



# SUBSEQUENT INITIAL STUDY (IS) & MITIGATED NEGATIVE DECLARATION FOR THE ADAMS AVENUE STORAGE & ALLIANCE PROPANE FACILITIES PROJECT

## BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

- Project Case Number(s):** Tentative Parcel Map – TPM-2020-2230 (TPM-37985)  
Development Plan – DP-2020-2231  
Conditional Use Permit – CUP-2020-2232
- Project Title:** Adams Avenue Storage & Alliance Propane Facilities Project
- Public Comment Period:** March 10, 2022 – April 8, 2022
- Prior MND:** SCH No. 2018101054, adopted December 31, 2018  
(EA-2016-1264)
- Lead Agency:** City of Murrieta  
Jarrett Ramaiya, Development Services, Planning  
1 Town Square  
Murrieta, CA 92562  
(951) 461-6060  
[jramaiya@murrietaca.gov](mailto:jramaiya@murrietaca.gov)
- Prepared By:** Diane Jenkins, AICP, Planning Manager  
McKenna Lanier Group, Inc.  
(909) 519-8887  
[Diane@McKennaLanier.com](mailto:Diane@McKennaLanier.com)
- Project Sponsor:**

Applicant/Developer	Property Owner
Howard Omdahl 41911 5 <sup>th</sup> Street, Suite 202 Temecula, CA 92590 <a href="mailto:hlomdahl@hotmail.com">hlomdahl@hotmail.com</a> (909) 732-1963	Howard Omdahl 41911 5 <sup>th</sup> Street, Suite 202 Temecula, CA 92590 <a href="mailto:hlomdahl@hotmail.com">hlomdahl@hotmail.com</a> (909) 732-1963

8. **Project Location:**

The approximately 10.06-acre site is located off Adams Avenue, southeast of Adams Avenue and Fig Street, and approximately 0.75 miles southwest of the Interstate 15/Interstate 215 (I-15/I-215), generally between Adams and Jefferson Avenues, southeast of Fig Street, northwest of Elm Street, and northeast of Murrieta Creek, in the City of Murrieta, Riverside County, California (see Figure A – Aerial). The site is identified on the U.S. Geological Survey (USGS) Murrieta, California Topographic Map, 7.5' series, located in the Temecula Rancho, projected Section

27, Township 7 South, Range 3 West, SBM. It comprises Tax Assessor parcel number – APN 909-060-044.

9. **General Plan:** Industrial – (0.40 – 0.50 FAR)

The Industrial designation provides 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. (see Figure B – General Plan)

10. **Zoning:** GI – General Industrial District

The GI zoning district is applied to appropriate areas for processing raw materials and manufactured parts or products, including bulk storage, distribution, and warehousing facilities. The district is intended for uses that may require appropriate buffering from adjacent commercial and residential designations and may need additional review for outdoor assembly and storage. The GI zoning district is consistent with the general industrial land use designation of the general plan. The General Plan and Zoning are consistent. (see Figure C – Zoning)

11. **Surrounding Land Uses and Setting:**

Project Site	Land Use	General Plan	Zoning
	Vacant Land	I – Industrial	GI – General Industrial
North	Business Park with such uses as Team Force Tactical, Victory Athletics, and Robertson Ready Mix	I – Industrial	GI – General Industrial
South	Channelized Murrieta Creek across Adams Avenue and vacant beyond	CI – Civic & Institutional	C/I – Civic & Institutional
East	United Towing Service and undeveloped land	I – Industrial	GI – General Industrial
West	Undeveloped	I – Industrial	GI – General Industrial

12. **Introduction and Project Background**

This document is a Subsequent Initial Study/Mitigated Negative Declaration (Subsequent IS/MND) that analyzes the Adams Avenue Storage and Alliance Propane Facilities on the Larchmont Business Park Site. The Larchmont Business Park Site mass grading (Original Project) was previously evaluated in an IS/MND that was adopted by the City of Murrieta (the City) on December 31, 2018 (State Clearing House No. 2018101054).

On May 8, 2019, the City issued a permit for the stockpiling of dirt (2019-1613 G3 5352 Revised 2019-1856 #22883) on the site in anticipation of the mass grading project. Under this permit, silt fencing was installed around the perimeter of the project site and between the Multiple Species Habitat Conservation Plan (MSHCP) Riparian/Riverine Areas (avoidance areas) and the project footprint prior to the dirt being stockpiled on the site. The dirt was brought onto the site and moved throughout the site avoiding the MSHCP Riparian/Riverine Areas.

More recently, the applicant entered into a Streambed Alteration Agreement (EPIMS-RIV-19853-R6) with the California Department of Fish and Wildlife on December 10, 2021. This process is incorporated by reference into this Subsequent IS/MND pursuant to CEQA Guidelines Section 15150 and is provided in Appendix A. The mass grading permit has not yet been issued, nor has mass grading commenced.

The amended project is being evaluated in a Subsequent IS/MND. When the Original Project MND was prepared, the uses for the site had not yet been secured. The scopes of the project-specific components for Adams Avenue Storage and Alliance Propane facilities were not known, making their analysis infeasible during the evaluation of the Original Project.

### 13. **Summary of the Previous CEQA (Original MND) Document**

The City adopted the Original MND on December 31, 2018, as the lead agency pursuant to Section 15070(a) of the CEQA Guidelines. The City is the lead agency for this Subsequent IS/MND because the primary approval action is amended by the Adams Avenue Storage and Alliance Propane Facilities proposal on the site.

