulation Map*, identifies the future circulation system and the roadway classifications throughout the City.

I7. The Commentator is correct in noting the "improving upon the existing air quality is a stated focus for the City of Murrieta as the basin is in nonattainment under both State and Federal standards." The goals and policies in a number of elements, including but limited to Land Use, Circulation, and Air Quality, do focus on improving air quality in the City. As part of the General Plan 2035, a Climate Action Plan was prepared and concluded that the General Plan 2035 would result in a 15.21 percent greenhouse gas emissions reduction over Business As Usual (BAU). The emission reduction target is 15 percent over 2009 conditions. Thus, the General Plan 2035 has exceeded the reduction target and complied with both AB 32 and SB 375.

I8. The Commentator is correct in noting that the General Plan 2035 does not identify specific locations for mass transit. While the City has been involved in discussions regarding both high speed rail and Metrolink, it is too speculative at this time to map stations and routes. The General Plan 2035 is supportive of alternative modes (refer to Circulation Element Goal CIR-6). The General Plan 2035 could be amended when that information is known.

With respect to the traffic impacts, it was also too speculative to run the traffic model for the Circulation Element and Draft EIR to account for either high speed rail or Metrolink. The Draft EIR has provided environmental analysis based upon the available information at the time the document was prepared. The Draft EIR is not required to conduct speculative environmental analysis for unknown future alternative transportation systems.

I9. It is the Commentator's opinion that "the goals and policies of Chapter 7.5 page 7-10-11 ignore the physical environment created by the proposed land use, opting to rely upon human behavior rather than land use planning." As noted in Response I4, the land use alternatives process for the General Plan 2035 was described and outlined multiple opportunities for residents, businesses, and property owners to participate. The impacts of the General Plan 2035 on the environment are thoroughly reviewed in Sections 5.1 through 5.22 in the Draft EIR, which is a program EIR. The Draft EIR reviewed all *CEQA* Checklist topics and questions.

The Healthy Community Element is an optional element that the City has elected to include in the General Plan 2035. It is important to note the all elements in a General Plan have equal status and that the goals and policies of one element are not superior to the goals and policies of another element. The Healthy Community Element includes goals and policies related to Citywide Health, Environmental Health, Public Spaces for Physical Activity and Social Cohesion, Healthy Economy, and Health Goods and Services. However, other health-related goals and policies are contained in the Land Use Element, Circulation Element, Conservation Element, Recreation & Open Space Element, and Air Quality Element. Circulation Element Goal CIR-6 and the associated policies address alternative travel modes and facilities and their availability to service residents and employees/employers. In addition, Air Quality Element Goal AQ-5 and associated policies address improved air quality through an efficient circulation system and reduced vehicle miles traveled.

I10. The Commentator is incorrect regarding the alternatives reviewed in the Draft EIR. Refer to Response I3.

After considering the Final EIR in conjunction with making findings, the Lead Agency (City of Murrieta) must not approve the project if the project will have a significant effect on the environment after imposition of feasible mitigation measures, <u>unless</u> (emphasis added) the Lead Agency finds that the benefits of a proposed project outweigh the unavoidable adverse environmental effects (C*EQA Guidelines* Sections 15092 and 15096(h)). However, when approving a project with unavoidable significant environmental effects, the Lead Agency is required by *CEQA* to prepare a Statement of Overriding Considerations. The Statement of Overriding Considerations is a written statement explaining why the agency is willing to accept the significant effects (*Public Resource Code* Section 21081, *CEQA Guidelines* Section 15093), and requires the Lead Agency to balance the benefits of a proposed project against the unavoidable environmental risks in determining whether to approve a project. The Statement of

Overriding Considerations sets forth the specific overriding social, economic, legal, technical, or other beneficial project aspects supporting the Lead Agency's decision.

I11. The City of Murrieta is fully complying with the requirements of the *California Environmental Quality Act* (*CEQA*) Section 21092.5, and will be preparing written responses to environmental comments provided to the City during the 45-day public review period. In compliance with *CEQA*, all public agencies will be provided written responses to their comments 10-days prior to certification of the Final EIR. In addition, both the Planning Commission and City Council will have the "Comments and Responses" section of the Final EIR for their review and consideration prior to taking any action on the Final EIR.

COMMENT LETTER J

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March 24, 2011

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VIA US MAIL AND EMAIL

Re: Draft EIR for Murrieta General Plan 2035

Dear Mr. Smith:

The following comments are submitted on behalf of local residents regarding the Draft Environmental Impact Report (DEIR) for the proposed General Plan Update 2035.

General Comments:

The California Environmental Quality Act (CEQA) was adopted as a disclosure and transparency document. The theory is that by providing a document that adequately describes the environmental consequences of a project to decision makers and the public, the decision makers will make a rational decision based upon the true environmental consequences of the project and if they do not, the electorate can hold them accountable for their decisions. The core of this statutory structure is the adequacy of the document as an informational document. J-1

Unfortunately, in this case, the Draft EIR is often conclusory, and does not provide the analysis or examination required by CEQA to inform the public and decision makers of the analytical pathway taken from facts to conclusions. J-2

CEQA also requires that where feasible mitigation exists which can substantially lessen the environmental impacts of a project all feasible mitigation must be adopted. In this way CEQA goes beyond its informational role to require that projects substantively lessen their negative effects on the environment. It is critical to proper drafting of an EIR that all feasible mitigation measures be required of a project. Moreover, all mitigation measures required in the EIR must J-3

be fully enforceable and certain to occur. This General Plan EIR fails to ensure that all feasible mitigation will occur with this Project and instead provides vague, uncertain, and unenforceable mitigation measures. J-3

Air Quality

The DEIR concludes that construction and operational air quality impacts are significant and that no mitigation measures are available beyond the goals and policies identified in the proposed General Plan 2035. The following are feasible mitigation measures which must be adopted before a Statement of Overriding Considerations can be adopted.

For construction air quality impacts, the following measures should be made requirements of implementing projects, where applicable, under the General Plan:

A. Dust

1. Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.
2. Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (eg. Install wheel shakers, wheel washers, and limit site access.)
3. All roadways, driveways, sidewalks, etc., should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
4. Pave all construction roads.
5. Pave all construction access roads at least 100 feet on to the site from the main road. J-4
6. The maximum vehicle speed on unpaved roads shall be 15 mph.
7. Limit fugitive dust sources to 20 percent opacity.
8. Require a dust control plan for earthmoving operations.
9. When materials are transported off-site, all material shall be covered, effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
10. All streets shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.
11. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.
12. Post a publicly visible sign with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours.
13. Extend grading period sufficiently to reduce air quality impacts below a level of significance.
14. The simultaneous disturbance of the site shall be limited to five acres per day.

15. Adequate watering techniques shall be employed to mitigate the impact of construction-related dust particulates. Portions of the site that are undergoing surface earth moving operations shall be watered such that a crust will be formed on the ground surface, and then watered again at the end of each day. Site watering shall be performed as necessary to adequately mitigate blowing dust.
16. Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil.
17. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered three times daily.
18. Apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
19. Any site access points within 30 minutes of any visible dirt deposition on any public roadway shall be swept or washed.
20. Excavating and grading operations shall be suspended during first stage ozone episodes or when winds exceed 25 mph. A high wind response plan shall be formulated for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.

B. Equipment Emissions/ Air Quality Impacts from Construction

J-4

21. Implement activity management techniques including a) development of a comprehensive construction management plan designed to minimize the number of large construction equipment operating during any given time period; b) scheduling of construction truck trips during non-peak hours to reduce peak hour emissions; c) limitation of the length of construction work-day period; and d) phasing of construction activities.
22. Develop a trip reduction plan to achieve a 1.5 AVR for construction employees.
23. Require high pressure injectors on diesel construction equipment.
24. Restrict truck operation to "clean" trucks, such as a 2007 or newer model year or 2010 compliant vehicles.
25. All diesel powered construction equipment in use shall require control equipment that meets, at a minimum Tier III emission requirements. In the event Tier III equipment is not available, diesel powered construction equipment in use shall require emissions control equipment with minimum of Tier II diesel standards.
26. Require the use of CARB certified particulate traps that meet level 3 requirements on all construction equipment.
27. Utilize only CARB certified equipment for construction activities.
28. Require all contractors to turn off all construction equipment and delivery vehicles when not in use and/or idling in excess of 3 minutes.
29. Restrict engine size of construction equipment to the minimum practical size.

30. Use electric construction equipment where technically feasible.
31. Substitute gasoline-powered for diesel-powered construction equipment.
32. Require use of alternatively fueled construction equipment, using, e.g., compressed natural gas, liquefied natural gas, propane, or biodiesel.
33. Use methanol-fueled pile drivers.
34. Install catalytic converters on gasoline-powered equipment.
35. Use electricity from power poles rather than temporary diesel or gasoline power generators.
36. Require the use of Alternative Diesel Fuels on diesel equipment used. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
37. Electrical powered equipment shall be utilized in-lieu of gasoline-powered engines where technically feasible.
38. All forklifts shall be electric or natural gas powered.
39. Any construction equipment using direct internal combustion engines shall use a diesel fuel with a maximum of 0.05 percent sulfur and a four-degree retard. J-4
40. Suspend use of all construction equipment operations during second stage smog alerts.

C. Traffic and Air Quality from Traffic Emissions

41. Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow.
42. Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
43. Reroute construction trucks away from congested streets and sensitive receptor areas.
44. Configure construction parking to minimize traffic interference.
45. Prior to the issuance of a grading and building permit, require applicants to submit verification that a ridesharing program for the construction crew has been encouraged and will be supported by the contractor via incentives or other inducements.
46. Minimize construction worker trips by requiring carpooling and providing for lunch onsite.
47. Provide shuttle service to food service establishments/commercial areas for the construction crews.
48. Provide shuttle service to transit stations/multimodal centers for the construction crews.

For operational air quality impacts, the following are feasible mitigation measures and should be made requirements of implementing projects, where applicable, under the General Plan:

1. The operator of the primary facilities shall become a SmartWay Partner.
2. Projects shall meet SmartWay 1.25 ratings.
3. Projecst shall use only freight companies that meet SmartWay 1.25 ratings.
4. (ALTERNATIVELY from 2, 3 above) The operator of the primary facilities shall incorporate requirements or incentives sufficient to achieve at least 20% per year (as a percentage of previous percentage, not total trips) increase in percentage of long haul trips carried by SmartWay carriers until it reaches a minimum of 90% of all long haul trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the Planning Department semi-annually.
5. The operator of primary facilities shall incorporate requirements or incentives sufficient to achieve a 15% per year (as a percentage of previous percentage, not total trips) increase in percentage of consolidator trips carried by SmartWay carriers until it reaches a minimum of 85% of all consolidator trips carried by SmartWay 1.0 or greater carriers. Results, including backup data shall be reported to the City's Planning Department semi-annually.
6. All fleet vehicles shall conform to 2010 air quality standards or better. Results, including backup data shall be reported to the Planning Department semi-annually.
7. All spaces utilizing refrigerated storage, including restaurants and food or beverage stores, shall provide an electrical hookup for refrigeration units on delivery trucks. Trucks incapable of utilizing the electrical hookup for powering refrigeration units shall be prohibited from accessing the site. All leasing documents shall include these requirements and provide that violation of those provisions will constitute a material breach of the lease that will result in the termination of the lease. Because of the fact that these terms of the lease are designed to benefit the public, the public shall be considered to be a third party beneficiary with standing to enforce the requirements of the lease. J-4
8. Install catalytic converters on gasoline-powered equipment.
9. Where diesel powered vehicles are necessary, require the use of alternative diesel fuels. Alternative diesel fuels exist that achieve PM10 and NOx reductions. PuriNOx is an alternative diesel formulation that was verified by CARB on January 31, 2001 as achieving a 14% reduction in NOx and a 63% reduction in PM10 compared to CARB diesel. It can be used in any direct-injection, heavy-duty compression ignition engine and is compatible with existing engines and existing storage, distribution, and vehicle fueling facilities. Operational experience indicates little or no difference in performance and startup time, no discernable operational differences, no increased engine noise, and significantly reduced visible smoke.
10. Electrical powered equipment should be utilized in-lieu of gasoline-powered engines where technically feasible.
11. Utilize electrical equipment for landscape maintenance.
12. All forklifts shall be electric or natural gas powered.
13. Utilize electric yard trucks.

14. Prohibit idling of trucks for periods exceeding three minutes.
15. Provide electrical vehicle ("EV") and compressed natural gas ("CNG") vehicles in vehicle fleets.
16. Charge reduced or no parking fee for EVs and CNG vehicles.
17. Install EV charging facilities for a minimum of 10% of all parking spaces.
18. Install a CNG fueling facility.
19. Provide preferential parking locations for EVs and CNG vehicles.
20. Implement parking fee for single-occupancy vehicle commuters.
21. Plant shade trees in parking lots to provide minimum 50% cover to reduce evaporative emissions from parked vehicles.
22. Plant at least 50 percent low-ozone forming potential (Low-OFP) trees and shrubs, preferably native, drought-resistant species, to meet city/county landscaping requirements.
23. Plant Low-OFP, native, drought-resistant, tree and shrub species, 20% in excess of that already required by city or county ordinance. Consider roadside, sidewalk, and driveway shading.
24. Orient 75 percent or more of homes and buildings to face either north or south (within 30 degrees of N/S) and plant trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months.
25. Provide grass paving, tree shading, or reflective surface for unshaded parking lot areas, driveways, or fire lanes that reduce standard black asphalt paving by 10% or more. J-4
26. Electrical outlets shall be installed on the exterior walls of all residential and commercial buildings (and perhaps parking lots) to promote the use of electric landscape maintenance equipment.
27. Prohibit gas powered landscape maintenance equipment within residential, commercial, and mixed-use developments. Require landscape maintenance companies to use battery powered or electric equipment **or** contract only with commercial landscapers who operate with equipment that complies with the most recent California Air Resources Board certification standards, or standards adopted no more than three years prior to date of use or any combination of these two themes.
28. Provide a complimentary cordless electric lawnmower to each residential buyer.
29. Implement parking cash-out program for non-driving employees.
30. Require each user to establish a carpool/vanpool program.
31. Create a car sharing program within planned communities.
32. Create a light vehicle network, such as a neighborhood electric vehicle (NEV) system.
33. Provide preferential parking for carpool/vanpool vehicles.
34. Provide subsidies or incentives to employees who use public transit or carpooling, including preferential parking.
35. Provide secure, weather-protected bicycle parking for employees.

36. Provide direct, safe, attractive pedestrian access from projects to transit stops and adjacent development.
37. Provide direct safe, direct bicycle access to adjacent bicycle routes.
38. Provide showers and lockers for employees bicycling or walking to work.
39. Provide short-term bicycle parking for retail customers and other non-commuter trips.
40. Connect bicycle lanes/paths to city-wide network.
41. Design and locate buildings to facilitate transit access, e.g., locate building entrances near transit stops, eliminate building setbacks, etc.
42. Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.
43. Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees or residents.
44. Provide shuttle service to food service establishments/commercial areas.
45. Provide shuttle service to transit stations/multimodal centers.
46. Provide on-site child care or contribute to off-site child care within walking distance.
47. Implement a compressed workweek schedule. J-4
48. Implement home-based telecommunicating program, alternate work schedules, and satellite work centers.
49. All buildings shall be constructed to LEED standards.
50. Buildings shall exceed Title 24 requirements by 20%.
51. Design buildings for passive heating and cooling and natural light, including building orientation, proper orientation and placement of windows, overhangs, skylights, etc.
52. Construct photovoltaic solar or alternative renewable energy sources sufficient to provide 100% of all electrical usage for entire projects.
53. Install an ozone destruction catalyst on all air conditioning systems.
54. Construct renewable energy sources sufficient to offset the equivalent of 100% of all greenhouse gas emissions from mobile sources (internal combustion engines) for entire projects.
55. Purchase only green/ renewable power from the electric company.
56. Install solar water heating systems to generate all hot water requirements.

Furthermore, the mitigation measures that are adopted for operational air quality impacts are uncertain and unenforceable. For instance, Policy AQ-5.1 requires only that projects "*encourage* employers to implement transportation demand management measures." J-5

<u>Agriculture</u>

DEIR Exhibits 3-3 and 5.11-1 indicate that development in the North Murrieta Business Corridor Focus Area will occur in lands designated as Farmland of Local Importance. The DEIR claims that "most of this land is not believed to be in agricultural production," however, there is no substantial evidence in the DEIR to support this claim. Thus, the conclusion of the DEIR that agricultural impacts are less than significant is not supported by substantial evidence and J-6

mitigation is required. At a minimum, the City must perform the appropriate analysis to determine whether these lands are still viable farmland before concluding they are no longer viable.

Mitigation for the loss of agricultural lands can include protecting productive agricultural land subject to conversion through the purchase or transfer of its development rights; purchasing conservation easements on existing agricultural lands to ensure the land is never converted to urban uses; and donating funds to a regional or statewide program that promotes and implements the use of agricultural land conservation easements of off-site conservation easements. These measures should be adopted as mitigation measures under the General Plan. J-6

Biological Resources

The conclusion of the DEIR that the General Plan Update will have a less-than-significant impact on biological resources is not supported. The General Plan Update will have a significant impact on biological resources on an individual and cumulative basis including due to conflicts with the Western Riverside County MSHCP. In particular, the proposed land use changes and development in the North Murrieta Business Corridor Focus Area have potential impacts due to conflict with the MSHCP and the loss of conservation areas including Core Areas and Proposed Linkages.

The DEIR states that the North Murrieta Business Corridor Focus Area is currently comprised of vacant or rural residential properties. The General Plan proposes to dramatically change the land use designations of this area to allow for intense commercial and medical development to include an additional 1,672,843 square feet of commercial uses and 7,666,185 square feet of office and research uses. The development of this area will have a significant impact both directly and cumulatively on the Antelope Valley Proposed Core 2 and Sedco Hills–Paloma Valley Proposed Constrained Linkage 16 among other conservation areas. This must be considered a significant impact of the project. Moreover, the statement that individual projects will be reviewed for MSHCP compliance ignores the purpose of a cumulative impact analysis. J-7

Furthermore, there does not appear to be any discussion in the DEIR of impacts to species not covered by the MSHCP.

Land Use

Conflict with the Riverside County Airport Land Use Commission Compatibility Plan

The DEIR concludes that conflict with the Riverside County Airport Land Use Commission Compatibility Plan (Compatibility Plan) is a significant and unmitigable impact of the proposed General Plan Update. J-8

It is stated that portions of the City where development will occur under the General Plan are located within the various designated airport land use zones under the Compatibility Plan. The DEIR concludes that the proposed General Plan will result in significant impacts due to conflicts with the Compatibility Plan. More specifically, because the General Plan proposes the

development of residential and other uses at higher densities than allowed under the Plan within designated airport zones, the DEIR finds the project presents a significant land use impact and that there is no mitigation available to lessen the significant impact.

Contrary to the conclusion of the DEIR, feasible mitigation exists to lessen land use impacts due to the project's inconsistency the Compatibility Plan. First, the General Plan does not consider or adopt the mitigation measures identified in the French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration (MND), namely the measures identified at DEIR Page 5.1-9. Compliance with these measures would presumably bring the General Plan into conformance the density criteria set forth under the Compatibility Plan and would mitigate the land use impacts of the project, in addition to addressing the potentially significant noise and hazard impacts associated with the development of residential and other uses in airport zones.

J-8

Although the DEIR does not specifically state what densities are allowed in the B1 and B2 zones under the adopted Compatibility Plan, and does not clearly state what densities would be applicable to the areas of the City affected by the density restrictions, the DEIR states that the proposed densities are inconsistent with the Compatibility Plan. Thus, mitigation measures must be adopted which limit the allowable densities, consistent with the density criteria specified in the Compatibility Plan.

Furthermore, no policy justification can be provided for allowing houses and other uses within airport hazard zones at densities greater than what is recommended by the ALUC. It is also unclear why the land use designations within the hazard zones cannot be modified or otherwise be brought into compliance with the density and other restrictions of the ALUC Plan under the new General Plan.

Conflict with the Western Riverside County MSHCP

The conclusion that the project will have a less than significant impact with mitigation with regard to consistency with the MSCHP is not supported by substantial evidence when it is known that development will occur under the General Plan in areas proposed for conservation under the MSHCP and in existing Conserved Lands including PQP Conserved Lands and Pre-existing Conservation Agreements.

J-9

The proposal to allow significant development within areas designated under the MSHCP for conservation must be considered a significant direct and cumulative impact of the project, regardless of whether individual projects will be reviewed for their consistency with the MSHCP.

Hazards

The General Plan continues to propose development in airport zones at greater densities than recommended by the ALUC thereby creating a public safety hazard. This must be considered a significant impact of the project and appropriate mitigation adopted.

J-10

Moreover, the conclusion of the DEIR that there are potentially significant land use impacts due to conflicts with the ALUC Compatibility Plan cannot be reconciled with the conclusion of the DEIR that hazard impacts are less than significant due to the development of housing and other uses in airport hazard zones. Given the General Plan's inconsistency with the ALUC Plan, the DEIR must find that there are potentially significant hazard impacts and appropriate mitigation adopted. J-10

Noise

Construction Noise

The conclusions with respect to construction noise are not based on substantial evidence. First, the DEIR fails to provide any information with respect to the noise levels produced by the construction equipment or the transport of workers and equipment to construction sites. With respect to the operation of equipment, any single piece of construction equipment is known to generate noise levels of 70 to 90 dBA. Second, it is not shown on the basis of substantial evidence that adopted mitigation is adequate to lessen significant impacts. The DEIR claims that through the implementation of Goal N-4 and Policies N-4.1 through N.4.6 that construction noise impacts will be reduced to below significance thresholds. For example, the DEIR claims that limiting the hours of construction activity in residential areas to reduce intrusive noise in the early morning and evening hours will lessen construction noise impacts. Compliance with an ordinance limiting the hours of construction does not ensure that construction noise will be less than significant during daytime hours when construction is permitted. Overall, there is no assurance that individual projects will be able to achieve compliance with the City's noise standards. J-11

Operational Project Noise

The conclusions with respect to operational traffic noise are not based on substantial evidence and are contradicted by the evidence. A comparison of Table 5.7-5 and Table 5.7-9 show that a number of roadway segments will experience significant increases in traffic noise with the project, many greater than a 3 dBA increase. Many of these segments are in residential areas. This must be considered a significant impact of the General Plan Update. The DEIR claims that adherence to Goal N-3 "would minimize noise from mobile sources." Goal N-3 includes policies such as N-3.1 which is to "*consider* noise mitigation measures in the design of all future streets and highways" and N-3.3 to "*encourage* the construction of noise barriers" and N.-3.5 to "consider requiring traffic plans for construction projects." None of these measures are mandatory requirements of future implementing projects and none are certain to ensure that traffic noise levels particularly in residential areas will be below thresholds of significance. Traffic noise will be significant without the implementation of the mitigation measures. Since none of the generalized policies are mandatory requirements for future projects, the finding cannot be made that traffic noise will be less than significant with mitigation incorporated. J-12

Water Supply

For water supply, the conclusions of the DEIR are not based on substantial evidence to the extent that there was no water supply assessment prepared for the General Plan Update as required by CEQA Guidelines § 15155. The conclusions of the DEIR are also not based on substantial evidence to the extent the discussion of water supply assumes that there will adequate water supply for the proposed project by reference to the 2005 Urban Water Management Plan for each of the four water service providers but fails to disclose whether those UWMPs accounted for the increased development facilitated by the General Plan Update. (*See, Vineyard Area Citizens For Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal.4th 412, 434.) The DEIR finds that with implementation of the General Plan that water demand would increase from 39,179AF/Y to 15,632 AF/Y, however, there is no substantial evidence to support the claim that the water districts will be able to meet the increased demand, including evidence that the various 2005 UWMP's have accounted for the increased development and population increases expected with implementation of the General Plan Update. Similarly, there is no substantial evidence to support the conclusion that there will no cumulative water supply impacts because there is no evidence to show that the project, when combined with other projects in the area, will not cause a significant increase in demand for water. The claim that water supply will be evaluated on a "project-by-project" basis defeats the purpose of a cumulative impact analysis and constitutes an improper deferral of analysis of water supply impacts. J-13

Traffic

The DEIR concludes that under the new land use designations created by the General Plan Update numerous roadway segments and 16 intersections will operate at unacceptable levels of service even with mitigation measures. It is unfortunate that the City is paving the way for new development (*e.g.,* in the North Murrieta Business Corridor) when it is known that traffic impacts in these areas will exceed thresholds of significance. The City cannot make the policy determination that the purported benefits of the project outweigh these significant new traffic impacts. Furthermore, as a policy, the City should not approve a blueprint for future development that would allow individual implementing projects to avoid traffic mitigation by reference to the General Plan document which finds impacts to be significant and unavoidable. J-14

Finally, as with the air quality mitigation measures, many of the traffic mitigation measures are not mandatory requirements and therefore are unenforceable within the meaning of CEQA.

GHGs

The City adopts an emission reduction goal as the threshold of significance for Greenhouse Gas Emissions. However, none of the policies aimed at lessening GHGs are requirements of future implementing projects thus there can be no assurance that the City will be able to achieve its emission reduction goals. Additionally, none of the measures are aimed at the air quality emissions generated by commercial and industrial projects. J-15

Alternatives

CEQA requires that a lead agency evaluate a reasonable range of project alternatives which are designed to meet basic project objectives and lessen or avoid the significant impacts of the project. Here the City has evaluated two alternatives to the proposed General Plan Update besides the "No Project" alternative. These alternatives, however, fail to satisfy the mandate that they be designed to lessen or avoid the significant impacts of the project. Alternative Scenario A involves the development of more residential and less nonresidential uses within the Focus Areas. According to the DEIR, this alternative would result in "similar" environmental impacts including in the areas of land use, air quality, traffic, and noise when compared to the proposed project and greater impacts in the areas of population, housing and employment, public services and utilities, and recreation. Alternative Scenario B also involves the development of more residential and less nonresidential uses within the Focus Areas. According to the DEIR, it would also result in "similar" and "greater" impacts as under the proposed project. Thus, neither alternative selected for analysis meets the requirement that they be designed to lessen the significant impacts of the project.

Furthermore, even though it is clear that Scenario A is not a true alternative to the proposed project the DEIR concludes that it is the environmentally superior alternative because it allows for "greater non-residential development in support of the City's economic development goals and would meet project objectives." The lead agency is required to select an environmentally superior alternative *to the proposed project* besides the "no project" alternative. As discussed above, it is obvious that neither Scenario A nor Scenario B is environmentally superior to the proposed project; in fact, they are environmentally inferior in that they present the possibility for even greater environmental harm than the proposed project. As a result, the adoption of the proposed project is inevitable – a result that CEQA prohibits under these circumstances. By failing to identify an environmentally superior alternative to the proposed project, the DEIR violates the requirements of CEQA. Moreover, the DEIR implies that Scenario A was selected as the environmentally superior alternative because it is superior to Alternative Scenario B; CEQA, however, requires that a lead agency select an environmentally superior alternative *to the proposed project*. While Scenario A may "allow for greater non-residential development in support of the City's economic development goals" (*i.e.,* when compared to Scenario B), the question is whether Scenario A is environmentally superior to the proposed project which it clearly is not. Also, given that Scenario A and Scenario B both result in "similar" impacts when compared to the proposed project and both result in "greater" impacts in the same impact areas, Scenario A cannot be considered the environmentally superior to Scenario B. Finally, the selection of the environmentally superior alternative must be based on environmental reasons, not economic or other similar justifications. Thus, in this instance, the conclusion of the DEIR that Scenario A helps the City to achieve its economic goals is not a finding that the alternative is *environmentally* superior.

J-16

The City must consider true alternatives to the proposed project that are designed to meet basic project objectives and lessen or avoid the significant impacts of the project. Since both alternatives selected for analysis besides the no-project alternative involve greater residential and less nonresidential uses in the Focus Areas, appropriate alternatives would involve less commercial and other similar uses in the Focus Areas; that is, the City should consider a variety

of alternatives which scale back the commercial and similar uses currently contemplated in the Focus Areas. A reduced commercial alternative(s) would still meet basic objectives and could be at least designed to lessen the significant traffic, air quality, and noise impacts of the project. J-16

Thank you for your consideration of these comments.

Sincerely,

Raymond W. Johnson
JOHNSON & SEDLACK

J. RESPONSES TO COMMENTS FROM RAYMOND W. JOHNSON, JOHNSON & SEDLACK, DATED MARCH 24, 2011.

J1. The Commentator provides a description of the *California Environmental Quality Act* (*CEQA*) process as one of disclosure and transparency. This comment is acknowledged. No further response is necessary.

J2. The Commentator is offering opinion regarding the "Draft EIR is often conclusory and does not provide the analysis or examination required by CEQA." This statement is incorrect. The Draft EIR was prepared as a Program EIR in compliance with *CEQA Guidelines* Section 15168. The following text is restated from Section 2.3.2, Program Environmental Impact Report and Technical Appendices, of the Draft EIR.

> The Murrieta General Plan 2035 Program EIR is intended to serve as a Program EIR or "first tier EIR." *CEQA Guidelines* Section 15168 states that a Program EIR can be prepared in connection with the "*issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program.*" The Program EIR has been prepared for the General Plan 2035.
>
> *CEQA Guidelines* Section 15168 (a) states that a Program EIR is appropriate for evaluating "*. . . a series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*"
>
> According to *CEQA Guidelines* Section 15168 (b), the advantages of a Program EIR include the following: 1) provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action; 2) ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis; 3) avoid duplicative reconsideration of basic policy considerations; 4) allow the Lead Agency to consider broad policy alternatives with program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and 5) allow reduction in paperwork.
>
> Subsequent development projects proposed within the City must be reviewed in the context of this Program EIR to determine if additional environmental documentation is required. If the subsequent project would have environmental effects not addressed in the Program EIR, additional environmental review will be required. Where no new effects and no new mitigation measures are

> involved, the subsequent project can be approved without additional environmental documentation. Where an EIR is required for a subsequent project, the EIR should implement the applicable mitigation measures developed in the Program EIR, and focus its analysis on site-specific issues not previously addressed.

The impacts of the proposed General Plan 2035 on the environment are thoroughly reviewed in Sections 5.1 through 5.22 in the Draft EIR, which reviewed all CEQA Checklist topics and questions. The Draft EIR provides the appropriate level of analysis in a Program EIR to inform the public and the decision makers of the environmental impacts associated with the General Plan 2035 (proposed project).

J3. The Commentator is not specific about which mitigation measures are vague, uncertain, and unenforceable, nor is the statement true. The mitigation measures identified in the Draft EIR are applicable to all future development projects. In addition, as part of the Final EIR, a Mitigation Monitoring and Reporting Program will be prepared, and will further detail compliance timing and responsibilities.

J4. The comment provides various construction and operational air quality mitigation measures and requests the incorporation of these into the Final EIR. The Draft EIR is a programmatic document that analyzes proposed land use changes and anticipated growth within the City. The air quality analysis does not review a specific development project. Future development projects would require individual CEQA review where specific impacts would be determined and necessary mitigation, such as those suggested by the Commentator, would be identified if necessary.

The comment includes an extensive list of construction emissions mitigation measures, many of which coincide with SCAQMD rules and regulations. For example, the dust control measures are addressed in SCAQMD Rule 403, which is a mandatory component for large earthmoving operations (i.e., Paragraph (f)(1) of Rule 403). Rule 403 requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line. Under Rule 403, large operations (projects greater than 50 acres and/or more than 5,000 cubic yards of daily earth-movement) are required to notify the SCAQMD of the project location and implement Table 2, and, if necessary Table 3, control measures and maintain recordkeeping. SCAQMD Rule 403 provides Best Available Control Measures (BACM) for high wind conditions in Table 1. These measures include requirements for stabilizing disturbed surfaces where dust may not exceed 20 percent opacity. The measures within Rule 403 also include requirements for watering, trackout controls, temporary coverings, and chemical stabilizers. It should be noted that each of the dust control measures cited by the Commentator are already components of Tables 1 through 3 of Rule 403.

Future development projects would be required to comply with all applicable SCAQMD rules and regulations. Additionally, the construction air quality analysis within the Murrieta General Plan DEIR includes Policies AQ-3.1 and AQ-3.2, which require compliance with current SCAQMD rules, regulations, and thresholds, and implementation of all SCAQMD best management practices. General Plan Policy AQ-3.3 requires Best Available Control Measures for projects that exceed SCAQMD thresholds. Policy AQ-3.4 requires a construction management plan that includes Best Available Control Measures and other control measures for projects that exceed SCAQMD thresholds. Specific impacts from individual construction projects and the applicability of mitigation measures would be determined as part of the project-specific CEQA review.

Additional mitigation measures are provided in the comment to reduce operational emissions including traffic emissions. The General Plan 2035 establishes the City's mobility goals by providing improved local and regional transit services as well as a connected, balanced, and integrated transportation system of bicycle and pedestrian networks. Such alternatives to automotive transportation can be greatly utilized to reduce mobile source emissions. For example, the Draft EIR includes General Plan Goal AQ-4 and Policies AQ-4.1 through AQ-4.4, which would reduce vehicle miles traveled (VMT) and associated mobile source emissions through job creation and the improvement of the jobs/housing balance within the City, as well as the encouragement of a mix of housing types located near job opportunities. Climate Action Strategy 1, Goal CIR-6 and associated Measure CIR-6.12, would increase public education of public transit options through public workshops. Climate Action Strategy 2, Goals LU-7 and LU-8 and Measures LU-7.4, LU-7.8, LU-8.1, LU-8.2, and LU-8.4 through LU-8.8, would promote transit-oriented development within the City. Specifically, multi-modal transit opportunities should be located near higher density residential, mixed-use, and employment development to increase transit ridership and reduce vehicle miles traveled (VMT). Pedestrian-friendly measures are addressed by Climate Action Strategy 2, Goals LU-9 and LU-10, Measures LU-9.1 through LU-9.8, and LU-10.1 through LU-10.9. Mixed-use development, infill development, shortened blocks, and pedestrian-oriented design would encourage pedestrian modes of travel as opposed to vehicular travel. These Strategies and Goals represent a change in the development pattern in order to reduce dependence on automobile use. Furthermore, Climate Action Strategy 3 targets transportation and mobility and identifies opportunities to improve mobility such as walking, bicycling, and transit use, and to decrease the need to drive.

The General Plan 2035 includes several Focus Areas where high density residential, mixed-use, business, and commercial centers would be located. For example, the North Murrieta Business Corridor would focus a mix of commercial and office and research park development around the Loma Linda University Medical Center as well as other support uses. The Clinton Keith/Mitchell Focus Area would provide a variety of uses within an area that is primarily residential uses. The South Murrieta Business Corridor would create a major employment center near proposed transit centers including

Metrolink and high speed rail stations. The Focus Areas improve the mix of uses within each area and within the City to create a jobs/housing balance, provide support uses to reduce travel distances, and focus development near planned mass transit facilities..

J5. The comment states that the policies identified for operational air quality impacts are uncertain and unenforceable. However, the Draft EIR is a programmatic document that analyzes proposed land use changes and anticipated growth within the City. The air quality analysis does not review a specific development project. The General Plan 2035 contemplates development potential in various Focus Areas throughout the City. The proposed land uses as well as the General Plan 2035 goals and policies encourage locating employment centers, providing a mix of uses, and organizing these areas in proximity to existing and planned local and regional transit facilities. Future development projects would require individual CEQA review where specific impacts would be determined and necessary mitigation beyond the General Plan 2035 Goals and Policies would be identified if necessary, along with the requirement to identify mechanisms for timing and enforcement per CEQA.

J6. The Commentator has correctly referenced Exhibit 5.11-1 and that future development within the North Murrieta Business Corridor would occur on lands designated in 2008 as Farmland of Local Importance.

Draft EIR Section 5.11.4, Project Impacts and Mitigation Measures, provides an analysis of impacts related to agricultural resources. To clarify the statement regarding Locally Important Farmland, the following modification on page 5.17-10 of the Draft EIR will be made in the Final EIR.

> The 2008 Important Farmland map shows Locally Important Farmland throughout the City. However, as stated above, most of this land is not ~~believed to be~~ in agricultural production based upon City staff review of parcel records and field inspection, and therefore may not be eligible for inclusion on the Important Farmland maps expected to be released in 2011.

The purpose of an EIR is to determine if there are environmental impacts associated with a proposed project and the significance level of those impacts. For this Draft EIR, the impacts associated with implementation of the proposed project (General Plan 2035) were analyzed and significance levels determined. The Draft EIR is not required to determine the viability of potential agricultural lands. Those determinations are made by the California Department of Conservation and Riverside County. The Draft EIR has accurately reported the types of farmland within the City, based upon the best available information at the time the EIR was prepared.

The Commentator has offered suggestions for mitigation related to agricultural land. It is not necessary to include mitigation, as the impacts related to agricultural resources have all been determined to be less than significant.

J7. The conclusions in the Draft EIR regarding biological resources are supported by the data and analysis in Section 5.10, which are based upon the *Western Riverside County Multiple Species Habitat Conservation Plan*, adopted June 17, 2003, and the *Western Riverside County Multiple Species Habitat Conservation Plan Final Environmental Impact Report/Environmental Impact Statemen*t, adopted June 17, 2003. Both documents have been incorporated by reference in accordance with *CEQA Guidelines* Section 15148, and described in Draft EIR Section 2.7, Incorporation By Reference. Section 2.7, which identifies the conclusions of the Final Environmental Impact Report/Environmental Impact Statement. The following text is restated from Draft EIR pages 2-16 and 2-17.

> *The impact conclusions for the Proposed Action/Proposed MSHCP from the EIR/EIS (Table ES-8) are provided below. All impacts were concluded to be less than significant, except for the following three significant and unavoidable impacts:*
>
> *1) Sensitive Upland (chapparal, coastal sage scrub, desert scrub, grasslands, Riversidean alluvial fan sage scrub)*
>
> *2) Non-Covered Species*
>
> *3) Existing population and housing projections are substantially exceeded*

The following text is restated from Draft EIR pages 2-18 and 2-19 and summarizes the actions taken by the City of Murrieta related to the *Western Riverside County Multiple Species Habitat Conservation Plan* and the *Western Riverside County Multiple Species Habitat Conservation Plan Final Environmental Impact Report/Environmental Impact Statement*.

> *On September 16, 2003, the City of Murrieta City Council adopted Resolution No. 03-124, which is a resolution of the City Council of the City of Murrieta making responsible agency findings pursuant to the California Environmental Quality Act for the Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan and approving the Western Riverside County Multiple Species Habitat Conservation Plan/Natural Community Conservation Plan and Implementing Agreement, adopting the environmental findings pursuant to the California Environmental Quality Act, and adopting a Statement of Overriding Considerations. With Resolution No. 03-124, the City Council resolved:*

A. The Final EIR/EIS prepared for the MSHCP has been received by the City Council and incorporated herein by this reference.

B. The City Council hereby finds and determines that the Final EIR/EIS has been completed incompliance with CEQA and the State CEQA Guidelines and, as the decision-making body for the City of Murrieta, the City Council has review and considered the information contained in the Final EIR/EIS and related documents in the record and all of the environmental effects of the MSHCP.

C. The City Council concurs with the environmental findings in County Resolution No. 2003-299 and adopts these finding, attached hereto as Exhibit B and incorporated herein by this reference. The City Council also finds that there are no additional feasible mitigation measures or alternatives within its powers that would substantially lessen or avoid any significant effects that the MSHCP would have on the environment.

D. The City Council concurs with the statement of overriding considerations in County Resolution No. 2003-299 and adopts the statement, and finding that the benefits of the MSHCP outweigh the adverse environmental impacts not reduced to below a level of significance.

E. The City Council hereby approves the MSHCP and authorizes the Mayor to execute the Implementing Agreement.

F. The City Council hereby authorizes and directs that a Notice of Determination shall be filed with the Clerk of the County of Riverside within five (5) working days of approval of the Project.

Section 2.8, CEQA Document Tiering, provides a description of how *Western Riverside County Multiple Species Habitat Conservation Plan* and the *Western Riverside County Multiple Species Habitat Conservation Plan Final Environmental Impact Report/Environmental Impact Statemen*t, were utilized in the Draft EIR.

The following text is restated from Draft EIR page 2-20.

In the case of this proposed project (General Plan 2035), a Final EIR/EIS was certified for the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) in June 2003. The Final EIR/EIS analyzed the impacts associated with adopting the MSCHP, including the issuance of "Take" permits for certain species pursuant to Section 10(a)(1)(B) of the Federal Endangered Species Act and Section 2800 et seq. of the California Fish and Game Code. The MSCHP was previously described in Section 2.7, Incorporation by Reference, as were the five CEQA/NEPA (National Environmental Policy Act) topical areas reviewed in the Final EIR/EIS.

The Western Riverside County Multiple Species Habitat Conservation Plan Final EIR/EIS is considered a first-tier EIR. The EIR for this proposed project (General Plan 2035) is considered a second-tier EIR for the topic of biological resources. The analysis in this EIR has: 1) incorporated by reference the Western Riverside County Multiple Species Habitat Conservation Plan Final EIR/EIS and 2) will tier the analysis in this EIR to focus on impacts within the City of Murrieta not previously analyzed in the Final EIR/EIS.

The analysis is Draft EIR Section 5.10, Biological Resources, tiers of the data, analysis and conclusions in the Western Riverside County Multiple Species Habitat Conservation Plan Final EIR/EIS, and specifically addresses potential impacts associated with implementation of the Draft General Plan 2035, which is a policy document. No specific development projects are proposed with the Draft General Plan 2035.

Draft EIR pages 5.10-51 through 5.10-54 address consistency impacts with the Western Riverside County Multiple Species Habitat Conservation Plan. The analysis does identify land use Focus Areas that could have future development within the Proposed Linkages and Cores identified in the MSHCP, including the North Murrieta Business Corridor. The analysis correctly identifies that the City of Murrieta is a local Permittee under the MSHCP, and that future development would undergo environmental and design review on a project-by-project basis to confirm consistency with the City's MSHCP Implementation Policy and the MSHCP Specific Conservation Guidelines and Area Plan Conservation Criteria, as provided in the MSHCP and the City's adoption of same. In addition, future development's compliance with the HANS process would ensure consistency with the MSHCP. The analysis appropriately concludes that the less than significant impacts would occur and that the Draft General Plan 2035 does not conflict with the provisions of the Western Riverside County MSHCP.

Cumulative impacts are not ignored in the Draft EIR, but are discussed on Draft EIR pages 5.10-54 through 5.10-56. As noted on page Draft EIR page 5.1-54, "Cumulative biological impacts are analyzed in terms of consistency with the Western Riverside County Multiple Species Habitat Conservation Plan." Draft EIR page 5.10-56 states *"All future development within Western Riverside County would undergo environmental and design review on a project-by-project basis, in order to evaluate potential impacts to biological resources and ensure consistency with the Western Riverside County MSHCP. Future development with potential to impact biological resources would also be required to comply with the established Federal and State regulatory framework."* This statement is appropriate for a Program EIR and for the purpose of analyzing cumulative impacts consistency with the *Western Riverside County MSHCP*.

As noted above, no specific development projects are proposed with the Draft General Plan 2035. In addition, the Draft EIR has been prepared as a Program EIR in compliance with *CEQA Guidelines* Section 15168. Subsequent development projects proposed within the City must be reviewed in the context of the Program EIR to determine if

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

The Commentator's statement that the Draft EIR does not address species not listed by the MSHCP is incorrect. As noted in Section 5.10.2, Environmental Setting, page 5.10-35 of the Draft EIR, a total of 27 special status species (plants and wildlife), seven special status plant species (i.e., Federal or State Endangered or Threatened or California Species of Concern), and 20 special status wildlife species (i.e., Federal or State Endangered or Threatened or California Species of Concern) are known or expected to occur with the City or the Sphere of Influence. As noted in *Table 5.10-2* in the Draft EIR, all 54 of the special status species, both plants and wildlife, have been identified within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Thus, based upon information available at the time the Draft EIR was prepared, all identified species within the City and the Sphere of Influence are covered by the MSHCP. And therefore, the impact conclusion on the bottom of page 5.10-40 of the Draft EIR correctly states *"All 54 Planning Species (Listed and Non-Listed) known or expected to occur in the City/SOI are adequately conserved under the MSHCP."*

In addition, the City received a letter from the Regional Conservation Authority (RCA) regarding the Draft General Plan and EIR, and provided the following statement.

"The Draft General Plan and DEIR accurately document the City's reliance on the MSHCP for species take on public and private development if the MSHCP's provisions are implemented as required by the Implementing Agreement (IA). If the City maintains consistency with the MSHCP on a project by project basis the MSHCP provides the mitigation for direct, indirect, and cumulative impacts to biological resources under the California Environmental Quality Act."

J8. Section 5.1.4 of the Draft EIR does conclude that the proposed project (General Plan 2035) would conflict with the Riverside County Airport Land Use Compatibility Plan, and as such impacts were concluded to be significant unavoidable (refer to Draft EIR pages 5.1-54 and 5.1-55).

The following text is restated from Draft EIR page 5.1-54, and provides the analysis for the impact conclusion.

