



## 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*.<sup>1</sup> 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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<sup>1</sup> <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:

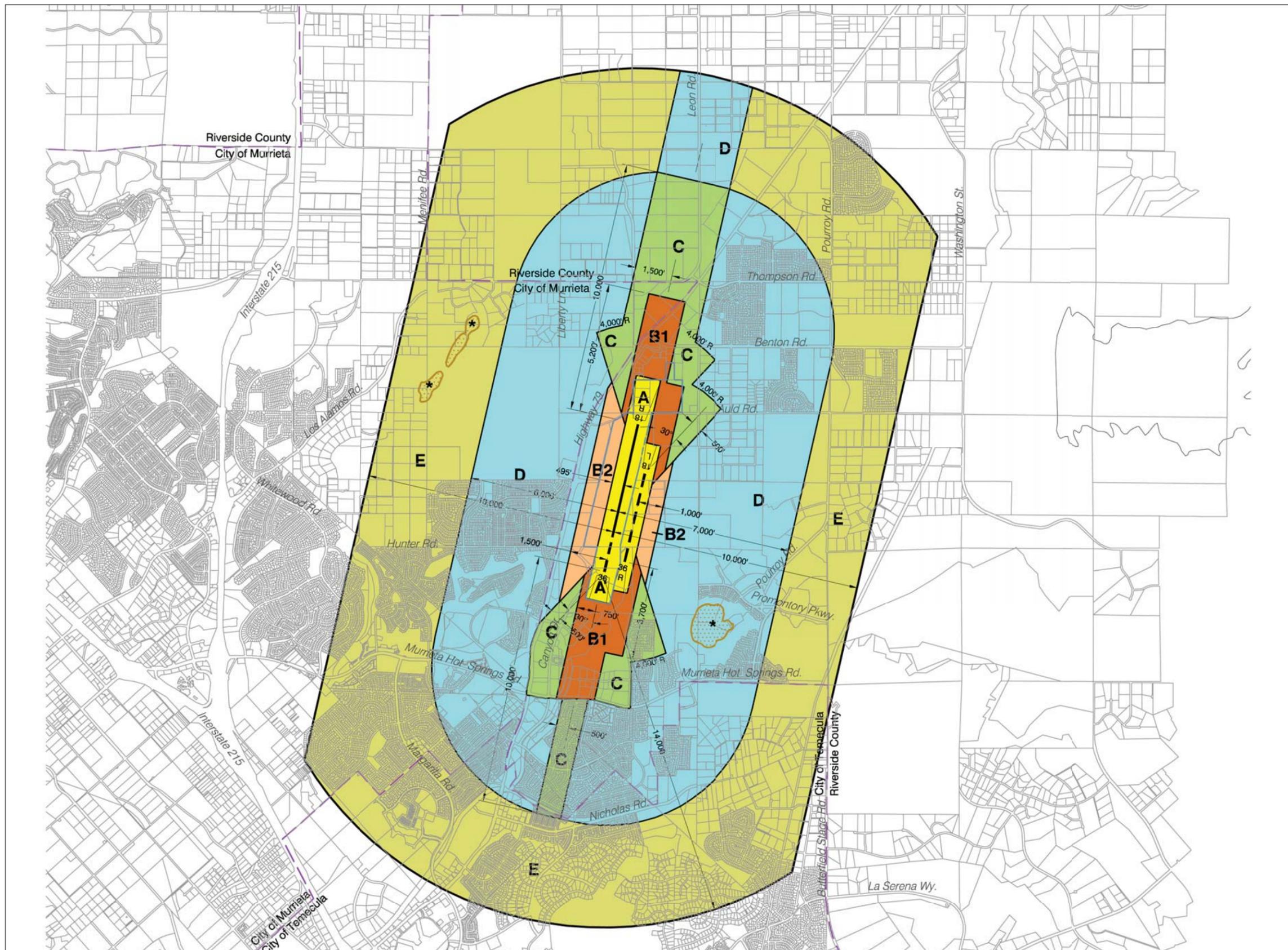
- Zones B1 and B2 prohibit children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than two above ground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community 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.<sup>2</sup> 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.

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<sup>2</sup> 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.



**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 Approach/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.



Source: Table 2A, Basic Compatibility Criteria, Riverside County Airport Land Use Commission, October 2007.



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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 a Regional 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.