The Initial Study for the Larchmont Business Park Grading Plan (EA 2016-1264) is incorporated by reference into this Subsequent IS/MND pursuant to CEQA Guidelines Section 15150 as Appendix B. The Original MND analyzed in the December 2018 IS/MND was for the mass grading activities, including the permanent and temporary impacts over 8.92 acres on-site and 0.81 acres off-site. The project included importing 47,129 cubic yards of dirt from a location within ten miles of the project site that the City had determined had environmental clearance to export dirt. The pad material will be compacted. The project includes the construction of a buried pipeline with an inlet and outlet system. The 36-inch HDPE pipe and flared end section will connect the flow from the northwest property across the vacant adjacent property.

The December 2018 IS/MND determined the Original project would have potentially significant impacts on Air Quality, Biological Resources, and Cultural Resources; however, implementing mitigation measures would reduce these potential impacts to a less-than-significant level. All other environmental issue areas were less-than-significant or had no impact.

The amended project must be evaluated in this Subsequent IS/MND. When the December 2018 IS/MND was prepared, the scopes of the subsequent components were not known. They could not be fully developed or engineered, making their analysis infeasible during the evaluation and approval of the Original Project.

### 14. **Description of the Site and Project:**

#### **Environmental Setting**

Pursuant to CEQA Guidelines Section 15125, the baseline for evaluating environmental impacts is the existing condition when the environmental analysis begins. The baseline for analysis in this Subsequent IS/MND is the activities described for

this Subsequent IS/MND, not the activities approved under the December 2018 mass grading permit.

The project site is rectangular and encompasses 10.06 gross vacant acres. It is located off Adams Avenue, southeast of Adams Avenue and Fig Street, between Adams and Jefferson Avenues, southeast of Fig Street, northwest of Elm Street, and northeast of Murrieta Creek.



*Westerly P/L Looking North*



*Northerly P/L Looking East*



*On-site looking east*



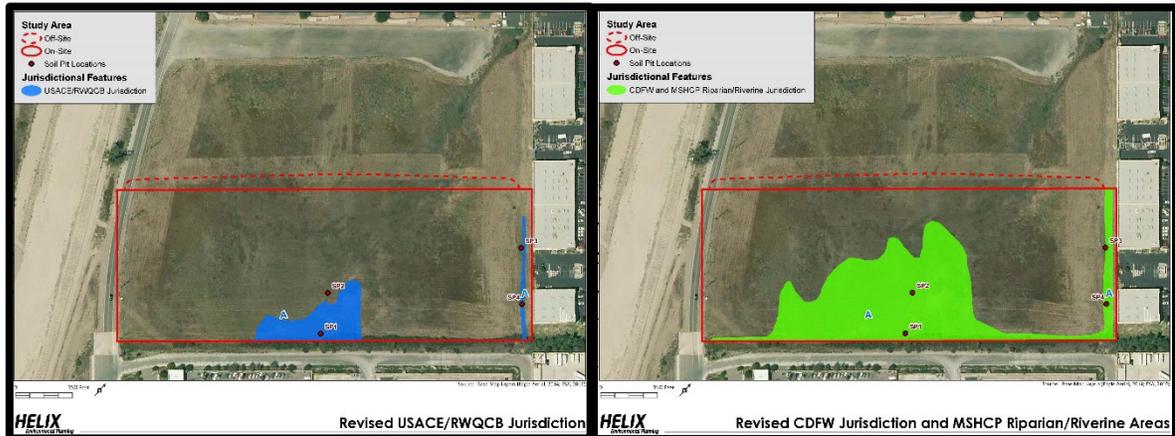
*On-site looking south*



*Taken from easterly boundary looking west*

As previously discussed, on May 8, 2019, the City issued a permit for the stockpiling of dirt on the site in anticipation of the mass grading project. Under this permit, silt fencing was installed around the perimeter of the project site and between the Multiple Species Habitat Conservation Plan (MSHCP) Riparian/Riverine Areas (avoidance areas) and the project footprint prior to the dirt being stockpiled on the site. The dirt was brought onto the site and moved throughout the site avoiding the

MSHCP Riparian/Riverine Areas. The pipe, possibly for the underground pipe system, has been brought to the site for future use, although it does not appear to be HDPE pipe. The following exhibits show the areas of avoidance and the extent of off-site grading required per the Original project.



As noted in the Streambed Alteration Agreement (Appendix A), the site contains an ephemeral stream (the Larchmont Channel) which backflows onto the site, expands into an ephemeral wetland, and then flows along the southern property boundary into a tributary channel to Warm Springs Creek. The ephemeral wetland on the project site supports a population of the smooth tarplant (*Centromadia pungens ssp. Laevic*), a rare plant targeted for conservation by the Multiple Species Habitat Conservation Plan (MSHCP), and a breeding population of spade foot toads (*Spea Hammondi*). It also supports other wetland plant species normally restricted to vernal pools. The project activities will result in a loss of 0.289 acres of stream habitat.

### **Project Description**

The applicant is seeking to modify the December 2018 mass grading permit and associated conditions and mitigation measures to include the following:

- Tentative Parcel Map – TPM-2020-2230 (TPM-37985)
- Development Plan – DP-2020-2231
- Conditional Use Permit – CUP-2020-2232

### **Tentative Parcel Map – TPM-2020-2230 (TPM-37985) – Appendix C**

The parcel map proposes to subdivide the property into two parcels. Parcel 1 will be 1.10 acres net for the Alliance Propane facility. Parcel 2 will be 8.70 acres net for the Adams Avenue Storage facility. Parcel 2 will include the open space drainage easement of 3.17 acres for the habitat conservation area. The dedication of right-of-way for Adams Avenue and the installation of curb, gutter, and sidewalk are included as part of the subdivision.

Development Plan – DP-2020-2231 – Appendix D

*Alliance Propane Facility – Parcel 1*

The Development Plan will include reviewing the site plan for both Parcel 1 and 2. As previously noted, Parcel 1 is proposed to develop the Alliance Propane facility. The facility is an LP gas bulk plant facility with six – 30,000-gallon tanks, storage of empty customer tanks, and company delivery parking.