> *The existing General Plan is not consistent with the Compatibility Plan, as the General Plan land use designations do not meet the density or intensity criteria specified in the Compatibility Plan, even with the implementation of mitigation*

measures identified in the French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration. The proposed General Plan 2035 is not recommending any land use changes for the areas within the French Valley Airport Compatibility Zones. Thus, new land use compatibility impacts with the Compatibility Plan for French Valley Airport would not occur. However, existing incompatibility impacts would continue to occur as the proposed General Plan 2035 land use designations for areas within the Airport Zones would remain unchanged. Therefore, as with the existing General Plan, the proposed General Plan 2035 land use designations would not meet the density or intensity criteria specified in the Compatibility Plan, resulting in a significant and unavoidable impact.

As noted in the text from page 5.1-54 in the Draft EIR, the existing General Plan is not consistent with the Compatibility Plan and the proposed General Plan 2035 is not proposing any land use changes for areas within the French Valley Airport Compatibility Zones. It is not necessary to impose new mitigation measures, as the mitigation measures adopted as part of The French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration (September 2007), which are listed on Draft EIR page 5.1-9, are still applicable.

In addition, a local agency may overrule the Airport Land Use Commission's inconsistency finding. The following text is restated from Draft EIR page 5.1-10.

A local agency general plan or specific plan that includes areas covered by an adopted ALUCP must submit its general plan or specific plan (or any amendments thereto) to the ALUC for a consistency determination. If the general plan or specific plan is considered inconsistent with the ALUCP, the local agency's governing body may "overrule" the ALUC's inconsistency determination after a hearing by a two-thirds vote. In overruling the ALUC's determination, the local agency's governing body must make findings that its general plan or specific plan is consistent with the purposes of the State Aeronautics Act, as stated in California Public Utilities Code Section 21670.

The following statements are acknowledged and will be forwarded to the Planning Commission and City Council for their consideration.

"Furthermore, no policy justification can be provided for allowing houses and other uses within airport hazard zones at densities greater than what is recommended by the ALUC. It is also unclear why the land use designations within the hazard zones cannot be modified or otherwise brought into compliance with the density and other restrictions of the ALUC Plan under the new General Plan."

On May 12, 2011, the City of Murrieta received a conditional consistency finding from the Riverside County Airport Land Use Commission with the French Valley Airport Land Use Compatibility Plan. The consistency finding was made with the addition of several policies into the Final General Plan 2035 requested by the Riverside County Airport Land Use Commission, as well as modification to the lowest residential density per acre for the Rural Residential designation. For the Final General Plan 2035, the following changes will be made: 1) Change the Rural Residential density standard from 0.4 to 1.0 dwelling units per acre to 0.1 to 1.0 dwelling units per acre; 2) Add a policy in the Land Use Element requiring land division projects in the Rural Residential and Single-Family Residential designations that are located within Compatibility Zones C and D to be submitted to the Airport Land Use Commission for consistency review; 3) Add a policy that commercial development and places of assembly within Compatibility Zones B1, C, and D be submitted to the Riverside County Airport Land Use Commission for consistency review, and 4) Add a policy that development shall accommodate open areas as determined by their respective Compatibility Zone. Compliance with these items makes the General Plan 2035 consistent with the French Valley Airport Land Use Compatibility Plan, and will modify the conclusion of a significant unavoidable impact in the Draft EIR to a less than significant impact in the Final EIR.

J9. Refer to Response J7.

J10. Refer to Response J8. In addition, the conclusion regarding Airport Hazards impacts in Draft EIR Section 5.14 is less than significant with compliance with General Plan 2035 Goal LU-25, policies LU-25.8 and LU-25.9, and Mitigation Measure HHM-4. The conclusion is appropriate and no additional mitigation measures are needed.

J11. The comment states that the Draft EIR fails to provide information of the noise levels produced by the construction equipment or the transport of workers and equipment to the construction sites. As noted above, the Draft EIR provides a programmatic analysis of the proposed land use changes and anticipated growth within the City. The construction noise analysis does not review a specific development project. Construction noise may vary widely depending on the type of construction activity, the duration of activity, and specific equipment used.

The City recognizes that construction-related noise could result in localized noise impacts. However, Goal N-4 and the associated policies are provided in the General Plan 2035 and Draft EIR to reduce noise levels from construction activities to an acceptable level. These goals and policies would regulate construction activities, limit the hours, employ construction noise reduction methods, and review activities on a case by case basis to manage these impacts. With the implementation of these policies, the City has determined that construction noise would be managed to a reasonable level. Future development projects would require individual CEQA review where specific construction impacts would be determined and necessary mitigation would be identified.

J12. The Draft EIR acknowledges that with implementation of the General Plan 2035, some residential uses would experience noise levels that would exceed the allowable Land Use Compatibility Criteria. However, Goal N-3 and the associated policies would minimize noise from mobile sources. The associated policies consider noise mitigation measures in the design of and improvements to streets, highways, and freeways as well as working with Caltrans to achieve maximum noise abatement for highway and freeway projects. Compliance with the General Plan 2035 goals and policies would reduce traffic noise exposure at sensitive land uses. Implementation of the goals and polices would be realized through the review of individual development projects by the City for project-specific impacts during any required environmental review. If project-specific significant impacts are identified, specific mitigation measures would be placed on the project as conditions of approval to ensure compliance with the appropriate Land Use Criteria Compatibility Criteria.

J13. *CEQA Guidelines* Section 15155 requires the preparation of a water supply assessment for any "water demand project" defined in this section, as well as in C*alifornia Water Code* Section 10912. The definition of a "water demand project" relates specifically to development projects or development land use plans, as opposed to programmatic plans, such as a General Plan. Therefore, the preparation of a General Plan does not fit within the statutorily defined "water demand project."

As noted in the Office of Planning and Research's *General Plan Guidelines 2003*, cities are required to coordinate with water providers. Prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency must send a copy of the proposed plan or amendment to any public water system, as defined in *Health and Safety Code* Section 4010.1, with 3,000 or more service connections and that serves water to customers within the area covered by the proposal. The public water system has at least 45 days to comment on the proposed plan in accordance with *Health and Safety Code* Section 4010.1(b) and to provide the planning agency with the information set forth in *Government Code* Section 65958.1. Additionally, upon adoption or amendment of the general plan, the same referral must be made (*Government Code* Section 65357(a)). Furthermore, *Government Code* Section 65352.5 directs the water supplier to provide a copy of its most recent Urban Water Management Plan and other water supply information to the city or county upon receiving the aforementioned notice.

The City of Murrieta has complied with *Health and Safety Code* Section 4010.1 and sent the Draft General Plan 2035 and Draft EIR to the following four agencies: 1) Eastern Municipal Water District; 2) Elsinore Valley Water District, 3) Rancho California Water District, and 4) Western Municipal Water District. Urban Water Management Plans (UWMP) are required to be updated every five years. The revised growth projections for the General Plan 2035 will be forwarded to the applicable water districts to use in their 2010 UWMP update.

The 2005 Urban Water Management Plans for the four districts were the most recently adopted UWMPs, and thus served as the basis for Draft EIR Section 5.15, Water Supply. The 2005 Urban Water Management Plans provide a long-range (25-year) assessment; the horizon year is 2030. Clarifying text will be added to the Final EIR to document near-term and long-term water supplies for the four water districts, which will be detailed below. The 2005 UWMPs prepared for all four water districts (Rancho California Water District, Elsinore Valley Municipal Water District, Western Municipal Water District, and Eastern Municipal Water District) indicate there are sufficient water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet existing and future regional water needs through 2030.

The following text changes will be made to Section 5.15.2, Water Supply, in the Final EIR.

Rancho California Water District. The following paragraphs will be added following the last paragraph on page 5.15-14 of the Draft EIR under the subheading of Rancho California Water District. The text will be included in Section 5.15.2, Environmental Setting.

Near-Term and Long-Term Water Supply[1]

The implementation of RCWD's Regional Integrated Resources Plan (IRP), would allow the District to meet demands over the next 45 years in a sustainable and cost-effective manner. It would also reduce the dependency on treated imported water from MWD, and help hedge against droughts and other emergencies by maximizing local groundwater.

The IRP has determined that its local supply of groundwater and recycled water is 100 percent reliable for the period extending to 2030. To minimize fluctuations in groundwater production, the IRP recommends increasing groundwater recharge with additional purchases of imported water. This increase would permit increased withdrawals of groundwater while minimizing the chance of overdraft conditions and allow for storage of excess water for use in years when natural recharge is diminished as a result of hydrologic conditions. Recycled water supplies may insignificantly fluctuate during varying hydrologic conditions as conservation increases, but these slight fluctuations would not reduce the reliability of the recycled water supply. Normal year supplies vary and would continue to increase in the future as the population base in the service area increases requiring additional groundwater withdrawals and recycled water.

[1] *2005 Update of the Urban Water Management Plan, Rancho California Water District, CDM, December 2005 (refer to EIR Appendix N1: 2005 Urban Water Management Plan).*

The IRP is designed to minimize any inconsistencies in its local supply sources and provide multiple flexible sources of water. Inconsistencies that could impact groundwater production include legal, environmental, water quality, and climatic conditions. Legal issues include use of groundwater basin by other producers, rights to store water at Vail Lake for recharge outside of the current period between November 1 and April 30. Environmental issues include disposal of brine associated with construction of a microfiltration/reverse osmosis (MF/RO) recycled water facility. Water quality issues revolve around contamination of groundwater basins, potential changes to water quality standards, and the use of MF/RO water for agricultural use.

RCWD's imported water supply is purchased through EMWD and WMWD, but is obtained directly from MWD's facilities. The agency demand projections for these two wholesalers are combined to arrive at one demand on MWD. Table 8-5 of the *2005 Update of the Urban Water Management Plan, Rancho California Water District* (refer to *Appendix N1*, *2005 Urban Water Management Plan)*, illustrates MWD's existing and planned sources of water for the period 2010-2030. In summary, through 2030, the total MWD current and planned source of water is 3,459,500 AFY.

MWD has determined in the Rancho California Water District UWMP (RCWD UWMP) that its resource mix is 100 percent reliable for non-discounted non-interruptible demands using previous dry periods for the forecast period 2005-2030. Even though MWD can reliably meet RCWD's demands, the capacity constraint issue associated with the turnouts would potentially cause future peak day water shortages after 2025. Implementation of RCWD's IRP would eliminate the capacity constraints and resolve any peak day water shortages.

Overall, during single-dry and multiple-dry years RCWD's combined local and imported resource mix is 100 percent reliable for non-agricultural customers with implementation of RCWD's IRP. The IRP delineated supply sources are flexible and designed to supplement each other if one source is reduced.

Elsinore Valley Municipal Water District. The following paragraphs will be added following the last paragraph on page 5.15-15 of the Draft EIR under the subheading of Elsinore Valley Municipal Water District. The text will be included in Section 5.15.2, Environmental Setting.

Near-Term and Long-Term Water Supply[2]

The projected normal water year supply includes local groundwater and surface water as well as imported MWDSC water sources. *Table 5.15-3* above summarizes the projected normal water year supply until 2030. According to the *Urban Water*

[2] *Urban Water Management Plan Final Report, Elsinore Valley Municipal Water District, MWH, December 2005 (refer to EIR Appendix M1: 2005 Urban Water Management Plan).*

Management Plan, Elsinore Valley Municipal District (refer to *Appendix M1*, *2005 Urban Water Management Plan)*, current and anticipated future supplies are sufficient to meet the projected normal year water demand through 2030.

EVMWD has predicted that sufficient supply also exists to meet the current and anticipated future demands for both single dry year and multiple dry year requirements through 2030. Dry years may prompt additional water conservation measures to ensure sufficient supply is maintained. After 2020, additional water from the MWDSC, not including the supply already planned for through the Auld Valley Pipeline (AVP) and Temescal Valley Pipeline (TVP), would be imported to supply increasing maximum day demand (MDD).

Western Municipal Water District. The following paragraphs will be added following *Table 5.15.-4* of the Draft EIR under the subheading of Western Municipal Water District. The text will be included in Section 5.15.2, Environmental Setting.

Near-Term and Long-Term Water Supply[3]

The projected normal water year supply includes both potable water from the SWP for various uses and the untreated non-potable water from the CRA for agricultural and landscape irrigation. Wholesale water sales also comprise a portion of the supply Western receives from MWD. As mentioned above and according to the *Urban Water Management Plan, Western Municipal District* (refer to *Appendix O1*, *2005 Urban Water Management Plan)*, MWD has projected that sufficient supplies exist to meet the demands for their agencies through 2030

Also mentioned above, MWD has predicted that sufficient supply also exists to meet demands for both single dry year and multiple dry requirements through 2030. As required, droughts may prompt additional water conservation measures to ensure sufficient supply is maintained. However, normal demands are used to provide conservative estimations of demand. MWD has projected that sufficient supplies exist to meet demands during dry years for their agencies. Therefore, supplies would equal demands since MWD would deliver the needed quantities of water while placing supplies not required on a yearly basis into storage for use in emergency conditions or droughts. The Riverside/Corona Feeder project would provide infrastructure to allow WMWD to purchase SWP water from MWD, store it in the San Bernardino Basin Area, and extract as needed.

Eastern Municipal Water District. The following paragraphs will be added following *Table 5.15.-5* of the Draft EIR under the subheading of Eastern Municipal Water District. The text will be included in Section 5.15.2, Environmental Setting.

[3] *Urban Water Management Plan, Western Municipal Water District, 2005 (refer to EIR Appendix O1: 2005 Urban Water Management Plan).*

Near-Term and Long-Term Water Supply[4]

According to the *Urban Water Management Plan, Eastern Municipal District* (refer to *Appendix L1*: *2005 Urban Water Management Plan*), EMWD has the supply needed to meet the demand of its customers through 2030. The conclusion is based on the assurances of MWD that it would be able to supply member agency demands, the reliability of local groundwater supplies achieved through groundwater management plans and the development of recycled water resources.

In addition to meeting the demand for a normal dry year, the law requires that water suppliers meet the need of its customers during a single dry year. For EMWD, meeting the minimal increase in demand due to a dry winter is accomplished through increasing the imports from MWD and utilizing groundwater production. MWD assures its member agencies that their needs would be met even during dry years. The groundwater management plans assure that water recharged into the basins in wet years would be available in dry years.

During multiple dry years, resource planning by EMWD and MWD insures that consumer demands for water would be met. Since local resources are stable during a multiple dry year event and MWD resources are affected by weather fluctuations, the 1990-1992 hydrology conditions were considered. These were the dry years considered by MWD in planning for the worst case multiple dry year scenarios. With the assurance of MWD and the reliability of EMWD's groundwater and recycled water, EMWD is confident of its ability to meet demand through 2030.

The growth associated with the proposed General Plan 2035 was compared against the most recently adopted UMWPs (2005), and the Draft EIR concluded that Murrieta would use only 2.36 percent of the 2030 water supply from the four water districts. The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet existing and future regional water needs, including the proposed General Plan 2035, through 2030.

The following text changes will be added to page 5.15-9 of the Draft EIR, preceding *Table 5.15-6*, in the Final EIR. The text will be included in Section 5.15.4, Project Impacts and Mitigation Measures.

[4] *Urban Water Management Plan, Eastern Municipal Water District, 2005 (refer to Appendix L1: 2005 Urban Water Management Plan).*

Water Supply

Implementation of the proposed General Plan 2035 would result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increase in total water demand.

~~As stated, t~~The City relies on water connection services provided by four water districts: RCWD, EVMWD, WMWD, and EMWD. The UWMPs for all four water districts provide a long-range (25-year) assessment of water supply for each service area, which includes the City of Murrieta. An UWMP serves as a source document for cities and counties as they prepare their General Plans. Each water district has its own 2030 service area population projection derived from housing projections, SCAG projections, and persons per household data. The studies assess water supply to forecast year 2030 taking into consideration groundwater, imported, recycled and surface water supplies, as well as wastewater. In addition to water supply, the UWMPs address efficient use of water, demand management measures, implementation strategies and schedules, and other relevant information and programs.

The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet existing and future regional water needs through 2030. According to the UWMPs for each water district, the total planned water supply through 2030 for the RCWD, EVMWD, WMWD, and EMWD is ~~140,400~~ 98,931 AF/Y, 77,919 AF/Y, 241,649 AF/Y, and 245,200 AF/Y, respectively for a combined water supply of ~~705,158~~ 663,699 AF/Y; refer to *Table 5.15-2*, *Table 5.15-3*, *Table 5.15-4*, and *Table 5.15-5*. The City currently consumes approximately 39,179AF/Y[5] of water resources to meet all constituent existing demands; refer to *Table 5.15-1*. It is anticipated that water demand ~~would gradually increase~~ associated with implementation of the proposed General Plan 2035 would increase by approximately 13,946.036 gpd or 15,632 AF/Y[6] in the year 2035; refer to *Table 5.15-6*, *Forecast Year 2035 Water Demand*. The proposed General Plan 2035 growth would require only ~~0.02222~~ 2.36 percent of the 2030 ~~anticipated~~ water supply from these four water districts. *Table 5.15-6* averaged the RCWD Water Supply Generation Factor with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors.

[5] Rancho and Elsinore Water District generation factors (averaged the generation factors to calculate the entire City's existing water demand).

[6] Rancho and Elsinore Water District generation factors (averaged the generation factors to calculate the entire City's forecast year 2035 water demand).

The following text changes will be added to page 5.15-9 of the Draft EIR, following *Table 5.15-6*, in the Final EIR. The text will be included in Section 5.15.4, Project Impacts and Mitigation Measures.

> The 2005 UWMPs have a 25-year planning horizon to 2030, which includes the 2030 growth projections for the existing Murrieta General Plan (1994, amended 2006). The existing General Plan projects a total of 40,845 dwelling units and 49,073,504 square feet of non-residential uses. These uses generate a water demand of 54,355.52 AF/Y, which represents 8.19 percent of the total anticipated supply of the four water districts in 2030. As a point of comparison, the proposed General Plan 2035 includes 44,484 dwelling units and 50,189,652 square feet of non-residential uses. These uses generate a water demand of 59,009.68 AF/Y, which represents 8.89 percent of the total anticipated supply of the four water districts in 2030. The incremental increase of the proposed General Plan 2035 represents a 0.70 percent increase over what is currently accounted in the 2005 UWMPs.
>
> Based upon the 2005 UWMPs, the four water districts would have adequate water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet the future regional water needs, including the growth anticipated with the proposed General Plan 2035, through 2030. It is too speculative to determine 2035 water supplies at this time.[7] The water suppliers are planning to meet increased demand and reduce dependence on imported water. Their plans include water storage and groundwater recharge, treatment of wastewater to supply recycled water, and treatment of other non-potable water sources to increase potable water supply. RCWD plans to create additional wells and construct a facility to reduce the salinity of recycled water for agricultural use. EVMWD plans to increase its supplies of imported water and construction additional wells. WMWD plans include developing additional storage and pipeline infrastructure, and seeking diversions from the Santa Ana River. EMWD is seeking to increase water supplies through investment in facilities that treat wastewater, groundwater, and raw water from the State Water Project.

It is also worth noting that the Rancho California Water District provided a comment letter on the Draft EIR and raised no issues related to the impact conclusions.

Refer to Response J2 regarding the purpose and future use of Program EIRs. It is appropriate the individual water demands of future development would be studied to determine their consistency with the findings in the General Plan 2035 EIR.

[7] This EIR is based upon the 2005 UWMPs, which were the most recently adopted UWMPs at the time the EIR was prepared. As of February 2011, the four water districts began the process of updating their 2005 UWMPs to 2010. The 2010 UWMPS will have a horizon year of 2035, but were not completed prior to release of the Draft EIR. The City of Murrieta will provide all four water districts with the Draft General Plan 2035 growth projections for inclusion in the 2010 UWMPs, as required by the California Government and Water Codes.

J14. The Draft EIR has identified significant unavoidable traffic impacts for 16 intersections and to roadway segments shown on *Exhibit 5.4-14*, *General Plan 2035 Daily Volume-to-Capacity Ratios*.

The Commentator offers opinion that "The City cannot make the policy decision that the purported benefits of the project outweigh these significant new traffic impacts." As part of the consideration of the Final EIR, the City Council will review and chose whether to adopt or not a Statement of Facts and Findings and a Statement of Overriding Considerations. The requirements for the Statement of Overriding Considerations are articulated in the following paragraph.

After considering the Final EIR in conjunction with making findings, the Lead Agency (City of Murrieta) must not approve the project if the project will have a significant effect on the environment after imposition of feasible mitigation measures, unless (emphasis added) the Lead Agency finds that the benefits of a proposed project outweigh the unavoidable adverse environmental effects (*CEQA Guidelines* Sections 15092 and 15096(h)). However, when approving a project with unavoidable significant environmental effects, the Lead Agency is required by CEQA to prepare a Statement of Overriding Considerations. The Statement of Overriding Considerations is a written statement explaining why the agency is willing to accept the significant effects (*Public Resource Code* Section 21081, *CEQA Guidelines* Section 15093), and requires the Lead Agency to balance the benefits of a proposed project against the unavoidable environmental risks in determining whether to approve a project. The Statement of Overriding Considerations sets forth the specific overriding social, economic, legal, technical, or other beneficial project aspects supporting the Lead Agency's decision.

The Draft EIR identified no mitigation measures for traffic. With respect to the enforceability of air quality mitigation measures, refer to Response J3.

J15. *CEQA Guidelines* Section 15064.4 requires future projects to comply with the policies of the Climate Action Plan (CAP) to reduce greenhouse gas (GHG) emissions. As a result, future projects would be required to reduce GHG emissions in order to achieve the City's reduction goal and comply with the CAP. Mitigation would be required for future projects that are not compliant with GHG reduction strategies identified in the CAP.

J16. Clarification text will be added to Draft EIR Section 3.2 following the last page paragraph on page 3-1, as shown below.

Economic Development Foundation for General Plan Update

Prior to commencing the comprehensive update to the City's General Plan, the City Council undertook a number of steps that lead to Council's determination that economic development is the City's number one priority and how that priority would serve as the foundation for the General Plan Update.

February 2008

The City Council authorized a sub-committee of the Council, comprised of two Council members, to evaluate a land use strategy benefiting the City's economic future. The Land Use Sub-Committee's directive was to meet with staff (City Manager, Planning Director, and Economic Development Director) to discuss the City's long-term economic opportunities, to determine if land uses and development standards should be amended to meet the City's economic objectives for the generation of revenue and the promotion of jobs.

October 2008

The City Council put in place Murrieta's first Comprehensive Economic Development Strategy (refer to Appendix U), which established economic development as the City Council's number one priority. The strategy is intended to diversify the City's economic base through three key purposes: 1) to serve as a roadmap for public and private actions to stimulate economic development, 2) encourage growth and diversification of the local economy, and 3) to promote the creation of higher pay jobs, income, and wealth in the community. The Strategy articulates a 20-year vision that includes both short-term and long-term actions, along with the following vision statements:

- Murrieta to become diversified retail, corporate, and business hub for the region, offering high quality development, safe environment, and outstanding quality of life.

- Murrieta will become home to technologically advanced firms, higher educational facilities, wide variety of national and upscale retail, sit-down restaurants, quality hotels and new specialty auto dealerships, and a revitalized Historic Downtown.

December 2008

A City Council workshop was conducted presenting the recommendations of the Land Use Sub-Committee and directed staff to return to the City Council with a work program and budget. The Land Use Sub-Committee determined that as land for office and research and development opportunities becomes saturated in the greater San Diego area, the City of Murrieta will provide the land for the next wave of development expansion. One intent of the general plan update is to place Murrieta in a positive position, so that when economic conditions improve, the City will be prepared to embrace that development expansion. The Land Use Sub-Committee was very sensitive to the desire to have a comprehensive update to the City's General Plan in place for the 2010/11 market. The City's first General Plan was adopted in 1994 and presented a low-intensity suburban vision that is not necessarily consistent with the economic strategy currently contemplated.

The Sub-Committee recommended the primary focus of land use considerations in the General Plan Update be those areas that have the greatest potential to accept the next

wave of economic expansion, including 1) Antelope Corridor (primarily east side of I-215 to Meadowlark Lane, and from Scott Road to Clinton Keith Road); 2) South Murrieta Business Corridor (generally from I-15 east to Jefferson Avenue and from Murrieta Hot Springs to the southerly City limits); 3) Murrieta Hot Springs North (generally between I-15 and I-215, between Murrieta Hot Springs and Los Alamos Roads).

April 2009

Staff gave a presentation to the City Council regarding the potential work program for comprehensive update to the General Plan, Zoning, and Development Code. The presentation identified three key questions related to Murrieta's Long-Term Vision: 1) Is it good for the City?, 2) Does it produce jobs?, and 3) Does it generate revenue?

June 2009

The City issued a Request for Proposal (RFP) for the Comprehensive General Plan Update, Redevelopment Area Land Use Analysis and Environmental Impact Report to prospective consultants. Section II of the RFP reiterates the City's focus on economic development for the general plan update.

The Murrieta City Council has designated Economic Development as its Number One Priority. The City has recently established its first Comprehensive Economic Development Strategy, which spells out the City's 20 year vision for Murrieta as a diversified business hub for Southwest Riverside County and neighboring North San Diego County. The Strategy seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth in Murrieta through economic diversification. Murrieta is seeking a full range of quality new development, including retail centers, which are anchored by department stores, national and lifestyle retailers, corporate/technology parks, hotels, and upscale restaurants. Murrieta is promoting itself, on a long term basis, as the home of technogically-advanced firms and higher educational facilities, including healthcare, medical facilities and services, software companies, engineering companies, medical device companies, biotechnology firms, defense contractors, research and development operations, green-tech, and light manufacturing. During the current economic downtown, the City is focused on creating the foundation for its future economic prosperity through public investments in its infrastructure and by adopting General Plan policies and Development Code regulations which promote the development of shovel ready sites.

In conclusion, the City Council established a Comprehensive Economic Development Strategy in October 2008, making economic development of Murrieta the number one priority for the City. The Strategy served as one of the key factors to initiate the comprehensive General Plan Update.

Clarification text will be added under the heading Determination of Alternatives To Be Reviewed" on Draft EIR page 6-6 in the Final EIR to further detail the City Council's number one priority of Economic Development, and how that priority influenced the selection of land use scenarios for the General Plan 2035.

Determination of Alternatives to Be Analyzed

Key factors used to determine the range of feasible alternatives to the proposed General Plan 2035 include the objectives established for the EIR process, the City Council's number one priority of Economic Development, and ~~along with~~ the community values and vision for the General Plan 2035.

The basic objectives of the proposed General Plan 2035 and General Plan EIR are set forth specifically and in detail in Section 3.3, Statement of Objectives. Section 3.2, Background, provides the framework for the economic development foundation for the General Plan 2035, and is summarized in the following sentences. The City Council established a Comprehensive Economic Development Strategy in October 2008, making economic development of Murrieta the number one priority for the City. The Strategy served as one of the key factors to initiate a comprehensive General Plan Update. The update process involved a number of steps, including but not limited to, visioning and community involvement that led to the establishment of ten community priorities; a complete revision to all the elements, and the addition of new elements. The community priorities are reflected throughout the General Plan 2035, and have been previously stated in this Section. The land use alternatives for the General Plan Update were developed based upon the City Council's number one priority along with the City's goal to revitalize and make Murrieta a regional hub of economic activity. Both of these served as key driving factors for the update and ultimately to the City Council and Planning Commission selection of a Recommend Land Use Scenario and two additional alternatives (Scenario A and Scenario B). The land use changes identified in the Land Use Element that make way for this revitalization and economic activity are the cornerstones of General Plan 2035.

~~Community priorities have been previously stated in this section.~~ With these factors in mind, the following alternatives have been identified for detailed analysis in this section:

- No Project/Existing General Plan
- Scenario A
- Scenario B

The Recommended Land Use Scenario and Scenarios A and B were fully vetted by the City Council, Planning Commission, and community through land use meetings held in March through July 2010. A community workshop was held on March 27, 2010. In addition, land use meetings within the five areas designated for land use change were held in 2010, as listed below:

- North Murrieta Business Corridor – March 23 and June 2
- Clinton Keith/Mitchell – March 25 and June 8
- Multiple Use (MU-3) Area – April 22 and June 7
- Golden Triangle North – May 3 and June 10
- South Murrieta Business Corridor – March 29

The land use meetings were held to solicit input on the vision and land use alternatives for each focus area. These meetings were open to not only property owners and businesses within the focus area, but also open to all residents and property owners in the City.

In addition, two joint City Council and Planning Commission workshops were held on June 23, 2010 and July 6, 2010 to review land use alternatives for the five focus areas with land use change and to have the City Council and Planning Commission to select a recommended land scenario for each of the five areas. The joint City Council and Planning Commission workshops were publicly noticed and open to all residents and property owners.

Section 6.0, Alternatives, of the Draft EIR analyzed three alternatives to the proposed project in compliance with *CEQA* and the *CEQA Guidelines*: No Project/Existing General Plan Alternative, Scenario A Alternative, and Scenario B Alternative. Scenario A and Scenario B represent alternative land use scenarios developed during the Land Use Alternatives part of the update process. Thus, these are reasonable and feasible alternatives to the proposed project and are reflective of the City Council's number one priority of Economic Development and the City's goal to revitalize and make Murrieta a regional hub of economic activity. Both of these served as key driving factors for the update and ultimately to the City Council and Planning Commission selection of a Recommend Land Use Scenario and two additional alternatives (Scenario A and Scenario B).

The Draft EIR does identify Scenario A as the environmentally superior alternative to the proposed project and clearly articulates the reasons for the selection as environmentally superior. The Commentator offers his opinion regarding the selection of Scenario A as the environmentally superior alternative; however, the City does not concur with this opinion.

Future development under any alternative scenario reviewed in Section 6.0 (No Project/Existing General Plan Alternative, Scenario A Alternative, and Scenario B Alternative) would occur on vacant or underutilized land, both within the identified Focus Areas and throughout the City. It is this potential growth over existing conditions that results in the exceedance of the significance threshold criteria and the identification of significant unavoidable impacts for traffic, air quality, noise, and parks and recreation. As shown in Section 6.0, the traffic, air quality, and noise impacts are generally similar for the three alternatives reviewed as compared to the proposed project for this reason.

The Commentator opines that an alternative that reduces the commercial or other similar uses contemplated in the Focus Areas would lessen the significant traffic, air quality, and noise impacts of the project. The existing General Plan does just that and reflects different residential and non-residential land use alternative (less buildout potential) when compared to the proposed project, Scenario A Alternative, and Scenario B Alternative, particularly for the identified Focus Areas. However as the analysis in Section 6.0 shows, significant unavoidable traffic, air quality, and noise impacts would occur even if the existing General Plan remains in place and development proceeds according to that plan. It is the amount of vacant and underutilized land throughout the City and the potential future growth under the existing General Plan or any other land use alternative scenario that would generate the significant unavoidable impacts for traffic, air quality, and noise. Therefore, an alternative with reduced commercial and/or other similar uses would not eliminate significant unavoidable traffic, air quality, or noise impacts, and as such a review of the suggested alternative will not be added to the Final EIR.

COMMENT LETTER K

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

March 25, 2011

Greg Smith
City of Murrieta
24601 Jefferson Ave
Murrieta, CA 90622

Subject: Murrieta General Plan Update
SCH#: 2010111084

Dear Greg Smith:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 24, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

K-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

CITY OF MURRIETA

MAR 30 2011

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Document Details Report
State Clearinghouse Data Base

SCH# 2010111084
Project Title Murrieta General Plan Update
Lead Agency Murrieta, City of

Type EIR Draft EIR

Description Comprehensive General Plan Update. Anticipated growth over existing conditions: +10,734 dwelling units and +36,210,757 square feet of non-residential uses (Commercial, Professional and Office/Office and Research Park, Business Park, Industrial, and Civic/Institutional). Land use changes are anticipated in five Focus Areas: North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta Business Corridor, and Multiple Use 3 (MU-3).

Lead Agency Contact

Name Greg Smith
Agency City of Murrieta
Phone 951-461-6414 **Fax**
email
Address 24601 Jefferson Ave
City Murrieta **State** CA **Zip** 90622

Project Location

County Riverside
City Murrieta
Region
Lat / Long
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 15, 215, 79
Airports Yes
Railways
Waterways Yes
Schools Yes
Land Use Multiple General Plan and Zoning Designations

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

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Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Management Agency, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission

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Date Received 02/08/2011 **Start of Review** 02/08/2011 **End of Review** 03/24/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

K. RESPONSES TO COMMENTS FROM SCOTT MORGAN, DIRECTOR, STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE AND PLANNING UNIT, DATED MARCH 25, 2011.

K1. The comment acknowledges the closing of the public review period on March 24, 2011 and forwards comments received by the State Clearinghouse during that time. The comment notes that the City has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. This comment is acknowledged, and no revisions to the Draft EIR are necessary.

One State agency provided comments to the State Clearinghouse on the Draft EIR: Native American Heritage Commission. Refer to Comment Letter C and associated responses.

COMMENT LETTER L

MaryAnn Shushan Miller

35510 Los Alamos Rd. * Murrieta, CA 92563 * (951) 505-7428 * maryannshushan@yahoo.com

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City of Murrieta
Greg Smith, Associate Planner

March 8, 2011

The Citizens for Quality Life in Murrieta- CQLM, is a grassroots, local community group. L-1

We support CQLM in their efforts as an advocate for General Plan Goals and Policies for the Los Alamos Hills Specific Plan to be included in this General Plan. Time is of the essence. L-2

The staff and one councilman have agreed that the Los Alamos Hills shall have their Specific Plan. The General Plan, as written says otherwise. L-3

The Goals and policies submitted by CQLM have been diluted and or omitted. The General Plan in its Environmental Impact Report (EIR) has policies in direct conflict with the Los Alamos Hills Specific Plan goals.

1) The city has not accepted and included in this Murrieta General Plan the boundary for the Los Alamos Hills Specific Plan area. Without this boundary, all of the EIR elements cannot be adequately studied and reviewed to allow tiering from this General Plan EIR when and if the Los Alamos Hills Specific Plan is adopted. Why is this important, the cost. If the EIR has not adequately addressed the impacts for the Los Alamos Hills Community, within these boundaries, then a new EIR will be required at hundreds of thousands of dollars. A significant impact and deterrent. L-4
2) The Los Alamos Hills residents understand that to be a viable and sustainable Specific Area a mixed use zoning overlay must be included in most of the properties east of Warm Springs Creek designated for development. This zoning will allow some residential and some commercial development which will generate the revenue stream necessary to install and maintain, water, and sewer lines from the Sports Park to Winchester Road. This infrastructure improvement is crucial for public safety and for sustainability. Our ground water supply is being diminished by the normal ground water replacement being diverted as we are surrounded by high density development and EMWD digs new wells to meet this demand L-5

3) The City signed a resolution 9/2004 agreeing to implement MSHCP (Multi-species Habitat Conservation Plan). This plan alludes to protecting endangered habitat, the reality is this plan is an experiment to "take" privately owned properties and introduce species into the area. We are all familiar with the Calvary Law suit with pre-condemnation and inverse condemnation issues. The plan is attempting to connect a "corridor" for these species to traverse through Murrieta and connect to other of the 15 member cities. The burden for the cost of this plan is being paid, in total, by the financial ruin of Los Alamos Hills's residents and the systematic destruction of this beautiful, historical, rural area. Los Alamos Hills could be a treasure for many families to enjoy. L-6

4) Councilman Long is working on including goals and policies, in this General Plan to protect private property rights, and the city from inverse condemnation law suits. The proposed policies when implemented will provide relief for all city property owners under the blanket of MSHCP defacto zoning overlay. In the Hans process (Habitat Assessment and Negotiation process) willing sellers of portions of their land throughout the city would be able to file a joint HANS application aimed at connecting the "corridor" at the "low range" of the habitat range requirement for the city at 1,580 acres. The private property owners would be allowed to use the balance of their property and develop as allowed in their- zoning. L-7

Citizens for Quality Life in Murrieta- CQLM is requesting and I support:

- Establish the Los Alamos Hills Specific Plan Boundary in this General Plan before adoption as submitted 12/29/2010 with the General Plan Goals and Policies for the Los Alamos Hills Specific Plan.
- We request the Planning commissioners to submit a proposal/demand to the City Council , that the Los Alamos Hills Specific Plan area boundary be designated as submitted by CQLM on behalf of the residents. This boundary would include the business park area and Regents Center proposed development, east of Warm Springs Creek in Los Alamos Hills Specific Plan area as a "mixed use" zoning. L-8
- Establish a Capital Account to hold infrastructure funding collected, to replace funds previously collected from Los Alamos Hills residents and used elsewhere in the city, and collect future development impact fees from within the Los Alamos Hills Specific Plan area to help fund future infrastructure , roads, water, and sewer, so vital for the neglected core of Los Alamos area.
- The Los Alamos Hills residents by a 2/3 vote will adopt a self- assessment utilizing the 1913 act or similar funding mechanism for partially built, existing communities.
- All EIR conflicting policies should be removed or revised to allow the proposed development in Los Alamos Hills.
  See LU-1.6 "..future development that reduce infrastructure need.."
  and LU-1.7 "Insure necessary capital improvements in place PRIOR to new development or completed concurrently". L-9

Thank you for your help. We appreciate all you do.

Mary C Shuckson Miller

L. RESPONSES TO COMMENTS FROM MARYANN SHUSHAN MILLER, DATED MARCH 8, 2011.

L1. The Commentator states her support for Citizens for Quality Life in Murrieta (CQLM) and their efforts related to the Los Alamos Hills Specific Plan and inclusion of the specific plan into the General Plan.

L2. The Commentator makes a statement that City Staff and one councilman have agreed that the Los Alamos Hills shall have a Specific Plan, and that the General Plan as written says otherwise.

The General Plan 2035 is supportive of a Specific Plan for the Los Alamos Hills, and has identified the Los Alamos Hills as a focus area for policy change (no land use changes), and includes five goals (Land Use Element Goal LU-19 through LU-23) specific to this area, which are restated below:

GOAL LU-19 Preparation of a Specific Plan for the Los Alamos Hills area.

GOAL LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.

GOAL LU-21 Appropriate land use transitions between rural land uses west of Warm Springs Creek and more intense land uses east of Warm Springs Creek.

GOAL LU-22 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

GOAL LU-23 A circulation system that provides adequate access for all property owners in the Los Alamos Hills area.

As shown above, Goal LU-19 calls for the preparation of a Specific Plan for the Los Alamos Hills area.

It is important to note that specific plans are a tool for implementing a general plan by establishing a link between implementing policies of a general plan and the individual development proposals within a defined area. Often times, specific plans establish new or unique zoning and development standards for defined areas.

Specific plans present the land use and design regulations that guide development, and/or incorporate land use and zoning regulations, infrastructure plans, and development approval processes for the development. They are organized into a concise set of

development policies and include land use regulations, a capitol improvement program, or financing program within a single document.

L3. CQLM did submit draft goals and policies to City staff for inclusion in the General Plan 2035. However, some of the goals and policies submitted by CQLM have not been included in the General Plan 2035 due to: 1) recommendation of specific land use changes, 2) conflicts with other goals and policies in the General Plan 2035, 3) duplicative goals and policies with ones in the General Plan 2035, or 4) not appropriate to include due to legal implications for the City.

The Commentator has stated that the Environmental Impact Report (EIR) has policies in conflict with the Los Alamos Hills Specific Plan. That is the opinion of the Commentator. The Draft EIR references and is consistent with the goals and policies in the General Plan 2035.

L4. With respect to the proposed boundary for the Los Alamos Hills Specific Plan, a formal application has not yet been submitted to the City. Thus, the General Plan 2035 does not include a definitive boundary, but instead identifies the area for a future specific plan, as shown on *Exhibit 3-1*, *Specific Plan Areas*. Only those areas with adopted Specific Plans have been shown on *Exhibit 3-1*. Upon adoption of a Specific Plan for Los Alamos Hills, *Exhibit 3-1* would be updated.

The acceptance of a boundary for the Los Alamos Hills Area is one that will be presented to the Planning Commission and City Council for their consideration.

While the Draft General Plan 2035 and Draft EIR assume no land use changes for the Los Alamos Hills area, additional development potential (both residential and non-residential) has been included and modeled for traffic, air quality, and noise. The impacts associated with that development potential have been analyzed in the EIR. Future environmental review for the Los Alamos Hills Specific Plan will be able to utilize and tier off the General Plan 2035 EIR.

L5. The future Los Alamos Hills Specific Plan would detail the type of land uses and zoning requested within the area, along with needed infrastructure to support the land uses. The future Los Alamos Hills Specific Plan would be considered for adoption by the Planning Commission and City Council.

L6. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. However, this comment is acknowledged and will be forwarded to the decision-makers for their consideration. Because the Commentator does not specifically comment on the Draft EIR or raise any other CEQA issue, no further response is necessary.

L7. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. However, this comment is acknowledged and will be forwarded to the decision-makers for their consideration. Because the Commentator does not specifically comment on the Draft EIR or raise any other CEQA issue, no further response is necessary.

L8. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. However, this comment is acknowledged and will be forwarded to the decision-makers for their consideration. Because the Commentator does not specifically comment on the Draft EIR or raise any other CEQA issue, no further response is necessary.

L9. As noted in Response L4, the Draft EIR does not include conflicting policies with those in the General Plan 2035. The two policies cited in the comment, LU-1.6 and LU-1.7, set appropriate policy direction for all development in the City, including future development within the Los Alamos Hills area. These two policies do not conflict with the goals and policies established for the Los Alamos Hills area in the General Plan 2035.

COMMENT LETTER M

CITIZENS FOR QUALITY LIFE IN MURRIETA – CQLM

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March 9, 2011

Mr. Greg Smith, Associate Planner
City of Murrieta 1 Town Square
24601 Jefferson Avenue
Murrieta, California 92562

Dear Mr. Smith,

The Citizens for Quality Life in Murrieta (CQLM) has conducted their initial review of the City of Murrieta Draft General Plan and associated Draft Environmental Impact Report (EIR) and identified the main inconsistencies with the goals of the CQLM. We appreciate the time staff has taken to discuss the Los Alamos Hills area and look forward to finalizing our vision within the General Plan and EIR. In our review, we came across several items of concern to CQLM. The critical areas in which we would like to discuss further with staff are the following: M-1

- The general plan does not identify mixed use analysis (60 % commercial and 40% residential) in the EIR for the transition area East of Warm Springs Creek with the 40% residential in the range of 5 to 10 dwelling units per acre. To be consistent with the General Plan the identified 5-10 dwelling units per acre must be analyzed utilizing a 60% commercial to 40% residential ratio over the land areas we have identified as mixed land use. The proposed General Plan has a mixed land use category for application to this area.-Please utilize the FAR for EIR analysis you have used on other mixed use properties located in the city analyzed in the EIR and use the appropriate residential designation used on analysis of other residential areas with the 5-10 DU per acre range-. This land use and analysis is requested for the preferred land use in the General Plan and EIR. In the alternative, our proposed policies and land uses must be used in the required CEQA EIR Alternatives Analysis. M-2

The density projections in the General Plan for the Los Alamos Hills area are not consistet with projections of the future Los Alamos Hills Specific Plan submitted by CQLM in December, 2010. The General Plan identifies a future projection of 828 dwelling units for the Los Alamos Hills area where 1,200 (see calculation below) dwelling units were discussed with staff. There is no boundary to attach to your dwelling unit calculation Please identify the boundary used in your calculation. We believe staff calculated the density for one of the transition area properties within the Los Alamos Hills at 5 dwelling units per acre. This particular property was discussed with city staff for an anticipated 5 to 10 dwelling units. Please use the base density of 10 dwelling units when calculating the anticipated density so that the EIR accurately addresses the maximum case Los Alamos Hills impacts. We have attached a land use and boundary map (Attachment B) showing the M-3

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anticipated densities for each residential property in the Los Alamos Hills Specific Plan for your reference. This was previously submitted by CQLM December 29, 2010.

- (985 acres x 1 du /2.5 acre = 386 du) +
- (90 acres x 1 du/acre = 90 du) +
- (75 acres x 10 du/acre = 750 du)
- 386 du + 90 du + 750 du = 1,226 dwelling units

M-3

Please also use the appropriate FAR for analyzing the future commercial we have identified for our area. The Commercial land use will be needed in the future to insure we have a balance of land uses in our Los Alamos Specific Plan area for appropriate revenue generation fo publicr infrastructure development.

M-4

It is unclear whether a subsequent General Plan Amendment would be required to implement the Los Alamos Hills Specific Plan. Please clarify that a Specific Plan will be initiated without a need for a General Plan Amendment and EIR. This is why it is appropriate for you to analyze our submitted land use plan and goals and policies. Unless the City correctly analyzes these as submitted, a subsequent General Plan amendment and EIR may be required. Please comment on this assumption.