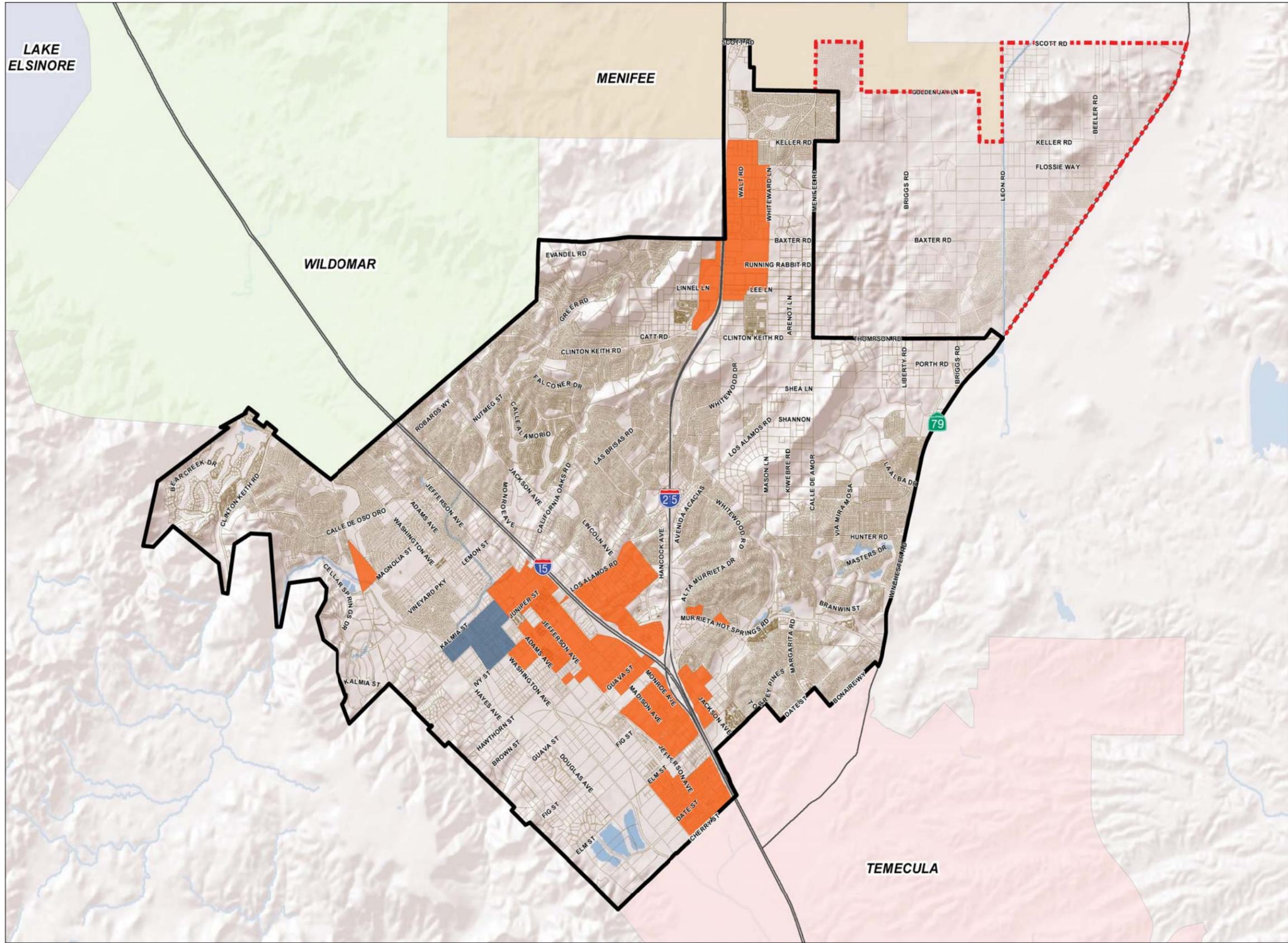
- Provide for the management of property owned or acquired by the Agency.
- Provide relocation assistance where Agency activities result in displacement.
- Provide public infrastructure improvements and community facilities, such as the installation, construction, and/or reconstruction of streets, utilities, 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

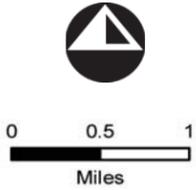
### GOLDEN TRIANGLE DEVELOPMENT FRAMEWORK PLAN

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.