Entry to the site will be from a shared concrete driveway with Parcel 2, the Adams Avenue Storage facility, then through a rolling gate at the property line (between the two properties). Exit-only access will be provided via a concrete driveway at the easterly side of the parcel.

The driveway bifurcates the property with the area behind the driveway proposed for empty propane tank storage. The area in front of the driveway includes a 95-foot by 75-foot rectangular area separated by k-rails and bollards. The six – 30,000-gallon bulk gas tanks will be permanently mounted to store the LP gas distributed to customers. A single delivery truck parking space is in front of the 30,000-gallon storage tank.

The use will operate Monday through Friday from 6:00 a.m. to 6:00 p.m. and Saturday from 7:00 a.m. to 4:00 p.m., and it will be closed on Sundays. It is estimated that there will be anywhere from five to ten daily trips to the site to load delivery vehicles with LP gas and/or to load the 30,000-gallon tanks with LP gas.

*Adams Avenue Storage – Parcel 2*

Parcel 2 is proposed for the Adams Avenue Storage facility. The facility will store vehicles, boats, recreational vehicles, and equipment. Entry to the site will be from the shared concrete driveway on the parcel at the easterly property boundary then through an automatic gate. The driveway will provide access to the concrete fire access and then to the permeable driveways that will serve the permeable parking areas for the storage of the vehicles. A sewer dump station is provided.

The facility will operate as a self-service facility with access twenty-four hours a day, seven days a week.

Conditional Use Permit – CUP-2020-2232

A Conditional Use Permit (CUP) is required for the Alliance Propane Facility as it is a petroleum product and is being stored and distributed. The City defines “Petroleum Distribution and Storage” facilities requiring a CUP in the GI – General Industrial Zone. Therefore, the use as described above requires a CUP.

## Construction Characteristics

The applicant proposes construction in early 2021, with construction completed in five months. Grading for the Subsequent IS/MND portion of the project includes precise grading for the Adams Avenue Storage and Alliance Propane facilities. The grading will involve trenching for utilities, roadway improvements, and retaining walls

The project includes curb, gutter, sidewalk, and lane improvements to Adams Avenue along the project frontage. Site access is planned via a shared driveway at the middle of the site, and the propane facility will also have an exit-only driveway on the easterly boundary.

The project will comply with all applicable federal, state, and local regulations, including the California Building Standards Code (Title 24). In addition, the project has been reviewed against the City's Climate Action Plan (CAP). Based on the City's Climate Action Plan Consistency Checklist (See Appendix S – Climate Action Plan Consistency Checklist), the project is in conformance with the CAP.

15. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to AB 52 (Gatto, 2014), the City sent letters of formal notification of determination that the project application for the December 2018 IS/MND was complete on May 19, 2017. The City was making notification of the consultation opportunity, according to Public Resources Code § [21080.3.1](#). The City sent a 30-day notification letter to the following tribes.

- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño Indians

On May 26, 2017, the Rincon Band of Luiseño Indians responded, deferring comments to the Pechanga Band of Luiseño and Soboba Band of Luiseño Indians. On June 1, 2017, the Agua Caliente Band of Cahuilla Indians responded, indicating the project site was not within the tribe's traditional use area, and concluded their consultation.

On November 20, 2018, the Pechanga Band of Luiseño Indians sent a letter indicating that tribal consultation had not yet commenced on the project, and they wanted to consult. The City consulted with the Pechanga, and mitigation measures

were prepared for inclusion within the environmental analysis, as noted in Sections V – Cultural Resources and XVIII – Tribal Cultural Resources of the December 2018 IS/MND. These mitigation measures are still applicable to the project under this Subsequent IS/MND.

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

- A. California Department of Fish and Wildlife – Streambed Alteration Agreement – EPIMS-RIV-19853-R6
- B. Eastern Municipal Water District (Sewer)
- C. Riverside County Flood Control and Water Conservation District
- D. Rancho California Water District (Water)
- E. Southern California Edison
- F. Verizon (Telephone & Cable)
- G. Southern California Gas
- H. South Coast Air Quality Management District
- I. Statewide Construction General Permit

**17. Appendices: (Found as Separate Documents and Incorporated by Reference into this Subsequent IS/MND Pursuant to CEQA Guidelines Section 15150)**

- A. Streambed Alteration Agreement (EPIMS-RIV-19853-R6), California Department of Fish and Wildlife, December 10, 2021
  - A1. Barry Jones Wetland Mitigation Bank, Mitigation Credit Purchase Agreement and Acknowledgement, December 12, 2021
  - A2. Environmental Filing Fee Cash Receipt, Larchmont Business Park Grading Plan Environmental Assessment EA-2016-1264, SCH NO 2008101054, Notice of Determination
- B. Initial Study for the Larchmont Business Park Grading Plan (EA 2016-1264), prepared by Matthew Fagan Consulting Services, Inc., adopted December 31, 2018
- C. Tentative Parcel Map No. 37985
- D. Development Plan/C.O.M. No. 2020-2231 – Adams Avenue Storage and Alliance Propane Facilities
- E. Preliminary Grading Plan/ C.O.M. No. 2020-2231 – Adams Avenue Storage and Alliance Propane Facilities
- F. Preliminary Title Report prepared by Stewart Title, May 5, 2020
- G. Alliance Propane and RV Storage Lot Air Quality Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 3, 2020
  - G1. Alliance Propane and RV Storage Lot Health Risk Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 3, 2020
- H. Larchmont Business Park Project (APN 909-060-044) Biological Resource Assessment, MSHCP Consistency Document, and Determination of Biologically Equivalent or Superior Preservation (DBESP), prepared by ESA PCR, October 2016, Revised by Helix Environmental Planning, Inc. January 2018
  - H1. RCA Joint Project Review (JPR) 17-04-05-10, dated January 28, 2018
  - H2. Addendum to the Biological Resource Assessment, MSHCP Consistency Document, and Determination of Biologically Equivalent or Superior Preservation for the Larchmont Business Park (JPR No. 17-