M-5

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The Specific Plan boundaries in the General Plan are inconsistent with the boundaries desired by CQLM. The General Plan only states that "the property owners will determine the boundaries of the Specific Plan in the future". The CQLM organization and its predecessor have developed a Specific Plan draft and specific boundaries. Please respect this work carried out over the past ten (10) years that represents our boundaries submitted to you in December 2010 but omitted in the draft GP. We do not need any more future conceptual groups or boundaries. Please use the boundaries we have submitted to the City for the GP analysis. M-5

-

- It was agreed upon with city staff that CQLM may use a "Tiered" approach for the Specific Plan off of the General Plan EIR. If the correct boundaries are not identified in the General Plan, we believe that the EIR will not accurately assess impacts for the Los Alamos Hills area. M-6

- The MSHCP boundaries are substantially different and larger than what was anticipated for future MSHCP conservation in our discussions with staff and Council for the area west of Warm Springs Creek. A portion of property in the transition area anticipated for commercial and residential development is also identified as proposed "Core" areas and linkages for conservation as well as a substantial amount of area within the 1 du/2.5 acre areas. This area is needed for future infrastructure improvement funds which will not be available if this area is placed in open space conservation. Please see Attachment D for your reference. M-7

- The general plan does not identify mixed use analysis in the EIR for the transition area East of Warm Springs Creek in the 5 to 10 dwelling units per acre.. To be consistent with the General Plan the identified 5-10 dwelling units per acre must be analyzed utilizing a 60% commercial to 40% residential ratio over the identified mixed land use area..Utilize the FAR factors and dwelling unit factors you have used on other mixed use properties located in the city in the EIR to be consistent with the rest of the EIR analysis. M-8

- One acre minimum lots as well as 5 to 10 dwelling units per acre areas are not specifically identified in the General Plan. Please include this language, as discussed with city staff, within the General Plan and EIR to accurately assess future growth and anticipated impacts in the EIR and to allow for the Specific Plan to be consistent with the General Plan and EIR.

We have also specifically reviewed all the General Plan goals and policies against those requested and submitted by CQLM in December, 2010 and identified four categories in our review: **consistent, generally consistent and omitted**. Subsequent to the consistency review of the goals and policies, we have identified areas of comment or concern within the individual General Plan Elements and EIR sections as they relate to CQLM. M-9
The attached table (Attachment A) describes each Goal and Policy agreed to with CQLM and what was actually incorporated in the General Plan update.

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GENERAL PLAN – REVIEW SUMMARY BY ELEMENT

Chapter 1 – Introduction

Los Alamos Hills is not identified as a Specific Plan in this chapter. Please identify the SP area in this chapter.

Chapter 2 – Vision M-10

No comments.

Chapter 3 – Land Use Element (ALSO REFER TO GOALS & POLICY TABLE) M-11

Page 3-17: Los Alamos Hills is called out as a "Focus Area"; however, Exhibit 3-4 *General Plan 2035 Focus Areas* does not include the area as a focus area. Graphic representation is just as important and should be revised to avoid ambiguity in the future. M-12

Page 3-18: Table 3-15 *2035 General Plan Focus Areas* – Los Alamos acreage in the table is shown as "TBD". We believe that we do in fact have the Los Alamos Specific Plan acreage and boundaries and it is demonstrated in Attachment B and C for your reference. M-13

Page 3-20: **Los Alamos Hills Location** language is consistent with the CQLM identified Specific Plan boundaries; however, Exhibit 3-1 *Specific Plan Areas* Los Alamos is identified as a "Future Specific Plan" area and the boundaries are **not** accurate. Please see the attached exhibit (Attachment C) to show CQLM desired boundaries. M-14

Page 3-20: **Los Alamos Hills Background** describes that "future land use transitions east of Warm Springs Creek may be considered". This language is too vague; please revise "may be considered" to "will be considered and is consistent with the Goals of Los Alamos Hills." M-15

Page 3-46: "There is an interest by some of the property owners within the Los Alamos Hills area to develop a Specific Plan that would maintain the rural core of the Los Alamos community west of Warm Springs Creek, while providing certain needed public services." Please modify language to state that "There is an interest by MOST property owners…" and that property owners **will develop and submit** a Specific Plan for City processing that…" M-16

Page 3-46: Accurate language – "The existing open space, future development pattern, and circulation system established for the area is intended to maintain and preserve the majority of area as a picturesque area, whose topography and setting contribute to the rural agricultural enclave. M-17

Page 3-46: "Additional development anticipated under the General Plan 2035 includes an additional 157,453 square feet of commercial uses." This is inconsistent with what is shown on Page 3-50 in Table 3-17 *Focus Area Land Use Projections* where it states **828 residential dwelling units** AND 157,453 square feet of commercial uses. The text and table need to be consistent when describing land use projections. Specifically, the text only states 157,453 square feet of commercial while the table states both the commercial square footage AND residential dwelling units. The Los Alamos Hills Specific Plan draft generated by City staff in 2008, with significant input for local residents and public officials, indicated the commercial portion would be included within the Specific Plan. Inclusion of this area needs to be clearly identified within the General Plan. The commercial square footage is very specific and it appears that M-18

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it may be the commercial piece at the north eastern most portions. Clarification required.
Projected dwelling unit count is inconsistent with what is anticipated for the Los Alamos Hills Specific Plan and what was discussed with Cynthia Kinser in an email dated November 19, 2010. In general, when calculating projections for General Plan purposes, we believe the conservative number should be used (also known as base density in the EIR). For example, the area known as the transition area is within the 5 to 10 du/acre @ 75 acres = 750 units at 10 du/acre as opposed to 5 du/acre = 390. We were also assured by staff and RBF on numerous occasions that the conservative assumption would be the density used to analyze traffic, land use impacts etc. Language on a transition area that includes 5 to 10 dwelling units per acre should be incorporated in the General Plan for Los Alamos Hills. There is no mention of this throughout the General Plan. M-18

Page 3-46: Language needs to be inserted to state that a Specific Plan is required to implement the Los Alamos Hills area and not a General Plan Amendment **and** Specific Plan. M-19

Chapter 4 – Economic Development Element M-20
No comments.

Chapter 5 – Circulation Element M-21
No comments.

Chapter 6 – Infrastructure Element
Exhibit 6-1: Shows Liberty Rd still connecting to Winchester. All exhibits throughout the General Plan should reflect the most current Circulation Map Exhibit 5-10 which eliminates this connection. M-22

Chapter 8 – Conservation Element
The MSHCP boundary in the General Plan on Exhibit 8-3 go beyond what the Regional Conservation Agency (RCA) anticipated for their Conceptual Reserve for conservation in the Los Alamos Hills area and conflicts with the Los Alamos Hills Specific Plan goals. All areas of Los Alamos are anticipated for growth; however several of these growth areas are shown as a Core Area in the MSHCP, including a portion of the transition area as well as a substantial portion of the 1 du/2.5 acre areas. Unless adjusted, this designation may affect future development. This is inaccurate and needs to be modified to only show the areas previously shown by the RCA and include the 40% MSHCP conservation limits for Los Alamos based on our previously submitted boundary. M-23

Chapter 9 – Recreation & Open Space M-24
No comments.

Chapter 10 – Air Quality M-25
No comments.

Chapter 11 – Noise M-26
No comments.

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Chapter 12 – Safety
No comments. M-27

ENVIRONMENTAL IMPACT REPORT – REVIEW SUMMARY BY SECTION

The theme remains consistent with our review of the draft General Plan in that we believe Los Alamos Hills is not adequately represented in some areas. Most importantly, the Los Alamos Hills Specific Plan is supposed to be able to "Tier" off of the General Plan Environmental Impact Report and we believe the city's assumptions for Los Alamos are too vague to do so. It is important that the city use the accurate density in order for the EIR review to be comparable to the Los Alamos Hills Specific Plan. The following is a summary by Section. M-28

Section 5.1 – Land Use

Page 5.1-28: The EIR states that the Master Plan Overlay (MPO) may not be used within the Los Alamos District.

- This may be an issue because it is this overlay that allows for clustering of units to efficiently utilize portions of a site that are best suited for development. This overlay is typically used for land that includes special terrain such as steep hillsides etc. and should not be restricted from the Los Alamos area. M-29

Page 5.1-30: Base Land Use Density is described as follows: The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base density for the Rural Residential category is 1 unit per acre. The base densities for the Single-Family Residential and Multiple-Family Residential categories are 10 units per acre and 30 units per acre, respectively.

- This concept of base density should be used when making projections. For example, the transition area within the Los Alamos Hills Specific Plan has a range of 5-10 dwelling units per acre. Accordingly, the base density should be the 10 dwelling units per acre. You will remember that in the General Plan, the projected dwelling unit count for Los Alamos Hills was called out as 828 units. This is because the city used the 5 dwelling units per acre on the "transition property" rather than the base density of 10 dwelling units per acre. This needs to be corrected and ensure "Tiering" for the Specific Plan. M-30

Page 5.1-32 & Page 5.1-62: The EIR states that though Los Alamos Hills is a Focus Area within the General Plan, it was not targeted for land use changes. The Los Alamos Hills area is identified as a "policy change" area rather than a "land use change" area. As long as it is clear that the Specific Plan will allow for greater density this would not be an issue; however, both the General Plan and EIR do not discuss increased density for Los Alamos Hills very clearly or analyze the higher density number. M-31

Page 5.1-57: The EIR specifies that Specific Plans are used as implementation tools for the General Plan and establish more specific regulations and policies influencing development. This is the type of comment we were looking for in the General Plan but did not see. We believe this comment verifies that a General Plan Amendment is not required to implement the Specific Plan. It is fundamental that staff clearly identify that a General Plan Amendment is not required to implement the Los Alamos Hills Specific Plan in both the General Plan and EIR. We still; however, need the accurate density represented in the report for EIR analysis purposes. It is not clear that it does at this point. M-32

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Section 5.2 – Population, Employment, and Housing
Page 5.2-7: states that the area to the west of Warm Springs Creek is primarily rural residential but does not speak to the area to the east. Increased density language for the transition area needs to be incorporated and used in EIR analysis. M-33

Section 5.3 – Aesthetics M-34
No comments.
Section 5.4 Traffic and Circulation
The Los Alamos Hills Specific Plan should be able to Tier off of the General Plan Environmental Impact Report. All sections need to assume the highest base density anticipated and as discussed with staff for the Specific Plan. It is clear that because the city assumes no land use change that the city's analysis for the EIR did not include the anticipated density. This needs to be incorporated in the city's analysis. It is not possible to tell from the EIR or technical reports if the higher density has been analyzed. Please provide clarification. M-35

Section 5.5 Air Quality M-36
No comments.
Section 5.6 Green House Gas M-37
No comments.
Section 5.7 – Noise
Page 5.7-44: "Although some growth is anticipated within the Historic Murrieta Specific Plan and Los Alamos Hills Focus Areas, no land use changes are included in proposed General Plan 2035." Does this mean the Los Alamos Hills requires a General Plan amendment to process the Specific Plan? This comment is inconsistent with conversations with staff that indicated the Los Alamos Hills Specific plan can Tier off the General Plan Environmental Impact Report and that the General Plan would allow for and analyze the environmental impacts of the Los Alamos Hills increased development. All sections need to assume the density desired and discussed with staff for the Specific Plan. M-38

Section 5.8 Geology and Seismic M-39
No comments.
Section 5.9 Cultural M-40
No comments.
Section 5.10 Biological M-41

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Page 5.10-7: Conceptual Reserve Design – the transition areas are identified as proposed Core Areas; this was also mentioned in our General Plan comments. Please remove all the properties anticipated for development in the existing partially developed Core area and the transition areas from the conservation plan. The boundaries were expanded beyond what was originally reserved for conservation from the RCA. M-42

Section 5.11 Agricultural
No comments.
Section 5.12 Mineral
No comments.
Section 5.13 Hydrology, Drainage & Water Quality
No comments.
Section 5.14 Hazards and Hazardous Materials
No comments.
Section 5.15 Water Supply
No comments.
Section 5.16 Wastewater
No comments.
Section 5.17 Fire Protection
No comments.
Section 5.18 Police Protection
No comments.
Section 5.19 School Facilities
No comments.
Section 5.20 Parks and Recreational Facilities
No comments.
Section 5.21 Solid Waste
No comments.
Section 5.22 Electricity and Natural Gas
No comments. M-43

Chairman Max Miller
Co-Chairman Mike O'Donnell
Secretary Gayle Vergara
Recording Treasurer Shawn Horwitz
Reporting Treasurer MaryAnn Shushan Miller
Communication Anne Lindsley
Historian Joyce Dodd

CITIZENS FOR QUALITY LIFE IN MURRIETA – CQLM

35510 Los Alamos Rd. Murrieta, CA 92563
(951) 505-7428 www.CQLM.net

Section 6.0 Alternatives
Minor comment: Page 6-3 there is an incorrect reference regarding the Focus Area Exhibit 3-3 when it should be 3-4. M-44

Also, this section states that Los Alamos Hills is shown on this Focus Area Exhibit; however, it is not mapped on the exhibit. Please revise map to show Los Alamos Hills as a Focus Area. M-45

Section 7.0 Other CEQA Considerations
No comments.
Section 8.0 Effect Found Not to Be Significant
No comments.
Section 9.0 Significant Environmental Effects Which Cannot be Avoided If The Proposed Action is Implemented
No comments.
Section 10.0 References.
No comments. M-46

In summary, we appreciate staff's considerations for the Los Alamos Hills Specific Plan area. We do believe; however, that there are significant issues that still need to be addressed within both the General Plan and Environmental Impact Report. We look forward to resolving these issues with you and your staff. We reserve the right to provide additional comments throughout the General Plan and CEQA process. M-47

Sincerely,
Citizens for Quality Life in Murrieta-CQLM

Max Miller, Chairman

Mike O'Donnell, Co-Chairman

Gayle Vergara, Secretary

MaryAnn Shushan Miller, Rep. Trea.

Chairman Max Miller
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Attachment A

CQLM	MURRIETA GENERAL PLAN	NOTES
GOAL 1 – Adoption of Specific Plan.	**Goal LU-19 Preparation of a Specific Plan for the Los Alamos Hills area.**	
Creation and adoption of a Specific Plan for the Los Alamos Hills area will provide clear guidance to decision makers and the community for a) the preservation of the rural core of the area, b) enhancement of infrastructure, natural resources, and public safety for the entire planning area, and c) compatible development of a transitional land use area east of Warm Springs Creek that will buffer the rural residential core on the west from the more intense and non-compatible- uses within the eastern boundaries of the Los Alamos Hills Specific Plan area. Special funding and tax mechanisms such as the use of a Development Agreement with the eastern area individual landowners and developers in these transitional business park, commercial, and residential land use areas can be one financing vehicle to accomplish the objectives of the Los Alamos Hills infrastructure funding programs for the core area. Other funding mechanisms such as a 1913 Act Assessment District and Community Facility District shall also be studied and investigated. These transitional land areas should not receive final zoning and entitlements until a Los Alamos Hills area wide infrastructure study is prepared and these transitional area property owners and developers agree to formally participate in funding these required infrastructure studies, and subsequently funding a significant portion of the needed infrastructure costs as a tradeoff for the increased property values added by the future increased urban zoning in these transitional residential, commercial, and business park land use areas inside the rural Los Alamos Hills Specific Plan area.	LU-19.1 Bring together the property owners in the Los Alamos Hills area to determine the land area to be included in a future Specific Plan. LU-19.2 Bring together the property owners to develop a consensus-based Specific Plan. LU-19.3 Encourage the Los Alamos Hills community groups, such as the Citizens for Quality of Life in Murrieta (CQLM), and property owners to work together with infrastructure providers and the City to identify infrastructure needs and costs, as well as financing options and timing for roads, road improvements, and water and sewer infrastructure, throughout the future Los Alamos Hills Specific Plan area.	**Generally Consistent** - Not as specific on the language but kept it general to allow for the community to address infrastructure needs and financing. These are shown throughout the General Plan in Land Use, Circulation and Infrastructure Elements and appreciated. LU-19.3 Add the language:" Encourage the Los Alamos Hills community groups, such as the Citizens for Quality Life in Murrieta (CQLM), existing property owners and transitional property owners to work together with the infrastructure providers and the city to complete an area wide infrastructure study to identify infrastructure needs and costs, as well as financing options and timing for roads, road improvements, and water and sewer infrastructure, throughout the future Los Alamos Hills Specific Plan area. Transitional property owners shall not receive final zoning and entitlements until the area wide infrastructure study is complete and formal agreement is reached for subsequent funding of needed infrastructure costs inside the rural Los Alamos Hills Specific Plan area.
Goal 2 Rural Character West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique rural style environment with low-density residential development and small rural roads while preserving natural features where possible and practicable.	**Goal LU-20 West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features.**	**Add the language: "....natural features where possible and practicable."**
Policy 2.01: Maintain the existing 2.5 acre minimum residential parcel size as the principal means of maintaining the desired rural character of the Los Alamos Hills area, west of Warm Springs Creek; (see attached exhibit).	Goal LU-20: West of Warm Springs Creek, preserve the historic rural character of the Los Alamos Hills area by maintaining its unique environment rural style with low-density development and small rural roads while preserving natural features. LU 20.1 Maintain the existing 2.5-acre minimum residential parcel size west of Warm Springs Creek.	**Consistent** - Maintains consistency with CQLM policies.
Policy 2.02: Through adoption of the Specific Plan, establish and enforce supplemental development standards for all new construction to ensure high quality rural development in the	LU-20.2 Establish development standards for all new construction to ensure high quality rural development in the area west of Warm Springs Creek.	I Add the language: " Through adoption of the Los Alamos Hills Specific Plan, establish and enforce development..:.

Specific Plan area, for development west of Warm Springs Creek.		
Policy 2.03: Establish unifying visual elements, such as split rail fencing, mature native trees, and well-spaced homes as a means of distinguishing the Los Alamos Hills community as a rural historic enclave within Murrieta's surrounding increased density development. For higher density residential, business park, and commercial development east of Warm Springs Creek, establish standards that continue and reinforce the visual rural elements of the Los Alamos Hills core areas to the west.	LU-20.3 Establish unifying visual elements, such as split rail fencing, mature native trees, and well-spaced homes, as a means of distinguishing the Los Alamos Hills area as a rural historic enclave within Murrieta for the area west of Warm Springs Road.	**Generally Consistent** but omitted language is an important issue. Gray area omitted from General Plan. Maintains consistency with CQLM policies. However, no reference to higher density or business park areas east of Warm Springs Creek.
Policy 2.04: Existing land uses in the Los Alamos Hills area will be allowed to remain without undue hardship and impact by the new Los Alamos Hills Specific Plan Zoning regulations, including the replacement of or addition to existing manufactured housing with new manufactured housing product.		**Omitted** from General Plan. CQLM concern.
Policy 2.05: Allow the keeping of personal livestock for both commercial and non-commercial purposes pursuant to the standards in the Development Code and as may be modified through the Specific Plan.	LU-20.6 Allow the keeping of personal livestock for both commercial and non-commercial purposes pursuant to the standards in the City's Development Code, and as may be modified through a Specific Plan.	**Consistent** - Language is consistent with CQLM requests.
Policy 2.06: Allow commercial farms, tree crops and other agricultural uses on lots of at least 2.5 acres in size consistent with Los Alamos Hills' long history as an agricultural community.	LU-20.7 Allow commercial farms, tree crops and other agricultural uses on lots of at least 2.5 acres in size consistent with Los Alamos' long history as an agricultural community.	**Consistent** - Language is consistent with CQLM requests.
Policy 2.07: Require the construction of compatible, well designed conventional homes, west of Warm Springs Creek.	LU-20.4 Encourage the construction of homes and accessory structures, west of Warm Springs Creek that is compatible with surrounding residential uses and the rural character of the Los Alamos Hills area.	**Consistent** - Generally the same language.
Policy 2.08: Require the design of homes and accessory structures, in keeping with the rural character of the Los Alamos Hills area.	LU-20.4 Encourage the construction of homes and accessory structures, west of Warm Springs Creek that is compatible with surrounding residential uses and the rural character of the Los Alamos Hills area.	**Consistent** - Modified language but still consistent.
Policy 2.09: Disallow urban features such as small lots, conventional sidewalks, and conventional street lights, west of Warm Springs Creek.	LU-20.9 Discourage features such as small lots, conventional sidewalks, or conventional street lights, west of Warm Springs Creek.	**Consistent** - Language is consistent with CQLM requests.
Policy 2.10: Require the minimal use of outdoor lighting to maintain the nighttime dark sky in this rural Los Alamos Hills area.	LU-20.10 Encourage the minimal use of outdoor lighting to maintain the nighttime dark sky in the rural Los Alamos Hills area.	**Consistent** - Language is consistent with CQLM requests.
Policy 2.11: Develop Specific Plan land use regulations, for the area west of Warm Springs Creek, which allow the grouping of building sites on larger properties that contain steep terrain or other site constraints to achieve development parity or equity with flatter lots in the same area while adhering to a maximum density of one (1) dwelling unit (and secondary structures) per each 2.5 acres of lot area.	LU-20.5 Consider Specific Plan land use regulations for the area west of Warm Springs Creek that allow the grouping of building sites on larger properties with steep terrain or other site constraints, while adhering to a maximum density of one dwelling unit per each 2.5 acres of lot area.	**Generally Consistent** - Gray language omitted. Maintains consistency with CQLM policies.
Policy 2.12: Allow for the placement of non-attached secondary dwelling units and or barn/storage facilities on large lots with terraced and variable terrain. Implement Specific Plan		**Omitted** - Language not found in the General Plan. CQLM concern. Include as a policy. Very important for development parity or equity with flatter lots in the same

conservation agencies. Develop programs and standards that discourage and minimize any additional taking of private land for MSHCP conservation related purposes.		
Policy 4.03: Visual resources within the district, such as rock outcroppings and scenic views of the local hills and valleys, should be conserved to the greatest degree practicable.	LU-22.1 Encourage the preservation of natural and visual resources within Los Alamos Hills, such as rock outcroppings and scenic views of the local hills and valleys, to the greatest degree practicable.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 4.04: Require that new construction and landscape design be conducted in a manner that uses grading techniques to mimic the natural terrain.	LU-22.2 Encourage new construction and landscape design that utilizes grading techniques to mimic the natural terrain.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 4.05: The Specific Plan should develop a mechanism so that over time, non-native trees shall be replaced or supplemented with native tree species as a condition of new development or when other opportunities arise.		**Omitted** - Not included in the General Plan is not of concern to CQLM.
Policy 4.06: Require that new development minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation, either on-site or in nearby areas.	LU-22.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 4.07: Require healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.	LU-22.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 4.08: Require new developments to replace or supplement with native tree species as opportunities arise.	LU-22.5 Encourage new development to replace or supplement with native tree species as opportunities arise.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 4.09: Require the development of an extensive trail system within the MSHCP and other open space that connects to a trails system within or adjacent to the existing and future street system, including linkage through the transitional density buffer zone residential areas east of Warm Springs Creek to the open space corridor along Adobe Creek.	LU-22.6 Encourage the development of an trail system within the Multiple Species Habitat Conservation Plan (MSHCP) and other open space areas that connects to a trails system within or adjacent to the existing and future street systems, including linkage through areas east of Warm Springs Creek (such as but not limited to a transitional buffer area) to the open space corridor along Adobe Creek. Trails adjacent to streets should allow for multiple users and provide buffers between vehicles and trail users.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
GOAL 5 - Circulation. The Los Alamos Hills community has a variety of street classifications within and abutting its boundary. The City as a whole needs the larger streets such as Clinton Keith and Winchester Roads for general circulation while the Los Alamos Hills community is dependent upon small rural streets for internal and/or community circulation. Further, some of the streets within the Hogback portion of Los Alamos Hills are private dirt roads which the community desires to improve to a		**Omitted – Important Issue** Not included in the General Plan but is of concern to CQLM. Include as GOAL 5, in its entirety. Important for a new rural road standard.

support land uses.		
Policy 3.05: Encourage the City and the Los Alamos Hills community groups such as the Citizens for Quality of Life in Murrieta (CQLM,) and property owners to work together with the City and other Special Districts to develop financing options, and timing schedules for funding roads, road improvements, and water and sewer infrastructure, and maintenance throughout the Specific Plan area.	LU-19.3 Encourage the Los Alamos Hills community groups, such as the Citizens for Quality of Life in Murrieta (CQLM), and property owners to work together with infrastructure providers and the City to identify infrastructure needs and costs, as well as financing options and timing for roads, road improvements, and water and sewer infrastructure, throughout the future Los Alamos Hills Specific Plan area.	**Generally Consistent**
Policy 3.06: Allow for and utilize funding tools available to both the City and landowners/developers including a Community Facilities District (CFD),,1913 Act, Development Agreements, Eastern Municipal Water District standby water fees and reimbursements, and CEQA mitigating fees from adjacent water shed basins. Other projects outside Los Alamos Hills that divert the natural flow of ground water from the Los Alamos Hills areas must help contribute to the overall infrastructure improvements for the Los Alamos Hills core Specific Plan area because of ground water and consequential private well degradation.		**Omitted** – Important issue. No language specific to Los Alamos Hills included in the General Plan but is of concern to CQLM. Include entire policy 3.06 and add the language: " ...private well degradation causing a significant impact."
GOAL 4 – Natural Resources. The Los Alamos Hills area has provided an inordinate amount of MSHCP and other open space compared to the rest of the Murrieta community. The Los Alamos Hills area shall provide no further MSHCP open space recognizing that the City has the authority under the MSHCP to adjust both the amount and location of the MSHCP open space under the terms of the MSHCP utilizing the low end of the MSHCP directed conservation acreage scale or range. The City recognizes that the United States Fish and Wildlife Service MSHCP mapping predicts over 80% of the Los Alamos Hills Specific Plan area will be targeted for permanent open space and this amount is unacceptable to the City. Utilizing the existing 40% open space and focusing on the low end of the MSHCP conservation range, and the future rural development of the Los Alamos area, maintain and preserve the Los Alamos Hills Specific Plan area as a picturesque area whose topography and setting contribute to the sense of being in a rural, agricultural enclave.		**Omitted** - Not included in the General Plan but is of concern to CQLM. Include entire GOAL 4 – Natural Resources, as written.
Policy 4.01: Develop specific City policies that identify the City's authority under the MSHCP to empower the City to adjust the quantity and location of further MSHCP open space within the Los Alamos Hills Specific Plan area without the requirement for Criteria Refinement or Plan Amendments.		**Omitted** – Important issue. CQLM concern Include entire policy 4.01 as written.
Policy 4.02: Develop implementation of programs that allow property owners who utilize City land use regulations to receive fair market compensation value for any private open space that the private land owner wishes to sell to the City or other		**Omitted** – Important issue. CQLM concern. Include entire policy 4.02

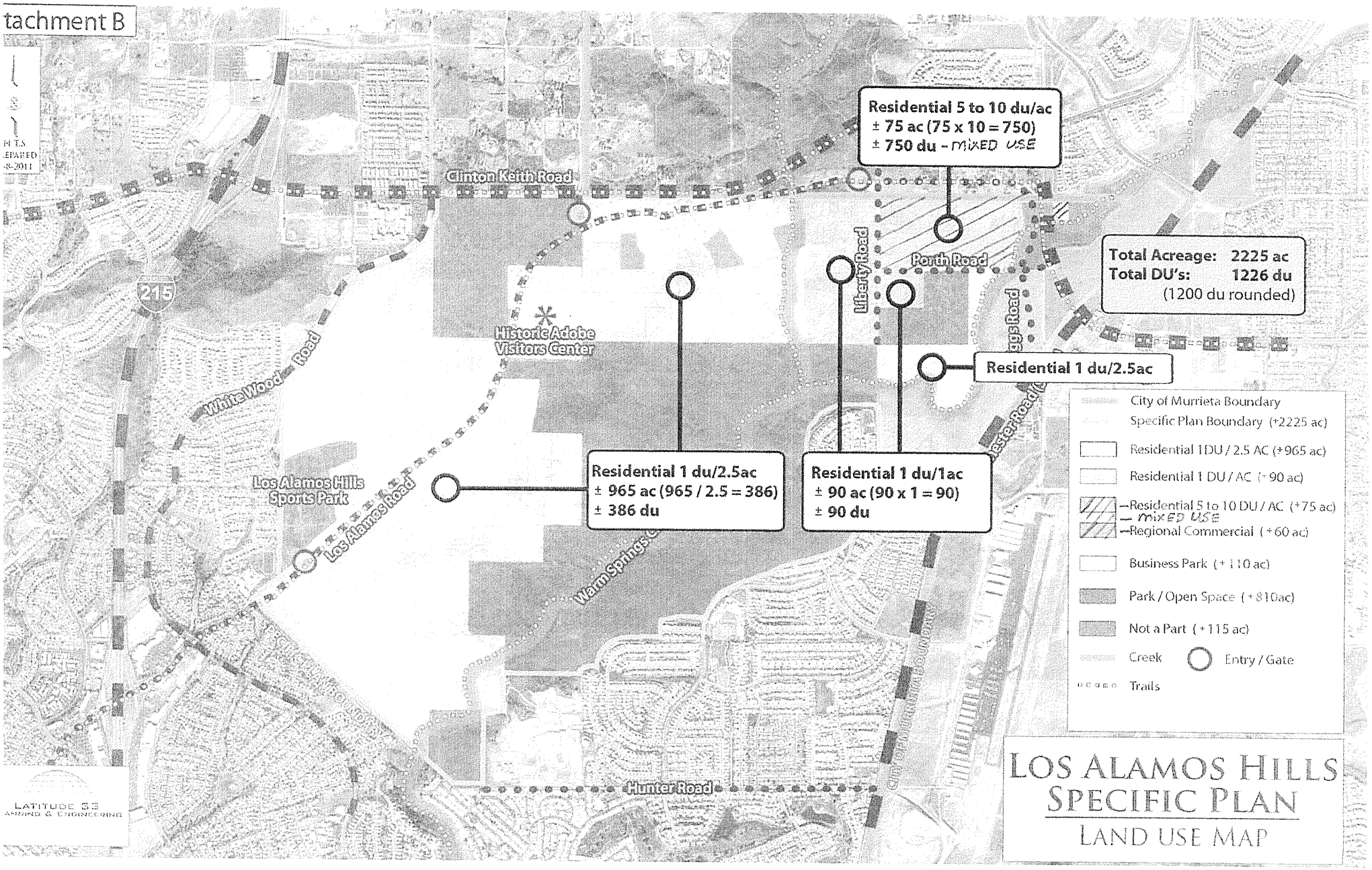
taxable assessed value of private property. Los Alamos Hills Specific Plan area is threatened by encroaching adjacent non compatible land uses and their significant, consequential impacts on water, traffic, sewer, and maintenance, on its west, east, south and northern boundaries. These imposed burdens and impacts on the rural lifestyle and infrastructure financing include relatively sparse density, private, and public rural road deterioration, and threatened private water service, which pose special challenges for fire safety and paramedic safety. The General Plan implementation through the zoning approved Los Alamos Hills Specific Plan should focus on providing for and enhancing the level of service, maintenance, and financing to address local safety issues.	energy. Page 6-9: INF-1.21 Encourage the use of specific plans, development agreements, or mechanisms that specify the nature, timing, cost, and financing mechanisms to be used to fund water, wastewater, and/or storm drainage improvements and services.	Include GOAL 6 – Safety in its entirety with the added language: " ...land uses and their **significant**,..."
Policy 6.01: Design and size the local/community streets to new Los Alamos Hills rural standards to serve the Los Alamos Hills Specific Plan area, ensure all properties have access to the street system, and ensure adequate emergency response times and efficiency.	Page 12-21: Development in the eastern part of the City will create additional demand for a sixth fire station to serve this area, where response times are longer than the target time. Providing fire protection for high-rise office buildings will require investment in new equipment as well as staffing for four-person engine companies. In both cases, new development will need to pay its fair share of the costs associated with fire protection. SAF-1.4 Ensure that public safety infrastructure and staff resources keep pace with new development planned or proposed in Murrieta and the Sphere of Influence. SAF-1.5 Promote coordination among City departments to provide for safety in new development and/or annexation areas. SAF-1.6 Investigate and pursue additional funding mechanisms. SAF-5.4 Ensure that outlying areas in the City can be served by fire communication systems as new development occurs. SAF-9.6 Ensure that new development can be served by police communication systems and provide for the construction of radio towers (repeater sites) in outlying areas.	**Generally Consistent** - Not fully addressed in the General Plan in regards to rural street standards. Emergency response times are generally addressed and not specific to Los Alamos
Policy 6.02: Encourage circulation, road standards, signalization and other traffic calming measures that enhance the safety of the community.	LU-23.2 Explore the use of traffic calming measures, as appropriate.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies. The Policy within the General Plan is general and not specific to Los Alamos Hills.
Policy 6.03: Work with the City and the appropriate Water Districts to see that a public water main and related fire hydrants be installed along Los Alamos Road.		**Omitted** - Not specifically included in the General Plan but is of concern to CQLM.

new rural dedicated street standard.		
Policy 5.01: Acknowledge the need for higher volume/wider City streets, such as Clinton Keith Road and Winchester Road, to serve the needs of the whole City, as well as, the needs of the Los Alamos Hills Specific Plan area.	LU-23.1 Support the development of a circulation plan and road standards for the existing and proposed road system within the Los Alamos Hills area that reflects the land uses and development intensity within a Specific Plan.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 5.02: Develop signalized intersections at Clinton Keith and Liberty Roads, as part of final engineering for Clinton Keith Road.	Page 5-6: Table 5-1 *Study Intersections* shows Liberty Rd. & Clinton Keith intersection as "Future Signalized".	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
Policy 5.03: Install stop signs and other traffic calming measures along Los Alamos Road, especially at Ruth Ellen Way, Celia Road, east and west Crawford Canyon Rd, Liberty Lane intersections with Los Alamos Road, and others as may be appropriate.	LU-23.2 Explore the use of traffic calming measures, as appropriate.	**Consistent** - Language was modified not consistent with the CQLM Goals and Policies. Include policy 5.03, in its entirety.
Policy 5.04: Require the deletion of the Liberty Road crossing of Warm Springs Creek and Menifee Road between Los Alamos Road and Clinton Keith. As outlined in the Natural Resources Goals, minimize impacts and preserve the natural features in Los Alamos Hills and Warm Springs Creek.	Page 5-11: "Remove connection of Liberty Rd to Winchester Rd."	**Generally Consistent - Though** the deletion is mentioned within the text and shown on Circulation Exhibits; some other exhibits have not made this change (Exhibit 6-1).
Policy 5.05: Provide a Porth Road crossing of Warm Springs Creek, near Winchester Road, that is limited in size such that it accommodates the anticipated traffic.		**Omitted** – Concern. No mention of Porth Road within the Circulation Element. Please clarify.
Policy 5.06: Establish a new rural road standard that allows the community to improve the existing dirt roads, and where appropriate, expand the system to ensure consistency throughout the Hogback portion of the Los Alamos Hills community.	CIR-1.5 Maintain a set of street standards and require that all new road facilities be constructed or upgraded, where feasible, to meet City standards.	**Omitted** - Not included in the General Plan but is of concern to CQLM.CIR- 1.5 is inconsistent with policy 5.06. Los Alamos Hills community requires a NEW RURAL ROAD Standard.
Policy 5.07: Create rural trails both adjacent to existing streets and within the MSHCP open space areas. Trails adjacent to streets will allow for multiple users and provide buffers between vehicles and trail users. Trails in the open space must be designed and constructed to limit impacts to the natural features and vegetation communities.	LU-22.6 Encourage the development of an trail system within the Multiple Species Habitat Conservation Plan (MSHCP) and other open space areas that connects to a trails system within or adjacent to the existing and future street systems, including linkage through areas east of Warm Springs Creek (such as but not limited to a transitional buffer area) to the open space corridor along Adobe Creek. Trails adjacent to streets should allow for multiple users and provide buffers between vehicles and trail users. Page 5-3: Lack of a Connected Bicycle/Trail System. Community members identified the need for a city-wide system of bicycle lanes, as well as recreational trails (including equestrian trails) that connect parks and open space, and key destinations within the City (such as the Historic Downtown), allowing access to amenities without the need to drive. Also see page 5-26 and 27.	**Consistent** - Language was modified but still consistent with the CQLM Goals and Policies.
GOAL 6 - Safety. The Los Alamos Hills Specific Plan area's infrastructure funding base is diminished and threatened by MSHCP restricted entitlement and development by reducing	Page 6-7: GOAL INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and	**Omitted** – Concern. Not included in the General Plan specific to Los Alamos but is of concern to CQLM.

Attachment A

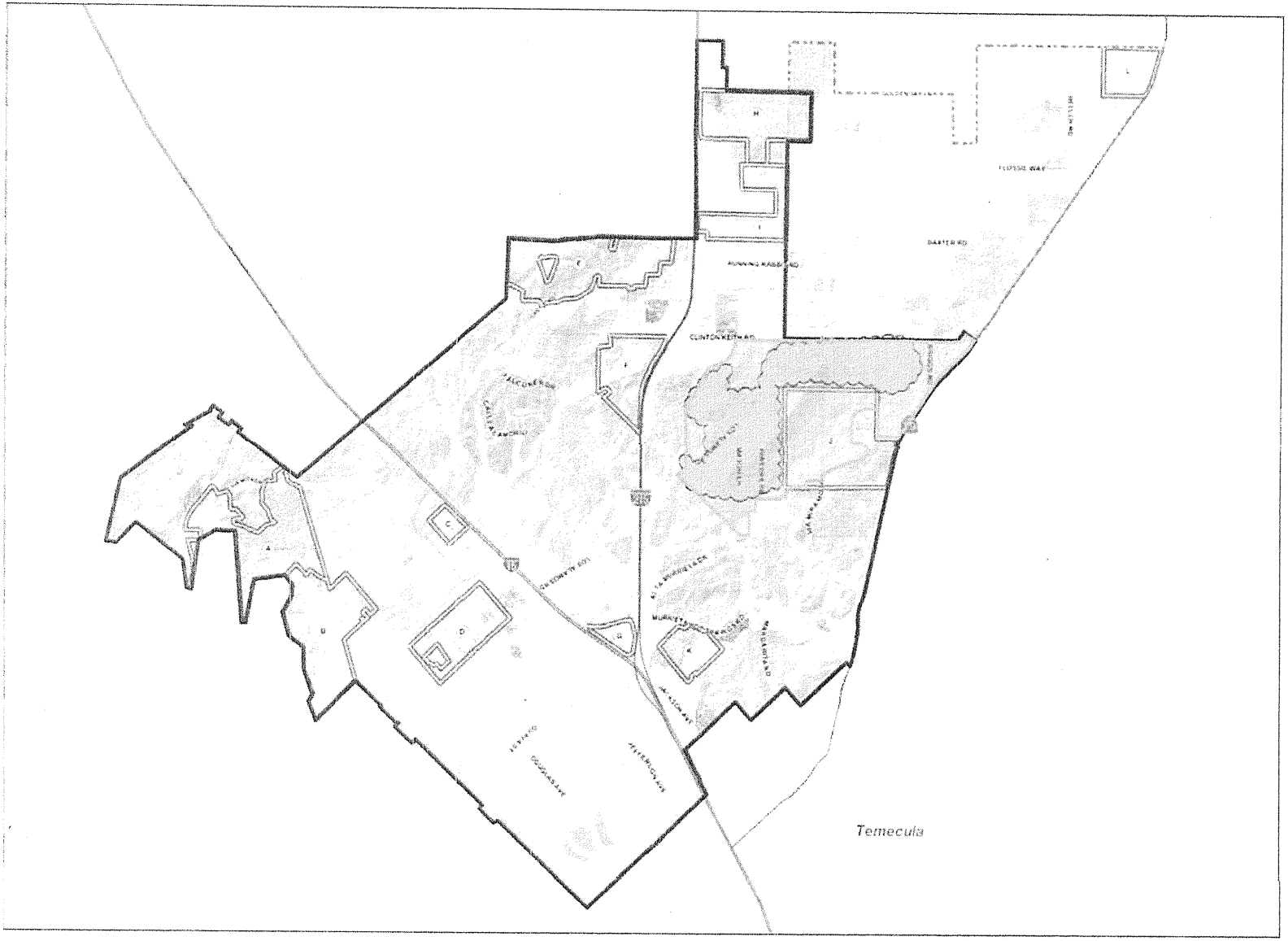
Housing Element – Affordable Housing Sites # 5 and #6 are referenced as being located in the Los Alamos Hills Specific Plan area.		Eliminate proposed Affordable Housing sites #5 and #6, as such 30-50 DU/AC high density development is completely inconsistent with the current and planned development for the area. Subsequent to the January 2011 Housing Element Workshop. Council Members and City Staff assured CQLM representatives that these high density affordable housing sites had been removed from the Los Alamos Hills Specific Plan Area. Remove the Draft Houising Element referenced in Draft General Plan still shows Sites #5 and #6 in the Los Alamos Hills boundary. Please remove this reference.

tachment B



LOS ALAMOS HILLS SPECIFIC PLAN

LAND USE MAP



Murrieta General Plan Update

LEGEND

Specific Plans

- A Copper Canyon
- B The Vineyard
- C Plaza de Murrieta
- D Historic Murrieta
- E Greer Ranch
- F Murrieta Oaks
- G SP 276
- H Murrieta Highlands
- I Golden City
- J Murrieta Springs
- K Creekside Village
- L SP 310

Specific Plan Boundary

Parcels

Future Specific Plan

Los Alamos Hills Specific Plan Boundary

0 0.5 1 Miles

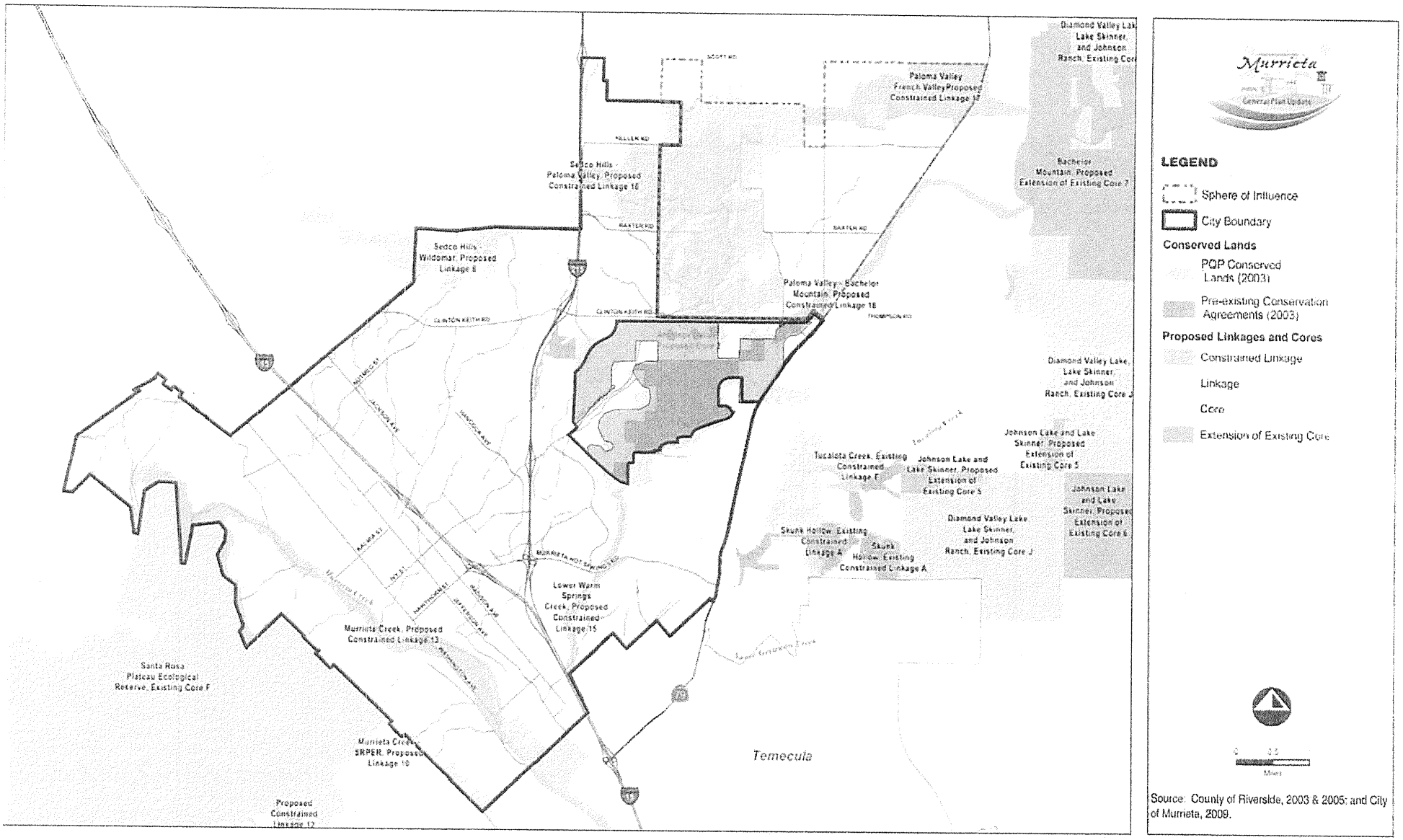
Source: City of Murrieta.

Attachment C

RBF

Specific Plan Areas

Exhibit 3-1



Source: County of Riverside, 2003 & 2005; and City of Murrieta, 2009.

Attachment D

LSA

MSHCP Existing and Proposed Conservation Land

Exhibit 8-3

M. RESPONSES TO COMMENTS FROM CITIZENS FOR QUALITY LIFE IN MURRIETA (CQLM), MAX MILLER, CHAIRMAN; MIKE O'DONNELL, CO-CHAIRMAN; GAYLE VERGARA, SECRETARY; MARYANN SHUSHAN MILLER, REPORTING TREASURER; DATED MARCH 9, 2011.

M1. The Commentator is stating that the CQLM has reviewed the Draft General Plan 2035 and Draft Environmental Impact Report (Draft EIR), and that CQLM appreciates City staff's time to meet with CQLM regarding their vision for a Los Alamos Hills Specific Plan.

M2. The General Plan 2035 is supportive of a Specific Plan for the Los Alamos Hills, and has identified the Los Alamos Hills as a focus area for policy change. However, no land use changes are proposed for the Los Alamos Hills area in the General Plan 2035.