**LEGEND**

- Project Area
  - County Redevelopment Area
  - City Redevelopment Area
- Sphere of Influence
- City Boundary



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



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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. Recreation 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.

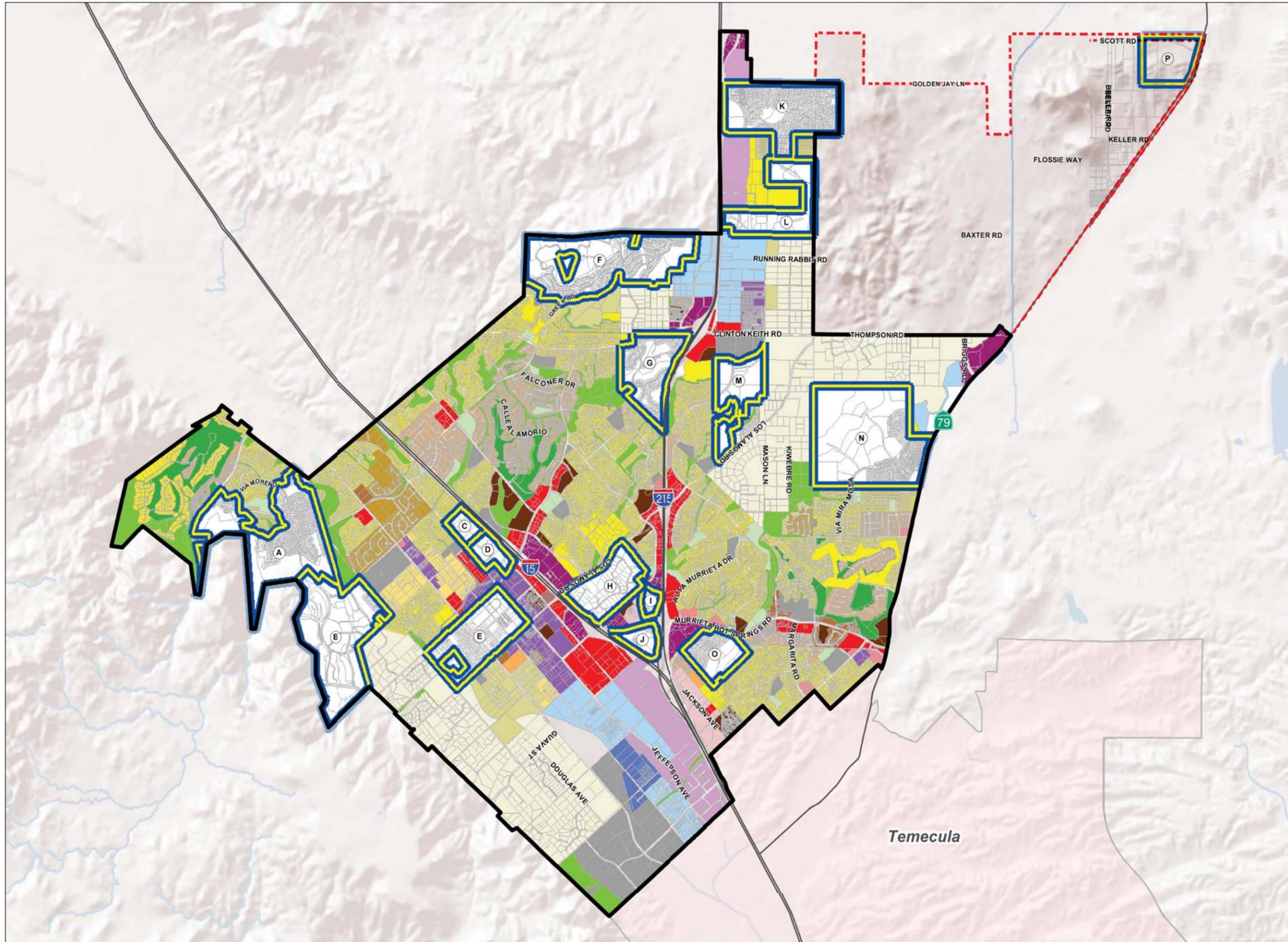
**Recreational/Resort Commercial (RRC)** – This category provides for resort type uses. Lodging accommodations with eating and conference facilities along with a recreational use such as golf course and/or tennis courts are allowed in this designation. Theme parks and recreation centers would also be 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

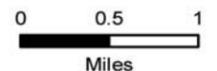
The Multiple Use designation provides the City with a flexible land use category to respond to location and market considerations. The designation allows for commercial and residential uses, except where indicated in the discussion below.