04-05-01), prepared by Helix Environmental Planning Inc., August 29, 2018

- I. Phase I Cultural Resources Assessment of APN 909-060-044 EA 2016-1264, prepared by Jean A. Keller, Ph.D., January 2017
- J. Larchmont Business Center – CEQA Energy Review, City of Murrieta, CA, prepared by MD Acoustics, May 20, 2021
- K. Geotechnical Feasibility Investigation, 10 Acre Parcel Northeast Side of Adams Avenue, about 1,000 Feet Southeast of Fig Street Murrieta, CA, prepared by Geotechnical Engineering Services, May 31, 2007
  - K1. Proposed Mass Grading Assessor’s Parcel Number 909-060-044, 10-Acre Parcel, Northeast Side of Adams Avenue, Southeast of Fig Street, city of Murrieta, Riverside County California, Addendum Letter, prepared by Earth Strata Geotechnical Services, Inc., December 12, 2016
  - K2. Geotechnical Review of Foundation Plans and Structural Calculations, For RV Storage and Propane (LP Gas) Bulk Plant Facility, Assessor's Parcel Number 909-060-044, Located on Adams Avenue, City of Murrieta, Riverside County, California, Addendum Letter, prepared by Earth Strata Geotechnical Services, Inc., June 16, 2021
- L. Alliance Propane and RV Storage Lot Greenhouse Gas Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 9, 2020
- M. Fire Safety Analysis for Proposed Bulk Plant Distribution Center with Empty Tank Storage and Delivery Truck Parking, prepared by Alliance Propane, April 23, 2021
- N. Preliminary Hydrology and Drainage Study for Mass Grading APN 909-060-044 City of Murrieta, prepared by RDS and Associates, February 1, 2018
  - N1. Preliminary Hydrology and Drainage Study for Development Plan No. 2020-2231 Adams Storage and Alliance Propane, prepared by RDS and Associates, June 2, 2021
- O. Project Specific Water Quality Management Plan – Adams Avenue Storage Facility – Development Plan 2020-2231, prepared by RDS and Associates, June 23, 2021
  - O1. Project Specific Water Quality Management Plan – Alliance Propane – Development Plan 2020-2231, prepared by RDS and Associates, June 23, 2021
- P. Alliance Propane and RV Storage Lot Noise Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 12, 2020
- Q. Adams 10 R. V. Storage & Propane VMT Analysis, prepared by Infrastructure Group, Inc., April 23, 2021
- R. Adams 10 R.V. Storage & Propane Trip Generation Analysis, prepared by Infrastructure Group, Inc., September 22, 2020
- S. Climate Action Plan Consistency Checklist
- T. Adams Avenue Storage Operations Statement
- U. Alliance Propane Operations Statement

**18. Acronyms:**

ABC -	Alcohol Beverage Control
ACM -	Asbestos Containing Materials
ACCM -	Asbestos Construction Containing Materials
ADA -	American with Disabilities Act

ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
BMP -	Best Management Practice
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
CUP -	Conditional Use Permit
DOSH -	Division of Occupational Safety and Health Administration
DP -	Development Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
GPU -	General Plan Update
HCM -	Highway Capacity Manual
HCP -	Habitat Conservation Plan
HOA -	Homeowners' Association
IS -	Initial Study
LBP -	Lead-Based Paint
LHMP -	Local Hazard Mitigation Plan
LID -	Low Impact Development
LOS -	Level of Service
LST -	Localized Significance Threshold
MCUP -	Minor Conditional Use Permit
MM -	Mitigation Measure
MSHCP -	Multiple Species Habitat Conservation Plan
MVUSD -	Murrieta Valley Unified School District
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OSHA -	Occupational Health and Safety Administration
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
PWQMP -	Preliminary Water Quality Management Plan
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RCWD -	Rancho California Water District
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District

SCE -	Southern California Edison
SCH -	State Clearinghouse
SEIR -	Supplemental Environmental Impact Report
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
UBC -	Uniform Building Code
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Governments