The Commentator states a request for different types of land uses, including mixed use (60 percent commercial and 40 percent residential in the area east of Warm Springs Creek). This request is different than what currently exist in the area, and as noted above no land use changes were proposed in the General Plan 2035 for this area. This request is one that will be presented to the Planning Commission and City Council for their consideration.

While the Draft General Plan 2035 and Draft EIR assume no land use changes for the Los Alamos Hills area, additional development potential (both residential and non-residential) has been included and modeled for traffic, air quality, and noise. The impacts associated with that development potential have been analyzed throughout the EIR. Future environmental review for the Los Alamos Hills Specific Plan will be able to utilize and tier off the General Plan 2035 EIR.

Even though no land use changes are shown on the General Plan 2035 Land Use Policy Map (Draft EIR *Exhibit 3-2*), the Draft EIR does include future development potential (both residential and non-residential) for the Los Alamos Hills area. *Table 3-3*, *Focus Area Land Use Projections*, on page 3-28 of the Draft EIR provides land use projections for five focus areas where land use changes are proposed (North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta, and Multiple Use 3 [MU-3]) and the two focus areas where policy changes are proposed (Historic Murrieta Specific Plan and Los Alamos Hills). *Table 3-3* identifies additional growth over existing conditions, and as such has projected an additional 828 dwelling units and 157,453 square feet of commercial uses for the Los Alamos Hills area.

The densities analyzed in the Draft EIR are consistent with the densities projections provided by CQLM to the City in October 2010. A different proposed land use plan and densities were provided to the City in December 2010. Modeling and analysis for the Draft EIR had commenced prior to December 2010, thus it was not possible to

incorporate any changes proposed by CQLM at that time. However, it is important to note the December 2010 proposal by CQLM proposed 1,226 dwelling units and no non-residential square footage. These numbers are slightly less than the October 2010 proposal, which will be described below.

Development Potential Analyzed in Draft EIR, and Traffic, Air Quality & Noise Models (Numbers from Draft EIR Table 3-3)

Existing DU	Proposed DU (Growth Over Existing)	Proposed SF (Growth Over Existing)	Total
463	828	157,453	1,291 DU 157,453 SF

CQLM Development Potential Requested for Specific Plan (October 26, 2010)

Residential (1 du/2.5 ac)	Residential (1 du/1 ac)	Residential (5-10 du/ac)	Non-Residential (Commercial, Business Park)	Total
357	77	797	None identified	1,231 DU 0 SF

The two tables above provide a comparison of the development potential analyzed in the Draft EIR and that proposed by CQLM. The first table shows the development potential analyzed in the Draft EIR. It notes existing development (463 dwelling units), growth over existing conditions (828 dwelling units and 157,453 square feet of non-residential uses), and the buildout total (1,291 dwelling units and 157,453 square feet of non-residential uses).

The second table shows the development requested for the Specific Plan area in October 2010, and only shows ultimate buildout without any recognition of existing uses in the area, residential or non-residential. CQLM proposes a total 1,231 dwelling units and no non-residential square footage.

A comparison of these tables clearly shows that the requested development potential has been accounted for in the Draft EIR, and is actually exceeded by 60 dwelling units and over 150,000 square feet of non-residential uses, than that requested by CQLM. This

development potential has been analyzed in the Draft EIR, including the traffic, air quality, and noise models.

Section 6.0, Alternatives to the Proposed Project, in the Draft EIR outlines the General Plan 2035 process and the determination of alternatives to be analyzed in the Draft EIR. The Draft General Plan 2035 EIR has included a range of reasonable and feasible alternatives to the proposed project (General Plan 2035) that meet the objectives established for the proposed project. Given that the Los Alamos Hills was identified as a focus area for policy change only, different land use scenarios were not developed for this area through the land use alternatives scenario process, and thus none were available for review in the EIR alternatives analysis.

The *California Environmental Quality Act* (*CEQA*) does not require speculative analysis or alternatives. Refer to Response M4.

M3. Refer to Response M2.

M4. The specific processes required for the Los Alamos Hills Specific Plan would be determined at the time an application is filed with the City.

As noted in Response M2, no land use changes were proposed for the Los Alamos Hills area in the General Plan 2035. In addition, no application has been filed with the City for a specific plan. Thus, the Commentator is requesting review of a plan that requires speculation of future impacts, whereas the scope of an EIR is to review impacts of the proposed project and cumulative projects. *Lake County Energy Council v. County of Lake* (1977) 70 Cal.App.3d 851, 854-855 ("[W]here future development is unspecified and uncertain, no purpose can be served by requiring an EIR to engage in sheer speculation as to future environmental consequences.") The proposed project and cumulative projects are defined in Section 3.0 and Section 4.0, respectively of the Draft EIR.

Although comments raised by the Commentator in the comment letter are too speculative for analysis in this Draft EIR, they will be forwarded to the Planning Commission and City Council for their consideration.

M5. With respect to the proposed boundary for the Los Alamos Hills Specific Plan, a formal application has not yet been submitted to the City. Thus, the General Plan 2035 does not include a definitive boundary, but instead identifies the area for a future specific plan, as shown on *Exhibit 3-1*, *Specific Plan Areas*. Only those areas with adopted Specific Plans have been shown on *Exhibit 3-1*. Upon adoption of a Specific Plan for Los Alamos Hills, *Exhibit 3-1* would be updated.

The determination and acceptance of a boundary for the Los Alamos Hills Area is one that will be presented to the Planning Commission and City Council for their consideration.

M6. While the Draft General Plan 2035 and Draft EIR assume no land use changes for the Los Alamos Hills area, additional development potential (both residential and non-residential) has been included and modeled for traffic, air quality, and noise. The impacts associated with that development potential have been analyzed in the Draft EIR. Future environmental review for the Los Alamos Hills Specific Plan will be able to utilize and tier off the General Plan 2035 EIR.

M7. Attachment D references *Exhibit 8-3* from the Conservation Element of the General Plan 2035. *Exhibit 8-3* is from the MSCHP and has not been modified. It is included as a reference map only. With respect to MSHCP boundaries, the City is not proposing any changes.

The remainder of the comment is specific to CQLM's proposed land use changes, which will be forwarded to the Planning Commission and City Council for their consideration.

M8. Refer to Response M2.

M9. CQLM did submit draft goals and policies to City staff for inclusion in the General Plan 2035. However, some of the goals and policies submitted by CQLM have not been included in the General Plan 2035 due to: 1) recommendation of specific land use changes, 2) conflicts with other goals and policies in the General Plan 2035, 3) duplicative goals and policies with ones in the General Plan 2035, or 4) not appropriate to include due to legal implications for the City.

M10. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M11. Refer to Response M9.

M12. *Exhibit 3-4*, *General Plan 2035 Focus Areas*, shows only those identified for land use change. The two focus areas for policy change (Historic Murrieta Specific Plan and Los Alamos Hills) are not show. A footnote will be added to the exhibit in the Final EIR to note as such.

M13. Refer to Response M5. In addition, with no formal application and defined boundaries, it is not possible to determine acreages. Thus, it is appropriate for *Table 3-15* in the Draft EIR to identify the acreage as TBD (To Be Determined).

M14. Refer to Response M5.

M15. The background language on page 3-20 of the General Plan 2035 Land Use Element is correct as written.

M16. The language on page 3-46 of the General Plan 2035 will be modified as follows in the Final General Plan 2035.

> There is an interest by ~~some of the~~ property owners within the Los Alamos Hills area to develop a Specific Plan. The property owners intend to develop and submit a Specific Plan for City processing that would maintain the rural core of the Los Alamos community west of Warm Springs Creek, while providing certain needed local services.

M17. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M18. The text on page 3-46 of the Draft General Plan 2035 will be revised as follows in the Final General Plan 2035:

> Additional development anticipated under the General Plan 2035 includes 828 new residential units and an additional 157,453 square feet of commercial uses.

M19. As noted in Response M4, the specific processes required for the Los Alamos Hills Specific Plan would be determined at the time an application is filed with the City. Thus, it is not appropriate to revise the language as requested by the Commentator.

M20. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M21. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M22. Comment acknowledged. Any necessary modifications to exhibits will be included in the Final General Plan 2035 and Final EIR.

M23. Refer to Response M7.

M24. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M25. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M26. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M27. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M28. Refer to Response M2.

M29. The text on page 5.1-28 of the Draft EIR is citing existing General Plan designations. The General Plan 2035 proposes modifications to the land use designations, which are described in detail on pages 5.1-30 through 5.1-32 of the Draft EIR. The General Plan 2035 does not include the Master Plan Overlay designation.

M30. The base densities cited on page 5.1-30 of the Draft EIR are correct as cited. With respect to densities for the Los Alamos Hills area, no land use changes are proposed in the General Plan 2035. Refer to Response M2, which details the development potential analyzed for the Los Alamos Hills area in the Draft EIR, along with ability for future CEQA documents for the Los Alamos Hills area to tier off the General Plan 2035 EIR.

M31. The General Plan 2035 and Draft EIR clearly state that the Los Alamos Hills area has been identified as a focus area for "policy change" (no land use changes); however, additional development potential has been identified for this focus area. Response M2 identifies the development potential analyzed in the Draft EIR, and modeled for traffic, air quality, and noise. The development potential in the Draft EIR is higher than that proposed by CQLM in October 2010.

M32. Refer to Response M4.

M33. The text on page 5.2-7 of the Draft EIR provides a general characterization of existing land uses. Given that the text is referring only to existing land uses, and that the General Plan 2035 does not propose any land use changes for the Los Alamos Hills area (policy changes only), it is not necessary to modify the text on page 5.2-7 of the Draft EIR.

M34. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M35. The Commentator is incorrect that the Draft EIR did not include development potential for the Los Alamos Hills area. Refer to Response M2.

M36. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M37. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M38. Refer to Responses M2 and M4.

M39. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M40. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M41. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M42. Refer to Response M7.

M43. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M44. *Exhibit 3-3*, *General Plan 2035 Focus Areas*, is the correct exhibit reference on page 6-3. No modification is necessary.

M45. Refer to Response M12.

M46. The comment does not raise any issue with respect to the contents of the Draft General Plan 2035, Draft EIR, or any environmental issue regarding the proposed project. No further response is necessary.

M47. Refer to Responses M1 through M46.

COMMENT LETTER N

Citizens for Quality Life in Murrieta-CQLM

35510 Los Alamos Rd. * Murrieta, Ca 92563 (951)505-7428 (maryannshushan@yahoo.com)

Greg Smith Associate Planner
City Council
Planning Commission
City of Murrieta 1 Town Square
24601 Jefferson Avenue
Murrieta, California 92562

CITY OF MURRIETA
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March 15, 2011

During this public comment period and the legally required response to comments for the Murrieta General Plan 2035 and EIR documents there are several items of concern which must be analyzed. We request that these items be thoroughly addressed and not just dismissed. CEQA requires a thorough evaluation of responsible public comments. Failure to respond in a thorough and professional manner may leave the City subject to further review by the courts. N-1

The City is proposing adoption in the General Plan new Goals and Policies for the Western Riverside Multi-species Habitat Conservation Plan (MSHCP). With the adoption of the MSHCP and the City responsibly adding implementation Goals in its General Plan 2035, the city is putting Murrieta citizens' taxpayer dollars at risk if these Goals and Policies are not crafted to benefit the taxpayer land owners as opposed to the government interests. We hope the Council will bring forth Goals for the MSHCP that are better than those currently published. N-2

1) the current MSHCP needs careful General Plan Goal setting by the City of Murrieta as a Permitee in order to not cause serious constitutional infractions to Murrieta landowners, including violations of:
   a) The Fifth Amendment
   b) Equal protection
   c) Substantive due process and
   d) Procedural due process (including the Brown Act violations)

N-3

"Federal and State environmental laws generally prohibit the "taking" of any species listed as threatened or endangered. As a result, property which contains any listed species is usually undevelopable. N-4

The County imposed MSHCP effectively divided property owners in Murrieta and its Sphere of Influence into two categories: the winners who will be allowed to realize the economic potential of their land by developing it, on the one hand and at least 150,000 acres of losers, on the other hand, whose investments in their now undevelopable properties are lost. N-5

The MSHCP was adopted on June 17, 2003 pursuant to Resolution NO. 2003-299. It focuses on the conservation of 146 species (including many neither threatened nor endangered) and their associated N-6

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habitats in western Riverside County. It purports to constitute both a Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP). N-6

The distinctions in the MSHCP between land purportedly suitable for development and land needed for conservation are not based, in many cases, on any valid scientific methodology or criteria. This has been shown time and again in various studies throughout the County. The distinctions of land preservation for biology purposes are oftentimes arbitrary and made for political – not environmental – reasons. In short the science is bad, and so too are policy makers that follow poor science. N-7

When the city adopted this MSHCP, without proper General Plan Goals and Policies restricting the use of the MSHCP, they have improperly ceded control of their non-delegable duties to regulate land development within their jurisdiction to the County of Riverside through the RCA. The City has given the "County government" through the RCA the authority over City development that would have no impact on any threatened or endangered species and thus is beyond intent of the MSHCP to be based on qualified science. For the City to continue to exercise this County MSHCP power unchecked with City home rule realities violates the many Constitutional provisions the Council has sworn to uphold and the sworn allegiance to the Council to the electorate in Murrieta.

The MSHCP was to be voluntary, incentive-based, non-regulatory and ultimately compensatory to landowners, using biologically based criteria, offering regulatory streamlining and full financial reimbursement to the landowner without coercion by government. The MSHCP, in fact, has become involuntary, regulatory, using geographically based criteria, and imposed a complicated regulatory process for development approvals overseen by a massive new Regional Conservation Authority with overlapping authority over local jurisdictions. The City can counter this process legally with responsible new Goals and Policies administered at the local level. N-8

The City administration of the MSHCP under RCA guidance has already gotten the Council into serious legal trouble when proper and responsible Goals and Policies would have deterred litigation.

Among some of the shortcomings of the County MSHCP, it does not provide substantial biological evidence to support the putative corridors alleged to be in areas such as Los Alamos Hills and other areas noted in the MSHCP located in Murrieta because it fails to:

1) Describe and evaluate the properties affected. The MSHCP never identifies the precise boundaries of the project area, or the sub-areas within the project area.
2) Use up-to-date and current information. The Environmental Management Study Habitat Conservation Plan is based on outdated and inaccurate scientific data, the RCA must update this not the landowner;
3) The MSHCP creates an onerous bureaucracy that makes the entitlement process more complex and lengthy and currently misunderstood and misapplied by City staff;
4) Includes an inadequate analysis of all economic impacts on future revenues based on the taking of valuable land off the governmental tax rolls;

Citizens for Quality Life in Murrieta-CQLM

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5) Adequately addresses and evaluates growth-inducing impacts of the MSHCP on areas outside the scope of the plan.

The MSHCP requires a lengthy review process through the HANS. Often times the way the City staff administers or mismanages the MSHCP, causing perhaps hundreds of thousands of misused dollars;(i.e. requiring CEQA studies for the Habitat Assessment and Negotiation Strategy (HANS) and new biology when none are required), the mandatory processes established in the Habitat Plan will exceed the deadlines set by the Subdivision Map Act, and Murrieta will be forced to circumvent the law in order to avoid triggering the mandatory processing deadlines of the Map Act.

N-8

The Board of Supervisors approval of the MSHCP was arbitrary, capricious, entirely lacking in evidentiary support, and failed to conform to the procedures required by law, or otherwise constitutes a prejudicial abuse of their discretion and jurisdiction. Many large property owners were allowed out of the MSHCP because their lawsuits against the County would have doomed the MSHCP process. The County of Riverside threat to withhold Measure A funds from the City unless the city agreed to the MSHCP plan is beyond its authority and used bully tactics the Council should have stood up to. Now is the time for the Council to act and establish new policy to control the MSHCP.

These past Council shortcomings must not be duplicated in the City Draft General Plan document.

N-9

In addition to the MSHCP shortcomings noted, above , there is another significant related impact and concern which should be analyzed in the General Plan EIR. The main criterion in CEQA is for public agencies to protect the environment and provide notice and information on negative impacts on the environment, built and un-built. The Murrieta 2035 EIR conspicuously neglects to analyze the future positive impact by the adoption of the General Plan Goals and Policies for the Los Alamos Hills Specific Plan submitted by CQLM. The Los Alamos Hills Specific Plan includes policies addressing infrastructure improvements. The infrastructure (water and roads) should provide a significant positive impact in the "keyhole" areas whose wells are being currently compromised by new development and the lack of sub regional water plans. These "keyhole" areas are not currently supported by any of the water districts and are nestled in the middle of high density residential areas surrounding their boundary. These positive impacts should be analyzed along with the negative impacts of sub regional agency water neglect. The city has not properly addressed all of the above concerns as its fiduciary responsibility to its citizens.

N-10

Please respond to all of these concerns.

Establish City Goals and Policies in the Murrieta General Plan 2035 addressing the city's moral and legal obligation to protect Murrieta citizens.

Max Miller, Chairman

Mike O'Donnell, Co-chairman

Miller- Chairman
Mike O'Donnell- Co-Chairman
Gayle Vergara- Secretary

Shawn Horwitz- Recording Treasurer
MaryAnn Shushan Miller- Reporting Treasurer

N. RESPONSES TO COMMENTS FROM CITIZENS FOR QUALITY LIFE IN MURRIETA (CQLM), MAX MILLER, CHAIRMAN; MIKE O'DONNELL, CO-CHAIRMAN; GAYLE VERGARA, SECRETARY; SHAWN HORWITZ, RECORDING TREASURER; MARYANN SHUSHAN MILLER, REPORTING TREASURER; DATED MARCH 15, 2011.

N1. The City of Murrieta is fully complying with the requirements of the *California Environmental Quality Act* (*CEQA*), and will be preparing written responses to environmental comments provided to the City during the 45-day public review period. In compliance with *CEQA*, all public agencies will be provided written responses to their comments 10-days prior to certification of the Final EIR.

N2. The General Plan 2035 includes goals and policies to ensure that the City remains compliant with the Western Riverside Multi-Species Habitat Conservation Plan (MSHCP) and the Implementing Agreement. The General Plan 2035 does not propose any changes to how the MSHCP is implemented in the City.

N3. This comment will be forwarded to the Planning Commission and City Council for their consideration. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. Because the Commentator does not specifically comment on the Draft EIR or raise any other CEQA issue, no further response is necessary.

N4. The Commentators are offering personal opinion regarding the prohibition of threatened or endangered species "taking" on private property making the property undevelopable.

N5. The Commentators are offering personal opinion regarding the Western Riverside Multi-Species Habitat Conservation Plan (MSHCP) and its potential economic impacts on property owners.

N6. The comment identifies the MSHCP adoption date (and resolution number), and that it is intended to serve as both a Habitat Conservation Plan and Natural Community Conservation Plan.

N7. The Commentators are offering personal opinion that bad science was used to prepare the MHSCP.

N8. This comment will be forwarded to the Planning Commission and City Council for their consideration. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. Because the Commentator does not specifically comment on the Draft EIR or raise any other CEQA issue, no further response is necessary.

N9. This comment will be forwarded to the Planning Commission and City Council for their consideration. The comment does not raise any issue with respect to the contents of the Draft EIR, or any environmental issue regarding the proposed project. Because the Commentator does not specifically comment on the Draft EIR or raise any other CEQA issue, no further response is necessary.

N10. The objectives of *CEQA* are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities
- To identify ways to avoid or reduce environmental damage
- To prevent environmental damage by requiring implementation of feasible mitigation measures or alternatives
- To disclose to the public reasons for agency approval of projects with significant environmental effects
- To foster interagency coordination in the review of projects
- To enhance public participation in the planning process

The Draft EIR meets the objectives set forth in *CEQA*, and discloses potential impacts associated with the proposed project (General Plan 2035).

The General Plan 2035 is supportive of a Specific Plan for the Los Alamos Hills, and has identified the Los Alamos Hills as a focus area for policy change. However, no land use changes are proposed for the Los Alamos Hills area in the General Plan 2035.

Even though no land use changes are shown on the General Plan 2035 Land Use Policy Map (Draft EIR *Exhibit 3-2*), the Draft EIR does include future development potential (both residential and non-residential) for the Los Alamos Hills area. *Table 3-3*, *Focus Area Land Use Projections*, on page 3-28 of the Draft EIR provides land use projections for five focus areas where land use changes are proposed (North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta, and Multiple Use 3 [MU-3]) and the two focus areas where policy changes are proposed (Historic Murrieta Specific Plan and Los Alamos Hills). *Table 3-3* identifies additional growth over existing conditions, and as such has projected an additional 828 dwelling units and 157,453 square feet of commercial uses for the Los Alamos Hills area.

EIRs are to document both negative and positive impacts associated with proposed projects. Given that no application has been filed with the City and no Specific Plan has been completed for the Los Alamos Hills area, there is no land use plan and no infrastructure plan developed at this time to use in the Draft EIR. The Draft EIR has provided environmental analysis based upon the available information at the time the document was prepared. The Draft EIR is not required to conduct speculative environmental analysis for unknown land uses or infrastructure.

While the Draft General Plan 2035 and Draft EIR assume no land use changes for the Los Alamos Hills area, additional development potential (both residential and non-residential) has been included and modeled for traffic, air quality, and noise. The impacts associated with that development potential have been analyzed throughout the EIR, and have disclosed impacts related to the Los Alamos Hills as applicable. Future environmental review for the Los Alamos Hills Specific Plan will be able to utilize and tier off the General Plan 2035 EIR.

COMMENT LETTER O

Citizens for Quality Life in Murrieta

35510 Los Alamos Rd. Murrieta, CA 92563
(951) 505-7428 www.CQLM.net

March 23, 2011

CITY OF MURRIETA
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City of Murrieta
Greg Smith
1 Town Square
24601 Jefferson Ave.
Murrieta, CA 92562

Mr. Smith:

The Citizens for Quality Life in Murrieta are formerly requesting that the draft EIR include a study of the benefit to the City of Murrieta, the proposed Los Alamos Hills Community infrastructure will add. The Alamos Hills Specific Plan area intends to fund, by use of a funding mechanism, the needed infrastructure improvements for safety, health and aesthetics. O-1

In order for this study to be accurate, the boundaries must be mapped and included in the General Plan. The total number of present and future parcels and commercial/business park use, 1 DU per 2 ½ acre parcels including the transition area of mixed use for higher density, 1DU to the acre and 10 DU to the acre must be calculated. The Los Alamos Hills Historic Boundary includes the conservation area of the Murrieta Springs SP on the south and the commercial/ business park area fronting on Winchester Rd on the East. The staff should recommend to the council, that these boundaries be adopted. O-2

Once these boundaries have been mapped and included in the General Plan Draft, a computation can be made of the future density and the pro-rata shared cost for the infrastructure improvements. O-3

The estimated Cost analysis must be prepared, using an approved rural road standard, and cost data for all other infrastructure needs i.e. water and wastewater; electricity, Gas, Cable TV & High-Speed Data, storm drainage and solid waste. Also, included should be all funding mechanisms available for the infrastructure improvements. This cost study should be available for use in the Los Alamos Hills Specific Plan Document when it is completed and required in the EIR document .

These significant owner paid improvements resulting in property tax revenue and aesthetic value for these improvements and assets ,will add value to the City of Murrieta and should be analyzed. The City revenue created by these significant assets should not be lost by more MSHCP conservation from the Los Alamos Hills Specific Plan area. This analysis should be in the EIR prior to the GP adoption. O-4

Max

Cc: City Council, Planning Commissioners, and City Staff

Max Miller- Chairman
Mike O'Donnell- Co-Chairman
Gayle Vergara- Secretary.
Shawn Horwitz- Recording Treasurer
MaryAnn Miller- Reporting Treasurer

O. RESPONSES TO COMMENTS FROM CITIZENS FOR QUALITY LIFE IN MURRIETA (CQLM), MAX MILLER, CHAIRMAN; MIKE O'DONNELL, CO-CHAIRMAN; GAYLE VERGARA, SECRETARY; SHAWN HORWITZ, RECORDING TREASURER; MARYANN SHUSHAN MILLER, REPORTING TREASURER; DATED MARCH 23, 2011.

O1. Environmental Impact Reports (EIRs) are to document both negative and positive environmental effects associated with proposed projects. Given that no application has been filed with the City and no Specific Plan has been completed for the Los Alamos Hills area, there is no land use plan and no infrastructure plan developed at this time to use in the Draft EIR. The Draft EIR has provided environmental analysis based upon the available information at the time the document was prepared. The Draft EIR is not required to conduct speculative environmental analysis for unknown land uses or infrastructure, as stipulated in *CEQA Guidelines* Section 15145.

While the Draft General Plan 2035 and Draft EIR assume no land use changes for the Los Alamos Hills area, additional development potential (both residential and non-residential) has been included and modeled for traffic, air quality, and noise. The impacts associated with that development potential have been analyzed throughout the EIR, and have disclosed impacts related to the Los Alamos Hills as applicable. Future environmental review for the Los Alamos Hills Specific Plan will be able to utilize and tier off the General Plan 2035 EIR.

O2. As noted in Response O1, the General Plan 2035 does not propose land use changes for the Los Alamos Hills area. The Draft EIR has accurately analyzed impacts for the Los Alamos Hills area based upon the policy changes proposed in the General Plan 2035 and the assumptions for future development potential within the Los Alamos Hills area as described in Section 3.0, Project Description, of the Draft EIR.

With respect to the proposed boundary for the Los Alamos Hills Specific Plan, a formal application has not yet been submitted to the City. Thus, the General Plan 2035 does not include a definitive boundary, but instead identifies the area for a future specific plan, as shown on *Exhibit 3-1*, *Specific Plan Areas*. Only those areas with adopted Specific Plans have been shown on *Exhibit 3-1*. Upon adoption of a Specific Plan for Los Alamos Hills, *Exhibit 3-1* would be updated.

The acceptance of a boundary for the Los Alamos Hills Area is one that will be presented to the Planning Commission and City Council for their consideration.

O3. Refer to Responses O1 and O2. It is too speculative at this time to determine the infrastructure improvement costs within the future Los Alamos Hills Specific Plan area given that no land use changes are proposed within the General Plan 2035. In addition, it

is the City's policy that development pays its fair share of infrastructure costs. Those costs will be determined at the time the Specific Plan is prepared.

O4. *CEQA Guidelines* Section 15358(b) requires that effects analyzed in CEQA documents must be related to a physical change in the environment. Economic effects are not considered environmental effects under *CEQA*. The Commentator has requested a cost analysis be prepared for future infrastructure needs associated with a future Specific Plan for the Los Alamos Hills area. The type of analysis requested by the Commentator is not required for CEQA documents. In addition, as noted in Response O3, the infrastructure costs will be determined at the time the Specific Plan is prepared.

COMMENT LETTER P

City of Murrieta, California
City Council
Planning Commission
City Manager and Staff
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

Good Evening,

I am Michael O'Donnell, a citizen of Murrieta and Co-Chairman of the Citizens for Quality Life in Murrieta. Two weeks ago, Larry Markham spoke to this Commission with regards to the "Regency" development not wishing to be a part of the Los Alamos Hills Specific Plan. I spoke to Larry after the meeting. He explained that the developers do not want to go through any more changes to their approved project, especially its design, and he thought the Specific Plan may cause this to happen. Once I ensured him that inclusion of their project in the boundary of the LAHSP would not require any changes to their project, he said they would support being part of the Los Alamos Hills Specific Plan. P-1

During the General Plan update, I have heard on many occasions from city staff in public meetings that the General Plan project is "on time." I have heard this so often that it makes it seem as if their primary focus and goal for this project is to be "on time." Instead, their focus must be to do the job right the first time so that we don't have to go back and correct mistakes later that could have been solved now. To do not slow down and do it right the first time, would be a terrible waste of resources, resources we simply do not have to waste. It is amazing how after all the time, effort and money that has been put into the Specific Plan by staff, citizens and council, the Los Alamos Hills area is still referred to as a "FOCUS" area in the General Plan. This must be corrected and the Specific Plan must be completed NOW, before its adoption by Council. P-2

Sincerely,

Michael O'Donnell – CQLM Co-Chairman
36560 Los Alamos Road
Murrieta, CA 92563

P. RESPONSES TO COMMENTS FROM MICHAEL O'DONNELL, CQLM CO-CHAIRMAN, LETTER PRESENTED TO PLANNING COMMISSION ON MARCH 23, 2011.

P1. The Commentator offers a statement regarding a conversation with Larry Markham regarding the Regency development project and potential inclusion in the future Los Alamos Hills Specific Plan area. This comment is acknowledged and will be provided to the Planning Commission and City Council for their consideration.

P2. The Commentator has stated that the Los Alamos Hills Specific Plan "must be completed NOW" before the General Plan 2035 is adopted by the City Council. No application has been filed with the City and no Specific Plan has been completed for the Los Alamos Hills area. However, the General Plan 2035 is supportive of a Specific Plan for the Los Alamos Hills, and has identified the Los Alamos Hills as a focus area for policy change (no land use changes), and includes five goals (Land Use Element Goal LU-19 through LU-23) specific to this area. Goal LU-19 calls for the preparation of a Specific Plan for the Los Alamos Hills area.

COMMENT LETTER Q

City of Murrieta, California
City Council
Planning Commission
City Manager and Staff
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

Good evening. I am a 28 year resident of Los Alamos Hills and a member of Citizens for Quality Life in Murrieta.

For us, this mission didn't begin 18 months ago. I'm sure you're familiar with the axiom "gorilla in the room". Gentlemen, we are the gorilla in the City of Murrieta and we're not going away. Q-1

In the draft General Plan our area is addressed as a **FOCUS AREA**! With no defined boundary. Q-2

Prior to beginning this revision of the General Plan, our group was asked for "goals and policies" for our area. We submitted them with a general understanding that they would be addressed in the General Plan. Our specific goals and policies are not included. Q-3

We need a finalized Specific Plan. Our area is the only area in the City without one. What we're asking for is to have our goals and policies included in the General Plan to provide the framework for our completed Specific Plan. There is a draft Specific Plan that was shelved by City staff. The shelved plan represents hundreds of hours of work from the community participants, giving up their "spare" time, and paid city staff. We are providing community labor, research, and voice to finish this plan. Los Alamos HIlls wants to pay for and provide a valuable asset to the city, INFRASTRUCTURE, for fire safety, and property maintenance. We only need the staff to dig in, and facilitate this effort. We don't want a "handout" but a " hand up ". Q-4

Our area needs a defined boundary, addressing specific goals of zoning, sewer, water, fire safety and the MSHCP. Throughout the entire process we've been stonewalled and misled. We have addressed every excuse such as lack of funding and no staff time by doing as much research and document preparation among members and property owners. I repeat -- LOS ALAMOS HILLS IS A "FOCUS AREA" not a specific area included in the General Plan. Q-5

City staff believes they are at a point of completing this "assigned project"; however, the General Plan and EIR are incomplete documents. Q-6

Finally, we are asking that all areas of the City be <u>specifically</u> included in the draft General Plan and EIR, and for staff to complete it correctly. Q-7

Thank you for your time.

Mary Anne Lindsley
28369 Somerview Drive
Murrieta, CA 92563
951-677-2658
Citizen for Quality Life in Murrieta, Member

Q. RESPONSES TO COMMENTS FROM MARY ANNE LINDSLEY, MEMBER, CITIZENS FOR QUALITY LIFE IN MURRIETA, LETTER PRESENTED TO PLANNING COMMISSION ON MARCH 23, 2011.

Q1. The comment is acknowledged and will be provided to the Planning Commission and City Council for their consideration.

Q2. The General Plan 2035 identifies a total of seven focus areas; five of these areas include proposed land use changes while two areas include policy changes. The five focus areas where land use changes are proposed (North Murrieta Business Corridor, Clinton Keith/Mitchell, Golden Triangle North (Central Murrieta), South Murrieta, and Multiple Use 3 [MU-3]) and the two focus areas where policy changes are proposed (Historic Murrieta Specific Plan and Los Alamos Hills). Only the five focus areas proposed for land use changes have defined boundaries as shown on *Exhibit 3-4*, *General Plan 2035 Focus Areas*, in the General Plan 2035 Land Use Element.

Q3. CQLM did submit draft goals and policies to City staff for inclusion in the General Plan 2035. However, some of the goals and policies submitted by CQLM have not been included in the General Plan 2035 due to: 1) recommendation of specific land use changes, 2) conflicts with other goals and policies in the General Plan 2035, 3) duplicative goals and policies with ones in the General Plan 2035, or 4) not appropriate to include due to legal implications for the City. The remaining goals and policies are reflected in Goals LU-19 through LU-23 and their associated policies in the General Plan 2035 Land Use Element.

Q4. The General Plan 2035 is supportive of a Specific Plan for the Los Alamos Hills, and has identified the Los Alamos Hills as a focus area for policy change (no land use changes), and includes five goals (Land Use Element Goal LU-19 through LU-23) and related policies specific to this area. Goal LU-19 calls for the preparation of a Specific Plan for the Los Alamos Hills area. To date, no application has been filed with the City and no Specific Plan has been completed for the Los Alamos Hills area.

The comments regarding the need for a final Specific Plan and the need for staff to dig in and facilitate this effort are acknowledged and will be provided to the Planning Commission and City Council for their consideration.

Q5. With respect to the proposed boundary for the Los Alamos Hills Specific Plan, a formal application has not yet been submitted to the City. Thus, the General Plan 2035 does not include a definitive boundary, but instead identifies the area for a future specific plan, as shown on *Exhibit 3-1*, *Specific Plan Areas*. Only those areas with adopted Specific Plans have been shown on *Exhibit 3-1*. Upon adoption of a Specific Plan for Los Alamos Hills, *Exhibit 3-1* would be updated.

The acceptance of a boundary for the Los Alamos Hills Area is one that will be presented to the Planning Commission and City Council for their consideration.

Q6. The Commentator offers no specifics as to how the General Plan and EIR documents are incomplete.

Q7. The Commentator's request "that all areas of the City be specifically included in the draft General Plan and EIR" is unclear.

COMMENT LETTER R

City of Murrieta, California
City Council
Planning Commission
City Manager and Staff
1 Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

March 23, 2011

Dear City of Murrieta Council, Manager, Staff and Commissioners,

Our family moved to the beautiful area of Murrieta in 1989 before the City even incorporated. We were attracted to the beauty of the area, and the "country" feel of the town. In the last 22 years, we have experienced first hand the growth in development and population of our City. Our first daughter has married and moved on, and we still have 3 children at home including a 5 year old. We plan to stay in Murrieta for many years to come. R-1

As the City is preparing the General Plan, we feel the need to share our comments and concerns as we have been here from the start, and have a vested interest in our City. We have been residents of the Los Alamos Hills area since 2006 and our recent focus has been within our own rural enclave. We do feel however, that the concerns we have with the current MSHCP policies, have a far reaching impact for our entire city, not just Los Alamos Hills. The City Staff seems to be pushing through the General Plan, while we believe that the City Council, Commissioners and Staff are still not fully educated regarding the MSHCP issues. R-2

We attended a workshop that was held on January 25, 2011 and listened to Council Members ask specific questions regarding MSHCP and the Los Alamos Hills area. Each of these questions are critical to the future of Los Alamos Hills, and for these questions to NOT be answered before a General Plan is accepted, is a slap in the face to the residents of this area. R-3

Citizens for Quality Life in Murrieta in particular has spear-headed the drive and funding to address the MSHCP issues, and to pick up the pieces of the Specific Plan the City put on the shelf years ago. We ask you now, as the leaders of our beautiful City, to pause long enough to seek the answers to our MSHCP questions, and address these issues accordingly in the General Plan before it is presented as final. R-4

I have attached a list of the questions I recorded from the workshop in January. As it would be fruitless to draft a plan while questions are still unanswered, we ask that City Staff to publicly answer these questions before the General Plan is pushed through. R-5

Sincerely,

Raul Vergara

Gayle Vergara

Raul Vergara
Gayle Vergara - CQLM Secretary
29675 Etienne Circle
Murrieta, CA 92563

January 25, 2011
CQLM notes from MSHCP Workshop with City of Murrieta & RCA
Questions raised from participants and attendees:

Maryann Miller requested 10/30/06 guide be given to CQLM from Mr. Landry of the RCA

Jim Kelley requested feedback on Goals & Policies for LAH submitted by CQLM for General Plan

McAllister @ Mr. Markum - Was life better before or after MSHCP?

McAllister @ Mr. Thomas - How much $$ from Measure A do we stand to lose, if we opt out of MSHCP?

Lane @ Landry - Does RCA have $$ to acquire land?

Lane @ Lanier - How much $$ have LAH residents paid for development fees?

Lane @ Lanier - How much $$ have been spent in LAH for infrastructure?

Lane @ Landry - Can the city opt out? What are the legal ramifications?

Lane @ Landry - If RCA does not have $$ to purchase, how does process work, how long does it take to be final?

Gibbs @ Landry - How long is time period for above question?

Gibbs @ Lanier - How much land is in Los Alamos Hills?

Gibbs @ Lanier - How much land in LAH is MSHCP (RCA) conservation land?

Gibbs @ Lanier - How much <u>more</u> land in LAH is wanted by MSHCP (RCA) for conservation?

Gibbs @ Lanier - How does Winchester 700 figure into this?

Gibbs @ Lanier - Once an offer of $$ is made, how does tax burden work for property owner?

Gibbs @ Lanier - Who pays for biological study of land?

McAllister @ Lanier - How/Why is TUMF funding effected?

McAllister @ Lanier - What is "standard" dedication of land of all projects?

Gibbs - Need to review history from 2003, what did city expect would happen? (Ask Seyarto)

R. RESPONSES TO COMMENTS RAUL VERGARA AND GAYLE VERGARA, SECRETARY, CQLM, LETTER PRESENTED TO PLANNING COMMISSION ON MARCH 23, 2011.

R1. Comment acknowledged. No further response is necessary.

R2. The General Plan 2035 includes goals and policies to ensure that the City remains compliant with the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and the Implementing Agreement. The General Plan 2035 does not propose any changes to how the MSHCP is implemented in the City.

R3. Comment acknowledged. No further response is necessary.

R4. Refer to Response R2.

R5. The Commentator attended a workshop on January 25, 2011 between representatives from CQLM, the City of Murrieta, and the Regional Conservation Authority (RCA), and has provided a summary of notes from that meeting.

The Western Riverside Multiple Species Habitat Conservation Plan (MSCHP) is discussed in both the General Plan 2035 and Draft EIR. The General Plan 2035 Conservation Element includes Goal CSV-8 and Policies CSV-8.1 through CSV-8.6 that address biological resources and the MSHCP. In addition, Draft EIR Section 2.7 incorporates by reference both the Western Riverside Multiple Species Habitat Conservation Plan and the Western Riverside Multiple Species Habitat Conservation Plan Final Environmental Impact Report/Environmental Impact Statement. Draft EIR Section 5.10 provides a summary of the Western Riverside Multiple Species Habitat Conservation Plan, the MSHCP Implementation Structure, and the Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS), as well as reviews potential impacts to biological resources associated with implementation of the General Plan 2035, as well as the General Plan 2035's consistency with the MSHCP.

COMMENT LETTER S

Citizens for Quality Life in Murrieta

35510 Los Alamos Rd. Murrieta, CA 92563
(951) 505-7428 www.CQLM.net

CITY OF MURRIETA
MAR 24 2011
RECEIVED
PLANNING DEPT.

March 23, 2011 REVISED 3-24-2011

City of Murrieta
Greg Smith
1 Town Square
24601 Jefferson Ave.
Murrieta, CA 92562

Mr. Smith:

The Citizens for Quality Life in Murrieta are formerly requesting that the draft EIR include an economic and public safety study of the benefit to the City of Murrieta from the proposed Los Alamos Hills Specific Plan (LAHSP) area. The LAHSP plan would implement the funding the needed infrastructure improvements for Public safety and health. S-1

In order for this study to be accurate, the boundaries must be mapped and included in the General Plan. The total number of present and future parcels of commercial/business park use, 1 DU per 2 ½ acre parcels including the transition area of mixed use for higher density, 1 DU to the acre and 10 DU to the acre must be calculated. The Los Alamos Hills Historic Boundary includes the conservation area of the Murrieta Springs SP or Winchester 700 on the south and the commercial/ business park area fronting on Winchester Rd on the East. The staff should recommend to the council, that these boundaries be adopted for revenue enhancement and conservation balance. S-2

1) The EIR should include an economic study of the amount of tax revenue base and revenue lost by the current and future, proposed MSHCP land acquisitions in the Los Alamos Hills Specific Plan Area. The number of parcels lost to development and taxation should be analyzed.

2) The EIR should include a cost analysis of the proposed LAHSP infrastructure to be funded through the LAHSP. This value will accrue to the city.

3) The EIR should include an economic study of the tax revenue generated by the LAHSP at full build out with the proposed infrastructure assurances and conservation having already been met to satisfy the MSHCP in the LAHSP area.

4) The LAHSP costs from low density du demand for public services versus high density du demand for public services and the related tax revenue surplus. S-3

The LAHSP goal for a self-paid infrastructure and satisfied MSHCP requirement will provide assurance and thus stimulus for owners in the LAHSP to improve and develop their properties. The result will be an elegant rural enclave, preserved historical area, and added public safety, a tribute to the city. This one time opportunity is too great to let pass. S-4

Max

Max Miller- Chairman
Mike O'Donnell- Co-Chairman
Gayle Vergara- Secretary.
Shawn Horwitz- Recording Treasurer
MaryAnn Miller- Reporting Treasurer

S. RESPONSES TO COMMENTS FROM CITIZENS FOR QUALITY LIFE IN MURRIETA (CQLM), MAX MILLER, CHAIRMAN; MIKE O'DONNELL, CO-CHAIRMAN; GAYLE VERGARA, SECRETARY; SHAWN HORWITZ, RECORDING TREASURER; MARYANN SHUSHAN MILLER, REPORTING TREASURER; DATED MARCH 23, 2011, REVISED MARCH 23, 2011

S1. Environmental Impact Reports (EIRs) are to document both negative and positive environmental effects associated with proposed projects. Given that no application has been filed with the City and no Specific Plan has been completed for the Los Alamos Hills area, there is no land use plan and no infrastructure plan developed at this time to use in the Draft EIR. The Draft EIR has provided environmental analysis based upon the available information at the time the document was prepared. The Draft EIR is not required to conduct speculative environmental analysis for unknown land uses or infrastructure, as stipulated in *CEQA Guideline*s Section 15145.

While the Draft General Plan 2035 and Draft EIR assume no land use changes for the Los Alamos Hills area, additional development potential (both residential and non-residential) has been included and modeled for traffic, air quality, and noise. The impacts associated with that development potential have been analyzed throughout the EIR, and have disclosed impacts related to the Los Alamos Hills as applicable. Future environmental review for the Los Alamos Hills Specific Plan will be able to utilize and tier off the General Plan 2035 EIR.

S2. As noted in Response S1, the General Plan 2035 does not propose land use changes for the Los Alamos Hills area. The Draft EIR has accurately analyzed impacts for the Los Alamos Hills area based upon the policy changes proposed in the General Plan 2035 and the assumptions for future development potential within the Los Alamos Hills area as described in Section 3.0, Project Description, of the Draft EIR.

With respect to the proposed boundary for the Los Alamos Hills Specific Plan, a formal application has not yet been submitted to the City. Thus, the General Plan 2035 does not include a definitive boundary, but instead identifies the area for a future specific plan, as shown on *Exhibit 3-1*, *Specific Plan Areas*. Only those areas with adopted Specific Plans have been shown on *Exhibit 3-1*. Upon adoption of a Specific Plan for Los Alamos Hills, *Exhibit 3-1* would be updated.

The acceptance of a boundary for the Los Alamos Hills Area is one that will be presented to the Planning Commission and City Council for their consideration.

S3. *CEQA Guidelines* Section 15358(b) requires that effects analyzed in CEQA documents must be related to a physical change in the environment. Economic effects are not considered environmental effects under *CEQA*. The Commentator has requested a cost analysis be prepared for future infrastructure needs associated with a future Specific Plan

for the Los Alamos Hills area. The type of analysis requested by the Commentator is not required for CEQA documents.

Refer to Responses S1 and S2. It is too speculative at this time to determine the infrastructure improvement costs within the future Los Alamos Hills Specific Plan area given that no land use changes are proposed within the General Plan 2035. In addition, it is the City's policy that development pays its fair share of infrastructure costs. Those costs will be determined at the time the Specific Plan is prepared.

S4. These comments are acknowledged and will be provided to the Planning Commission and City Council for their consideration.

12.5 WRITTEN COMMENT LETTERS AND RESPONSES FOR LETTERS RECEIVED AFTER CLOSE OF EIR PUBLIC REVIEW OR AT PUBLIC HEARINGS

Comment Letters

A total of 3 written agency comment letters were received following the close of the EIR public review period or submitted during the Planning Commission Hearings.

T. City of Menifee, letter dated May 9, 2011, received by City via mail dated May 11, 2011 and letter June 8, 2011, received by City via email June 8, 2011.

U. Pechanga Cultural Resources, letter dated June 8, 2011dated, received by City via email June 8, 2011.

COMMENT LETTER T

CITY OF MENIFEE

Planning Department

Carmen Cave · Community Development Director

Wallace W. Edgerton
Mayor

Fred Twyman
Vice Mayor

John V. Denver
Councilmember

Darcy Kuenzi
Councilmember

Thomas Fuhrman
Councilmember

May 9, 2011

CITY OF MURRIETA
MAY 11 2011
RECEIVED
PLANNING DEPT.