**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.



**LEGEND**

- |   |   |
|---|---|
| <b>Residential</b>  | <b>Specific Plans</b>   |
| <ul style="list-style-type: none"> <li>Rural Residential</li> <li>Estate Residential 1</li> <li>Estate Residential 2</li> <li>Estate Residential 3</li> <li>Single-Family 1, Residential</li> <li>Single-Family 2, Residential</li> <li>Multi-Family 1, Residential</li> <li>Multi-Family 2, Residential</li> </ul> | <ul style="list-style-type: none"> <li>A Copper Canyon</li> <li>B The Vineyard</li> <li>C Plaza de Murrieta</li> <li>D Village Walk</li> <li>E Historic Murrieta</li> <li>F Greer Ranch</li> <li>G Murrieta Oaks</li> <li>H Golden Triangle</li> <li>I MDP 93-102</li> <li>J SP 276</li> <li>K Murrieta Highlands</li> <li>L Golden City</li> <li>M Los Alamos Hills</li> <li>N Master Plan</li> <li>O Murrieta Springs</li> <li>P Creekside Village</li> <li>SP 310</li> </ul> |
| <b>Multiple Use</b>   |   |
| <ul style="list-style-type: none"> <li>Multiple Use, Area 1</li> <li>Multiple Use, Area 2</li> <li>Multiple Use, Area 3</li> </ul>  |   |
| <b>Commercial</b>   |   |
| <ul style="list-style-type: none"> <li>Professional Commercial</li> <li>Neighborhood Commercial</li> <li>Community Commercial</li> <li>Recreational/Resort Commercial</li> <li>Regional Commercial</li> </ul>   |   |
| <b>Industrial</b>   |   |
| <ul style="list-style-type: none"> <li>Business Park</li> <li>General Industrial</li> <li>Special Industrial</li> </ul>   |   |
| <b>Parks / Recreation</b>   |   |
| <ul style="list-style-type: none"> <li>Parks &amp; Recreation</li> <li>Private Recreation</li> <li>Open Space</li> </ul>  |   |
| <b>Other</b>  |   |
| <ul style="list-style-type: none"> <li>Civic/Institutional</li> <li>Specific Plan</li> <li>Specific Plan / Master Development Plan Boundary</li> <li>Sphere of Influence</li> <li>City Boundary</li> </ul>  |   |



Source: City of Murrieta.



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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
<b>Federal Regulations</b>	
Clean Air Act	<u>Consistent.</u> 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)	<u>Consistent.</u> 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	<u>Consistent.</u> 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	<u>Consistent.</u> 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.
<b>State Regulations</b>	
California Endangered Species Act	<u>Consistent.</u> 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	<p><u>Consistent.</u> 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.</p>

**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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> Refer to consistency analysis for SCAG RTP Goal G1 and G2.
G4	Maximize the productivity of our transportation system.	<u>Consistent.</u> Refer to consistency analysis for SCAG RTP Goal G1 and G2.
G5	Protect the environment, improve air quality, and promote energy efficiency.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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
<b>Principle 1: Improve mobility for all residents.</b>		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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).
<b>Principle 2: Foster livability in all communities.</b>		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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).
<b>Principle 3: Enable prosperity for all people.</b>		
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<u>Consistent.</u> 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.	<u>Consistent.</u> The proposed General Plan 2035 includes policies 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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 .
<b>Principle 4: Promote sustainability for future generations.</b>		
GV P4.1	Preserve rural, agricultural, recreational, and environmentally sensitive areas.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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.	<u>Consistent.</u> 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	<u>Consistent.</u> 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	<p><u>Consistent.</u> 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.</p>
Redevelopment Plan	<p><u>Consistent.</u> 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.</p>
Other Plans	<p><u>Consistent.</u> 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.</p>

**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

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*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.

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*Murrieta Springs Specific Plan (SP 309) and EIR No. 408, June 25, 2002.*

*RBF Consulting, City of Murrieta General Plan 2035, Draft January 2010.*

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*Riverside County Airport Land Use Compatibility Plan Volume I Policy Document, October 14, 2004.*

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*South Coast Air Quality Management Plan (SCAQMP), Adopted June 1, 2007.*

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