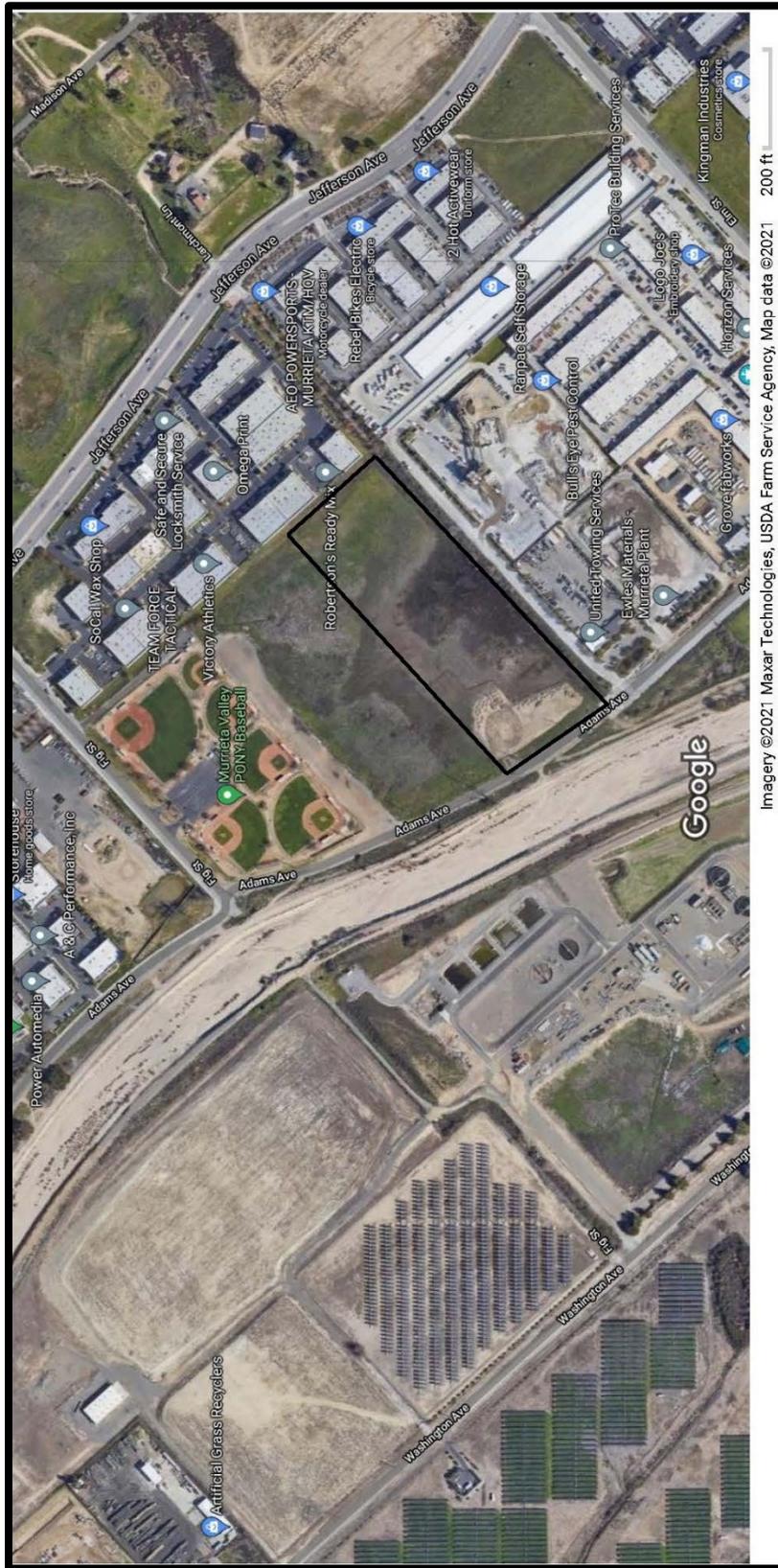


Figure A – Aerial Map

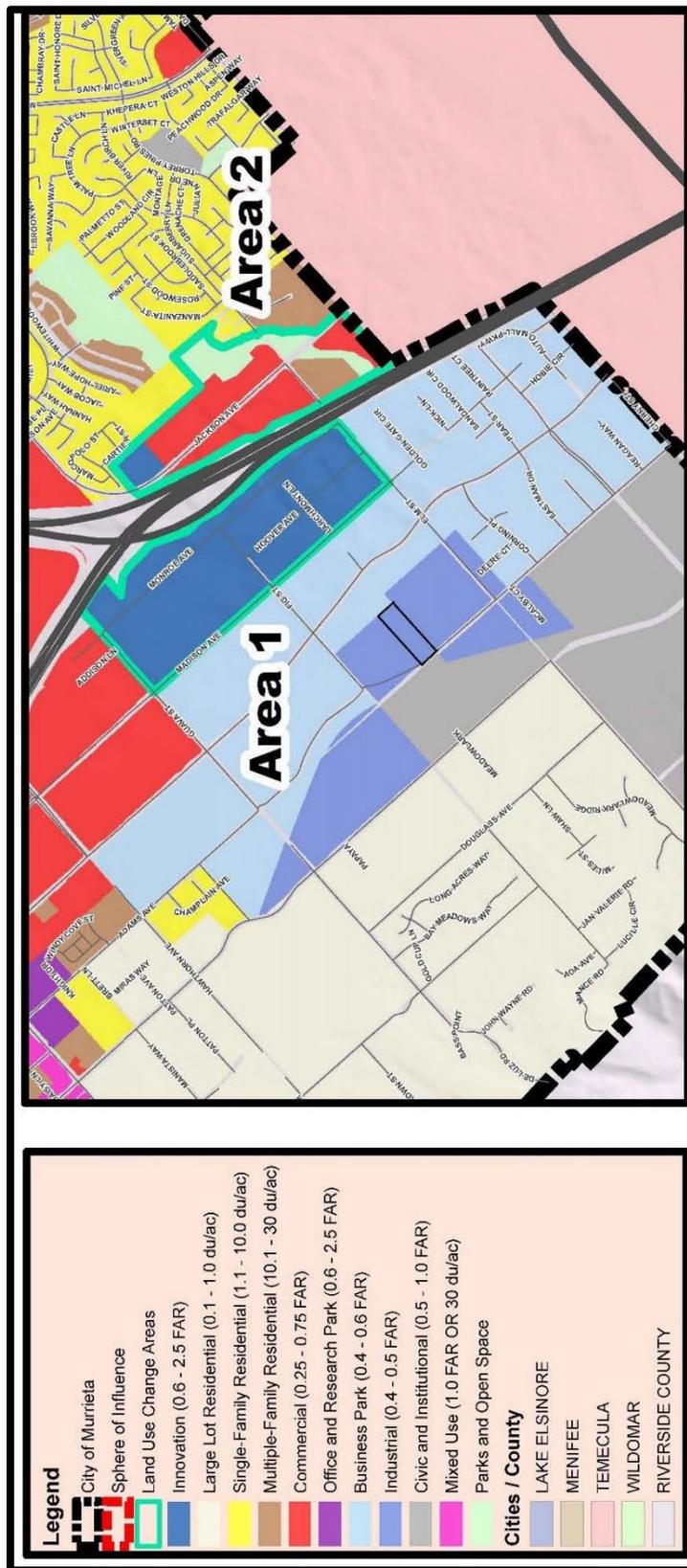


Figure B – General Plan

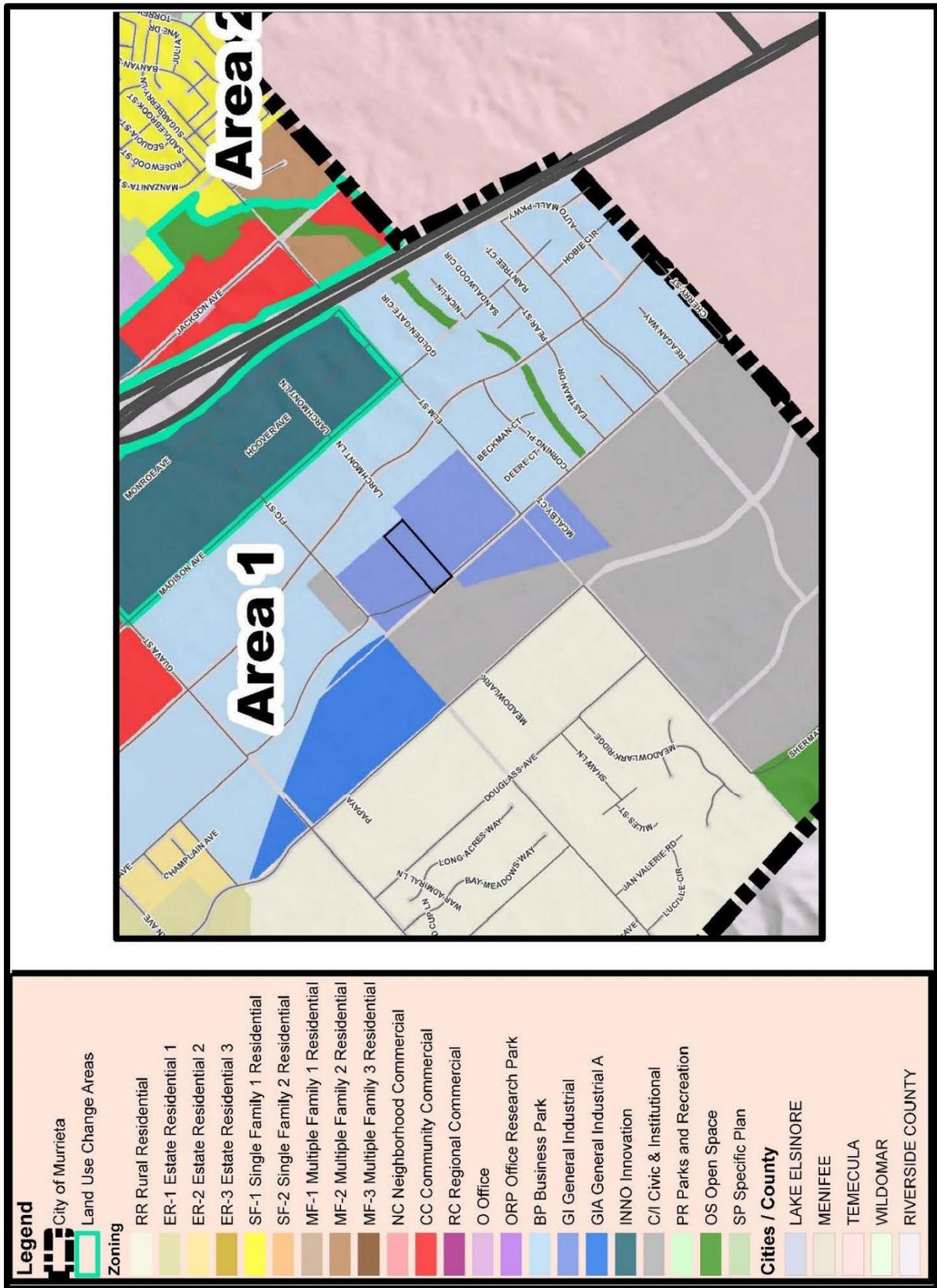


Figure C – Existing Zoning

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION (To be completed by the Lead Agency):**

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.								
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.								
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.								
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.								
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.								
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; height: 40px;"> <hr style="border: none; border-top: 1px solid black;"/> </td> <td style="width: 50%; height: 40px;"> <hr style="border: none; border-top: 1px solid black;"/> </td> </tr> <tr> <td>Signature</td> <td>Date</td> </tr> <tr> <td>Jarrett Ramaiya, City Planner</td> <td>City of Murrieta</td> </tr> <tr> <td>Printed Name</td> <td>For</td> </tr> </table>		<hr style="border: none; border-top: 1px solid black;"/>	<hr style="border: none; border-top: 1px solid black;"/>	Signature	Date	Jarrett Ramaiya, City Planner	City of Murrieta	Printed Name	For
<hr style="border: none; border-top: 1px solid black;"/>	<hr style="border: none; border-top: 1px solid black;"/>								
Signature	Date								
Jarrett Ramaiya, City Planner	City of Murrieta								
Printed Name	For								

## EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analyses Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question;  
and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**I. AESTHETICS** – Except as provided in [Public Resources Code Section 21099](#) – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – **Would the project:**

a) Have a substantial adverse effect on a scenic vista?

**Response:**

Compared with existing conditions and the project analyzed under the Original December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would cause a substantial adverse effect on a scenic vista. The Original December 2018 IS/MND determined that implementing the mass grading project would not result in any significant adverse aesthetic impacts.