Greg Smith
City of Murrieta
One Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

RE: Meeting Follow Up on Draft Environmental Impact Report for the Murrieta General Plan 2035

Dear Mr. Smith:

City of Murrieta Planning Staff met with City of Menifee Planning Staff on April 21, 2011. At that meeting we discussed the traffic study and impacts at Menifee Road and Scott Road and Antelope Road and Scott Road and there were a couple of outstanding issues on these two items. We are now responding to those outstanding items. T-1

The City of Murrieta had asked the City of Menifee whether or not we would support a dual left turn lane Scott Road (eastbound) to Menifee Road (northbound) as this may help to alleviate some traffic impacts at this intersection. Menifee Engineering staff has reviewed the planned improvements for the intersection of Scott Road and Menifee Road and has concluded that we would support the dual left turn lanes. The City Engineering staff has determined that we may be able to accommodate and should plan for dual left turns at all four legs of the intersection. T-2

The other issue of concern that the City of Menifee had was the exclusion of an analysis of traffic impacts to the intersection of Antelope Road and Scott Road. The City of Menifee's Traffic Engineer reviewed the EIRs prepared for the Loma Linda Hospital project to determine if the analysis in those documents would provide information on the existing levels of service and projected levels of service for the intersection of Antelope Road and Scott Road. The intersection analysis for Antelope Road and Scott Road for Project/Hospital Completion (Year 2013), including existing, project, growth and cumulative projects, indicated that the level of service for this intersection even with improvements would be D for both the a.m. and p.m. peak hours. This is of concern because the traffic analysis did not take into account the "Shops at Scott" (PP22946 – 87,700 sq. ft. commercial shopping center submitted to County of Riverside July 2007) or "The Junction" (PP22279 – 526,000 sq. ft. shopping center submitted to County of Riverside November 2006). With the inclusion of these two projects, the level of service for this intersection may be lower than what is indicated in the hospital traffic study. The City of Menifee T-3

29714 Haun Road
Menifee, CA 92586
Phone 951.672.6777
Fax 951.679.3843
www.cityofmenifee.us

believes the traffic study should be revised to provide an analysis of the intersection of Scott Road and Antelope Road. T-3

Sincerely,

City of Menifee Planning Department

Lisa Gordon, Senior Planner

CITY OF MENIFEE

Planning Department

Carmen Cave · Community Development Director

Wallace W. Edgerton
Mayor

Fred Twyman
Vice Mayor

John V. Denver
Councilmember

Darcy Kuenzi
Councilmember

Thomas Fuhrman
Councilmember

June 8, 2011

Greg Smith
City of Murrieta
One Town Square
24601 Jefferson Avenue
Murrieta, CA 92562

RE: City of Murrieta General Plan Amendment No. 2009-2841 (General Plan 2035) and Final Environmental Impact Report

Dear Mr. Smith:

The City of Menifee Planning and Engineering Departments have reviewed the response to comments prepared in the Final EIR for the Murrieta General Plan and have the following comments on the Murrieta General Plan and FEIR. T-4

The City of Murrieta Planning Staff met with City of Menifee Planning Staff on April 21, 2011. At that meeting we discussed the traffic study and impacts at Menifee Road and Scott Road, and Antelope Road and Scott Road. There were a couple of outstanding issues on these two locations. A letter was sent to City of Murrieta Planning Staff on May 9, 2011 responding to those outstanding items. The City of Menifee also requested a subsequent meeting to discuss the comments in the May 9, 2011 correspondence. While this meeting has not yet occurred, we look forward to your cooperation moving forward. T-5

Issue #1: The City of Murrieta had asked the City of Menifee whether or not we would support a dual left turn lane Scott Road (eastbound) to Menifee Road (northbound) as this may help to alleviate some traffic impacts at this intersection. Menifee Engineering staff has reviewed the planned improvements for the intersection of Scott Road and Menifee Road and has concluded that we would support the dual left turn lanes. The City Engineering staff has determined that we may be able to accommodate and should plan for dual left turns at all four legs of the intersection. The response to comments from the FEIR, Page 12-53, does not reflect our discussion and indicate that the City of Murrieta would be providing the dual left turn lanes which could reduce traffic impacts. T-6

Issue #2: The City of Menifee had expressed concern about the exclusion of an analysis of traffic impacts to the intersection of Antelope Road and Scott Road. The City of Menifee's Traffic Engineer reviewed the EIRs prepared for the Loma Linda Hospital project to determine if the analysis in those documents would provide information on the existing levels of service and projected levels of service for the T-7

29714 Haun Road
Menifee, CA 92586
Phone 951.672.6777
Fax 951.679.3843
www.cityofmenifee.us

intersection of Antelope Road and Scott Road. The intersection analysis for Antelope Road and Scott Road for Project/Hospital Completion (Year 2013), which included existing, project, growth and cumulative projects, indicated that the level of service for this intersection, even with improvements, would be D for both the a.m. and p.m. peak hours. This is of concern because the traffic analysis did not take into account the "Shops at Scott" (PP22946 – 87,700 sq. ft. commercial shopping center submitted to County of Riverside July 2007) or "The Junction" (PP22279 – 526,000 sq. ft. shopping center submitted to County of Riverside November 2006). With the inclusion of these two projects, the level of service for this intersection may be lower than what is indicated in the hospital traffic study. The City of Menifee believes the traffic study for the General Plan should be revised to provide an analysis of the intersection of Scott Road and Antelope Road. T-7

The City of Menifee would also like to request that a policy be added to the North Murrieta Business Corridor Focus Area requiring all development projects within the Focus Area prepare a fair share funding analysis for the Scott Road and Interstate 215 Interchange. T-8

Please forward any subsequent environmental documents or public hearing notices regarding the project to my attention at 29714 Haun Road, Menifee CA 92586. I can be contacted at (951) 672-6777 or lgordon@cityofmenifee.us for meeting scheduling or any questions or comments. T-9

Sincerely,

City of Menifee Planning Department

Lisa Gordon, Senior Planner

T. RESPONSES TO COMMENTS FROM LISA GORDON, SENIOR PLANNER, CITY OF MENIFEE, DATED MAY 9, 2011 AND JUNE 8, 2011.

T1. The Commentator notes a meeting between the City of Menifee and the City of Murrieta on April 21, 2011 and that the City of Menifee is following up on items discussed at that meeting.

T2. At the April 21, 2011 meeting, the enhanced lane configuration for the Scott Road/Menifee Road intersection was discussed. The discussion reviewed Exhibit 5-9a (Draft General Plan 2035)/Exhibit 5-4-16a (Draft EIR) and the level of service (LOS) conclusions for the year 2035 shown in the corresponding tables, Table 5-7 (Draft General Plan 2035) and Table 5.4-12 (Draft EIR). The tables indicate that with the enhanced lane configurations that both the AM and PM peak hour level of service is E. The Draft EIR concluded this to be a significant unavoidable impact at this intersection, which the City of Menifee noted they do not favor. The discussion at the meeting was to explore additional improvements to further reduce the impact significance level, including the option of dual left-turn lanes on both the eastbound and westbound intersection approaches (on Scott Road); the Draft General Plan 2035 Circulation Element is proposing a single left-turn lane on the eastbound and westbound approaches. The Commentator notes that Menifee Engineering staff has reviewed and is supportive of this option.

Therefore, Exhibit 5-9a (Draft General Plan 2035) and Exhibit 5-4-16a (Draft EIR) along with the corresponding tables, Table 5-7 (Draft General Plan 2035) and Table 5.4-12 (Draft EIR) will be revised in the Final General Plan 2035 and Final EIR to reflect the option of dual left-turn lanes on the eastbound and westbound approaches to the Scott Road/Menifee Road intersection.

T3. The Commentator is restating a comment made by the City of Menifee in their comment letter dated March 24, 2011 on the Draft EIR that the City of Murrieta should analyze the impacts at the intersection of Scott Road and Antelope Road. Refer to Response H1. As noted in Response H1, this intersection was not one reviewed in the existing General Plan and the City did not elect to add an analysis of the intersection in the Draft General Plan 2035 or Draft EIR for the following reasons: 1) design work had been completed for the Scott Road/I-215 Interchange (approximately April 2010), and 2) environmental review, including a traffic study, was recently completed, thus, it was not necessary to reanalyze those future conditions. However, the future roadway conditions for the Scott Road/I-215 Interchange, including the Scott Road/ Antelope Road intersection were included in the General Plan 2035 Circulation Element model or the Draft EIR. In addition, three of the four corners of the intersection are within the City of Menifee boundaries (northwest, northeast, and southwest corners). The City of Murrieta does not concur with the City of Menifee's suggestion to analyze the Scott Road/Antelope Road intersection for the reasons identified above.

The Commentator goes on to note that the City of Menifee's Traffic Engineer reviewed the EIR prepared for the Loma Linda University Medical Center Murrieta project, specifically focusing on the existing and projected levels of service on the Scott Road/Antelope Road intersection. The Loma Linda University Medical Center Murrieta project has been accounted for in both the existing and 2035 scenarios for the Draft General Plan 2035 Circulation Element and Draft EIR.

It is important to note that the Supplemental EIR for the Loma Linda University Medical Center Murrieta project was certified by the City of Murrieta on September 9, 2008. The Supplemental EIR included four traffic mitigation measures that reduce project- and cumulative-related impacts to a less than significant level. The mitigation measures address on-site, area-wide (including improvements to Scott Road/Antelope Road intersection), safety and operational improvements, and roadway construction impacts.

As noted in Supplemental EIR Appendix 2, Traffic Impact Study page 2-3, the existing AM and PM peak hour traffic volumes for the study area intersections were based upon manual AM and PM peak hour counts compiled in April and August 2006, and January, March, and September 2007. The Scott Road/Antelope Road intersection was a study intersection in the Traffic Impact Study.

The cumulative projects reviewed in the Traffic Impact Study include those identified by Riverside County, the City of Murrieta, and the traffic consultant at the time the study was prepared (existing and cumulative conditions data was collected in 2006 and 2007). The list of cumulative projects is shown on Table 3-4 and illustrated on Exhibit 3-6 in the Traffic Impact Study. Two projects, previously in Riverside County and now in the City of Menifee, Menifee Shopping Center and Commerce Pointe, are accounted for in the study. The existing counts data and cumulative project list data was collected before the City of Menifee became an official City on October 1, 2008. Therefore, the two projects noted in the comment, the Shops at Scott and the Junction at Menifee Valley, had not been identified by Riverside County as cumulative projects at the time that Traffic Impact Study was prepared. It is not necessary to include these two projects in the traffic impact study for the Loma Linda University Medical Center Murrieta project given that the Supplement EIR was certified in September 2008. In addition, the hospital and medical office building have been constructed along with the necessary on-site and off-site improvements required as part of the Supplement EIR mitigation measures or conditions of approval.

As noted in Response H1, the Draft General Plan 2035 Circulation Element and Draft EIR is based upon the RivTAM model update, which was completed in 2008. Data was compiled by Riverside County, and included data collected in mid-2007 for the 2008 base year and projections for the 2035 SED (Socioeconomic Data). The RivTAM model did not include three recent project approvals by the City of Menifee: Commerce Pointe, Menifee Shopping Center, and Junction at Menifee Valley. EIRs were certified for all three projects in December 2008, July 2010, and November 2010, respectively. The

model also did not account for the Shops at Scott project. It is anticipated that the development anticipated for these four projects will be incorporated into the RivTam model when the City of Menifee prepares its first General Plan.

Information regarding the four aforementioned Menifee projects was not provided to the City of Murrieta in the Menifee NOP comment letter or as a follow up to the NOP comment letter to incorporate into the Murrieta General Plan Update traffic model for traffic analysis zones outside the City's corporate boundary and sphere of influence area. If the information was not in the RivTam model or provided by the City of Menifee, the City of Murrieta would not have knowledge of specific development projects outside its corporate boundary to include in a county-wide model.

T4. The Commentator states the City of Menifee reviewed the draft Comments and Responses in the Draft Final EIR on the City's website. The Draft Final EIR was made available for the Murrieta Planning Commission hearing on June 8, 2011. Final Comments and Responses will be mailed out to all commenting agencies prior to certification of the Final EIR by the City Council in compliance with *CEQA* Section 21092.5, including to the City of Menifee.

T5. The Commentator notes a meeting on April 21, 2011 with the City of Murrieta and the City of Menifee and a May 9, 2011 letter from the City of Menifee to the City of Murrieta (refer to Responses T1 through T3). In addition, the Commentator notes that the City of Menifee has requested a subsequent meeting to follow up on some items and to date that meeting has not been scheduled, but the City of Menifee looks forward to working cooperatively with the City of Murrieta. The City of Murrieta concurs with that sentiment, and also looks forward to about working collaboratively with the City of Menifee.

T6. With respect to the improvements proposed at the Scott Road/Menifee Road intersection in the Draft General Plan 2035 and Draft EIR, there is not a specific comment from the City of Menifee in its letter dated March 24, 2011 that warrants a written response. This topic was discussed at the April 21, 2011 meeting with the City of Murrieta and the City of Menifee. As noted previously in Response T2, the Commentator notes that Menifee Engineering staff has reviewed and is supportive of the option for dual left-turn lanes on the eastbound and westbound intersection approaches.

T7. Refer to Responses H1 and T3.

T8. This comment is acknowledged. However, the City of Murrieta will not be adding a policy to the General Plan 2035 Circulation Element regarding fair share funding for the Scott Road/Interchange 215 for all development projects within the North Murrieta Business Corridor Focus Area for the reasons noted below.

As noted in Response H1, Community Facilities District No. 05-8 of the County of Riverside was formed to construct the ultimate improvements to the Scott Road/I-215 Interchange and widen Scott Road from I-215 to SR-79 to 6 lanes. The improvements include a major upgrade to this intersection to expand the bridge crossing, add loops ramps, and size the overcrossing to handle anticipated traffic growth in Menifee and the other areas that use the Scott Road Corridor. The Scott Road/I-215 Interchange Improvement Project falls within the boundaries of the City of Menifee. Riverside County and the City of Menifee are working cooperatively on the environmental and design phases of the project. The City of Murrieta is not part of Community Facilities District No. 05-8.

However, the City of Murrieta is a party to a Memorandum of Understanding (MOU) with the County of Riverside regarding funding the Scott Road/I-215 interchange improvement projects, which was entered into on August 15, 2006 (a copy of the MOU is attached to this response). Item F of the Agreement specifies that the City of Murrieta's total contribution is $505,000, which is the City's full obligation for the project, with the payment requirements stipulated in Items A through C. Item G of the Agreement further specifies that contributions from the City of Murrieta "will not be required for any future ultimate interchange improvements as those improvements will be fully funded by a developer Community Facilities District."

T9. This comment is acknowledged. No further response is necessary.

Contract No. 06-07-004
Riverside Co. Transportation

MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF MURRIETA AND THE COUNTY OF RIVERSIDE FUNDING THE SCOTT ROAD/I-215 INTERCHANGE IMPROVEMENT PROJECTS

This MEMORANDUM OF UNDERSTANDING (hereinafter referred to as the "MOU"), is made and entered into this 15th day of August, 2006, by and between the COUNTY OF RIVERSIDE (herein "County") and the CITY OF MURRIETA (herein "City").

RECITALS

1. County intends to construct the Scott Road/I-215 Interchange Improvement Project, (the "Project") installing signals and performing ramp widening as an interim improvement to the future interchange at a total of construction cost of $2,272,680.

2. City has agreed to contribute twenty-five percent (25%) of the funding for that portion of the Project within the corporate boundaries of the City.

3. Of the total construction cost, approximately $250,000 pertains to the signal improvements at Haun and Scott Road, which is within the jurisdiction of the County. The remaining construction cost in which the City will participate is $2,022,680.00.

4. City has collected funds for the interchange improvements from the imposition of development impact fees; although said collections are currently insufficient to completely fund the City's portion.

5. The Parties wish to enter into this Memorandum of Understanding memorializing the City's agreement to participate in the funding of the Project.

AGREEMENT

NOW, THEREFORE, in consideration of the terms, covenants, conditions, and agreements set forth herein below, the County and the City agree as follows:

A. The City agrees to pay to County twenty-five percent (25%) of the funding of the project, excluding design and inspection/contract management costs, in the total amount of $505,000.

B. City agrees to forward to the County $100,000.00 (one hundred thousand dollars) within thirty (30) days of the date of the execution of this Agreement.

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C. County agrees to invoice City and City agrees to pay $50,000.00 (fifty thousand dollars) on a quarter-yearly basis, first payment to be made on October 1, 2006.

D. City will construct the interim intersection improvements of Scott Road and Antelope Road at no cost to the County.

E. City's sole participation in the Project shall be limited to the contribution funds.

F. City's contribution funds in the total amount of $505,000 is the City's full obligation for the project.

G. Contributions from the City will not be required for any future ultimate interchange improvements as those improvements will be fully funded by a developer Community Facilities District.

H. . County is lead agency on the project and shall prepare and obtain all environmental assessments, approvals and permits as required to proceed.

I. It shall be the intention of both the County and the City to complete the above projects as expeditiously as possible.

J. Each party hereto represents and warrants that it has full power to enter into this Agreement, and that the individual executing this Agreement on its behalf is fully empowered to bind it and fully authorized to enter this Agreement.

K. Each party represents and warrants that it is not assigned, encumbered or in any matter transferred all or any portions of the claims, causes or actions or other matters released by it herein.

L. Each party hereto acknowledges and agrees that the warranties and representations made by each party in this paragraph are each and essential a material term of this Agreement, without which the consideration herein would have been given by any of them.

IN WITNESS WHEREOF, the parties have executed and entered into this Agreement as of the date herein above set forth.

COUNTY OF RIVERSIDE

Bob Buster

Chairperson, Riverside County Board of Supervisors
Bob Buster

ATTEST:

Nancy Romero,
Clerk of the Board

Deputy

APPROVED AS TO FORM:

Joe S. Rank, County Counsel

CITY OF MURRIETA

Mayor, City of Murrieta

ATTEST:

City Clerk

City Attorney

FORM APPROVED COUNTY COUNSEL

SEP 2 0 2006

BY

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COMMENT LETTER U

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

Post Office. Box 2183 • Temecula, CA 92593
Telephone (951) 308-9295 • Fax (951) 506-9491

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

Committee Members:
Evie Gerber
Darlene Miranda
Bridgett Barcello Maxwell
Aurelia Marruffo
Richard B. Scearce, III

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Jim McPherson

June 8, 2011

VIA E-Mail and USPS

Mr. Greg Smith
City of Murrieta
Planning Department
1 Town Square, 24601 Jefferson Ave
Murrieta, CA 92562

Re: Pechanga Tribe Comments on the City of Murrieta General Plan Update Environmental Impact Report Mitigation Monitoring and Reporting Program

Dear Mr. Smith:

This comment letter is submitted by the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government, regarding the above referenced Project. U-1

Thank you for inviting the Pechanga Tribe to actively consult and participate in the Murrieta General Plan Update. We have previously submitted comments to the City in response to consultation requests and the Draft Environmental Impact Report Notice of Availability (see letters in the Project file dated 12-30-10; 1-20-11; 3-22-11). The Tribe thanks the City for incorporating our requested changes into the EIR. While the Tribe was not sent a formal Response to Comments on the NOA for the DEIR, we have reviewed them online, along with the FEIR and the Tribe has one outstanding concern regarding the Mitigation Monitoring and Reporting Program (MMRP) pertaining to Cultural Resources. U-2

The FIER exhibits two Conditions relating to Cultural – defined as Archaeological, Historical and Paleontological, Resources. The Tribe is concerned that the conditions are not specific enough for each discipline, do not enforce the first goal of CEQA – preservation and protection in place, only address the last portion of the development project, and assume that all resources will be excavated; as such, the Tribe is concerned that this lack of specificity may cause potential conflict and confusion in guidance of future development projects. The Tribe understands that each project that is processed through the Planning Department, or other applicable Department such as Public Works, will be reviewed for CEQA involvement and that each project will receive specific conditions of approval and mitigation measures that pertain solely to that project however, the Tribe believes that the EIR does not provide adequate U-3

guidance for the review of these future projects. To that extent, we request that the following Condition be added and the existing condition be amended as follows (strikeouts are deletions and underlines are additions):

> CR-1: All future development projects shall be required to conduct a cultural resources study (archaeological, historical and/or paleontological) on a project-specific basis as determined by the City reviewer. The studies shall be carried out by Riverside County qualified consultants. Archaeological consultants shall consult with the appropriate Native American Tribe[1] prior to performance of field surveys. If cultural resources are encountered during the survey, the City shall require that the resources are evaluated for their eligibility for listing on the National Register, California Register and any City registers, in consultation with the appropriate Tribe. The qualified specialist, in consultation with the appropriate Tribe (based upon the nature of the find), shall determine whether additional excavations are warranted in which such activities shall be conducted per CEQA Guidelines. Any identified resources shall be avoided if feasible. Ground-disturbing activity in areas that have been determined to be culturally sensitive will be monitored by the appropriate Riverside County qualified specialist and the appropriate professional Native American Tribal representative.
>
> ~~CR-1~~CR-2: In the event that cultural resources (archaeological, historical, paleontological) are unearthed inadvertently during excavation and grading activities of any future development project, the contractor shall cease all earth-disturbing activities within a 100-meter radius of the area of discovery and shall retain ~~a~~ the appropriately qualified specialist, i.e. Riverside County qualified archaeologist, historian, architect, paleontologist, etc as well as the appropriate professional Native American Tribal monitor to evaluate the significance of the finding and appropriate course of action, which shall include preservation in place and avoidance as required by CEQA when feasible. If avoidance is not feasible, ~~S~~salvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately mitigated, work in the area may resume. U-3
>
> ~~CR-2~~ CR-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbances shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If

[1] *It is anticipated that the Pechanga Tribe will be the "appropriate" Tribe due to their prior and extensive coordination with the City and due to its demonstrated cultural affiliation and prior designation of Most Likely Descendant within the City boundaries.

the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains. U-3

The Pechanga Tribe looks forward to continuing our pleasant working relationship with the City of Murrieta and to continue in protecting the invaluable Pechanga cultural resources found in the City boundaries. Please contact me at 951-770-8104 once you have had a chance to review these comments so that we might address the issues concerning the mitigation language. Thank you. U-4

Sincerely,

Anna M. Hoover
Cultural Analyst

cc: Pechanga Office of the General Counsel

U. RESPONSES TO COMMENTS FROM ANNA HOOVER, CULTURAL ANALYST, PECHANGA CULTURAL RESOURCES, DATED JUNE 8, 2011.

U1. The Commentator notes that the Pechanga Band of Luiseño Indians (the "Tribe") has submitted a comment letter regarding the proposed General Plan 2035 and Draft EIR as the federally recognized Indian tribe.

U2. The Commentator thanks the City of Murrieta for actively consulting with the Tribe during the Murrieta General Plan Update and EIR process. The Commentator notes that the Tribe has previously submitted three letters during the process and that the City has incorporated the Tribe's comments in the Plan and EIR. The Commentator also states that the Tribe reviewed the Draft Final EIR, which includes the Mitigation Monitoring and Reporting Program and the Comments and Responses, on the City's website prior to the Planning Commission Hearing on June 8, 2011. Included in the Draft Final EIR as the draft response to the Pechanga letter dated March 22, 2011, which was received by the City during the Draft EIR 45-day public review period (Refer to Comment Letter E and Responses). The Commentator indicates the Tribe has a concern regarding the cultural resources mitigation measures cited in the Mitigation Monitoring and Reporting Program (refer to Response U3).

U3. The City acknowledges the Tribe's comment regarding the inclusion of additional guidance in the EIR regarding future review of development projects and cultural resources on the project sites.

The Tribe has recommended a new Mitigation Measure CR-1 and renumbering the existing Mitigation Measures CR-1 and CR-2 to CR-2 and CR-3, respectively. The City acknowledges the spirit and intent expressed by the Tribe in their proposed Mitigation Measure CR-1. Subsequent to receipt of this comment letter, the City of Murrieta met with the Tribe on June 30, 2011. That meeting included a discussion regarding the intent and language for the proposed Mitigation Measure CR-1. Draft language was reviewed and agreed upon by the City and the Tribe, as shown below, and will be included in the Final EIR.

The mitigation measures related to Cultural Resources will be revised as follows in Final EIR Section 1.0, Section 5.9, and Section 11.0.

CR-1	Future development projects shall continue to be evaluated for cultural resources by the City of Murrieta through review by the Eastern Information Center (EIC) and notification of and consultation with the local tribes for new entitlement projects. The projects shall be evaluated for compliance with the California Environmental Quality Act (CEQA) and where feasible, avoidance of cultural resources. If, following review by the EIC and/or tribal consultation, it is determined that there is a

	potential for impacts to cultural resources, further cultural resources analysis by a qualified professional(s), as defined in Mitigation Measure CR-2, may be required by the City.
CR-~~1~~2	In the event that cultural resources (archaeological, historical, paleontological) resources are inadvertently unearthed during excavation and grading activities of any future development project, the contractor shall immediately cease all earth-disturbing activities within a 100-~~meter~~foot radius of the area of discovery~~ and shall retain a qualified archaeologist to evaluate the significance of the finding and appropriate course of action~~. If not already retained due to conditions present pursuant to Mitigation Measure CR-1, the project proponent shall retain a qualified professional (i.e., archaeologist, historian, architect, paleontologist, Native American Tribal monitor), subject to approval by the City of Murrieta to evaluate the significance of the find and appropriate course of action (refer to Mitigation Measures CR-1 and CR-3). If avoidance of the resources is not feasible, s~~S~~alvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.
CR-~~2~~3	In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.

U4. This comment is acknowledged. No further response is necessary.

the future of southern california

Murrieta

General Plan Update

Section 13.0

Errata for Final EIR

13.0 ERRATA FOR FINAL EIR

Text changes have been made to the following pages. These revised pages modify those in the Draft EIR. In addition, all relevant changes made to the Final General Plan 2035 as a result of comments on the Draft General Plan 2035, or Planning Commission and City Council direction, will be incorporated in the Final EIR.

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Economic Development Foundation for General Plan Update

Prior to commencing the comprehensive update to the City's General Plan, the City Council undertook a number of steps that lead to Council's determination that economic development is the City's number one priority and how that priority would serve as the foundation for the General Plan Update.

February 2008

The City Council authorized a sub-committee of the Council, comprised of two Council members, to evaluate a land use strategy benefiting the City's economic future. The Land Use Sub-Committee's directive was to meet with staff (City Manager, Planning Director, and Economic Development Director) to discuss the City's long-term economic opportunities, to determine if land uses and development standards should be amended to meet the City's economic objectives for the generation of revenue and the promotion of jobs.

October 2008

The City Council put in place Murrieta's first Comprehensive Economic Development Strategy (refer to Appendix U), which established economic development as the City Council's number one priority. The strategy is intended to diversify the City's economic base through three key purposes: 1) to serve as a roadmap for public and private actions to stimulate economic development, 2) encourage growth and diversification of the local economy, and 3) to promote the creation of higher pay jobs, income, and wealth in the community. The Strategy articulates a 20-year vision that includes both short-term and long-term actions, along with the following vision statements:

- *Murrieta to become diversified retail, corporate, and business hub for the region, offering high quality development, safe environment, and outstanding quality of life.*

- *Murrieta will become home to technologically advanced firms, higher educational facilities, wide variety of national and upscale retail, sit-down restaurants, quality hotels and new specialty auto dealerships, and a revitalized Historic Downtown.*

December 2008

A City Council workshop was conducted presenting the recommendations of the Land Use Sub-Committee and directed staff to return to the City Council with a work program and budget. The Land Use Sub-Committee determined that as land for office and research and development opportunities becomes saturated in the greater San Diego area, the City of Murrieta will provide the land for the next wave of development expansion. One intent of

the general plan update is to place Murrieta in a positive position, so that when economic conditions improve, the City will be prepared to embrace that development expansion. The Land Use Sub-Committee was very sensitive to the desire to have a comprehensive update to the City's General Plan in place for the 2010/11 market. The City's first General Plan was adopted in 1994 and presented a low-intensity suburban vision that is not necessarily consistent with the economic strategy currently contemplated.

The Sub-Committee recommended the primary focus of land use considerations in the General Plan Update be those areas that have the greatest potential to accept the next wave of economic expansion, including 1) Antelope Corridor (primarily east side of I-215 to Meadowlark Lane, and from Scott Road to Clinton Keith Road); 2) South Murrieta Business Corridor (generally from I-15 east to Jefferson Avenue and from Murrieta Hot Springs to the southerly City limits); 3) Murrieta Hot Springs North (generally between I-15 and I-215, between Murrieta Hot Springs and Los Alamos Roads).

April 2009

Staff gave a presentation to the City Council regarding the potential work program for comprehensive update to the General Plan, Zoning, and Development Code. The presentation identified three key questions related to Murrieta's Long-Term Vision: 1) Is it good for the City?, 2) Does it produce jobs?, and 3) Does it generate revenue?

June 2009

The City issued a Request for Proposal (RFP) for the Comprehensive General Plan Update, Redevelopment Area Land Use Analysis and Environmental Impact Report to prospective consultants. Section II of the RFP reiterates the City's focus on economic development for the general plan update.

The Murrieta City Council has designated Economic Development as its Number One Priority. The City has recently established its first Comprehensive Economic Development Strategy, which spells out the City's 20 year vision for Murrieta as a diversified business hub for Southwest Riverside County and neighboring North San Diego County. The Strategy seeks to encourage private sector investment in the creation of higher paying jobs, income, and wealth in Murrieta through economic diversification. Murrieta is seeking a full range of quality new development, including retail centers, which are anchored by department stores, national and lifestyle retailers, corporate/technology parks, hotels, and upscale restaurants. Murrieta is promoting itself, on a long term basis, as the home of technogically-advanced firms and higher educational facilities, including healthcare, medical facilities and services, software companies, engineering companies, medical device companies, biotechnology firms, defense contractors, research and development operations, green-tech, and light manufacturing. During the current economic downtown, the City is focused on creating the foundation for its future economic

prosperity through public investments in its infrastructure and by adopting General Plan policies and Development Code regulations which promote the development of shovel ready sites.

In conclusion, the City Council established a Comprehensive Economic Development Strategy in October 2008, making economic development of Murrieta the number one priority for the City. The Strategy served as one of the key factors to initiate the comprehensive General Plan Update.

3.3 STATEMENT OF OBJECTIVES

The City of Murrieta's objectives for the General Plan 2035 are as follows:

- Focus policy direction on economic development and establishing the City as a diversified and strong economic base.

- ~~Update the City's environmental baseline (i.e., existing) conditions to the year 2009.~~

- ~~Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential square footage, population, and employment.~~

- Provide new goals and policies to address future development and growth within the City.

- Provide comprehensive and concise land use designations that better reflect the land use vision for the City.

- Update the City's environmental baseline (i.e., existing) conditions to the year 2009.

- Update the General Plan development projections for the year 2035, including projections for dwelling units, non-residential square footage, population, and employment.

- ~~Focus policy direction on economic development and establishing the City as a diversified and strong economic base.~~

- Provide goals and policies to address the connections between health and the physical, social, and economic environment.

- Incorporate sustainability goals and policies to balance current demands with future demands as they pertain to the environment, economy, and social equity.

- Provide a basis for informative decisions when considering the 2035 development associated with implementation of the General Plan 2035 in the City of Murrieta.

- Conform with *CEQA* Section 21000 et seq., which requires that environmental impacts be addressed and mitigated.

- Provide a legally defensible environmental foundation upon which discretionary actions may be evaluated.

3.5.2 FOUNDATION FOR THE GENERAL PLAN 2035

Before starting the General Plan 2035, the Murrieta City Council identified economic development as the City's top priority. To support that priority, the City Council established a Comprehensive Development Strategy presenting the 20-year vision that Murrieta will be a diversified business hub for Southwest Riverside County and North San Diego County.

The General Plan 2035 presented an opportunity to get the community involved in setting direction for Murrieta. Workshops, surveys, and other participation opportunities during the planning process prompted community members to articulate their hopes for the future, provide direction on land use, suggest goals, and review draft documents. This community input was translated into the following ten community priorities that describe the vision that members of the public provided for the future of their community, which guided the goals and policies in the General Plan.

Natural Environment	*Protect the natural beauty of the mountains, hills, and waterways.*
Rural Areas	*Preserve elements of Murrieta's rural heritage.*
Community Character	*Protect and foster a strong sense of community and safety, as well as the "small~~home~~ town" feeling.*
Recreation and Culture	*Provide abundant parks and facilities for recreational activities, and cultural amenities.*
Historic Downtown Murrieta	*Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.*
Governance	*Promote community involvement and provide for a fiscally sound future.*
Sustainable Economy	*Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.*
Transportation	*Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.*

Infrastructure and Services	*Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.*
Youth Amenities	*Provide ample activities for all ages of youth, and jobs for teens.*

Natural Environment – Protect the natural beauty of the mountains, hills, and waterways.

Community members value the natural beauty and clean air of Murrieta. They listed mountains, hills, and waterways as treasures, with several calling out the Santa Rosa Plateau in particular. Participants cited open space as a treasure, and participants including youth expressed that natural areas should be retained in the future.

Participants cautioned that preservation would need to be balanced with development and the need to prevent flooding around waterways. Participants also expressed concerns about interference with property rights.

A workshop group that focused on open space and trails cited several benefits of quality of life, property values, sense of community, recreation, and wildlife preservation. This group suggested that connections between open space should be designed to work for people as well as for wildlife, and proposed a park with trails along the river from Wildomar to Temecula; they also suggested removing cement from the riverbed to allow groundwater recharge.

Rural Areas – Preserve elements of Murrieta's rural heritage.

Community members value the small town~~rural~~ feel around Murrieta, although they want the preservation of rural areas to be balanced with urban growth. Workshop participants also expressed a need for additional infrastructure in rural areas, such as roads, water, and sewer.

There were several different components of this "small town~~rural~~" character that participants valued. Some wanted a feeling of openness, space, and country landscapes. Others cited the freedom to keep animals, ride horses, and grow food—or to have more privacy.

Residents in the Los Alamos area offered visions for their neighborhood that sought these types of rural elements, as well as large lot sizes and limited regulation, while providing more urban infrastructure.

Other participants suggested maintaining a small town~~rural~~ feel by using elements such as split-rail fences, swales instead of curbs, greenways, and trails. One workshop group suggested ensuring compatible land uses near rural and agricultural areas. A survey participant proposed a living farm museum.

Community Character – Protect and foster a strong sense of community and safety, as well as the "small~~home~~ town" feeling.

Community members described Murrieta as safe, and placed importance on keeping it that way. Participants felt that Murrieta was good for families and wanted the community to be a safe, healthy environment for children in the future. Teens strongly valued the safety and sense of community they felt in Murrieta.

Residents expressed that Murrieta had a small town feel and sense of community. They valued community events and considered other people in Murrieta to be an asset.

Participants, including teens, referred to Murrieta as "clean," adding suggestions for more trees or landscaping, and image improvement. Participants expressed a desire for Murrieta to have a distinct identity.

Recreation and Culture – Provide abundant parks and facilities for recreational activities, and cultural amenities.

Many comments related to recreation and culture. Community members value parks and outdoor activities. Suggestions for additional recreational facilities included a dog park, aquatic facility, and a skating rink. One workshop group suggested building a campground and also suggested that volunteers could contribute to recreation, for instance through an "adopt a trail" program.

Participants expressed a need for more dining and night life in Murrieta. Others hoped for more arts and culture events and facilities, such as a concert hall. One workshop group wanted to see cultural amenities that would attract residents aged 18-30.

Historic Downtown Murrieta – Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.

Participants placed importance on Murrieta's historic downtown and Town Center, describing their envisioned downtown as "magical," "bustling," "prosperous," and "vibrant." They valued the historic character of downtown and suggested street lights and windmills as enhancements.

Sustainable Economy – Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.

Community members expressed a desire for economic development that would lead to more jobs, including high-paying jobs and jobs for teens and fully occupied retail centers. Participants hoped to see development in the Golden Triangle. They noticed local signs of the economic downturn, expressing concerns about commercial vacancies, foreclosures, and lower housing

3.5.3 CONTENTS OF GENERAL PLAN 2035

The General Plan 2035 includes the legally required elements for a General Plan, as well as some optional components that the community feels it is important to address. Once adopted, the optional elements have the same legal status as the mandatory elements. Each chapter of the General Plan has a specific purpose and focus as described below. Together, they present a consistent policy platform as required by law. No single element or subject supersedes any other, and all are internally consistent.

INTRODUCTION

The Introduction explains the purpose and contents of the General Plan, including how to use the General Plan, its relationship to California law, ~~and~~ the planning process that was followed for the General Plan 2035, and the community priorities that shaped the General Plan goals and policies..

VISION

The Vision chapter provides the context for the General Plan, including ~~background on Murrieta,~~ major policy initiatives behind the General Plan 2035~~, and the community priorities that shaped the General Plan goals and policies~~.

LAND USE ELEMENT

The Land Use Element establishes the anticipated patterns of development activity and land use that support, implement, and enhance the City's future vision. The Land Use Element will provide the primary guidance in the way Murrieta develops and redevelops over the next 25 years. It will serve as the City of Murrieta's primary policy guidance tool for land use decision-making and expresses the type, intensity, and general distribution of land uses. Parameters and desired locations for land uses such as residential, commercial, industrial, civic/institutional, parks, and open space are mapped and described.

ECONOMIC DEVELOPMENT ELEMENT

The Economic Development Element identifies current economic development conditions and demonstrates how the land use plan will promote business activity and employment growth within the City, consistent with the priorities identified by City leaders and the community. The Economic Development Element establishes goals and policies to promote fiscal stability, expand the City's employment base, and enhance the City's revenues in order to provide quality services to the community.

Background

The catalysts for reevaluating the land uses are the Crossroads Corporate Center and the Rancho Springs Medical Center. Portions of this area have been developed, but the remainder is vacant or occupied with single-family homes or small businesses on the properties.

Vision

The Golden Triangle North (Central Murrieta) Focus Area is intended to:

- Provide a mix of Multiple-Family Residential, Commercial, and Office and Research Park uses.
- Become an office and technology park employment center with some areas reserved for commercial uses.
- Provide office and research park uses in Central Murrieta north of I-215, east of Los Alamos Road, and generally west of Hancock Avenue to support the Rancho Springs Medical Center and complement the Crossroads Corporate Center.
- Provide shopping opportunities to support the employment uses in the Focus Area, as well as for the community.
- Eliminate the MU-1 general plan designation and redesignate those areas in the General Plan as either Multiple-Family Residential, Office and Research Park, or Commercial.

The Office and Research Park uses have the potential to support the Rancho Springs Medical Center, as well as provide opportunities for a range of technology and research uses. It is anticipated that buildings height for the Office and Research Park uses could range in height up to a maximum between five and ten stories.

The Commercial uses have visibility from the I-15 freeway as well as close proximity to surrounding residential and employment uses; thus providing both local and regional access to the shopping centers.

New development anticipated in this Focus Area under the General Plan 2035 includes an additional 244,872 square feet of commercial uses and 2,193,678 square feet of office and research uses.

SOUTH MURRIETA BUSINESS CORRIDOR

Location

The South Murrieta Business Corridor encompasses approximately 201 acres and is located west of Interstate 15, extending to Adams Avenue to the west and south of Murrieta Hot Springs

Road to the southern City boundary.

Background

The catalyst for reevaluating the land uses is the Murrieta Education Center, which introduces Class A office buildings to the area. Properties considered for land use changes are primarily vacant or underutilized.

Vision

The South Murrieta Business Corridor Focus Area is intended to:

- Create a signature look as the southern gateway into the City.
- Provide a mix of Office and Research Park, Business Park, and Industrial Uses.
- Become a major employment center in the southern part of the City.
- Provide additional opportunities for Class A office buildings.
- Maintain the Business Park designation to promote and intensify the uses along the Jefferson Avenue corridor.
- Eliminate the MU-2 general plan and zoning designations and redesignate those areas in the General Plan as either Office and Research Park or Business Park.

The Office and Research Park uses will be primarily located west ~~south~~ of the I-15 freeway, south ~~east~~ of Guava Street, east ~~north~~ of Madison Avenue, and north ~~west~~ of Elm Street. The buildings heights in this area could range in height up to a maximum of five to six stories.

The Business Park and Industrial uses will occupy the remainder of the Focus Area. The maximum buildings heights would be consistent with existing business park and industrial uses, ranging from two to three stories.

New development anticipated in this Focus Area under the General Plan 2035 includes an additional 3,126,582 square feet of office and research uses and 2,393,221 square feet of business park uses.

MULTIPLE USE AREA 3 (MU-3)

Location

The MU-3 area encompasses approximately 201 acres, and is primarily located on the west of Interstate 15.

Table 3-3
Focus Area Land Use Projections

Focus Area	Acres	Residential	Commercial	~~Professional and~~ Office and Research Park	Business Park	Industrial	Civic/ Institutional
North Murrieta Business Corridor	816.21		1,672,846	7,666,185			
Clinton Keith/Mitchell	279.56	869	265,155	1,045,404			
Golden Triangle North (Central Murrieta)	218.16		244,872	2,193,678			
South Murrieta Business Corridor	580.49			3,216,582	2,393,221		
Multiple Use 3 (MU-3)	201.34	1,137	800,710	434,336	291,802		2,028
Historic Murrieta Specific Plan	250.00	512	521,413	251,102			
Los Alamos	TBD	828	157,453				
Total	2,345.76	3,346	3,662,446	14,807,287	2,685,023	0	2,028

The anticipated growth in residential and non-residential uses over year 2009 conditions within the Focus Areas is:

- Addition of 3,346 dwelling units
- Addition of 21,156,784 square feet of non-residential uses

3.5.8 GENERAL PLAN BUILDOUT

Although the General Plan 2035 focuses growth within the Focus Areas, it is anticipated that additional growth would occur within the City outside of these areas. Citywide growth, including the Focus Areas, is anticipated as follows:

- Addition of 10,734 dwelling units
- Addition of 36,210,757 square feet of non-residential uses

Table 3-4, *General Plan 2035 Buildout*, provides a summary of the anticipated development conditions through buildout. The values include the additional growth anticipated with the General Plan 2035, including the Focus Areas, as presented in *Table 3-3*.

Table 3-4
General Plan 2035 Estimated Buildout

Land Use Designations	Acres	Dwelling Units	Square Feet
Residential			
~~Rural~~ Large Lot Residential	3,126.87	977	
Single-Family Residential	6,517.17	31,581	
Multiple-Family Residential	611.20	11,379	100,000
Non-Residential			
Commercial	1,335.03		18,683,477
~~Professional and~~ Office and Research Park	1,376.94		16,465,371
Business Park	823.40		11,403,714
Industrial	108.69		1,498,300
Civic/Institutional	999.14		1,168,369
Other Land Uses			
Mixed Use	42.70		853,913
Parks and Open Space	3,220.85		16,508
Roads	3,348.69		
TOTAL CITY ONLY	21,510.68	44,484	50,189,652
Sphere of Influence	5,340.95		
TOTAL WITH SPHERE OF INFLUENCE	26,851.63		

In total, these efforts are anticipated to result in following scenario at buildout:

- 44,484 residential dwelling units; and
- 50,189,652 square feet of non-residential uses.

3.5.9 LAND USE DESIGNATIONS

State General Plan law requires the Land Use Element to indicate the standards for building intensity (i.e., residential densities and non-residential building intensities) allowed in the City. Land use designations describe the type and intensity of development allowed in a given area. While terms like "residential," "commercial," or "industrial" are generally understood, State General Plan law requires a clear and concise description of the land use categories that are depicted on the General Plan Land Use Policy Map (*Exhibit 3-2*).

The proposed land use designations have been modified to reflect more generalized land use categories. The City's Zoning Map will identify the detailed zoning designations that correspond and implement the land use plan. The City's Development Code will be updated following adoption of the General Plan 2035 to reflect the new land use designations and associated zoning designations.

The Land Use Element and General Plan Land Use Policy Map contain the following land use designations.

RESIDENTIAL LAND USE DESIGNATIONS

The City of Murrieta provides a range of housing types to meet the varying needs of its residents. The following residential land use designations are established for the General Plan 2035.

Large Lot~~Rural~~ Residential (0.14 – 1.0 du/ac)

Rural Residential provides for very-low density residential development on land that may have limited access to urban services. Typical development consists of single-family detached housing and accessory buildings, often with the keeping of horses and other farm animals and/or small agricultural plantings.

Single-Family Residential (1.1 – 10.0 du/ac)

Single-Family Residential provides for traditional single-family detached and attached housing. Typical development consists of a single-family detached home for each legal lot. The Single-Family Residential designation also provides for small lot development such as zero lot line.

Multiple-Family Residential (10.1 - 30 du/ac)

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

Base Land Use Density

The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base density for the Rural Residential category is 1 unit per acre. The base densities for the Single-Family Residential and Multiple-Family Residential categories are 10 units per acre and 30 units per acre, respectively.

Housing Affordability Bonus

The City provides for the development of affordable housing for lower-income households through its affordable housing density bonus program in accordance with State law. The specific provisions of the affordable housing density bonus program are outlined in the City's Development Code. When utilizing the affordable housing density bonus program, the allowable

- Prohibit structures that are determined to be a "hazard" by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area shall incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

DEVELOPMENT IN ADJACENT JURISDICTIONS

Goal LU-26 The City understands that development on lands adjacent to the City's corporate boundary can profoundly affect Murrieta residents and businesses.