The project site is currently undeveloped and has been disturbed by dirt stockpiling. It is zoned for industrial uses with developed industrial uses to the north and east. While the project would alter the existing site topography, the current views across the site from the surrounding area are interrupted by existing industrial development. The proposed development will include six – 30,000-gallon propane tanks and the storage of vehicles. The uses will be enclosed by a six-foot-high smooth block wall around the western side of the habitat area, a retaining wall with an eight-foot-high chain-link fence with slats on the northern edge of the Adams Avenue Storage development area and the western property line, and an eight-foot-high split-face wall on the southern property line and one-hundred-feet back on the western property line and the eastern edge of the Alliance Propane lot from Adams Avenue.

View across the site to the north



View from the site to the east



View across the site to the northwest



View from the site to the south



The project will be developed in compliance with the Murrieta Municipal Code requirements, Title 16 – Development Code, and will include limited development in the form of concrete driveways and the

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
installation of six – 30,000-gallon propane tanks (Appendix D). As such, the project will have a <b>less than significant impact</b> , directly, indirectly, or cumulatively, on scenic vistas.				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken will substantially damage scenic resources in a state scenic highway. There are no officially designated State Scenic Highways that traverse Murrieta. The I-15 is an Eligible State Scenic Highway, and the I-215 is recognized as an Eligible County Scenic Highway in the Riverside County General Plan. The project site is located approximately 3,100-feet westerly of I-15 with existing development between the freeway and the project site. The I-215 is not in the near vicinity.</p> <p>The project will have <b>no impact</b> on trees, rock outcroppings, historic buildings, or other scenic resources in a state scenic highway.</p>				
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would substantially degrade the existing visual character or quality of public views of the site and its surroundings. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>The project area is non-urbanized. As noted above, the proposed development will include six – 30,000-gallon propane tanks and the storage of vehicles. The uses will be enclosed by a six-foot-high smooth block wall around the western side of the habitat area, a retaining wall with an eight-foot-high chain-link fence with slats on the northern edge of the Adams Avenue Storage development area and the western property line, and an eight-foot-high split-face wall on the southern property line and one-hundred-foot back on the western property line and the eastern edge of the Alliance Propane lot from Adams Avenue.</p> <p><b>Construction Impacts</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken will substantially degrade the existing visual character or quality of public views of the site and its surroundings during construction. Equipment and workers associated with the construction of the new project components would be consistent with the existing equipment and activities used for the Original mass grading project. In addition, these changes to the visual character would be temporary. <b>MM AES-1</b> shall be implemented during temporary construction activities to ensure visible debris will not cause a significant aesthetic impact. With the implementation of <b>MM AES-1</b>, the new project components would not significantly degrade the amended project area's existing visual character or quality. The project will have a <b>less than significant impact with mitigation</b>.</p> <p><b>Operational Impacts</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken will substantially degrade the existing visual character or quality of public views of the site and its surroundings during operation. The</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>property is subject to compliance with the general development and design standards and parameters outlined in Title 16 – Development Code Chapter 16.12 – Business Park and Industrial Districts. The general development standards and design standards and parameters address development factors that would influence the visual character/quality of the development site and its surroundings. Namely, the general development standards address parcel size and coverage, density and intensity, setbacks, and building height. The design standards address site planning (i.e., site character, land use buffering, building placement, trash/loading/storage areas, and utility and mechanical equipment), parking (i.e., project entry), and architectural design (i.e., architectural style, design consistency, form/mass, roofs, building materials, and colors). (Final Environmental Impact Report for the Murrieta General Plan 2035, page 5.3-23)</p> <p>The project will be subject to compliance with general property development and use standards outlined in Title 16 – Development Code Chapter 16.18 – General Property Development and Use Standards. These standards are intended to ensure that all development produces an environment of desirable character that is harmonious with current and future development and protects the use and enjoyment of neighboring properties. (Final Environmental Impact Report for the Murrieta General Plan 2035, page 5.3-23 &amp; 5.3-5). The project includes a Development Plan Review (DP-2020-2231), where the project has been evaluated against the Murrieta Municipal Code and Title 16 – Development Code.</p> <p>In summary, the project will comply with the applicable zoning and other regulations governing scenic quality. In addition, both indirectly and cumulatively, the project would not conflict with appropriate zoning and other regulations governing scenic quality. As designed and conditioned, the project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively, on the existing visual character during operation.</p> <p><b>MM AES-1:</b> The Permittee/Owner shall ensure that all construction and staging areas shall be maintained in a clean condition with regular cleanup after construction activities to minimize clutter. Construction waste and debris shall not be left in open, visible places and disposed of as soon as possible or contained in bins. All staging areas shall be reclaimed to approximate pre-project conditions immediately following completion of construction activities.</p>				