Policies

LU-26.1 Cooperate with other jurisdictions in developing compatible land uses on lands adjacent to, or near, the City's corporate boundaries to minimize significant impacts and potentially benefit residents, businesses, and/or infrastructure systems in Murrieta.

LU-26.2 Monitor planning and environmental assessments for development projects in adjacent jurisdictions and participate in public hearings for the projects.

CODE ENFORCEMENT

Land Use designations of the proposed General Plan 2035 are listed and discussed in brief below. Refer to Section 3.0, Project Description, for a fully detailed description of proposed land use designations.

Residential Land Uses

The proposed General Plan 2035 provides for Large Lot~~Rural~~ Residential, Single-Family Residential, and Multiple-Family Residential development.

- ***Large Lot~~Rural~~ Residential (0.14 – 1.0 du/ac).*** Rural Residential provides for very-low density residential development on land that may have limited access to urban services. Typical development consists of single-family detached housing and accessory buildings, often with the keeping of horses and other farm animals and/or small agricultural plantings.

- ***Single-Family Residential (1.1 – 10.0 du/ac).*** Single-Family Residential provides for traditional single-family detached and attached housing. Typical development consists of a single-family detached home for each legal lot. The Single-Family Residential designation also provides for small lot development such as zero lot line.

- ***Multiple-Family Residential (10.1 – 30 du/ac).*** Multi-Family Residential provides for attached and detached apartments and condominiums. Typical development consists of townhomes, condominiums, apartments, senior housing, and stacked flats. Multiple-Family Residential encourages the development of integrated projects that provide complementary open spaces and amenities on-site.

BASE LAND USE DENSITY

The base land use density refers to the maximum number of units per acre permitted under the corresponding zoning district. The base density for the Rural Residential category is 1 unit per acre. The base densities for the Single-Family Residential and Multiple-Family Residential categories are 10 units per acre and 30 units per acre, respectively.

HOUSING AFFORDABILITY BONUS

The City provides for the development of affordable housing for lower-income households through its affordable housing density bonus program in accordance with State law. The specific provisions of the affordable housing density bonus program are outlined in the City's Development Code. When utilizing the affordable housing density bonus program, the allowable density is increased by up to 100 percent for senior housing and 35 percent for non-senior housing, consistent with State density bonus law, as amended.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

County of Riverside

- **THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCONSISTENCIES WITH THE RIVERSIDE COUNTY AIRPORT LAND USE COMPATIBILITY PLAN.**

Level of Significance Before Mitigation: ~~Potentially~~ Less Than Significant Impact.

Impact Analysis: The French Valley Airport, which is a County-owned public-use airport, is located on SR-79 (Winchester Road) in unincorporated Riverside County east of Murrieta, adjacent to Temecula. The influence area for the French Valley Airport extends into the eastern portion of Murrieta. A majority of the City located within the airport influence area is within Compatibility Zones D and E. A small portion of the City generally located east of Liberty Road and South of Thompson Road is within Compatibility Zone C and a smaller area of the City generally located east of Briggs Road is located within Compatibility Zone B1. Approximately 0.01 acre is located within Zone B2; refer to *Exhibit 5.1-1*.

The existing General Plan is not consistent with the Compatibility Plan, as the General Plan land use designations do not meet the density or intensity criteria specified in the Compatibility Plan, even with the implementation of mitigation measures identified in the *French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration*. Specifically, the General Plan Large Lot~~Rural~~ Residential land use designation within Compatibility Zone D allows for residential development of 0.4 to 1.0 dwelling unit per acre. Development at this intensity would be inconsistent with the Compatibility Zone D criteria, which restricts lower density development to a maximum of 0.2 dwelling units per acre. The proposed General Plan 2035 is not recommending any land use changes for the areas within the French Valley Airport Compatibility Zones. However, based on discussions with ALUC staff, it was determined that in order to be consistent with the Compatibility Zone D criteria, the Large Lot~~Rural~~ Residential land use designation would be modified to accommodate the lower density of 0.1~~2~~ dwelling units per acre. Further, a policy has been included in the General Plan 2035 for properties designated as Large Lot~~Rural~~ Residential and Single-Family Residential in the General Plan that are located within Compatibility Zones C and D to submit tentative tract maps and parcel maps to the Riverside County ALUC for consistency review. The proposed Large Lot~~Rural~~ Residential density range and policy would eliminate the inconsistency that currently occurs with the ALUP.

Another inconsistency that exists within Compatibility Zone D is associated with vacant areas currently designated for commercial land uses. Future development of these lands could exceed the average and single acre intensity criteria of 150 and 450, respectively. As stated, the proposed General Plan 2035 is not recommending land use changes for the areas within the

French Valley Airport Compatibility Zones. Thus, this existing inconsistency would remain with the General Plan 2035. However, based on discussions with ALUC staff, in order to be consistent with the ALUP a policy has been included in the General Plan 2035 for proposed commercial developments and places of assembly within Compatibility Zones B1, C, and D to be submitted to the ALUC for consistency review. A policy is also proposed to address the open space provisions as determined by the respective Compatibility Zone. The proposed policies would eliminate the inconsistency that currently occurs with the ALUP.
~~Thus, new land use compatibility impacts with the Compatibility Plan for French Valley Airport would not occur. However, existing incompatibility impacts would continue to occur as the proposed General Plan 2035 land use designations for areas within the Airport Zones would remain unchanged. Therefore, as with the existing General Plan, the proposed General Plan 2035 land use designations would not meet the density or intensity criteria specified in the Compatibility Plan, resulting in a significant and unavoidable impact.~~

It should be noted that the proposed General Plan 2035 does not propose site-specific development at this time. It is anticipated that future development projects within the Airport Zones would be reviewed on a project-by-project basis to determine the proposed development's consistency with the Compatibility Plan. Further, the proposed General Plan 2035 includes policies that promote land use compatibility and protection of the public from potential impacts associated with the French Valley Airport and ensures consultation and coordination with the Riverside County Airport Land Use Commission in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

Refer also to *Section 5.6*, *Noise* and *Section 5.14*, *Hazards and Hazardous Materials*, for additional analysis regarding potential noise and safety impacts associated with the proposed General Plan 2035 and French Valley Airport.

As noted previously, a local agency general plan or specific plan that includes areas covered by an adopted ALUCP must submit its general plan or specific plan (or any amendments thereto) to the ALUC for a consistency determination. If the general plan or specific plan is considered inconsistent with the ALUCP, the local agency's governing body may "overrule" the ALUC's inconsistency determination after a hearing by a two-thirds vote. In overruling the ALUC's determination, the local agency's governing body must make findings that its general plan or specific plan is consistent with the purposes of the State Aeronautics Act, as stated in *California Public Utilities Code* Section 21670.

Subsequent to issuance of the Murrieta General Plan 2035 Public Review Draft EIR, the proposed General Plan 2035 was considered by the Riverside County ALUC at his May 12, 2011 hearing for consistency with the French Valley ALUCP. The ALUC determined the Murrieta General Plan 2035 to be conditionally consistent with the French Valley ALUCP with the density modification to the Large Lot~~Rural~~ Residential Land Use designation and the inclusion of additional policies to provide for future consistency review by the ALUC for properties designated Large Lot~~Rural~~ Residential and Single-Family Residential in the General Plan Compatibility Zones C and D and for properties proposing commercial development and places

of assembly within Compatibility Zones B1, C, and D, and for properties to provide the appropriate open space in compliance with the applicable Compatibility Zone (Policies LU-25.10, LU-25.11, and LU-25.12). Thus, the proposed General Plan 2035 would not result in inconsistencies with the Riverside County ALUCP for the French Valley Airport. Impacts would be less than significant in this regard.

Goals and Policies in the Proposed General Plan 2035:

Goal LU-25 Collaboration with Federal, State, County, and other regional agencies and authorities to ensure compliance with existing and future legislation that affects the City of Murrieta.

Policies

LU-25.8 Establish land use patterns that protect the public from impacts (noise, potential accidents) associated with the French Valley Airport, through the following:

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a "hazard" by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot~~Rural~~ Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.
~~No mitigation measures are available.~~

Level of Significance After Mitigation: ~~Significant Unavoidable~~Not Applicable. ~~Impact.~~

■ THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCONSISTENCIES WITH THE WESTERN RIVERSIDE COUNTY MULTIPLE SPECIES HABITAT CONSERVATION PLAN.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: Portions of the MSHCP Reserve Area extend into the City and the Sphere of Influence; refer to *Exhibit 5.10-2*. The reserve is intended to protect sensitive plant and wildlife species and their habitats pursuant to the Western Riverside County MSHCP. The conceptual conservation scenario for the MSHCP Reserve Area is based on existing conserved lands, undeveloped land (Core Areas), and identified potential Linkages between the Core Areas. *Exhibit 5.10-1* illustrates the existing Conserved Lands and the Proposed Linkages and Cores.

Section 5.10, Biological Resources, analyzes the proposed General Plan 2035's consistency with the MSHCP. As indicated in Section 5.10, future development within the City, including the Focus Areas may occur within the Proposed Linkages and Cores. The City of Murrieta approved the MSHCP and is a local Permittee under the MSHCP. As such, the City has the authority to meet the conservation planning obligations for its jurisdiction. Future development would undergo environmental and design review on a project-by-project basis, in order to confirm consistency with the MSHCP Species Conservation Guidelines and Area Plan Conservation Criteria.

The proposed General Plan 2035 establishes goals and policies to address compliance with the Western Riverside County MSHCP. All future development would be subject to compliance with the goals and policies identified in the proposed General Plan 2035. Therefore, future development according to the proposed General Plan 2035 is not anticipated to conflict with the provisions of the Western Riverside County MSHCP. A less than significant impact would occur in this regard.

Goals and Policies in the Proposed General Plan 2035:

5.1.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

■ DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE LAND USE IMPACTS.

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis: The proposed General Plan 2035 focuses on guiding the development of vacant land, specifically focusing on opportunities for economic development. Seven Focus Areas have been identified for policy focus. Of these seven areas, five have been targeted for land use change. These areas include key locations along freeway corridors that are suitable for major land development and redevelopment to carry out the City Council's economic development strategy, including areas around Loma Linda University Medical Center-Murrieta and the Murrieta Education Center. They also include rural residential areas north of Clinton Keith Road that are adjacent to major new development along I-215. The Land Use Policy Map establishes the vision for the City to focus its efforts to attract a variety of businesses and industries, higher educational institutions, and health care facilities, while preserving its existing residential areas. The proposed uses and their distribution will allow for the development of major employment areas, a commercial/mixed-use regional hub, and cohesive and compatible commercial, professional and office, and residential areas. The Land Use Policy Map, along with the Land Use and Economic Development Elements establish a foundation to bring jobs into the City, providing regional implications, such as improved air quality through reduced commuting and an improved jobs/housing balance.

~~Although the proposed General Plan 2035 would be inconsistent with the Compatibility Plan for the French Valley Airport, the potential inconsistencies pertain to specific sites within the City and would not be cumulatively considerable. Future development on those sites would be reviewed on a project-by-project basis to determine the proposed development's consistency with the Compatibility Plan. Therefore, cumulative Impacts would be less than significant in this regard.~~

As indicated in Section 5.2, Population, Housing, and Employment, although the proposed General Plan 2035 population and dwelling units would be slightly greater than projected by SCAG, the forecast growth is generally consistent. Further, the proposed General Plan 2035 accounts for the population growth and establishes goals and policies to reduce potential growth-related impacts. The purpose of the proposed General Plan 2035 and General Plan Land Use Policy Map is to encourage a compatible pattern of development. The goals and policies direct future growth and development in Murrieta, while minimizing potential land use conflicts. Additionally, the goals and policies are designed to preserve and improve existing and future physical development by providing a balance of residential and non-residential development,

ensuring that adjacent land uses are compatible with one another, and effectively developing vacant parcels.

All future projects under the proposed General Plan 2035 would be required to mitigate land use impacts on a project-by-project basis. Therefore the incremental impact of the proposed General Plan 2035, when considered in combination with development within the subregion, would not result in cumulatively considerable land use impacts. In addition, the land use changes anticipated under the proposed General Plan 2035 would accommodate the growth projections identified by SCAG; thus cumulative land use impacts are not anticipated. Further, projects within the SCAG region that are regionally significant, as determined by SCAG, would be reviewed for conformity with regional goals for population, housing, employment, mobility and air quality, further reducing potential cumulative impacts to a less than significant level.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.1.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Level of Significance After Mitigation: Not Applicable.

5.1.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Land Use impacts associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with goals and policies in the proposed General Plan 2035. No significant unavoidable land use impacts would occur as a result of buildout of the proposed General Plan 2035.

~~Despite compliance with goals and policies, the proposed General Plan 2035 would result in significant unavoidable impacts regarding the following:~~

- ~~Consistency impacts associated with the Riverside County Airport Land Use Compatibility Plan.~~

~~All other land use impacts associated with implementation of the proposed General Plan 2035 would be less than significant with compliance with the goals and policies in the General Plan 2035.~~

~~If the City of Murrieta approves the proposed General Plan 2035, the City shall be required to cite their findings in accordance with *CEQA Guidelines* Section 15091 and prepare a Statement of Overriding Considerations in accordance with *CEQA Guidelines* Section 15093.~~

Redevelopment Plan for the Murrieta Redevelopment Project as Amended by the 2006 Amendment, Murrieta Redevelopment Agency, June 2006.

Riverside County Airport Land Use Commission, Staff Report, May 12, 2011.

Riverside County Airport Land Use Compatibility Plan Volume I Policy Document, October 14, 2004.

Riverside County Airport Land Use Compatibility Plan Volume I Policy Document, Chapter 15 – French Valley Airport, Adopted October 2007.

South Coast Air Quality Management Plan (SCAQMP), Adopted June 1, 2007.

The Vineyards Specific Plan and EIR Substantial Conformance No. 1, June 13, 1989.

The Vineyards Specific Plan Substantial Conformance No. 4, 1992.

Western Riverside County Multiple Species Habitat Conservation Plan, June 2003.

Railways

Currently, there are no railroads traversing the City. However, opportunities to pursue future light rail transit and high speed rail are planned for the future of the City, which would create a new source of mobile noise. At this time, the location of any stations or rail alignments is not known. Implementation of Policy N-3.6 would require the City to coordinate with appropriate agencies in the siting, design, and construction of rail stations and track alignments to ensure that noise attenuation measures are addressed. Additionally, Policy LU-25.2 would require the City to establish a proactive role in the implementation of Proposition 1A in regards to the High Speed Rail.

Airport Noise

There is one primary source of air traffic affecting noise levels within the City of Murrieta; the French Valley (Rancho California) Airport, located outside the City's sphere of influence. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of noise heard in the City. The Riverside County Airport Land Use Commission has prepared a *Comprehensive Land Use Plan* for the French Valley Airport (*CLUP*), which experiences an average of 506 daily operations.

The CLUP indicates only a few parcel on the City's eastern boundary close to SR-79 are within the 55 CNEL noise level contour; the remainder of the 55 CNEL noise level contour is located outside of City boundaries. The *CLUP* also designates portions of the City as being located within Compatibility Zones B1, C, D, and E, all of which require certain land use restrictions. As cited in the French Valley Airport Land Use Compatibility Plan Initial Study and Mitigated Negative Declaration, the City of Murrieta already committed to mitigate development-related impacts to noise through compliance with applicable General Plan Noise Element policies. The City would continue to compliance with applicable policies from the update Noise Element. In addition, implementation of Policies LU-25.8 and 25.9 would require the City to work with the Riverside County Airport Land Use Commission in the development of the French Valley Airport Land Use Plan and other planning and environmental studies. In addition, compliance with Mitigation Measure NOI-2~~-x~~ would ensure aircraft noise impacts to residential uses within the 55 CNEL noise contour are mitigated to a less than significant level.

STATIONARY SOURCES

Commercial and industrial land uses are located near sensitive receptor areas. These uses currently generate occasional stationary noise impacts. Primary noise sources associated with these facilities are due to customer trips, delivery trucks, heavy machinery, air compressors, generators, outdoor loudspeakers, and gas vents. Other significant stationary noise sources within the City include construction activities, street sweepers, and gas-powered leaf blowers.

1. A significant concentration or continuity of buildings unified by past events or aesthetically by plan or physical development; or,
2. The area is associated with an event, person, or period significant or important to Murrieta history.

c. The designation of the geographic area as a historic preservation district is reasonable, appropriate, and necessary to protect, promote, and further the goals and purposes of the ordinance codified in this chapter and is not inconsistent with other goals and policies of the City.

d. Determining Factors: In determining whether to designate a historic preservation district, the following factors shall be considered:

1. District should have integrity of design, setting, materials, workmanship, and association; and,
2. The collective value of the buildings and structures in a district taken together may be greater than the value of each individual building or structure.

Historic Murrieta Specific Plan

The Historic Murrieta Specific Plan is intended to provide a vision for future development within the designated area, establish guidelines for land use decisions, improve the area's physical and economic environment, and establish City goals for quality development within Historic Murrieta. The Specific Plan area is essentially the original "Murrieta Town Site" subdivided by the Temecula Land and Water Company in 1884. It is generally bounded by Kalmia Street to the north, Ivy Street to the south, Hayes Avenue to the west, and Jefferson Avenue to the east. The Specific Plan establishes a vision for development within the area and provides design guidelines for future projects to ensure that the overall vision is achieved and maintained. Guidelines for land use patterns, tree preservation, gateways, streetscape, infrastructure, parking, streets, and alleyways, among other elements, are discussed within the Specific Plan. In addition, the Specific Plan identifies 10 Land Use Districts within the Specific Plan Area to allow for implementation of the overall Plan vision and goals, consistent with goals and policies of the City's original General Plan.

5.9.2 ENVIRONMENTAL SETTING

Paleo-Indian Period. Archaeological research and tribal oral traditions in the Murrieta-Temecula area suggests that prehistoric occupation of the valley dates back thousands of years. There are a number of long-term ~~prehistoric sites~~ village complexes and habitation sites located in Murrieta, which are valuable resources. The ~~carvings and other signs left in local rocks and boulders~~ remnants of early villages as well as the local art and ethnographic accounts provide an important record of Murrieta's early occupation by Native Americans.[3]

[3] City of Murrieta *General Plan*, June 21, 1994.

~~**Shoshonean Period.** Luiseño and Cahuilla groups of the Southern California Shoshone Indian Tribe entered into the area sometime after 1500 and settled at various sites along streams throughout the Murrieta-Temecula area. These Payomik Kowichum, as they were called before the Mission Era, were a hunting-gathering people. Two Payomik settlements are believed to have been located in Murrieta: Avaxat, referring to the cottonwoods of Murrieta Creek, was located just west of the creek near present-day Ivy Street, while Toatwi was located near Los Alamos and Winchester Road.[4]~~

Late Period. It is generally assumed that the Late Period began approximately AD 500 to 750, and its termination is widely accepted as AD 1769, the date of the beginning of permanent European occupation of California. The Luiseno Peoples occupied the Murrieta-Temecula area and called themselves Payomkawichum before the influx of European settlers and the Mission Period. There are also many Luiseno place names within the Murrieta area. Several village complexes were located within the City's boundaries; one that has been definitively identified by the Tribe is Qengva, which is in the southwest part of Murrieta. To the north of Qengva is 'avaa'ax, referring to the cottonwood trees along Murrieta Creek. To the east is the "The Owls' Nest" or Muula Putee, which is located on what residents know as the Hogbacks in the Los Alamos area. Flowing beside these prominent hills to the south is the Santa Gertrudis River or Totpa, a very important water source.

Spanish and Mexican Periods. Both the San Luis Rey and the San Juan Capistrano Missions claimed the territory for cattle raising and used local vaqueros to manage their cattle herds. They likely used Los Alamos Road to travel from the Alamos grasslands to the missions. Soon after Spain lost control of Mexico and the missions closed, the entire Murrieta area was divided among three land grants: Rancho Temecula, San Jacinto Rancho, and Rancho Santa Rosa.[5]

American Period. As travel along the Santa Fe Trail and Southern Emigrant trails during the early American Period brought more settlers, settlement occurred along the Santa Ana and San Jacinto waterways. The Southern Pacific Railroad line from Los Angeles through the San Gorgonio Pass was completed in 1876. In 1883, the California Southern Railway allowed for travel through the Cajon Pass and down to San Diego through western Riverside County. The trains were eventually used to transport settlers into the area, creating a period of agricultural and land development, ultimately resulting in the establishment of Riverside County in 1893. Transportation, agriculture, and the control of water have continued to be central themes in the settlement, development, and growth of Riverside County (Robinson 1979).

The Murrieta area was originally included in Mission San Luis Rey's lands as part of Rancho Temecula. After secularization, other ranchos were carved from Rancho Temecula, including the Pauba, La Laguna, and Little Temecula Ranchos. By the mid-19th century, Murrieta's land area was bisected by the Southern Emigrant Trail, which ran through western Riverside County

[4] Ibid.
[5] Ibid.

groves of deciduous fruits, the area settled into a more bucolic existence (Lech 2004). Daily train service continued into Murrieta until 1935, after automobile use had become a well-established alternative to train travel in southern California (Garrison 1963).

After the close of the rail line in 1935, the land boom ended. By 1947, the town had an estimated population of 1,200. In that same year, the Murrieta Fire Protection District was formed. Civic accomplishments in the 1950s included a new town hall (1956) and the formation of the Murrieta Valley Chamber of Commerce (1959). In the 1960s, the area became known for the breeding of fine racehorses.

From the 1890s through the late 20th century, Murrieta's land use and local economy was largely based on dry-farming grains (barley, wheat, and oats), and Murrieta's identity was influenced by established farms of vast rolling fields of seasonal grasses. Murrieta was largely a town consisting of grain farmers who drove huge teams of horses pulling combine harvesters over the fields of the Antelope Valley, the Santa Rosa Plateau, and the Alamos district. Murrieta farmers also grew potatoes, alfalfa, vegetables, and grape vineyards, as well as orchards of olive, cherry, pear, apple, fig, and nectarine trees (Alter et al. 2005).

One exception to the community's dominant agricultural identity was the regionally-popular Murrieta Hot Springs. Located along present Murrieta Hot Springs Road just east of I-215, the mineral-rich springs have been used by people for thousands of years. The Luiseño called the springs Churuukunuknu Haki'wuna ~~Cherukanukna Hakiwuna~~ and their extensive use of the springs is reflected in the numerous habitation sites and artifacts identified nearby. Non-Indian visitors in the late 19th century determined what the Luiseno already know about the springs, that the springs had healing properties, and Murrieta Hot Springs became part of a rapidly growing network of Southern California destinations for health-seekers. In 1887, a Pasadena syndicate bought the hot springs, along with over a thousand acres of land. After several years of new owners, Murrieta Hot Springs was purchased by Fritz Guenther in 1902. It prospered under the family's ownership for nearly 70 years, expanding from 200 acres of ranch land and a few decrepit buildings into over 500 acres of prime resort spa, complete with bathhouses, tiled pools, hotels, great halls, stables, gardens, and hiking trails; however, by 1969, profits declined due to laws prohibiting gambling, and affordable air travel enticed families to take their vacations elsewhere. Murrieta Hot Springs was sold again, continuing its decline over the years until the spa was closed in 1990 and the resort was auctioned off (Boyce 1995).

HISTORIC/ARCHAEOLOGICAL RESOURCES

Cultural resources are represented by the material remnants of human activity in an area and can be either prehistorical (aboriginal/native American) or historical (European and Euro-American). Although not necessarily of cultural significance per *CEQA*, cultural remains are considered to be of cultural concern if they are at least 50 years old. Such resources may include midden (ashy or greasy dark soil indicating former occupation); ground stone tools and milling features; rock shelters; rock art (petroglyphs); rock features (cairns, stone walls); quarries; trails; and, ecofactual material (faunal remains, fire-affected rocks). Other indicators of former occupancy

may include pottery, human skeletal remains, and body adornments (i.e. shell or bone beads, jewelry). Cultural resources can also include oral traditions, ethnographic accounts, traditional songs and stories, and places important for the continuation of traditional beliefs and practices.

A records search at the Eastern Information Center (EIC), located in the Department of Anthropology at the University of California, Riverside, indicated that 330 cultural resource studies have been conducted within the City and the Sphere of Influence, resulting in the identification of a total of 199 documented cultural resources. Previous studies within the City and the Sphere of Influence consist mainly of cultural resource assessments, survey reports, and archaeological test excavations. The documented resources within the City and the Sphere of Influence include more than 75 separate milling features in bedrock, 36 milling artifacts, 53 sites with lithic artifacts (flakes, points, debitage), five sites with rock art, nine possible prehistoric campsites or habitation sites, three possible prehistoric quarries, seven built resources, and 11 historic archaeological sites (trash scatters, habitation remains). The significance of each of these resources was not identified, and instead requires consideration on a site- or resource-specific basis.

Potential Historic Resources

A review of the Riverside Historic Properties Directory revealed that an additional 73 properties have been documented and evaluated, shown in *Table 5.9-1, Evaluated Resources in the Historic Properties Directory*. Several of these resources have been demolished. Eleven of them are part of the Murrieta Hot Springs complex, which was incorporated into a Christian conference center in 1995.

The Murrieta Historical Resources Inventory Update (Alter et al. 2004) included 71 potentially historic resources, shown in *Table 5.9-2, Potentially Historic Resources in the City of Murrieta*. Many of these resources were initially documented by the Riverside County Historical Commission in a 1982 survey that was submitted to the EIC, and are in the Riverside Historic Properties Directory; thus, they appear in *Table 5.9-1* as well. However, the City of Murrieta has never adopted a list of historic resources.

As indicated by their CHR status codes, Murrieta's documented historic properties include properties that appear eligible for the National Register or California Register through survey evaluation, and properties recognized as historically significant by local government. As yet, no individual resources, archaeological districts, or historic preservation districts have been designated for inclusion on the Murrieta Register of Cultural Resources.

The City has recognized the importance of preserving its history and character in the Conservation Element with Goal CSV-11 that seeks to preserve the City's significant historical, archaeological, and cultural value resources. Additionally, implementation of the goals and policies of the proposed General Plan 2035 Conservation and Land Use Elements, and Mitigation Measures CR-1 and CR-2, would reduce potential impacts to undocumented archaeological resources, cultural resources, and historical structure/resources to less than significant levels.

In addition, the *City of Murrieta Development Code* and *Historic Murrieta Specific Plan* provide protections for cultural and historic resources, including historic landscape features and trees. The proposed General Plan 2035 includes goals and policies regarding Historic Murrieta and to continue the City's efforts to preserve its historic character while encouraging pedestrian-oriented infill development that restores the area as a community core (Goal LU-24). Other proposed General Plan 2035 goals and policies seek to continue the rural character and heritage of the Los Alamos area (Goal LU-22).

Future development would be subject to compliance with the proposed General Plan 2035 Conservation Element and Land Use Element goals and policies outlined below and Mitigation Measure CR-1, which would ensure that future development in the City would not adversely impact archaeological, cultural, or historical resources, thereby reducing potential impacts to less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-9 A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.

Policies

CSV-9.1 Identify and protect native trees, trees of historic or cultural significance, and mature trees, consistent with the Tree Preservation Ordinance.

Goal CSV-11 Murrieta protects, enhances, and celebrates archaeological, cultural, and historic resources as a way to foster community identity**.**

Policies

CSV-11.1 Promote the protection and preservation of archaeological, cultural, historical, and architecturally significant sites, structures, districts, Native American resources, and natural features throughout the community, consistent with the Cultural Resource Preservation Ordinance. Preferred methods of protection include

Goal LU-22 Natural and visual resources are valued resources to maintain the rural character of the Los Alamos Hills.

Policies

LU-22.3 Encourage development that minimizes impacts to existing water courses, mature trees, and natural features as much as possible. In those cases that these areas/features are impacted, the final design should provide adequate mitigation on-site and/or in nearby areas.

LU-22.4 Encourage healthy and structurally sound, existing groves of eucalyptus and other mature non-native trees located west of Warm Springs Creek to be considered a visual asset to the area, and should be conserved and maintained to the maximum degree practicable.

Goal LU-24 Historic Murrieta as the City's cultural, civic and community center.

Policies

LU-24.1 Preserve and enhance the historic Murrieta area as the governmental and cultural focal point of the City.

Mitigation Measures:

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

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

Measures CR-1 and CR-3). If avoidance of the resources is not feasible, s~~S~~alvage operation requirements pursuant to Section 15064.5 of the CEQA Guidelines shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

Level of Significance After Mitigation: Less Than Significant Impact.

BURIAL SITES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD IMPACT UNMARKED BURIAL SITES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Given the history of various Indian tribes and their presence throughout Murrieta and the region, there is the potential for human remains, including those interred outside of formal cemeteries, to be encountered during earth removal or disturbance activities with implementation of the proposed General Plan 2035. However, archaeological resources have been documented within and near the City. Therefore, ground-disturbing activities in the City, such as grading or excavation, have the potential to disturb as yet unidentified human remains.

The Native American Graves Protection and Repatriation Act within the State of California, is enacted by the California Native American Historical, Cultural and Sacred Sites Act, and applies to Federal, State, and private lands. Upon discovery of human remains, the activity ceases and the County Coroner shall be notified. If the remains are of a Native American, the coroner notifies the Native American Heritage Commission (NAHC), which then notifies the mostly likely descendents. The NAHC is directed to prepare an inventory of Native American Sacred Places on public lands. It is illegal for anyone to knowingly or willfully possess or obtain any Native American artifacts or human remains from a Native American grave or cairn. Any person who removes, without authority of law, Native American artifacts or human remains from a Native American grave or cairn with the intent to sell or dissect such remains is guilty of a felony punishable by imprisonment in a Federal or State prison.

If human remains were found, those remains would require proper treatment, in accordance with applicable laws. State of California *Public Resources Health and Safety Code* Sections 7050.5-7055 describe the general provisions for human remains. Specifically, H*ealth and Safety Code* Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in *California Public Resources Code* Section 5097.98 would be implemented. If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the

remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, and compliance with proposed General Plan 2035 Conservation Element Goal CSV-11 and Policy CSV-11.5 and Mitigation Measure CR-2, impacts in this regard would be less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-11 Murrieta protects, enhances, and celebrates archaeological, cultural, and historic resources as a way to foster community identity**.**

Policies

CSV-11.5 Comply with state law regarding the identification and protection of Native American resources, and consult with the appropriate tribal governments.

Mitigation Measures:

CR-3~~2~~ In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall serve as consultant on how to proceed with the remains.

Level of Significance After Mitigation: Less Than Significant Impact.

PALEONTOLOGICAL RESOURCES

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD DIRECTLY OR INDIRECTLY IMPACT A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: The San Bernardino County Museum Earth Sciences Division has classified the majority of the City and the Sphere of Influence as having a high potential for containing significant, nonrenewable paleontological resources. Formations in the Murrieta area have yielded extensive fossil remains. In particular, fossils may be present in three major fossiliferous Pleistocene age sedimentary rock units that are exposed along the Elsinore fault zone, as discussed above.

Future development associated with implementation of the proposed General Plan 2035 could indirectly result in impacts to undiscovered paleontological resources through remediation, demolition, or construction activities. All future improvements and development within the City would be subject to compliance with the proposed General Plan 2035 Conservation Element Goal CSV-7 and the associated policies, and Mitigation Measures CR- and CR-2~~1~~, which would ensure impacts to paleontological resources or unique geologic features are reduced to a less than significant level.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-7 Paleontological resources are conserved as a record of the region's natural history.

Policies

CSV-7.1 Continue development review procedures that protect paleontological resources.

CSV-7.2 Encourage local display and educational use of paleontological resources.

Mitigation Measures: Refer to Mitigation Measures CR-1 and CR-2. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.9.5 CUMULATIVE IMPACTS AND MITIGATION MEASURES

- **DEVELOPMENT ASSOCIATED WITH IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 AND CUMULATIVE DEVELOPMENT COULD RESULT IN CUMULATIVELY CONSIDERABLE IMPACTS TO CULTURAL RESOURCES.**

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Future development projects in the City of Murrieta, County of Riverside, and the region may encounter cultural resources. During the growth anticipated to occur with implementation of the proposed General Plan 2035, it is possible that undiscovered archaeological, paleontological and/or historic resources could be impacted. It is possible that cumulative development could result in the adverse modification or destruction of archaeological, paleontological, and/or historic resources. Potential cultural resource impacts associated with the development of individual projects under the proposed General Plan 2035 would be specific to each site. All new developments would be required to comply with existing Federal, State, and local regulations concerning the protection of archaeological, paleontological and historic resources on a project-by-project basis. Additionally, implementation of the goals and policies of the proposed General Plan 2035, and recommended mitigation measures, would reduce potential impacts to undocumented archaeological resources, cultural resources, and historical structure/resources to less than significant levels. Thus, implementation of the proposed General Plan 2035 would not result in cumulatively considerable cultural resource impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.9.

Mitigation Measures: Refer to Mitigation Measures CR-1 through~~and~~ CR-3~~2~~. No additional mitigation measures are required.

Level of Significance After Mitigation: Less Than Significant Impact.

5.9.6 SIGNIFICANT UNAVOIDABLE IMPACTS

Impacts related to cultural resources associated with implementation of the proposed General Plan 2035 would be less than significant by adherence to and/or compliance with the existing regulatory framework, proposed General Plan 2035 goals and policies, and mitigation measures. No significant unavoidable cultural resource impacts would occur as a result of buildout of the proposed General Plan 2035.

5.9.7 SOURCES CITED

Alter, Ruth C., Kathleen A. Crawford, and Scott A. Moomjian. 2004. Murrieta Historical Resources Inventory Update. Prepared for the City of Murrieta by Archaeos, May 2004.

Boyce, Mary Alice Rail. 1995. *Murrieta - Old Town, New Town: A Community History*. Rosemar Publishing: Murrieta, CA.

California Historic Building Code (Sections 18950 to 18961 of Division 13, Part 2.7 of California Health and Safety Code), January 1, 2008.

Cultural Resources Assessment prepared by LSA Associates, Inc., January 4, 2010~~,~~.

the known distribution data for each species. The existing MSHCP database does not, however, provide the level of detail sufficient to determine the extent of the presence or distribution of narrow endemic plant species within the MSHCP Plan Area. Narrow endemic plant species are highly restricted by their habitat affinities, edaphic requirements or other ecological factors, and for which specific conservation measures have been identified in MSHCP Section 6.1.3. Since conservation planning decisions for these species will have a substantial effect on the status of these species, additional information regarding the presence of these species is required during the long-term implementation of the MSHCP, in order to ensure that appropriate conservation of these species occurs. MSHCP Section 6.1.3 identifies the narrow endemic plant species for the MSHCP and the procedures necessary to ensure that the biological functions and values of these areas throughout the MSHCP Plan Area are maintained such that habitat values for species inside the MSHCP Conservation Area are maintained. These procedures address the following requirements:

- Survey, Mapping and Documentation Requirements;
- Avoidance and Minimization;
- Determination of Biologically Equivalent or Superior Preservation;
- Relationship to Existing Wetland Regulations; and
- Additional Species Benefits.

ADDITIONAL SURVEY NEEDS AND PROCEDURES

Additional surveys may be needed for certain species in conjunction with implementation of the MSHCP, in order to achieve coverage for these species. MSHCP Section 6.3.2 (Additional Survey Needs and Procedures) discusses those additional survey needs and procedures.

HABITAT CONSERVATION PLAN FOR THE SETPHENS' KANGAROO RAT IN WESTERN RIVERSIDE COUNTY

Background

In October 1988 the Stephens' kangaroo rat (SKR) was listed as an endangered species by the United States Fish and Wildlife Service (USFWS). Under the Endangered Species Act (ESA), both the SKR and its habitat were protected from any type of disturbance resulting in "take" of the species. The net effect was to freeze new development on more than 22,000 acres throughout western Riverside County. At the time of listing very little was known about the animal, its geographical distribution, or its habitat needs.

In order to address severe economic impacts of the SKR listing, the Riverside County Habitat Conservation Agency (RCHCA) prepared a Short-Term Habitat Conservation Plan (HCP). This HCP, approved by the USFWS and CDFG in August 1990, was intended as an interim conservation program designed to afford protection to the SKR while a plan providing for the establishment of permanent preserves could be developed.

Stephens' Kangaroo Rat Habitat Conservation Plan (1996)

On behalf of its members, the Riverside County Habitat Conservation Agency (RCHCA) sought a permit from the U.S. Fish and Wildlife Service (USFWS) and an agreement with the California Department of Fish and Game (CDFG) which would authorize incidental and management take, respectively, of the Stephens' kangaroo rat (SKR), a species protected under both the California and federal Endangered Species Acts (ESA). Toward this objective, the RCHCA prepared a Habitat Conservation Plan (HCP) which describes the conservation, mitigation, and monitoring measures which will be implemented if the permit and agreement are approved by the USFWS and CDFG.

This HCP is intended to replace a SKR Short-Term HCP, which the RCHCA and its member agencies have been implementing since 1990. Under that plan the USFWS and CDFG authorized a limited amount of incidental take subject to conservation and mitigation actions designed to:

- Provide for interim protection of Study Areas in order to allow for their evaluation as potential SKR reserves;
- Ensure full mitigation for all SKR occupied habitat incidentally taken through acquisition of replacement habitat in Study Area locations approved by the USFWS;
- Allow time for the RCHCA to conduct biological research necessary to document the species' characteristics and identify factors essential to its continued existence in the HCP area;
- Design a regional reserve system adequate to ensure long-term SKR persistence in the plan area, and;
- Establish reliable funding sources sufficient to implement all provisions of the HCP for which the RCHCA assumed financial responsibility.

With the HCP, RCHCA seeks to:

- Replace its existing authorizations for incidental take of SKR with a 30-year permit and agreement;
- Replace the conservation, mitigation, and monitoring measures established under the Short-Term plan with those described in this HCP, and;
- Implement a conservation program for the SKR which will also provide the basis for a subsequent ecosystem based plan covering all sensitive habitat types and species in RCHCA jurisdictions.

The new permit and agreement would be valid for 30 years and would authorize incidental take of SKR on RCHCA member agency lands within the plan area mapped in the HCP (Figure S-1). The HCP area covers 533,954 acres within RCHCA member jurisdictions, including approximately 30,000 acres of occupied SKR habitat (Table S-1).

CONSERVATION, MITIGATION, AND MONITORING MEASURES

To meet the requirements specified in the California and Federal ESA's for the incidental and management take authorizations it seeks, the RCHCA prepared this HCP which identifies how the impacts of SKR incidental take will be minimized, mitigated, and monitored, and the degree to which the species' persistence in the plan area will be ensured.

1. Establishment, Completion, Expansion, and Management of the Core Reserves

The establishment, completion, expansion, and management of the core reserves defined in Chapter 5. SKR Conservation and Mitigation Measures will be the primary means of mitigating the impacts of incidental take to SKR in the plan area. These conservation and management activities also will be the primary means of assuring that SKR will persist within the plan area.

Through its implementation of the Short-Term SKR plan the RCHCA has ensured the conservation of the vast majority of land contained within the core reserves defined in this HCP. In order of decreasing size, the seven core reserves established by this HCP are:

- Lake Skinner-Domenigoni Valley (13,158 acres);
- Lake Mathews-Estelle Mountain (11,243 acres);
- San Jacinto-Lake Perris (10,932 acres);
- Sycamore Canyon-March Air Force Base (2,502 acres);
- Steele Peak (1,753 acres);
- Potrero ACEC (995 acres)
- Motte Rimrock (638 acres)

In the aggregate these core reserves encompass 41,221 acres, including 12,460 acres of SKR occupied habitat.

2. RCHCA Funding Commitments

In addition to the $30 million expended to date by the RCHCA to implement the Short-Term HCP and develop this conservation plan, the agency will provide an additional $11.7 million toward land acquisition, core reserve management, and administration activities necessary to implement this HCP. The implementation budget for the HCP are presented in Chapter 5, SKR Conservation and Mitigation Measures.

3. Monitoring of Compliance and Plan Effectiveness

The RCHCA will maintain responsibility for monitoring compliance with the terms and conditions of the permit and agreement. Additionally, with the assistance of the RMCC, the RCHCA will evaluate the effectiveness of HCP conservation and mitigation measures, and submit annual reports concerning same to USFWS and CDFG.

Annual reports will be reviewed by USFWS and CDFG to assess the effectiveness of the HCP in ensuring SKR persistence in the plan area. If necessary, modifications to the HCP will be made to address problems identified in the annual reports.

4. Plan Implementation

All of the institutional arrangements necessary for plan implementation are presently in place or will be established through interagency and cooperative agreements. The RCHCA Joint Powers Agreement already vests sufficient authority in the agency to perform all tasks necessary to fulfill its commitments for HCP implementation. Implementation of this HCP will be governed by legal agreements executed among the RCHCA, its member agencies, USFWS, CDFG, BLM, U.S. Department of Interior, and the State of California Resources Agency. The purpose of such agreements is to specify the terms and conditions under which the HCP will be implemented, and define the roles and responsibilities of all parties. The RCHCA and its member agencies will execute a combined Implementation Agreement/California Endangered Species Permit agreement with the aforementioned Federal and State agencies.

The City of Murrieta joined the Riverside County Habitat Conservation Agency Joint Exercise Powers Agreement on August 1, 1995.

IMPLEMENTATION AGREEMENT, RIVERSIDE COUNTY, LONG TERM CONSERVATION PLAN

The Agreement was made and entered into on April 23, 1996 by and among the United States Department of Interior, the United States Fish and Wildlife Service, the United States Bureau of Land Management, The Resources Agency of the State of California, the California Department of Fish and Game, the Riverside County Habitat Conservation Agency, the County of Riverside, and the cities of Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Perris, Riverside, and Temecula, all of which are located within the County of Riverside.

CITY OF MURRIETA DEVELOPMENT CODE – TREE PRESERVATION

Murrieta Development Code (*MDC*) Chapter 16.42, *Tree Preservation*, provides regulations for the protection, preservation, and maintenance of native Oak, Sycamore, and Cottonwood trees, trees of historic or cultural significance, groves and stands of mature trees, and mature trees in general, that are associated with proposals for development. These provisions are also intended to perpetuate these trees through the replacement of trees removed as a result of a new development. Pursuant to *MDC* Chapter 16.42, a protected tree includes any of the following:

A. Native Oak with a diameter at breast height of four inches or greater. Smaller trees may also be protected under special circumstances as determined by the Director;

B. Trees of historical or cultural significance as identified by Council resolution;

C. Significant groves or stands of trees;

result in pressure for this parcel to be developed with a different commercial use. However, because plant nurseries are allowed in the Rural Residential district and several non-residential zoning districts, the plant nursery could move its potted plants to another location in the City if it is displaced. Any new plant nurseries in the City would be considered to be new areas of Unique Farmland. Therefore, the proposed General Plan 2035 is not anticipated to cause a permanent loss of Unique Farmland; impacts are considered less than significant in this regard.

The 2008 Important Farmland map shows Locally Important Farmland throughout the City. However, as stated above, most of this land is not ~~believed to be~~ in agricultural production based upon City staff review of parcel records and field inspection, and therefore may not be eligible for inclusion on the Important Farmland maps expected to be released in 2011.

Under the proposed General Plan 2035, future development efforts are directed toward the Focus Areas, with an emphasis on encouraging additional office and business park uses in appropriate freeway-adjacent locations. Although most of the City is urbanized or urbanizing, large rural residential areas would remain, where agricultural uses are less subject to land use conflicts and development pressure. The proposed General Plan 2035 goals and policies in the Conservation and Land Use Elements support the protection of rural character and the continued potential for agricultural uses in these rural residential areas.

In addition to allowing agricultural activity in rural residential areas, the proposed General Plan 2035 policies encourage additional, small-scale urban agricultural opportunities to be created throughout the City. The focus of these policies is on improving Murrieta residents' access to fresh, locally grown produce, rather than on growing food for export out of the community. However, urban agriculture is an evolving industry and the proposed General Plan 2035 allows for commercial urban farming operations as well as food processing facilities that could be linked to those operations.

Through the proposed General Plan 2035, the potential for agricultural uses in rural residential areas would remain, and the expansion of agricultural uses in urbanized areas is encouraged. Therefore, impacts on farmland are considered to be less than significant.

Goals and Policies in the Proposed General Plan 2035:

CONSERVATION ELEMENT

Goal CSV-10 Fresh food is grown locally and made available through multiple venues that maintain a link to the City's agricultural heritage and promote healthy eating.

Policies

CSV-10.1 Allow agricultural uses to continue in rural residential areas.

- Consult with the Riverside County Airport Land Use Commission to ensure consistency with the scope and intent of the Airport Land Use Commission Law.
- Allow development in accordance with the Riverside County Airport Land Use Compatibility Plan and the French Valley Airport Compatibility Zones.
- Prohibit structures that are determined to be a "hazard" by the Federal Aviation Administration within the Riverside County Airport Land Use Compatibility Plan.
- Monitor legislation and regulations established by the Riverside County Airport Land Use Commission.

LU-25.9 Work closely with the Riverside County Airport Land Use Commission and other involved agencies in the development and review of the French Valley Airport Land Use Plan and other planning and environmental studies.

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot~~Rural~~ Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

Mitigation Measures:

HHM-4 The project applicant shall comply with the requirements of the Federal Aviation Administration (FAA) should any portions of the development be within a height overlay review zone or encroach within an imaginary surface surrounding the French Valley Airport. A Notice of Proposed Construction or Alteration (Form 7460-1) may be required by the FAA in accordance with Federal Aviation Regulations Part 77.

Level of Significance After Mitigation: Less Than Significant Impact.

Originally, the SDWA focused primarily on treatment as the means of providing safe drinking water at the tap. The 1996 amendments greatly enhanced the existing law by recognizing source water protection, operator training, funding for water system improvements, and public information as important components of safe drinking water. This approach ensures the quality of drinking water by protecting it from source to tap.

STATE

California Water Plan

The California Water Plan is prepared by the California Department of Water Resources. The Plan provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The Plan, which is updated every five years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses.

The Plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the State's water needs. The Plan provides resource management strategies and recommendations to strengthen integrated regional water management. The resource management strategies help regions meet future demands and sustain the environment, resources, and economy, involve communities in decision-making, and meet various goals. A resource management strategy is a project, program, or policy that helps local agencies and governments manage their water and related resources. These strategies can reduce water demand, improve operational efficiency, increase water supply, improve water quality, practice resource stewardship, and improve flood management.

The Plan was last updated in ~~2005~~2009. The Department of Water Resources is ~~expected to approve a subsequent update in 2010.~~ currently working on the 2013 California Water Plan Update.

California Water Code

The *California Water Code* contains provisions that control almost every consideration of water and its use. Division 2 of the *California Water Code* provides that the State Water Resources Control Board (SWRCB) shall consider and act upon all applications for permits to appropriate waters. Division 6 of the *California Water Cod*e controls conservation, development, and utilization of the State water resources, while Division 7 addresses water quality protection and management.

Requirements for the urban water management plans include:

- Assessment of current and projected water supplies
- Evaluation of Demand and Customer Types
- Evaluation of the reliability of water supplies
- Description of conservation measures implemented by the urban water supplier
- Response plan for in the event of water shortage
- Comparison of demand and supply projection

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act acts in cooperation with the CWA to establish the State Water Resources Control Board (SWRCB). The SWRCB is divided into nine regions, each overseen by a RWQCB. The SWRCB, and thus each RWQCB, is responsible for protecting California's surface waters and groundwater supplies.

The Porter-Cologne Water Quality Control Act develops Basin Plans that designate the beneficial uses of California's rivers and groundwater basins. The Basin Plans also establish narrative and numerical water quality objectives for those waters. Basin Plans are updated every three years and provide the basis of determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. The Porter-Cologne Water Quality Control Act is also responsible for implementing CWA Sections 401-402 and 303(d) to SWRCB and RWQCBs.

California Title 22 Drinking Water Standards

California Title 22 Drinking Water Standards (*Title 22*) incorporates the Federal requirements of the Safe Drinking Water Act, and compliance with *Title 22* is required by all water service providers. Therefore, the monitoring of all regulated chemicals as well as a number of unregulated chemicals, in the drinking water supply, as required by *Title 22*, is conducted by water agencies in the upper watershed.

In order to be in compliance with *Title 22*, each water agency must ensure that the regulated chemicals meet established primary drinking water standards to ensure the safety of the water supply. In addition to the primary drinking water standards, secondary drinking water standards have been set for some minerals based on non-health-related aesthetics, such as taste and odor. Both primary and secondary standards are expressed as the maximum contaminated levels (MCL) that are allowable for a given constituent. Unregulated chemicals do not have established drinking water standards, but are chemicals of concern for which standards may be eventually adopted. These unregulated chemicals often have a "notification level," which is a health based advisory level established by California Department of Health Services (DHS) for chemicals in drinking water that lack MCLs.

LOCAL

Upper Santa Margarita Integrated Regional Water Management Plan

The Integrated Regional Water Management Plan (IRWMP) is a planning and management tool to facilitate efficient use of water resources and to develop effective water conservation measures using a regional- and watershed-based approach.

The intent of the IRWMP is to pave the way for greater watershed-wide coordination and management of water resources within the Santa Margarita Watershed as a whole, as well as adjoining watershed and regional planning and funding efforts. Through the IRWMP, regional water agencies, flood control districts, water districts, counties, cities, land and nature conservancies, universities, Indian tribes, Camp Pendleton Marine Corps Base, federal, state, local agencies, and other stakeholder groups collaborate across jurisdictional boundaries to implement water resource management projects to address the issues and differing perspectives of all the entities involved through mutually beneficial solutions. The IRWMP also provides an opportunity to provide information on the present and future needs of the watershed for the California Water Plan.

Development of the IRWMP for the Upper Santa Margarita Watershed required a cooperative effort on the part of three agencies that have authority for planning and implementation of water management strategies in the watershed:

- Rancho California Water District (RCWD)
- Riverside County Flood Control and Water Conservation District (RCFC)
- County of Riverside

In June and July 2007, RCWD, RCFC, and the County of Riverside signed a Memorandum of Understanding (MOU) by which the three agencies agreed to cooperate and work collaboratively with other stakeholders in the Upper Santa Margarita Watershed in Riverside County toward the completion of the watershed's IRWMP.

Rancho California Water District

URBAN WATER MANAGEMENT PLAN

RCWD provides retail water for urban and agricultural uses to the City of Temecula, portions of the City of Murrieta, and unincorporated Riverside County lands in the surrounding area. RCWD comprises approximately 100,000 acres (approximately 156 square miles) in the southwestern portion of Riverside County, California. The RCWD UWMP complies with the Urban Water Management Planning Act. The Plan provides an assessment of water sources and supply, reliability of supplies, water use efficiency measures, and water demand and supply comparison. In addition, recent legislation, the Water Conservation Bill of 2009, requires urban

water suppliers to report in their UWMPs base daily per capita water use (baseline), urban water use targets for the year 2020, and interim water use targets for the year 2015. This information would be included in RCWD's 2010 UWMP Update, which is anticipated to be adopted by July 1, 2011.

REGIONAL INTEGATED RESOURCES PLAN

RCWD prepared a Regional Integrated Resources Plan (IRP) to develop a long-range water supply plan to reliably meet the needs of the District through 2050. The IRP addresses issues of imported water supply availability, system capacity constraints, rising imported water costs, and water quality. The IRP evaluates and examines a set of water supply objectives against different water supply alternatives such as increased water conservation, additional groundwater storage and reuse, conversion of agriculture from imported water to untreated water or advanced-treated recycled water, groundwater recharge using advanced-treated recycled water, and water transfers. The evaluation resulted in a preferred plan to meet the objectives and resulted in the following benefits: 1) increased groundwater production; 2) increased use of recycled water; 3) reducing peak imported water demand; and 4) water supply cost efficiency through multiple measures.

Western Municipal Water District

URBAN WATER MANAGEMENT PLAN

The Western Municipal Water District (WMWD) provides wholesale and retail water to the cities of Corona, Norco, and Riverside, other unincorporated areas, and the water agencies of Elsinore Valley and Rancho California. The WMWD consists of approximately 510 square miles within western Riverside County.

The WMWD Urban Water Management Plan (WMWD UWMP) identifies existing conditions within the District's retail water service area and addresses the long-term management of regional water supplies and ability to meet projected demands. Measures are identified for the long-term protection and provision of both potable and non-potable water to users within WMWD's General District.

INTEGRATED REGIONAL WATER MANAGEMENT PLAN

The Integrated Regional Water Management Plan (WMWD IRWMP) for the WMWD's service area addresses long-range water quantity, quality, and environmental planning needs within the District's service area. The WMWD IRWMP is intended to identify and evaluate water management strategies that could increase local water supply, thereby improving water supply reliability; address local and regional water quality, environmental, and disadvantaged community issues; identify regional planning efforts that impact water management within the WMWD's service area; estimate water demands by member agencies; identify water supplies

recycled water reclamation facilities, and water transfers and exchanges. The City receives water from four water and wastewater Districts:

- Rancho California Water District (RCWD)
- Elsinore Valley Municipal Water District (EVMWD)
- Western Municipal Water District (WMWD)
- Eastern Municipal Water District (EMWD)

The Elsinore Valley and Rancho California Water Districts encompass the largest land area within the City of Murrieta; refer to *Exhibit 5.15-1*, *Water District Service Area Boundaries*. The majority of the Focus Areas lie within the RCWD and EMWD. EVMWD, WMWD, and EMWD are both wholesale and retail water agencies. The RCWD is a retail agency. A portion of northeast Murrieta is not served by any water district, and residents in this area rely on wells; this area is commonly referred to as the "keyhole." Other, smaller areas throughout the City also lie outside the boundaries of all the water districts. The total existing water demand within the City of Murrieta is 34,953,699 gallons per day (gpd) or 39,179 acres feet per year (AF/Y); refer to *Table 5.15-1*, *Existing Water Demand*. *Table 5.15-1* averaged the RCWD Water Supply Generation Factor with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors.

Due to the varied topography in the City, providing sufficient water pressure can be a challenge. Each water district maintains multiple pressure zones in the City with pump stations and reservoirs. In some areas, such as the western edge of the WMWD area, private pumping systems may be necessary to maintain adequate pressures beyond the meter connection.

POTABLE WATER SUPPLY – PROVIDERS/PURVEYORS

Water connection services within the City of Murrieta are provided by four water districts:

- Rancho California Water District
- Elsinore Valley Municipal Water District
- Western Municipal Water District
- Eastern Municipal Water District

Table 5.15-1
Existing Water Demand

Land Use	Units (du/sf/ac)	RCWD Generation Factor[1]	Water Demand	EVMWD Generation Factor[2]	Water Demand	Average gpd[3]
Rural Residential	543 du	3,000	1,629,000	750.0000	407,250	1,018,125
Single-Family Residential	28,062 du	1,500	42,093,000	750.0000	21,046,500	31,569,750
Multi-Family Residential	4,032 du	400	1,612,800	500.0000	2,016,000	1,814,400
Commercial	7,887,887 sf	0.0344	271,343.3128	0.0402	317,093	294,218
Office	1,372,863 sf	0.0344	47,226.4872	0.0689	94,590	70,908
Business Park	2,162,333 sf	0.0344	74,384.2552	0.0275	59,464	66,924
Industrial	978,469 sf	0.0344	33,659.3336	0.0689	67,417	50,538
Civic/Institutional	1,577,344 sf	0.0344	54,260.6336	0.0528	83,284	68,772
Parks & Open Space	1,833 ac	0.0002	0.366506	0.0689	126	63
Total	**-**	**-**	**45,815,674.39**	**-**	**24,091,724**	**34,953,699 gpd (39,179 AF/Y)**

Note: The RCWD Water Supply Generation Factor was averaged with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors
1 = Rancho California Water District Water Supply Generation Factor
2 = Elsinore Valley Municipal Water District Water Supply Generation Factor
3 = Rancho California Water District Water Supply Generation Factor averaged with Elsinore Valley Municipal Water District Water Supply Generation Factor (the only available Water District Generation Factors) to calculate the entire City's existing water demand.
du = dwelling unit
sf = square foot
ac = acre
gpd = gallons per day
AF/Y = acres feet per year

Rancho California Water District[4]

The Ranch California Water District (RCWD) is a "Special District" organized and operated pursuant to the *California Water Code*. RCWD is governed by a seven-member Board of Directors (Board) that is elected by the voters of the region. RCWD serves as a retail water provider. RCWD serves the area known as Temecula/Rancho California, which includes the City of Temecula, portions of the City of Murrieta, and unincorporated areas of Riverside County. RCWD's existing water supplies include:

- Groundwater – Temecula and Pauba groundwater basins.
- Imported Water – Metropolitan Water District of Southern California's (MWD) Colorado River Aqueduct (CRA) and the State Water Project (SWP).

[4] RCWD 2005 Urban Water Management Plan.

- Recycled Water – Santa Rosa Water Reclamation Facility (SRWRF) operated by RCWD, and the Temecula Valley Regional Water Reclamation Facility (TVRWRF) operated by EMWD. RCWD has a vast infrastructure network to serve its service area.

As recently as 2010, RCWD's current service area represents 99,000 acres, and has 878 miles of water mains, ~~35~~ 37 storage reservoirs, one surface reservoir (Vail Lake), ~~53~~ 48 groundwater wells, and 133,200 people are served through ~~36,759~~42,988 service connections.[5]

Approximately 109,000 people are currently served by RCWD. RCWD receives its imported water (treated and untreated) through six MWD water turnouts (three in EMWD's service area, three in WMWD's service area). Water delivered to homes and businesses is a blend of well water (approximately 25 percent) and import water (approximately 75 percent). *Table 5.15-2, Rancho California Water District Planned Water Supplies Acre-Feet/Year* shows the planned water supply sources.

Table 5.15-2
Rancho California Water District Planned Water Supplies Acre-Feet/Year[6]

Water Supply Sources	2010	2015	2020	2025	2030
Imported Water (MWD)					
Treated	~~39,310~~37,214	~~32,410~~45,527	~~20,010~~50,723	~~14,100~~52,131	~~20,700~~52,577
Untreated [1]	~~15,500~~16,500	~~28,500~~16,500	~~38,500~~16,500	~~38,500~~16,500	~~38,500~~16,500
Local Groundwater Pumping	~~38,000~~25,000	~~38,000~~26,000	~~56,000~~26,000	~~56,000~~26,000	~~56,000~~26,000
Recycled Water	~~7,890~~4,593	~~9,090~~4,972	~~9,890~~3,854	~~24,300~~3,854	~~25,200~~3,854
Total	**~~100,700~~83,307**	**~~108,000~~92,999**	**~~124,400~~97,077**	**~~132,900~~98,485**	**~~140,400~~98,931**

Source: RCWD ~~Regional Integrated Resources Plan (CDM, 2005)~~projection for average annual water demand in the 2010 UWMP Update.
1. Used for groundwater recharge, ~~flows to Gorge~~surface water discharge to the Santa Margarita River, and eastern service area agriculture (after conversion of system).

RCWD does not add fluoride to its water supply; however, fluoride occurs naturally in RCWD's groundwater. The local water supplies are blended with water imported from the MWD. MWD started adding fluoride at each of its five water treatment plants in fall 2007, adjusting the natural fluoride level in water (ranging from 0.1 - 0.4 parts per million (ppm) to the optimal range of 0.7 - 0.8 ppm) as State regulations require that fluoridating systems comply with temperature-appropriate fluoride levels as indicated in Section 64433.2 of the *California Title 22 Code of Regulations*. RCWD's average fluoride level becomes 0.60 ppm, or milligrams per liter (mg/L). The maximum allowable level of fluoride at the state level is 2.0 mg/L. Moderate levels of fluoride are helpful in preventing tooth decay.

[5] The environmental baseline for the EIR is 2009 as stated in Section 3.0, Project Description. However, the Rancho California Water District provided an update to the 2009 data presented in the Draft EIR with 2010 data that has been included in the Final EIR.
[6] Ibid.

Near-Term and Long-Term Water Supply[7]

The implementation of RCWD's Regional Integrated Resources Plan (IRP), would allow the District to meet demands over the next 45 years in a sustainable and cost-effective manner. It would also reduce the dependency on treated imported water from MWD, and help hedge against droughts and other emergencies by maximizing local groundwater.

The IRP has determined that its local supply of groundwater and recycled water is 100 percent reliable for the period extending to 2030. To minimize fluctuations in groundwater production, the IRP recommends increasing groundwater recharge with additional purchases of imported water. This increase would permit increased withdrawals of groundwater while minimizing the chance of overdraft conditions and allow for storage of excess water for use in years when natural recharge is diminished as a result of hydrologic conditions. Recycled water supplies may insignificantly fluctuate during varying hydrologic conditions as conservation increases, but these slight fluctuations would not reduce the reliability of the recycled water supply. Normal year supplies vary and would continue to increase in the future as the population base in the service area increases requiring additional groundwater withdrawals and recycled water.

The IRP is designed to minimize any inconsistencies in its local supply sources and provide multiple flexible sources of water. Inconsistencies that could impact groundwater production include legal, environmental, water quality, and climatic conditions. Legal issues include use of groundwater basin by other producers, rights to store water at Vail Lake for recharge outside of the current period between November 1 and April 30. Environmental issues include disposal of brine associated with construction of a microfiltration/reverse osmosis (MF/RO) recycled water facility. Water quality issues revolve around contamination of groundwater basins, potential changes to water quality standards, and the use of MF/RO water for agricultural use.

RCWD's imported water supply is purchased through EMWD and WMWD, but is obtained directly from MWD's facilities. The agency demand projections for these two wholesalers are combined to arrive at one demand on MWD. Table 8-5 of the *2005 Update of the Urban Water Management Plan, Rancho California Water District* (refer to *Appendix N1, 2005 Urban Water Management Plan)*, illustrates MWD's existing and planned sources of water for the period 2010-2030. In summary, through 2030, the total MWD current and planned source of water is 3,459,500 AFY.

MWD has determined in the Rancho California Water District UWMP (RCWD UWMP) that its resource mix is 100 percent reliable for non-discounted non-interruptible demands using previous dry periods for the forecast period 2005-2030. Even though MWD can reliably meet RCWD's demands, the capacity constraint issue associated with the turnouts would potentially cause future peak day water shortages after 2025. Implementation of RCWD's IRP would eliminate the capacity constraints and resolve any peak day water shortages.

[7] *2005 Update of the Urban Water Management Plan, Rancho California Water District, CDM, December 2005 (refer to EIR Appendix N1: 2005 Urban Water Management Plan).*

Overall, during single-dry and multiple-dry years RCWD's combined local and imported resource mix is 100 percent reliable for non-agricultural customers with implementation of RCWD's IRP. The IRP delineated supply sources are flexible and designed to supplement each other if one source is reduced.

Elsinore Valley Municipal Water District[8]

The Elsinore Valley Municipal Water District (EVMWD) was formed as a public agency in 1950 to protect local water supplies and import supplemental water. EVMWD serves as a retail and wholesale water provider in both incorporated and unincorporated areas in its 96 square miles service. Wholesale services are provided to two retail agencies as supplemental water. EVWMD also provides wastewater treatment and is legally empowered to provide stormwater disposal and fire protection facilities, but does not do so at this time.

EVMWD's service area is divided into the Elsinore and Temescal Divisions. Only the Elsinore Division is within the upper watershed. The Elsinore Division serves approximately 32,000 accounts, while the Temescal Division serves approximately 900 accounts. *Table 5.15-3, Elsinore Valley Municipal Water District Planned Water Supplies Acre-Feet/Year* shows EVMWD's water supply projections for its entire service area to wholesale and retail customers. This table is a summary of the data presented in the EMWD Urban Water Management Plan.

Table 5.15-3
Elsinore Valley Municipal Water District Planned Water Supplies Acre-Feet/Year

Water Supply Sources	2010	2015	2020	2025	2030
Total[1]	**66,590**	**66,690**	**66,690**	**72,627**	**77,919**

Source: Elsinore Valley Municipal Water District 2005 Urban Water Management Plan
1. The projected normal water year supply includes local groundwater and surface water as well as imported Metropolitan Water District of Southern California (MWDSC) water sources.

EVMWD water supply sources include:

- Imported water – from MWD via EMWD and WMWD, resulting in a blend of State Water Project (SWP) and Colorado River Aqueduct (CRA) water.
- Groundwater – local potable sources include Elsinore Basin, Temescal Valley Basin, San Bernardino Bunker Hill Basin, Rialto-Colton and Riverside-North Basin, and Coldwater Basin; non-potable sources include Elsinore Basin, Bedford Basin, and Coldwater Basin.
- Surface Water – potable from natural runoff to Canyon Lake and imported untreated water from MWD via WMWD; non-potable from Lee Lake, Temescal Wash, Horsethief Canyon, and Indian Canyon

[8] EVMWD 2005 Urban Water Management Plan.

- Recycled Water – non-potable water from the Regional Water Reclamation Facility, Railroad Canyon Water Reclamation Facility, and Horsethief Canyon Water Reclamation Facility.

- Transfers/Exchanges – WMWD.

EVMWD receives imported water from WMWD treated at MWD's Skinner Filtration Plant through the Auld Valley Pipeline. Under a Water Facility Capacity Agreement for the Auld Pipeline, EVMWD has rights to purchase a maximum flow rate of ~~3.75~~37.50 cubic feet per second (cfs) from EMWD through its connection to MWD. Under the agreement WMWD obtains the water from EMWD and then sells it to EVMWD.

EVMWD also obtains imported water treated at MWD's Mills Filtration Plant through the Temescal Valley Pipeline via WMWD's Mills Gravity Pipeline. EVMWD has entered into lease agreements for capacity rights for a total of 21 cfs from the Mills Gravity Pipeline.

EVMWD has multiple sources of non-potable water: groundwater, surface water, and recycled water. EVMWD operates the Temescal Valley Pipeline System delivering non-potable well water to agricultural users in the Temescal Valley. Non-potable surface water is obtained from multiple lakes in the region. Wastewater is treated to tertiary standards for non-potable use by three water reclamation plants: Regional, Horsethief, and Railroad Canyon. In the future, additional recycled water may be available from another proposed wastewater treatment plant and from a disposal pipeline carrying treated water from EMWD's Temecula Valley Effluent Disposal Pipeline and RCWD's Santa Rosa Water Reclamation Facility. The disposal pipeline passes through EVMWD's service area.

Near-~~-~~Term and Long-~~-~~Term Water Supply[9]

The projected normal water year supply includes local groundwater and surface water as well as imported MWDSC water sources. Table 5.15-3 above summarizes the projected normal water year supply until 2030. According to the *Urban Water Management Plan, Elsinore Valley Municipal District* (refer to *Appendix M1, 2005 Urban Water Management Plan)*, current and anticipated future supplies are sufficient to meet the projected normal year water demand through 2030.

EVMWD has predicted that sufficient supply also exists to meet the current and anticipated future demands for both single dry year and multiple dry year requirements through 2030. Dry years may prompt additional water conservation measures to ensure sufficient supply is maintained. After 2020, additional water from the MWDSC, not including the supply already planned for through the Auld Valley Pipeline (AVP) and Temescal Valley Pipeline (TVP), would be imported to supply increasing maximum day demand (MDD).

[9] *Urban Water Management Plan Final Report, Elsinore Valley Municipal Water District, MWH, December 2005 (refer to EIR Appendix M1: 2005 Urban Water Management Plan).*

Near-Term and Long-Term Water Supply[11]

The projected normal water year supply includes both potable water from the SWP for various uses and the untreated non-potable water from the CRA for agricultural and landscape irrigation. Wholesale water sales also comprise a portion of the supply Western receives from MWD. As mentioned above and according to the *Urban Water Management Plan, Western Municipal District* (refer to *Appendix O1, 2005 Urban Water Management Plan)*, MWD has projected that sufficient supplies exist to meet the demands for their agencies through 2030

Also mentioned above, MWD has predicted that sufficient supply also exists to meet demands for both single dry year and multiple dry requirements through 2030. As required, droughts may prompt additional water conservation measures to ensure sufficient supply is maintained. However, normal demands are used to provide conservative estimations of demand. MWD has projected that sufficient supplies exist to meet demands during dry years for their agencies. Therefore, supplies would equal demands since MWD would deliver the needed quantities of water while placing supplies not required on a yearly basis into storage for use in emergency conditions or droughts. The Riverside/Corona Feeder project would provide infrastructure to allow WMWD to purchase SWP water from MWD, store it in the San Bernardino Basin Area, and extract as needed.

Eastern Municipal Water District[12]

The Eastern Municipal Water District (EMWD) is public water agency formed in 1950. EMWD is governed by a five-member Board of Directors that is elected by voters within district boundaries. EMWD serves a 555-square mile service area in western Riverside County and in most areas provides retail water and sewer service. EMWD also provides wholesale and retail water service to multiple subagencies including RCWD.

EMWD receives water from the following sources:

- Imported Water – MWD (State Water Project and Colorado River Aqueduct).
- Recycled Water.
- Groundwater – San Jacinto Watershed groundwater that is desalinated for potable use. However, within the Santa Margarita Watershed portion of EMWD's service area, EMWD serves and wholesales imported water, but not groundwater. They have no plans to serve this area with groundwater.

Imported water received from MWD is treated at two treatment plants: Henry J. Mills (Mills) and Robert F. Skinner (Skinner). At Mills, SWP water is treated and at Skinner a combination of

[11] *Urban Water Management Plan, Western Municipal Water District, 2005 (refer to EIR Appendix O1: 2005 Urban Water Management Plan).*

[12] EMWD 2005 Urban Water Management Plan.

SWP and CRA water is treated. Untreated water supplied by MWD is treated by EMWD at a microfiltration plant in Perris. An additional microfiltration plant is located in Hemet.
EMWD is increasing the use of recycled water, through expansion and maximization of the four regional water reclamation facilities. As stated in the EMWD UWMP, EMWD's recycled water distribution system includes 135 miles of large diameter transmission pipelines, 6,000 AF of surface storage reservoirs (ten separate sites) and four regional pumping plants. EMWD wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities, with interconnections between local collection systems serving each treatment plant.

Table 5.15-5, Eastern Municipal Water District Planned Water Supplies Acre-Feet/Year, shows EMWD's projected water supply sources for the entire district.

Table 5.15-5
Eastern Municipal Water District Planned Water Supplies Acre-Feet/Year

Water Supply Sources	2010	2015	2020	2025	2030
Imported Water (MWD)	90,100	104,300	121,300	133,900	144,300
Groundwater	38,800	42,000	42,200	42,000	41,900
Recycled Water	32,400	36,700	40,300	44,000	47,000
Desalinated Water[1]	7,500	12,000	12,000	12,000	12,000
Total	**168,800**	**195,000**	**215,800**	**231,900**	**245,200**

Source: Eastern Municipal Water District 2005 Urban Water Management Plan.
[1] Desalinated water is not used in the Upper Santa Margarita Watershed.

Near-~~-~~Term and Long-~~-~~Term Water Supply[13]

According to the *Urban Water Management Plan, Eastern Municipal District* (refer to *Appendix L1: 2005 Urban Water Management Plan*), EMWD has the supply needed to meet the demand of its customers through 2030. The conclusion is based on the assurances of MWD that it would be able to supply member agency demands, the reliability of local groundwater supplies achieved through groundwater management plans and the development of recycled water resources.

In addition to meeting the demand for a normal dry year, the law requires that water suppliers meet the need of its customers during a single dry year. For EMWD, meeting the minimal increase in demand due to a dry winter is accomplished through increasing the imports from MWD and utilizing groundwater production. MWD assures its member agencies that their needs would be met even during dry years. The groundwater management plans assure that water recharged into the basins in wet years would be available in dry years.

[13] *Urban Water Management Plan, Eastern Municipal Water District, 2005 (refer to Appendix L1: 2005 Urban Water Management Plan).*

During multiple dry years, resource planning by EMWD and MWD insures that consumer demands for water would be met. Since local resources are stable during a multiple dry year event and MWD resources are affected by weather fluctuations, the 1990-1992 hydrology conditions were considered. These were the dry years considered by MWD in planning for the worst case multiple dry year scenarios. With the assurance of MWD and the reliability of EMWD's groundwater and recycled water, EMWD is confident of its ability to meet demand through 2030.

5.15.3 SIGNIFICANCE THRESHOLD CRITERIA

The issues presented in the Initial Study Environmental Checklist (Appendix G of the *CEQA Guidelines*) have been utilized as thresholds of significance in this Section. Accordingly, water supply and distribution systems impacts resulting from the implementation of the proposed General Plan 2035 may be considered significant if they would result in the following:

- Have adverse effects of water supplies sufficient water supplies available to serve the project from existing entitlements and resources, or require new or expanded entitlements need.

- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.15.4 PROJECT IMPACTS AND MITIGATION MEASURES

WATER SUPPLY AND DISTRIBUTION

- **IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCREASED DEMAND FOR WATER SUPPLIES AND INFRASTRUCTURE WITHIN THE CITY.**

Level of Significance Before Mitigation: Less Than Significant Impact.

Impact Analysis:

Water Supply

Implementation of the proposed General Plan 2035 would result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increase in total water demand.

~~As stated,~~ T~~t~~he City relies on water connection services provided by four water districts: RCWD, EVMWD, WMWD, and EMWD. The UWMPs for all four water districts provide a long-range (25-year) assessment of water supply for each service area, which includes the City of Murrieta. An UWMP serves as a source document for cities and counties as they prepare their General Plans. Each water district has its own 2030 service area population projection derived from housing projections, SCAG projections, and persons per household data. The studies assess water supply to forecast year 2030 taking into consideration groundwater, imported, recycled and surface water supplies, as well as wastewater. In addition to water supply, the UWMPs address efficient use of water, demand management measures, implementation strategies and schedules, and other relevant information and programs.

The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet~~protect~~ existing and future regional water needs through 2030. According to the UWMPs for each water district, the total planned water supply through 2030 for the RCWD, EVMWD, WMWD, and EMWD is ~~140,400~~98,931 AF/Y, 77,919 AF/Y, 241,649 AF/Y, and 245,200 AF/Y, respectively for a combined water supply of ~~705,168~~663,699 AF/Y; refer to *Table 5.15-2*, *Table 5.15-3*, *Table 5.15-4*, and *Table 5.15-5*. The City currently consumes approximately 39,179AF/Y[14] of water resources to meet all constituent existing demands; refer to *Table 5.15-1*. It is anticipated that water demand ~~would gradually increase~~ associated with implementation of the proposed General Plan 2035 would increase by~~to~~ approximately 13,946.036 gpd or 15,632 AF/Y[15] in the year 2035; refer to *Table 5.15-6*, *Forecast Year 2035 Water Demand*. The proposed General Plan 2035 growth would require only ~~0.0222~~2.36 percent of the 2030~~anticipated~~ water supply from these four water districts. *Table 5.15-6* averaged the RCWD Water Supply Generation Factor with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors.

[14] Rancho and Elsinore Water District generation factors (averaged the generation factors to calculate the entire City's existing water demand).

[15] Rancho and Elsinore Water District generation factors (averaged the generation factors to calculate the entire City's forecast year 2035 water demand).

Table 5.15-6
Forecast Year 2035 Water Demand

General Plan 2035 Land Use	Units (du/sf/ac)	RCWD Generation Factor[1]	Water Demand	EVMWD Generation Factor[5]	Water Demand	Average gpd[8]
Residential	10,734 du	1,500[2]	16,101,000	750.0000[6]	8,050,500	12,075,750
Non-Residential[4]	36,210,757 sf	0.0344[3]	1,245,650.041	0.0689[7]	2,494,921	1,870,286
Total	**-**	**-**	**17,346,650.004**	**-**	**10,545,421**	**13,946.036 gpd (15,632 AF/Y)**

Note: General Plan 2035 dwelling units and square footage represents growth over existing conditions.
Note: The RCWD Water Supply Generation Factor was averaged with the EVMWD Water Supply Generation Factor to calculate the entire City's existing water demand as these were the only available Water District Generation Factors. WMWD and EMWD were contacted but no Water District Generation Factors were made available. The WMWD and EMWD UWMPs were reviewed but didn't include Water District Generation Factors
1 = Rancho California Water District Water Supply Generation Factor
2 = Rancho California Water District Water Supply Generation Factor for single-family residential
3 = Rancho California Water District Water Supply Generation Factor for commercial, office & research park, business park, and civic/institutional.
4 = Non-residential land uses include commercial, office and research park, business park, and civic/institutional.
5 = Elsinore Valley Municipal Water District Water Supply Generation Factor
6 = Elsinore Valley Municipal Water District Water Supply Generation Factor for single-family residential and rural residential
7 = Elsinore Valley Municipal Water District Water Supply Generation Factor for office and research park
8 = Rancho California Water District Water Supply Generation Factor averaged with Elsinore Valley Municipal Water District Water Supply Generation Factor (the only available Water District Generation Factors) to calculate the entire City's forecast year 2035 water demand.
du = dwelling unit
sf = square foot
ac = acre
gpd = gallons per day
AF/Y = acres feet per year

The 2005 UWMPs have a 25-year planning horizon to 2030, which includes the 2030 growth projections for the existing Murrieta General Plan (1994, amended 2006). The existing General Plan projects a total of 40,845 dwelling units and 49,073,504 square feet of non-residential uses. These uses generate a water demand of 54,355.52 AF/Y, which represents 8.19 percent of the total anticipated supply of the four water districts in 2030. As a point of comparison, the proposed General Plan 2035 includes 44,484 dwelling units and 50,189,652 square feet of non-residential uses. These uses generate a water demand of 59,009.68 AF/Y, which represents 8.89 percent of the total anticipated supply of the four water districts in 2030. The incremental increase of the proposed General Plan 2035 represents a 0.70 percent increase over what is currently accounted in the 2005 UWMPs.

Based upon the 2005 UWMPs, the four water districts would have adequate water supplies based on normal, dry and multiple dry years and water shortage contingency plans to meet the future regional water needs, including the growth anticipated with the proposed General Plan 2035,

through 2030. It is too speculative to determine 2035 water supplies at this time.[16] The water suppliers are planning to meet increased demand and reduce dependence on imported water. Their plans include water storage and groundwater recharge, treatment of wastewater to supply recycled water, and treatment of other non-potable water sources to increase potable water supply. RCWD plans to create additional wells and construct a facility to reduce the salinity of recycled water for agricultural use. EVMWD plans to increase its supplies of imported water and construction additional wells. WMWD plans include developing additional storage and pipeline infrastructure, and seeking diversions from the Santa Ana River. EMWD is seeking to increase water supplies through investment in facilities that treat wastewater, groundwater, and raw water from the State Water Project.

Groundwater recharge is part of most plans to ensure future water supplies. RCWD plans to expand groundwater recharge in the Pauba Valley Basin. EVMWD has prepared a groundwater management plan for the Elsinore Basin to reduce overdraft and improve groundwater supply reliability, which includes replenishment. EMWD does not draw groundwater in the southern part of its service area, where the City lies, but is involved in groundwater recharge in the San Jacinto Watershed.

The City's *Municipal Code* (Section 16.27 Water Efficient Landscape) promotes water efficient landscaping, water use management, and water conservation through the use of water efficient landscaping, wise use of turf areas and appropriate use of irrigation technology and management. The code also achieves water conservation by raising the public awareness of the need for an effective management program through education and incentives.

Future development would be reviewed by the City on a project-by-project basis to ensure adequate water supplies are available to accommodate future projects. The proposed General Plan 2035 Conservation Element includes goals and policies to ensure that a reliable water supply can be provided within the City's service area, while remaining sensitive to the climate. The proposed General Plan 2035 also includes goals and policies that promote water conservation through the use of reclaimed water and water conservation design and technology. Goal CSV-1 promotes conservation, protection, and management of water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water. Goal CSV-2 promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures to ensure sufficient water supplies for human consumption, sanitation, and fire protection. Residents and businesses in Murrieta ~~will~~ would also need to play a role in using water resources efficiently, and this ~~will~~ would be encouraged through education and incentives from the City and water agencies. With adherence to the proposed General Plan 2035 goals and policies and the City of Murrieta *Municipal Code Water Efficient Landscape Ordinance*, compliance with the applicable

[16] This EIR is based upon the 2005 UWMPs, which were the most recently adopted UWMPs at the time the EIR was prepared. As of February 2011, the four water districts began the process of updating their 2005 UWMPs to 2010. The 2010 UWMPS will have a horizon year of 2035, but were not completed prior to release of the Draft EIR. The City of Murrieta will provide all four water districts with the Draft General Plan 2035 growth projections for inclusion in the 2010 UWMPs, as required by the California Government and Water Codes.

UWMPs and Master Plans of all four water districts, coordination between the City and water districts and that ~~fact~~ Murrieta would only use ~~0.0222~~2.36 percent of the anticipated water from these four water districts, water supply and infrastructure impacts associated with the proposed General Plan 2035 would be reduced to a less than significant level.

Water Infrastructure

Water conservation in Southern California became increasingly important in the 1980s and early 1990s, when the entire region suffered a severe drought. Drought conditions in southern California directly affect groundwater recharge and groundwater supplies. According to the Master Plans of each water district, the existing water distribution systems are generally adequate in meeting demand. However, several operational improvements have been recommended within the Master Plans to increase each system's reliability and efficiency, and to reduce the cost of delivering water within each of the four water districts in anticipation of future growth. Recommendations include additional water treatment plants, wells, storage reservoirs, booster stations, pressure regulating stations and pipelines as well as pipeline replacement and increased adequate fire flows. The Master Plans prioritize each recommended project and indicate when each project should be implemented. These improvements are planned to occur within the buildout period of 2030 for each Water Master Plan and UWMP of each of the four water districts.

Currently, portions of the North Murrieta Business Corridor, South Murrieta Business Corridor, and the Golden Triangle North (Central Murrieta) Focus Areas, along with parcels in the "key hole" area, which includes the Los Alamos Hills (refer to *Exhibit 5.15-1*), are not located within a water district and operate on individual well systems. For the North Murrieta Business Corridor Focus Area, the area generally north of Clinton Keith Road, west of Meadowlark Lane, south of Baxter Road and east of Menifee Road is not within a water district. For the South Murrieta Business Corridor Focus Area, a small portion north of the I-15 and east of the 1-215 freeway and including parcels both north and south of Jackson Avenue, and parcels generally east of Guava Street, south of Adams Avenue, west of Fig Street, and north of Washington Avenue are not within a water district. For the Golden Triangle North (Central Murrieta) Focus Area, only a small portion just north of the I-15 freeway east of Juniper Street is not within a water district. It is anticipated that future development within these areas would annex to the appropriate water district for service and connection to the infrastructure systems.

New development would be required to pay its share of the costs of infrastructure improvements necessary to accommodate the project. Water districts ~~will~~ would need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections. Additionally, coordination between the City and water districts ~~will~~ would be essential as further development is planned. Furthermore, the City has identified the protection and conservation of its existing and future water resources within the proposed General Plan 2035 Infrastructure Element goals and policies. Policies INFR-1.1 through INFR 1.7 of the proposed General Plan 2035 Infrastructure Element require new development and redevelopment projects to ensure that water infrastructure systems are adequate to serve the

Impact Analysis: Cumulative water impacts are analyzed in terms of impacts to water supplies and facilities operated by the four water districts: RCWD, EVMWD, WMWD, and EMWD. The water supply in the City comes from local sources of groundwater and surface water, imported from the Metropolitan Water District's Colorado River Aqueduct and the State Water Project, recycled water reclamation facilities, and water transfers and exchanges. The City receives water from four water and wastewater Districts: RCWD, EVMWD, WMWD, and EMWD. The Elsinore Valley and Rancho California Water Districts have the largest service areas within the City of Murrieta.

The UWMPs for all four water districts provide a long-range assessment of water supply for each service area, which includes the City of Murrieta. An UWMP serves as a source document for cities and counties as they prepare their General Plans. Each water district has its own 2030 service area population projection derived from housing projections, SCAG projections, and persons per household data. The studies assess water supply to forecast year 2030 taking into consideration groundwater, imported, recycled and surface water supplies, as well as wastewater. In addition to water supply, the UWMPs address efficient use of water, demand management measures, implementation strategies and schedules, and other relevant information and programs. The 2005 UWMPs prepared for RCWD, EVMWD, WMWD, and EMWD indicate there are sufficient water supplies and water shortage contingency plans to protect existing and future regional water needs.

Future development projects in Murrieta and the Sphere of Influence would be evaluated by the City, Riverside County, and applicable water district on a project-by-project basis to determine impacts to water supplies and infrastructure. The continued assessment of individual projects for impacts to the water supply system would assure projects would only be approved if adequate water supplies exist at the time of their implementation. New development would be required to pay its share of the costs of infrastructure improvements necessary to accommodate the project. Water districts ~~will~~ would need to ensure their water reclamation facilities and pipeline infrastructure are planned and installed according to their UWMP projections. Additionally, coordination between the City and water districts ~~will~~ would be essential as further development is planned. Furthermore, with adherence to the proposed General Plan 2035 goals and policies and the City of Murrieta *Municipal Code Water Efficient Landscape Ordinance*, compliance with the UWMPs and Master Plans of all four water districts, coordination between the City and water districts and that fact Murrieta would only use ~~0.0222~~0.0236 percent of the anticipated water from these four water districts, impacts regarding water supply, distribution, and infrastructure would be further reduced to less than significant levels. Therefore, implementation of the proposed General Plan 2035 would not result in cumulatively considerable water supply and infrastructure impacts.

Goals and Policies in the Proposed General Plan 2035: Refer to the goals and policies referenced above in this Section 5.15.

Mitigation Measures: No mitigation measures beyond the goals and policies identified in the proposed General Plan 2035 are required.

Based on these significance thresholds and criteria, the proposed General Plan 2035's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.16.4 PROJECT IMPACTS AND MITIGATION MEASURES

■ IMPLEMENTATION OF THE PROPOSED GENERAL PLAN 2035 COULD RESULT IN INCREASED DEMAND FOR WASTEWATER SERVICES AND INFRASTRUCTURE.

Level of Significance Before Mitigation: Potentially Significant Impact.

Impact Analysis: Implementation of the proposed General Plan 2035 would potentially result in additional development, resulting in an increase in the City's population and businesses, and thus, an overall increased demand on the existing sewer system from increased sewage flows. As indicated in *Table 5.16-5*, *Net Increase in Wastewater Generation Under General Plan 2035* buildout under the proposed General Plan 2035 would generate an additional 6,403AF/Y of effluent sewer flow to the existing sewer conveyance system. According to *Table 5.16-1* and *Table 5.16-3*, the total planned wastewater collection of 8,532 AF/Y for SRWRF and 85,785 AF/Y for EMWD, a total of 94,317 AF/Y, is anticipated for year 2035. The General Plan 2035 would only utilize approximately ~~0.0679~~6.79 percent of the anticipated wastewater collection from SRWRF and EMWD.

Wastewater collection for the City is provided by the same four water districts that provide potable water to the City: RCWD, EVMWD, WMWD, and EMWD. Only RCWD and EMWD provide wastewater treatment.

Table 5.16-5
Net Increase in Wastewater Generation Under General Plan 2035

Land Use	Units	Generation Factor[1]	Gallons Per Day	Gallons Per Year	Million Gallons Per Day	AF/Y
Residential	10,734	100 g/p/d	3,220,200	1,175,373,000	3.2202	3,608.40
Non-Residential[2]	831.284 acres	3000 g/a/d	2,493,852	910,255,980	2.4939	2,794.49
Total	**-**	**-**	**5,714,052**	**2,085,628,980**	**5.7141**	**6,402.88**

[1] *City of Murrieta GP Draft EIR*, Table 4.6-4, *Murrieta Wastewater Generation Existing and Future With Project*, Generation Factors from Eastern Municipal Water District, December 1993
[2] Non-residential land uses include commercial, office and research park, business park, and civic/institutional.
g/p/d = gallons per person per day
g/a/d = gallons per acre per day
AFY = acres feet per year

updated every four years; therefore, SCAG's 2012 RTP growth forecast would take into account the growth associated with the City of Murrieta's adopted General Plan at that time.

Water conservation will be a key factor in reducing the amount of wastewater generated per household. Further development in areas of the City where sewer infrastructure is not available may require additional alternative on-site water treatment systems. The proposed General Plan 2035's Infrastructure and Conservation Elements includes goals and policies to ensure wastewater conveyance, treatment facilities, and disposal is adequate to service development associated with implementation of the General Plan 2035. Infrastructure Element Policies INF-1.9 and 1.10 encourage the water districts to maintain, improve, and replace aging wastewater systems to ensure services to all areas of the community and in a way that also respects the natural environment. Policy INF-1.8 encourages consultation with the water districts and the RCFCWCD to ensure that fee structures are sufficient for new development and redevelopment to pay its fair share of the cost of infrastructure for sewer. Additionally, the increase in population is anticipated to occur throughout the General Plan forecast year of 2035, allowing for development of necessary services and infrastructure to accommodate the proposed growth. With the anticipated expansion of the EMWD and RCWD treatment facilities, City coordination with the water districts, implementation of the proposed General Plan 2035 goal and policies, and mitigation measures requiring individual development projects to verify sufficient wastewater transmission and treatment plant capacity is available to serve the proposed development, impacts would be reduced to a less than significant level. Furthermore, the General Plan 2035 would only use approximately ~~0.0679~~6.79 percent of the anticipated wastewater collection from SRWRF and EMWD. Therefore, impacts are less than significant in this regard; however Mitigation Measures have been recommended for future development projects to ensure that impacts remain at less than significant levels.

Goals and Policies in the Proposed General Plan 2035:

INFRASTRUCTURE ELEMENT

Goal INF-1 New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.

Policies

INF-1.1 Encourage future development to occur in areas where infrastructure for water, sewer, and storm water can most efficiently be provided.

INF-1.2 Discourage development in areas isolated from existing infrastructure.

INF-1.3 Encourage the annexation of unserved areas into water district service areas.

Natural Environment	*Protect the natural beauty of the mountains, hills, and waterways.*
Rural Areas	*Preserve elements of Murrieta's rural heritage.*
Community Character	*Protect and foster a strong sense of community and safety, as well as the "small~~home~~ town" feeling.*
Recreation and Culture	*Provide abundant parks and facilities for recreational activities, and cultural amenities.*
Historic Downtown Murrieta	*Create a vibrant, prosperous Historic Downtown that serves as a community center and provides a variety of quality shopping and dining experiences.*
Governance	*Promote community involvement and provide for a fiscally sound future.*
Sustainable Economy	*Pursue economic vitality and longevity by attracting higher education and growing a base of clean industry, while maintaining the current housing affordability.*
Transportation	*Improve roadway networks to reduce traffic, and provide a citywide system of bicycle lanes and recreational trails that improve accessibility without a car.*
Infrastructure and Services	*Improve health care within the City, and continue to provide excellent school, police, fire, library, and recreation services.*
Youth Amenities	*Provide ample activities for all ages of youth, and jobs for teens.*

- ***Land Use Alternatives.*** The next major phase in the planning process considered and analyzed different scenarios for land use change, with several opportunities for community input.

  Before commencing work on the General Plan 2035, the City Council decided on four "Focus Areas" that were targeted for land use change:

  - North Murrieta Business Corridor
  - Clinton Keith/Mitchell Area

Determination of Alternatives to Be Analyzed

Key factors used to determine the range of feasible alternatives to the proposed General Plan 2035 include the objectives established for the EIR process, the City Council's number one priority of Economic Development, and ~~along with~~ the community values and vision for the General Plan 2035.

The basic objectives of the proposed General Plan 2035 and General Plan EIR are set forth specifically and in detail in Section 3.3, Statement of Objectives. Section 3.2, Background, provides the framework for the economic development foundation for the General Plan 2035, and is summarized in the following sentences. The City Council established a Comprehensive Economic Development Strategy in October 2008, making economic development of Murrieta the number one priority for the City. The Strategy served as one of the key factors to initiate a comprehensive General Plan Update. The update process involved a number of steps, including but not limited to, visioning and community involvement that led to the establishment of ten community priorities; a complete revision to all the elements, and the addition of new elements. The community priorities are reflected throughout the General Plan 2035, and have been previously stated in this Section. The land use alternatives for the General Plan Update were developed based upon the City Council's number one priority along with the City's goal to revitalize and make Murrieta a regional hub of economic activity. Both of these served as key driving factors for the update and ultimately to the City Council and Planning Commission selection of a Recommend Land Use Scenario and two additional alternatives (Scenario A and Scenario B). The land use changes identified in the Land Use Element that make way for this revitalization and economic activity are the cornerstones of General Plan 2035.

~~Community priorities have been previously stated in this section.~~ With these factors in mind, the following alternatives have been identified for detailed analysis in this section:

- No Project/Existing General Plan
- Scenario A
- Scenario B

ALTERNATIVES ANALYSIS

Potentially significant impacts that would result from implementation of the proposed General Plan 2035 are identified in Section 5.0, Environmental Analysis, which indicates that the proposed General Plan 2035 would result in significant and unavoidable impacts related to:

- ~~***Land Use***~~
  - ~~Consistency with the Riverside County Airport Land Use Compatibility Plan~~
- ***Traffic***
  - Roadway Segments Exceeding LOS Standards (LOS D, E, or F) – Project and

6.2.2 IMPACT EVALUATION

LAND USE

Two objectives of the proposed General Plan 2035 are to provide comprehensive and concise land use designations that better reflect the land use vision for the City and to update the General Plan development projections to the year 2035. The No Project/Existing General Plan Alternative land use designations do not adequately address the development patterns and land use vision for the City. Further, this Alternative does not include a land use plan that reflects the current development projections for future years. Under the No Project/Existing General Plan Alternative, the existing Land Use Element would continue to provide outdated information that does not reflect the current conditions or goals of the City. This Alternative would prevent the City from achieving some of the core objectives of the 2035 General Plan, including economic revitalization, job creation, and healthy community goals. The proposed General Plan 2035 revises and updates the existing Land Use Element, including establishing Focus Areas for future growth that reflect the economic development priorities of the City. The General Plan 2035 proposes removal of the MU-1, MU-2, and MU-3 land use and zoning designations and the introduction of a mixed-use land use designation. The proposed General Plan 2035 provides updated land use information for the City, including land uses that have changed over time and may not be reflective of the existing General Plan's land use designations. It establishes the policy foundation to address current and anticipated buildout conditions over the next 25 years. The existing inconsistency impact with the *Riverside County Airport Land Use Compatibility Plan* associated with the French Valley Airport would continue to occur with this Alternative, as no new policies would be included to address the inconsistency.~~, similar to the proposed General Plan 2035~~. In this regard, the No Project/Existing General Plan Alternative is considered environmentally inferior to the proposed General Plan 2035.

POPULATION, HOUSING, AND EMPLOYMENT

Two objectives of the proposed General Plan 2035 are to update the City's environmental baseline conditions to 2009 and to update the General Plan development projections to the year 2035 for dwelling units, non-residential square footage, population, and employment. The No Project/Existing General Plan Alternative does not reflect the most current population, employment, and housing numbers or projections, nor does it provide quantitative population, employment, and housing projections for future years. The existing General Plan was adopted in 1994 with amendments in 2006, and therefore does not address current conditions or plan for anticipated growth within the City over the next 25 years. In contrast, the proposed General Plan 2035 reflects the current priorities of the City, including economic development and increased employment opportunities within the City. The No Project/Existing General Plan Alternative does not provide for the type and intensity of non-residential development within specific Focus Areas of the City in order to achieve these priorities to the extent of the General Plan 2035. Further, the jobs/housing balance would not be improved to the extent of the General Plan 2035. Therefore, the No Project/Existing General Plan Alternative is considered environmentally

would allow for the development of additional multiple-family residential uses within the Clinton Keith/Mitchell and North Murrieta Business Corridor Focus Areas, when compared to the General Plan 2035. These land use changes would continue to provide consistent and compatible development within the City and be consistent with Federal, State, and regional plans, policies, or regulations, similar to the proposed General Plan 2035. Similar to the proposed General Plan 2035, this Alternative would provide additional land use policies for consistency with the ~~However, the existing inconsistency impact with the~~ *Riverside County Airport Land Use Compatibility Plan* associated with the French Valley Airport~~ would continue to occur with this Alternative, similar to the proposed General Plan 2035~~. The Scenario A Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035.

POPULATION, HOUSING AND EMPLOYMENT

The Scenario A Alternative would update the City's environmental baseline conditions to 2009 and update the General Plan development projections to the year 2035, similar to the General Plan 2035. Development projections include projections for dwelling units, non-residential square footage, population, and employment. The Scenario A Alternative would provide the most current population, housing, and employment numbers or projections, and quantitative population, employment, and housing projections for future years. Although the Scenario A Alternative reflects the current priorities of the City, including economic development and increased employment opportunities within the City, it does not provide the amount of non-residential development to achieve these priorities to the extent of the proposed General Plan 2035. The Scenario A Alternative would provide for greater residential development (7,544 more dwelling units) and decreased non-residential development (2,822,894 fewer square feet of non-residential uses) when compared to the proposed General Plan 2035. As indicated in Section 5.2, Population, Housing, and Employment and Section 7.0, Other CEQA Considerations, potential buildout of the proposed General Plan 2035 would result in 44,484 dwelling units and 130,153 jobs, resulting in a jobs/housing ratio of approximately 2.9. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality. Potential buildout of the Scenario A Alternative would result in 44,640 dwelling units and 118,783 jobs, resulting in a jobs/housing ratio of approximately 2.7. Although the Scenario A Alternative would provide an improved jobs/housing balance over existing conditions, it would not be improved to the extent of the proposed General Plan 2035. Therefore, the Scenario A Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

AESTHETICS

Both the Scenario A Alternative and the proposed General Plan 2035 would encourage preservation of existing residential neighborhoods within the City. Vacant land within the City

time and may not be reflective of the existing General Plan's land use designations. It establishes the policy foundation to address current and anticipated buildout conditions over the next 25 years. The Scenario B Alternative would involve changes to land use designations that would allow for the development of additional multiple-family residential uses within the Clinton Keith/Mitchell, North Murrieta Business Corridor, and Multiple Use 3 Focus Areas, when compared to the General Plan 2035. These land use changes would continue to provide consistent and compatible development within the City and be consistent with Federal, State, and regional plans, policies, or regulations, similar to the proposed General Plan 2035. ~~However, the existing inconsistency impact~~ Similar to the proposed General Plan 2035, this Alternative would provide additional land use policies for consistency with the *Riverside County Airport Land Use Compatibility Plan* associated with the French Valley Airport ~~would continue to occur with this Alternative, similar to the proposed General Plan 2035~~. The Scenario B Alternative is considered neither environmentally superior nor inferior to the proposed General Plan 2035.

POPULATION, HOUSING, AND EMPLOYMENT

The Scenario B Alternative would update the City's environmental baseline conditions to 2009 and update the General Plan development projections to the year 2035, similar to the General Plan 2035. Development projections include projections for dwelling units, non-residential square footage, population, and employment. The Scenario B Alternative would provide the most current population, housing, and employment numbers or projections, and quantitative population, housing, and employment projections for future years. Although the Scenario B Alternative reflects the current priorities of the City, including economic development and increased employment opportunities within the City, it does not provide the amount of non-residential development to achieve these priorities to the extent of the proposed General Plan 2035. The Scenario B Alternative would provide for greater residential development (7,489 more dwelling units) and decreased non-residential development (3,007,277 fewer square feet of non-residential uses) when compared to the proposed General Plan 2035. As indicated in Section 5.2, Population, Housing, and Employment and Section 7.0, Other CEQA Considerations, potential buildout of the proposed General Plan 2035 would result in 44,484 dwelling units and 130,153 jobs, resulting in a jobs/housing ratio of approximately 2.9. A ratio of 1.0 or greater generally indicates that a City provides adequate employment opportunities, potentially allowing its residents to work within the City. A desirable jobs/housing balance improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality. Potential buildout of the Scenario B Alternative would result in 44,585 dwelling units and 118,412 jobs, resulting in a jobs/housing ratio of approximately 2.7. Although the Scenario B Alternative would provide an improved jobs/housing balance over existing conditions, it would not be improved to the extent of the proposed General Plan 2035. Therefore, the Scenario B Alternative is considered environmentally inferior to the proposed General Plan 2035 in this regard.

development would be part of this effort, including retail centers, corporate/technology parks, hotels, and upscale restaurants, which would not be supported with this Alternative as compared to the proposed General Plan 2035. Buildout under the No Project/Existing General Plan Alternative would not provide opportunities for residents to live and work within the City to the extent of the proposed General Plan 2035. Thus, this Alternative would not achieve a housing balance that improves regional mobility (traffic), reduces vehicle miles traveled, and improves air quality to the extent of the proposed General Plan 2035. Further this Alternative would not provide updated development projections for the year 2035, nor provide a land use plan and policy direction that addresses future development and growth anticipated by the City and SCAG.

SCENARIO A ALTERNATIVE

The Scenario A Alternative would meet the stated objectives of the General Plan 2035 and EIR, as the Scenario A Alternative would provide new and updated information based on current conditions and would provide updated goals and policies to direct future growth within the City. Although it would generally meet the growth objectives identified by the General Plan 2035, this Alternative would provide for greater residential development and less non-residential development. Therefore, the economic development objectives, including providing an improved jobs/housing ratio would not be achieved to the same extent as the General Plan 2035. The Scenario A Alternative would result in similar environmental impacts when compared to the proposed General Plan 2035 with the exception of population, housing, and employment and public services and utilities, which would be greater. The Scenario A Alternative would not reduce any of the significant unavoidable impacts identified for ~~land use,~~ traffic and circulation, air quality, noise, or parks and recreation facilities. Although both the Scenario A Alternative and General Plan 2035 would result in a significant and unavoidable impact to parks and recreational facilities, the deficiency would be greater under the Scenario A Alternative. However, since the Scenario A Alternative allows for greater non-residential development in support of the City's economic development goals and would meet the project objectives, Alternative A is selected as the environmentally superior alternative.

SCENARIO B ALTERNATIVE

The Scenario B Alternative would meet the stated objectives of the General Plan 2035 and EIR, as the Scenario B Alternative would provide new and updated information based on current conditions and would provide updated goals and policies to direct future growth within the City. Although it would generally meet the growth objectives identified by the General Plan 2035, this Alternative would provide for greater residential development and less non-residential development. Therefore, the economic development objectives, including providing an improved jobs/housing ratio would not be achieved to the same extent as the General Plan 2035. The Scenario B Alternative would result in similar environmental impacts when compared to the proposed General Plan 2035 with the exception of population, housing, and employment and public services and utilities, which would be greater. The Scenario B Alternative would not reduce any of the significant unavoidable impacts identified for ~~land use,~~ traffic and circulation,

Errata for Final General Plan 2035

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ACKNOWLEDGEMENTS PAGE

Planning Commission
Add Anthony Casadonte, Planning Commissioner

Historic Preservation Advisory Commission
Remove Francisco Hernandez, Commissioner

City Staff
Remove Mark Wright, Chief of Police
Add Matthew Shobert, Fire Chief
Revise Mike Baray, Chief of Police

CHAPTER 1
INTRODUCTION

CHAPTER 2
VISION

These two chapters will be reorganized as follows:

Chapter 1
1.1 Overview
1.2 About the General Plan
1.3 About Murrieta (previously 2.2 in Chapter 2)
1.4 General Plan Update Process and Community Input (previously 1.3)
1.5 Community Priorities (previously 2.4 in Chapter 2)

Chapter 2
2.1 Overview
2.2 Vision For The Future (previously 2.2, Part 2: New Direction)

CHAPTER 3
LAND USE ELEMENT

Page 3-15, fourth full paragraph
Portions of Murrieta are located within Compatibility Zones B1, C, D, and E, as well as the Height Review Overlay Zone (refer to *Exhibit 3-2*, *French Valley Airport Compatibility Zones*).

Page 3-29, first bullet point revision, addition of fifth bullet point

- Provide a mix of Multiple-Family Residential (existing), Commercial, and Office and Research Park uses.
- Become an office and technology park employment center with some areas reserved for commercial uses.
- Provide office and research park uses in Central Murrieta north of the I-15 Freeway, east of Los Alamos Road, and generally west of Hancock Avenue to support the Rancho Springs Medical Center and complement the Crossroads Corporate Center.
- Provide shopping opportunities to support the employment uses in the Focus Area, as well as for the community.
- Eliminate the MU-1 general plan designation and redesignate those areas in the General Plan as Multiple-Family Residential, Office and Research Park, or Commercial.

Page 3-33, first full paragraph
The Office and Research Park uses will be primarily located west ~~south~~ of the I-15 Freeway, south ~~east~~ of Guava Street, east ~~north~~ of Madison Avenue, and north ~~west~~ of Elm Street. The building heights in this area could range in height up to a maximum of five to six stories.

Page 3-46, Los Alamos Hills
There is an interest by some of the property owners within the Los Alamos Hills area to develop a Specific Plan that would maintain the rural core of the Los Alamos community west of Warm Springs Creek, while providing certain needed local services. With a Specific Plan, property owners are looking to develop a land use plan that both reflects the rural character of the area, but provides for transitional land uses between the rural land uses and more intense development near Winchester Road. The existing open space, future development pattern, and circulation system established for the area is intended to maintain and preserve the majority of area as a picturesque area, whose topography and setting contribute to the rural agricultural enclave. The Specific Plan would identify the needs and providers of infrastructure.

Additional development anticipated under the General Plan 2035 includes 828 new residential units and an additional 157,453 square feet of commercial uses.

Section 3.5, beginning on page 3-49
The land use designation “Rural Residential” will be renamed to “Large Lot Residential.” This change will be made throughout the Land Use Element and all other Elements.

Table 3-18, page 3-51
The Density Standard for Large Lot Residential (previously named Rural Residential) will be revised from 0.4 – 1.0 du/ac to 0.1 to 1.0 du/ac. This revision will be made throughout the Land Use Element and all other Elements.

Page 3-26, text under Vision subheading for Clinton Keith/Mitchell
VISION

The Clinton Keith/Mitchell Focus Area is intended to:

- Provide a mix of Large Lot ~~Rural~~, Single-Family and Multiple-Family Residential, Commercial, and Office and Research Park uses.
- Maintain large lot ~~rural~~ residential areas generally west of Duster Road.
- Provide a mix of Single-Family and Multiple-Family residential uses generally east of Mitchell Road and south of Linnel Lane.
- Provide shopping opportunities east of McElwain Road and west of the I-215 Freeway.
- Provide office and research park uses north of Linnel Lane and west of the I-215 Freeway.

The Single-Family and Multiple-Family Residential uses will provide a transition of residential densities from the large lot ~~rural~~ residential area generally east of Mitchell Road and south of Linnel Lane to the shopping and employment centers north of Linnel Lane and east of McElwain Road.

Page 3-56, Addition of policy
LU-1.10 Apply the following provisions when cases arise regarding the location of land use designation boundaries:

- Where land use designation boundaries follow street lines or other identifiable property or boundary lines, those lines shall be construed to be those of the land use designation boundary.
- Where land use designation boundaries are indicated within street lines or identifiable rights-of-way or creeks, the centerline there of shall be construed to be that of the land use designation boundary.

Page 3-64, addition of reference following Policy LU-14.6
(North Murrieta Business Corridor)
Refer to Policy LU-3.2 regarding buffering residential uses from incompatible uses.

Page 3-65, Policy LU-17.1
LU-17.1 Encourage the expansion of a job-creating center of office, research, technology, business park, and industrial activity within the area generally bounded by the I-15 freeway on the east ~~north~~, Cherry Street on the south ~~east~~, Washington Avenue on the west ~~south~~, and Brown Street on the north ~~west~~.

Page 3-71, Addition of policies

LU-25.10 Submit tentative tract maps and parcels maps to the Riverside County Airport Land Use Commission for consistency review. This is applicable to properties designated as Large Lot Residential and Single-Family Residential in the General Plan and that are located within Compatibility Zones C and D in the French Valley Airport Land Use Compatibility Plan.

LU-25.11 Submit commercial development and places of assembly to the Riverside County Airport Land Use Commission for consistency review with the applicable average and single-acre population intensity limits in the French Valley Airport Land Use Compatibility Plan for properties within Compatibility Zones B1, C, and D.

LU-25.12 Require new development that is 10 acres or larger in area shall incorporate open space area in compliance with the Riverside County Airport Land Use Compatibility Plan Section 4.2.4 and in compliance with the applicable compatibility zones requirements in the French Valley Airport Land Use Compatibility Plan.

Exhibit 3-2, French Valley Airport Compatibility Zones
Revisions to Legend

Zone A (Runway Protection Zone and Within Building Restriction Line)
Zone B1 (Inner Approach/Departure Zone)
Zone B2 (Adjacent to Runway)
Zone C (Extended Approach/Departure Zone)
Zone D (Primary Traffic Patterns and Runway Buffer Area)
Zone E (Other Airport Environs)

See Riverside County Airport Land Use Compatibility Policy Plan Chapter 2, Table 2A for compatibility criteria associated with this map. Table 2A lists the zones; locations; maximum densities/intensities for residential (dwelling unit/acre) and other uses (people/acre); required open land; prohibited uses; and other development conditions.

Source: Table 2A, Basic Compatibility Criteria, Riverside County Airport Land Use Compatibility Policy Plan, Riverside County Airport Land Use Commission, October 2007.

Exhibit 3-3, Redevelopment Project Areas
Revisions to Exhibit

Graphic will be revised to show areas within the Riverside County Redevelopment Agency Plan Area separately from those within the Murrieta Redevelopment Agency Plan Area.

CHAPTER 4
ECONOMIC DEVELOPMENT ELEMENT

Page 4-4, first and second bullet points

- **Regional Economic Growth.** The City has the potential to attract firms that offer relatively higher skilled and higher wage jobs due to its educated and skilled resident labor force, land use development opportunities, existing regional freeway accessibility, proximity to the French Valley Airport, and future transit development programs. Given that Murrieta has a significant share of residents with both higher education and higher skill levels, there is the potential for growth in the export-base industries, particularly within the manufacturing, research and development, professional, scientific and technical, information, medical, and finance and insurance sectors. There is also the potential for growth in the area of higher education, such as a four-year university in the City, as well as the industries that would benefit from proximity and access to higher educational institutions, which include the majority of industries cited in the previous sentence.
- **Office and Industrial Market Trends.** The City has the opportunity to capitalize on the growing lack of office space in North San Diego County and Orange County. As the Murrieta office market improves and evolves, it will attract a growing proportion of professional, medical, technical, and research employment, particularly in developments along major highway corridors and at the centrally located confluence of the I-15 and I-215 Freeways. Similarly, as the Murrieta industrial market improves, it will be well-positioned both geographically and demographically to attract a range of research and development (R&D) and light industrial users. The General Plan 2035 should create opportunities for flex-tech buildings and higher intensity office uses along freeway corridors.

Policy ED-1.2, page 4-5

ED-1.2 Encourage the development and integration of a mix of uses in a "main street" setting that includes retail anchored department stores, entertainment, hotel, office, retail, ~~and~~ residential, and transit-oriented development and/or mixed uses that provide a regional draw.

Policy ED-4.8, page 4-8

ED-4.8 Encourage retail developments~~, particularly smaller projects,~~ to locate in areas where they can be most effective in terms of meeting the needs of local households and encourage mixed use, which can create neighborhood centers of activity.

Policy ED-5.4, page 4-8

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

Policy ED-9.1, page 4-10

ED-9.1 Coordinate implementation efforts with other economic development programs carried out by other implementation agencies including, but not limited to: ~~Murrieta Chamber of Commerce, Southwest California Economic Alliance, Temecula Chamber of Commerce, Southwest California Economic Development Corporation and Murrieta Redevelopment Agency.~~ Murrieta Redevelopment Agency, Murrieta Chamber of Commerce, Temecula Chamber of Commerce, Riverside County Economic Development Agency, Western Riverside County Council of Governments, San Diego Association of Governments, San Diego North Economic Development Council, San Diego Regional Economic Development Corporation, Southwest California Economic Alliance, and Southwest California Economic Development Corporation.

CHAPTER 5
CIRCULATION ELEMENT

Addition of a table showing Roadway Segments Volume-to-Capacity Ratios (V/C) and Levels of Service (LOS).

Addition of exhibit showing Roadway Classification Cross-Sections.

Table 5-7, pages 5-17 to 5-19
The column heading in Table 5-7 that reads "Project Impact (Exceeds LOS Standard)" will be revised to "Project Impact (Exceeds LOS Standard Before Enhancements."

Policy CIR-6.8, page 5-25
CIR-6.8 Support the construction of bus turnouts with shelters adjacent to new developments where transit demand levels may be sufficient in the future to warrant such accommodations <u>to maintain traffic flow and provide safe loading/unloading area for bus passengers</u>.

All Circulation Element Exhibits
Change to base of all Exhibits

Change from Via Princess (shown between Jackson Avenue and Murrieta Hot Springs Road) to Whitewood Road.

Exhibit 5-2, Truck Routes
Revisions to Exhibit

Revise title to Potential Truck Routes.

Add to Legend: Truck Routes are designated per Municipal Code Section 10.28.050.

Remove the following segments: 1) Murrieta Hot Springs Road between 1-215 and Winchester Road; 2) California Oaks north of I-15; 3) Adams Avenue between Guava Street and Cherry Street; 4) Madison Avenue between Kalmia Avenue and Murrieta Hot Springs Road; 5) Los Alamos Road between I-15 and I-215 and segment east of 1-215; and 6) portion of Monroe Avenue north of Elm Street.

Exhibit 5-10, General Plan 2035 Circulation Map
Revisions to Exhibit

Remove Los Alamos Road as a Circulation Plan roadway between Whitewood Road to Clinton Keith Road.

CHAPTER 6
INFRASTRUCTURE ELEMENT

Page 6-2, addition of new paragraph before the Wastewater Subheading

All four water districts have adopted Urban Water Management Plans (UWMP), the purpose of which is to review current and future water resources, and to establish and maintain water conservation programs for a 25-year planning horizon. At the time this General Plan was being prepared, the 2005 UWMPs reflected the most recently adopted plan, with a planning horizon from 2005 to 2030. However as of May 2011, all four districts are in the process of preparing their 2010 UWMP, with a planning horizon from 2010 to 2035.

Page 6-5, revise last sentence in second paragraph under Water Supply Subheading

The City will encourage ~~annexation~~ property owners to annex to water districts in these areas.

Policy INF-1.2, page 6-7

INF-1.2 Discourage development in areas without connections to ~~isolated from~~ existing infrastructure, unless infrastructure is being provided.

Policy INF-1.9, page 6-8

INF-1.9 Encourage the water districts to proactively manage their assets through the maintenance, improvement, and replacement of ~~maintain, improve, and replace~~ aging water and wastewater systems to ensure the provision of these services to all areas of the community.

Policy INF-1.15, page 6-8

INF-1.15 Continue to implement the City's residential informational and outreach program by providing homeowners with Best Management Practices (BMP) ~~to address high threat activities,~~ for activities such as, but not limited to:

- Disposal of fats, oils, and grease
- Disposal of garden waste
- Disposal of household hazardous waste
- Disposal of pet waste
- Garden care and maintenance
- Vehicular repair and maintenance
- Vehicular washing

Policy INF-2.5, page 6-10

INF-2.5 Coordinate with water districts to encourage innovative demonstrations of non-potable uses for recycled water and/or groundwater recharge in City facilities and industrial applications.

Page 6-10, addition of text before Capital Improvement Program Subheading

Refer to related goals and policies in the Conservation Element: Goal CSV-3 and Policies CSV-3.1 through CSV-3.5, and Goal CSV-4 and Policies CSV-4.1 through CSV-4.7 address storm water management and groundwater recharge.

Exhibit 6-1, Water District Service Area Boundaries
Revisions to Exhibit
Exhibit will be revised to reflect correct district boundaries as shown in the Draft EIR.

CHAPTER 7
HEALTHY COMMUNITY ELEMENT

Policy HC-6.1, page 7-12

HC-6.1 Encourage equitable distribution of healthy food retail and dining options in all ~~residential~~ commercial and employment areas of the City.

Policy HC-6.2, page 7-13

HC-6.2 Research and consider land use regulations to limit fast food outlet density ~~such as limits on chain, formula, or non-sit-down establishments~~.

CHAPTER 8
CONSERVATION ELEMENT

Page 8-7, text revision under Western Riverside Multiple Species Habitat Conservation Plan Subheading

Murrieta is a Permittee under the *Western Riverside Multiple Species Habitat Conservation Plan* (*MSHCP*), and as such, has existing conservation agreements and also sets aside land parcels within the City as Conservation Land to meet the land acquisition goals of the *MSHCP*. The conceptual conservation scenario for the MSHCP Reserve Area is based on existing public lands, undeveloped land (Core Areas), and identified potential Linkages between the Core Areas~~, illustrated in *Exhibit 8-3*, *MSHCP Existing and Proposed Conservation Land*~~.

Warm Springs Creek and Murrieta Creek are important natural features within the City that are protected for their biotic and aesthetic value; they offer wetland resources and allow for wildlife migration. These features are included in the MSHCP as potential Linkages between Core Areas.

For discussion and planning purposes, the Core Areas and Linkages are grouped into Area Plans and Subunits, as shown in *Exhibit 8-3~~4~~*, *MSHCP Area Plans and Subunits*. The *MSHCP* identifies the following Biological Issues and Considerations for the Subunits within the City and the Sphere of Influence:

Page 8-10, delete last sentence in first full paragraph

The City has a *Cultural Resource Preservation Ordinance* that provides *"a mechanism by which community resources such as buildings, structures and sites within the City of Murrieta, which are of pre-historic or historic interest or value, or which exhibit special elements of the City's architectural, cultural, or social heritage may be identified, protected, enhanced, perpetuated and used in the interest of the public's health, safety, welfare, and enrichment."* Under this ordinance, a natural or constructed feature may be designated as an individual resource, and a geographic area may be designated as an archeological district or a historic preservation district. ~~Designation of a historic preservation district is intended to be concurrent with the development of design guidelines for the district.~~

Page 8-10, text revision to second sentence under Historic Downtown Murrieta Subheading

The Historic Murrieta Specific Plan, adopted in 2000, provides a framework for the future enhancement and preservation of Historic Downtown Murrieta. The Specific Plan Area is bounded by Jefferson Avenue to the east ~~north~~; Ivy Street to the south ~~east~~; Hayes Avenue to the west ~~south~~; and Kalmia Street to the north ~~west~~.

Page 8-17, text revision to last sentence at top of page

Waste reduction and recycling efforts are thus proven tools to reduce greenhouse gas emissions along with material waste. They are also opportunities to raise awareness about environmental sustainability and the importance of changing behaviors. Murrieta seeks to continue the success of its efforts to divert waste from landfills. In anticipation of further requirements from the state related to AB 32, Murrieta should look to create a commercial recycling program that would promote recycling and diversion of solid waste from landfill by requiring businesses, nonresidential properties, and commercial buildings to source separate recyclable materials from all other solid waste for recycling and diversion from landfill and provide for the collection of recyclable materials.

Page 8-17, text revisions to second and third paragraph under Green Building Subheading

Municipalities are in the position to effect significant change in the adoption and success of green building practices, either by creating standards or incentivizing green building — for instance, by removing barriers within City codes or review processes. Murrieta intends to encourage the application of green building practices within the community that ~~by adopting legislation, and~~ will lead the way through the upgrade of municipal facilities.

Although the State of California incorporates a set of green building practices into its building standards code, the field of green building will continue to advance. Murrieta can stay abreast of current techniques and save more natural resources by encouraging green construction, where feasible, to go beyond state standards.

Policy CSV-8.1, page 8-21

CSV-8.1 ~~Continue to f~~Facilitate the conservation of habitat areas and wildlife corridors under the Western Riverside Multiple Species Habitat Conservation Plan.

Page 8-21, Addition of policy

CSV-8.7 Establish an implementation program to clarify procedures for implementation of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) Habitat Acquisition Negotiation Strategy (HANS) in the City and to provide incentives to facilitate conservation with the MSHCP while recognizing private property rights.

Policy CSV.9.6, page 8-22

CSV-9.6 Maintain a guide to preferred trees, shrubs, and ground cover plants of non-invasive species, or refer private parties to an existing guide that meets City needs to assist private landscaping efforts.

Policy CSV-9.9, page 8-22

CSV-9.9 Promote the use of native plant species in public landscaping of parks, schools, medians and planter strips, as well as in private development throughout the City.

Policy CSV-10.9, page 8-23, delete policy

~~CSV-10.8 Allow small-scale community-serving food processing facilities.~~

Policy CSV-12.3, page 8-24

CSV-12.3 ~~Encourage the~~ Support the on-site installation and use of renewable energy generation systems for residential, commercial, institutional, and industrial uses.

Policy CSV-12.5, page 8-25

CSV-12.5 ~~Allow~~ Consider non-commercial solar power generation in residential areas.

Policy CSV-12.6, page 8-25

CSV-12.6 Encourage new development projects and significant rehabilitation or expansion projects to incorporate innovative energy conservation or generation amenities such as electric vehicle charging stations, ~~and~~ solar canopies, and carports.

Policy CSV-14.2, page 8-26

CSV-14.2 ~~Integrate~~ Encourage the integration of other principles of green building into development standards and guidelines, looking for opportunities to realize other benefits such as improved health and increased bicycle transportation.

Exhibit 8-3, MSHCP Existing and Proposed Conservation Land

Delete exhibit

Exhibit 8-4, MSHCP Area Plans and Subunits

Renumber exhibit to Exhibit 8-3 and make all text edits in Conservation Element.

Exhibit 8-5, Important Farmland

Renumber exhibit to Exhibit 8-4 and make all text edits in Conservation Element.

Exhibit 8-6, Williamson Act Farmland (2006)

Renumber exhibit to Exhibit 8-5 and make all text edits in Conservation Element.

CHAPTER 9
RECREATION & OPEN SPACE ELEMENT

Overall comment for Element
Change reference throughout Element from *Master Plan* to *Parks Master Plan*.

Page 9-2, first paragraph under Parkland Subheading
At the time the *Parks Master Plan* was adopted in 2009, the City had ~~The *Master Plan* counts~~ 467.24 acres of parkland in 48 City parks. This total does not include joint use school facilities, some natural areas in Nature Parks, or private facilities. It includes six types of City Parks – City-Wide Parks, Community Parks, Neighborhood Parks, Neighborhood Play Areas, Special Use Parks, Native Parks – shown in *Exhibit 9-1, Parks,* and listed in *Table 9-1, Recreation Facilities Inventory*. *Table 9-1* reflects several ~~two~~ new parks and ~~some~~ facilities that have been added since the completion of the Master Plan, and which increase the City's parkland acreage total.

The following facilities have been added, are in the design phase, or constructed since adoption of the *Parks Master Plan* in 2009:

- Torrey Pines Park (8.80 acres) – Neighborhood Park
- Vineyards (10 acres) – Neighborhood Park
- Grizzly Ridge Park (0.44 acres) – Neighborhood Play Area
- Murrieta Equestrian Park (21.98 acres) – Special Use Park

Page 9-6, last sentence in paragraph under Community Event Space Subheading
Murrieta offers indoor and outdoor spaces for community events that are held by the City, residents, and organizations. Community members may reserve the Community Center, Town Square Park, and some Library facilities for events, as well as picnic shelters at several City parks. Community Center amenities are described above. Town Square Park provides space for community events in its amphitheater and large open turf area. The Library has a community room with adjacent garden that may be reserved for events. There is also an amphitheater at Antelope Hills Park~~, but parking is limited and there is no system for reservations~~.

Page 9-7, second and third paragraphs under Facility Needs Subheading
Facilities are planned that will help meet the needs for community centers, gymnasiums, and indoor basketball. Future ~~Phase 2~~ plans for Los Alamos Hills Sports Park call for a 20,000-square foot community center that may include a gymnasium and outdoor facilities, including a swimming pool and tennis courts. A teen center planned for California Oaks Sports Park may also include a gymnasium. ~~A recreation room is planned for Golden Cities Park.~~

~~Phases 2 and 3 of Los Alamos Hills Sports Park are expected to include outdoor sports facilities, including a swimming pool and tennis courts.~~

Page 9-7, first sentence in first paragraph under Recreation Programs Subheading

In fiscal year 2010 ~~2007~~, the Community Services Department served over 8,500 8,436 participants with its programs and activities; the number of participants served increased to 15,009 in fiscal year 2011. Senior programs drew the greatest number of participants, followed by gymnastics, aquatics, and dance. Other recreation offerings include sports, toddler, art and music, health and fitness, martial arts, camp, and teen programs. The City also holds a number of community events throughout the year, such as celebrations for major holidays.

Table 9-2, page 9-11

Change City Parcel #1 – MYSL Site to City Parcel #1 – Nutmeg Site under Planned Facilities, Not Designed

Policy ROS-2.4, page 9-14

ROS-2.4 Consider ~~Encourage~~ the installation of water fountains, toilets, and sinks in parks and recreation facilities.

CHAPTER 10
AIR QUALITY ELEMENT

Policy AQ-1.5, page 10-5

AQ-1.5 Provide public education and/or materials to educate and encourage residents and business owners to purchase/use low toxicity household cleaning products.

Policies AQ-5.5 through AQ-5.8, page 10-8

~~AQ-5.5 Encourage operators of major outdoor events to submit a trip reduction plan which applies to both patrons and employees during the course of the event.~~

AQ-5.5~~6~~ Provide a preference to contractors using reduced emission equipment for City construction projects as well as for City contracts for services (e.g., garbage collection).

AQ-5.6~~7~~ Manage the municipal vehicle fleet to achieve the highest possible number of fuel-efficient and low emissions vehicles commercially available.

AQ-5.7~~8~~ Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

Policy AQ-6.7, page 10-9

AQ-6.7 During the design review process, encourage the use of measures ~~Employ design strategies to mitigate~~ to reduce indoor air quality impacts (i.e., ~~such as~~ air filtration systems, ~~requiring~~ kitchen range top exhaust fans, and ~~using~~ low-VOC paint and carpet) for new developments near ~~stationary pollution sources or~~ busy roadways with significant volumes of heavy truck traffic.

CHAPTER 11
NOISE ELEMENT

Page 11-4, last sentence in third paragraph under the Sensitive Noise Receptors subheading

Land uses less sensitive to noise are business, commercial, and professional developments. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, motorcycle parks, rifle ranges, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals. These types of land uses often generate high noise levels. Moderately sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, and outpatient clinics. Current land uses located within the City that are sensitive to intrusive noise include residential uses (particularly those in the vicinity of I-15 and I-215 Freeways), schools, hospitals ~~(particularly the Golden Triangle Medical Center and Rancho Springs Medical Center)~~, churches, and parks.

Page 11-16, second to last sentence in the paragraph under the Airport Noise subheading

Off-road transportation noise is also generated by aircraft traffic from one nearby airport, the French Valley (Rancho California) Airport, located outside of the City's Sphere of Influence. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of noise heard in the City. The Riverside County Airport Land Use Commission has prepared a Comprehensive Land Use Plan for the French Valley Airport (CLUP), which experiences an average of 506 daily operations. The CLUP indicates that the 55 CNEL noise level contour extends slightly into the eastern part of the City along the westerly side of Winchester Road ~~is located outside of City boundaries~~. The CLUP also designates portions of the City as being located within Compatibility Zones B1, C, D, and E, all of which require certain land use restrictions.

Goal N-4, page 11-27

GOAL N-4	**~~Mobile source emissions are reduced by providing a balance of jobs and housing that serve the needs of the community~~ Reduced noise levels from construction activities.**

CHAPTER 12
SAFETY ELEMENT

Page 12-4, first complete paragraph on page

Before a project can be permitted within a fault zone, a site-specific geologic investigation must demonstrate that proposed buildings will not be constructed across an Alquist-Priolo Earthquake Fault Zone, County Fault Zone, or any other active or potentially active fault. Structures are required to be set back from active faults. The earthquake fault zones extend approximately 500 feet in width on either side of a major active fault trace and approximately 200 to 300 feet in width on either side of a well defined minor active fault, as designated by the State. Development of a building designated for human occupancy is generally restricted within 50 feet of an identified fault.

Page 12-8, second paragraph on page

There are a number of building criteria and site maintenance techniques available for the Murrieta Fire Department and property owners to use for areas within a High Fire Hazard Zone or areas described as Wildland Urban Interface areas, which are areas where structures and other human development meet and intermingle with undeveloped wildland or vegetative fuels. These techniques are detailed in the California Building Standards Code, Chapters 7 and 7A, and the California Fire Code, Chapter 47 *(California Code of Regulations, Title 24, Part 9*), and address topics such noncombustible siding for buildings and 100-foot fuel modification (buffer) zones. ~~Techniques to prevent the spread of fire include fuel modification, livestock grazing, prescribed fires, and fuel breaks. The Murrieta Fire Department implements a Weed Abatement program to reduce weed and brush fire hazards. The program provides for property inspections and enforcement on properties that pose a potential fire hazard due to weeds and brush. Conditions of development are currently required, such as Class A roofing, noncombustible siding and 100-foot fuel buffer zones, to protect communities from wildland/urban interface fires.~~ In addition, c~~C~~ommunity planning, awareness, and involvement are proven elements of effectively reducing the occurrence of wildland fires and damage associated with them.

Page 12-9, third paragraph and Table 12-1 under Fire Protection Subheading

The Fire Department has five stations located to optimize response times throughout the City of Murrieta, listed in *Table 12-1*, *Murrieta Fire Department Stations*, with a proposed sixth station in the eastern Sphere of Influence area (refer to *Exhibit 12-9*, *Fire Station Service Areas*).

Table 12-1
Murrieta Fire Department Stations

Station	Location
Fire Station No. 1	41825 Juniper Street
Fire Station No. 2	40060 California Oaks Road
Fire Station No. 3	39985 Whitewood Road
Fire Station No. 4	28155 Baxter Road
Fire Station No. 5	38391 Vineyard Parkway ~~(Temporary)~~
Fire Station No. 6	Specific Location TBD

Page 12-9, last sentence in first paragraph under Response Time and ISO Rating Subheading

The Department has a target response time of 6½ minutes from the time of the alarm on all calls, which includes 5½ minutes of drive time and a one minute "turnout" time. Stations in the outlying regions experience longer average response times, such as the eastern portion of the City along Winchester Road and in the area between Winchester and the I-215 north of Clinton Keith. A sixth fire station in this area ~~would~~ is contemplated to help achieve the target response time.

Page 12-10, paragraph under Protection for High-Rise Buildings Subheading

As Murrieta develops with more Class A high-rise office buildings, further investments in Fire Department equipment and personnel are needed. ~~Fire suppression for high-rise buildings is better accomplished with four people assigned to each engine company rather than three.~~ An aerial truck company with a ladder extension of 100 feet ~~and staffed with four persons~~ will be able to access and provide fire suppression for buildings such as Loma Linda University Medical Center-Murrieta.

Page 12-10, paragraph under Fire Prevention Subheading

The Fire Department engages in ~~several~~ activities that are aimed at preventing fires and compliance with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code *(California Code of Regulations, Title 24, Part 9*). ~~Besides the Weed Abatement program for wildfires, t~~The Department ~~also~~ provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. As described later in this Element, the Department also provides education and training in public safety and emergency preparedness.

Page 12-16, paragraph under Staffing and Response Times Subheading

The Department's goals will be to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs, measured through established response times (as shown in *Table 12-3, Target Response Times*), crime statistics, crime clearance rates, and community quality of life issues. ~~The Department's target staffing level is one officer and 0.5 civilian support staff per 1,000 residents. The Police Department has also established targets for response times, depending on the urgency of the call, as shown in *Table 12-3*, *Target Response Times*.~~ Currently, the Department is not staffed at ~~target levels~~ optimal staffing levels, and average response times for Priority 1 and Priority 3 calls are longer than the targets while average response time for Priority 2 calls is shorter than the target.

Page 12-18, paragraph under Urban Search and Rescue (USAR) Task Force Subheading

The Murrieta Fire Department maintains an Urban Search and Rescue (USAR) team of professional firefighters that are certified by the Federal Emergency Management Agency. They serve the larger community as part of California Task Force 6, supervised by the Riverside City Fire Department and composed of representatives from several Inland Empire fire agencies. The USAR team members regularly train with other agencies for rapid deployment to local, regional, and national incidents. ~~Most deployments to federal disasters are reimbursable through FEMA.~~

Page 12-9, paragraph under Emergency Operations Plan Subheading

The EOP describes the operations of the City of Murrieta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities. The EOC centralizes the collection and dissemination of information about the emergency and makes policy-level decisions about response priorities and the allocation of resources. The Police Department has been designated as the primary EOC. As part of the City's Emergency Management Program, the EOC Manager ~~(Fire Division Chief)~~ is responsible for ensuring the readiness of the EOC.

Page 12-20, first sentence in second paragraph in Section 12.4

The City promotes safety through education, engineering, enforcement, community design, ~~engineering,~~ and planning for hazards. Fire and Police Departments are involved in these preventive activities and respond to emergencies. These Departments also recognize that safety is in the hands of the people who live and work in Murrieta. Through outreach and education, the City can help community members to create a safe environment.

Page 12-21, last sentence in third paragraph under Fire Protection Subheading

Preventive measures will continue to be an important part of fire protection in Murrieta, including conditions of development and weed clearance to deter the spread of wildland/urban interface fires, Fire Department review of site plans, and community education, engineering, and enforcement.

Page 12-22, paragraph under Police Protection Subheading

Demand for Police Department services will continue to grow with the population, while the Department seeks to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs of the community ~~a staffing level of one officer and 0.5 civilian support staff per 1,000 residents~~. Expansion of the Police Department facility is needed to accommodate additional staff. Target response times for calls is another measure that the City will strive to meet. ~~Current impact fees are not expected to meet the policing demands of the growing population, and the City will consider how to address this need.~~

Policy SAF-1.4, page 12-24

SAF-1.4 Review ~~Ensure that~~ public safety infrastructure and staff resources as ~~keep pace with~~ new development is planned or proposed in Murrieta and the Sphere of Influence.

Policy SAF-2.3, page 12-25

SAF-2.3 Seek to maintain emergency access in the event of an earthquake by ~~planning arterial roadways to avoid fault zones and using~~ engineering roadways a~~nd design~~ to reduce damage to them.

New Policy SAF-6.9, page 12-27

SAF-6.9 Strive to achieve an Insurance Services Office (ISO) Public Protection Classification of 3 in areas with fire hydrants and 9 in areas that are not connected to an existing water district supply system.

Policy SAF-8.6, page 12-28

SAF-8.6 Promote ~~Encourage~~ the use of integrated pest management techniques to keep City properties free of herbicides and pesticides.

New Policy SAF-8.12, page 12-29

SAF-8.12 Ensure that Fire Department personnel receiving training to achieve the Hazardous Materials Technician level.

Existing Policy SAF-8.12, page, 12-29

Renumber policy from SAF-8.12 to SAF-8.13

Existing Policy SAF-8.13, page 12-29

SAF-8.14~~3~~ Work with the appropriate Federal, State, regional, and local agencies ~~Strive~~ to identify previously unidentified contaminated sites in the City, particularly on sites with a high likelihood of past contamination, such as old gas stations or industrial sites, and work with the property owners and applicable agencies to remediate them.

Policy SAF-9.1, page 12-29

SAF-9.1 Seek to reach and maintain police officer and civilian support employee staffing levels to effectively and efficiently address the public safety needs, measured through established response times (as shown in *Table 12-3, Target Response Times*), crime statistics, crime clearance rates, and community quality of life issues. ~~Seek to provide a ratio of one police officer per 1,000 residents and at least one-half as many support personnel.~~

Exhibit 12-8, High Fire Hazard Zones

Revise exhibit to include all areas within high fire zone.

New Exhibit 12-9, Fire Station Service Areas

Add new exhibit to show fire station locations and service area.

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