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>The project site is in Zone B of the Mount Palomar Observatory, located in San Diego County. Zone B is a circular ring of forty-five (45) miles centered on Palomar Observatory. The Mount Palomar Observatory requires unique nighttime lighting standards to allow the night sky to be viewed clearly. Murrieta Municipal Code, Title 16 – Development Code, Section 16.18.110 – Mount Palomar Lighting Standards restricts the use of specific light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research. The December 2018 IS/MND applied this requirement to the project as a Standard Condition, <b>SC AES-1</b> (renamed for consistency here as <b>COA AES-1</b>). This standard condition is still applicable. The project lighting will be designed, installed, and operated consistent with the City’s Development Code provisions. The project would have a <b>less than significant impact</b> on the Mount Palomar Observatory nighttime views, directly, indirectly, or cumulatively.</p> <p>The site contains an ephemeral stream (the Larchmont Channel) which backflows onto the site, expands into an ephemeral wetland, and then flows along the southern property boundary into a tributary channel to Warm Springs Creek. The ephemeral wetland on the project site supports a population of the smooth</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>tarplant (<i>Centromadia pungens ssp. Laevic</i>), a rare plant targeted for conservation by the Multiple Species Habitat Conservation Plan (MSHCP), and a breeding population of spade foot toads (<i>Spea Hammondi</i>). Mitigation Measure <b>MM BIO-2</b> of the December 2018 IS/MND requires that all night lighting associated with the site's development be directed away from the occupied habitat areas. The project shall be designed to minimize exterior night lighting while remaining compliant with the City's ordinances related to site and street lighting. Any necessary lighting (e.g., to light up equipment for security measures) shall be shielded or directed away from the occupied habitat areas and shall not exceed City standards. <b>MM BIO-2</b> shall apply to the components of this Subsequent IS/MND as well.</p> <p>With the implementation of the City's standards for lighting <a href="#">16.18.100 – Lighting</a> and <a href="#">16.18.110 – Mount Palomar Lighting Standards</a>, the project would have a <b>less than significant impact with mitigation</b>, directly, indirectly, or cumulatively, on creating new sources of substantial light or glare.</p>				
<b>SECTION I AESTHETICS – CONCLUSION</b>				
<p>Effects of the Amended Project on aesthetics impacts have been identified that were not evaluated in the December 2018 IS/MND. The conclusions of the December 2018 IS/MND apply to the Amended Project. In addition to the project design, the following new mitigation measure has been included. By incorporating the new mitigation measure, <b>MM AES-1</b> and the <b>COA AES-1</b> and <b>MM BIO-2</b> of the December 2018 IS/MD, all impacts on aesthetics will be <b>less than significant with mitigation</b>.</p>				
<b><u>Subsequent IS/MND Mitigation Measures</u></b>				
<p><b>MM AES-1:</b> The Permittee/Owner shall ensure that all construction and staging areas shall be maintained in a clean condition with regular cleanup after construction activities to minimize clutter. Construction waste and debris shall not be left in open, visible places and disposed of as soon as possible or contained in bins. All staging areas shall be reclaimed to approximate pre-project conditions immediately following completion of construction activities.</p>				
<b><u>December 2018 IS/MD Mitigation Measures and Conditions of Approval</u></b>				
<p><b>COA AES-1:</b> The project is required to comply with the general lighting requirements and Palomar lighting requirements as established in City Development Code Section 16.18.100 (Lighting) and Section 16.18.110 (Mt. Palomar Lighting Standards).</p>				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011</li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011</li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020</li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">16.18.100 – Lighting</a></li> <li>➤ <a href="#">16.18.110 – Mount Palomar Lighting Standards</a></li> </ul> </li> <li>6. <a href="#">Riverside County General Plan – Southwest Area Plan</a>, as amended July 7, 2020</li> <li>7. <a href="#">CalTrans Scenic Highways</a> – Accessed January 20, 2022</li> </ol>				
<p><b>II. AGRICULTURE AND FOREST RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – <b>Would the project:</b></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would impact agricultural resources.</p> <p>The project site is undeveloped land and has been mass graded. A review of the Department of Conservation, California Farmland Mapping and Monitoring Program (FMMP) mapping system, and Exhibit 8-4 – Important Farmland (2008) of the General Plan 2035 has found the project site as “Other.” “Other” is defined as:</p> <p><i>Land which does not meet the criteria of any other category. Typical uses include low-density rural development, heavily forested land, mined land, or government land with restrictions on use.</i></p> <p>Therefore, the project would not affect any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and <b>no impact</b>, directly, indirectly, or cumulatively, would occur to farmland.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would impact agricultural resources or Williamson Act contracts.</p> <p>The project site is General Plan designated and zoned for industrial uses with industrial uses to the north and northeast and ball fields to the southwest. The development of the property for agricultural uses would be difficult as agricultural uses are not compatible with the surrounding development due to the constant tilling of the land, creating dust, and the need for fertilization and pesticides. A review of Exhibit 8-5 – Williamson Act Farmland (2007) of the General Plan 2035 and the property’s Title Report revealed that previous Williamson Act contracts on the subject property and the surrounding area had been released. Therefore, the project will have <b>no impact</b>, directly, indirectly, or cumulatively, on zoning for agricultural use or on a Williamson Act contract.</p>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in <a href="#">Public Resources Code Section 12220(g)</a> ), timberland (as defined by <a href="#">Public Resources Code Section 4526</a> ), or timberland zoned Timberland Production (as defined by <a href="#">Government Code Section 51104(g)</a> )?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would impact forest or timberland.</p> <p>In Southern California, including Riverside County and the City of Murrieta, climate and topography limit forest lands’ types and locations and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the City of Murrieta. Also, figures released by the State of California indicate that no “California forest land” ownership, either public or private, is mapped for Riverside County, including the City of Murrieta. Therefore, the project would not conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The project will have <b>no impact</b>, directly, indirectly, or cumulatively, on forest land.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would impact the conversion of forest land.</p> <p>There is no commercial forestry or timber production within the City of Murrieta other than Christmas tree farms or nursery stock production (cultivated rather than wild-harvested). Therefore, the project would not result in the loss of forest land or forest land conversion to a non-forest use. The project will have <b>no impact</b>, directly, indirectly, or cumulatively, on the loss of forest land or forest land conversion to a non-forest use.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would impact agricultural resources and forest land.</p> <p>The project with the development of the area and, as discussed above, will have <b>no impact</b>, directly, indirectly, or cumulatively, on the conversion of Farmland to another use.</p> <p>As noted above, there is no commercial forestry or timber production industry within the City of Murrieta other than Christmas tree farms or nursery stock production (cultivated rather than wild-harvested). Therefore, the project would not result in the loss of forest land or forest land conversion to a non-forest use. The project will have <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
<b>SECTION II AGRICULTURE AND FOREST RESOURCES – CONCLUSION</b>				
<p>The Amended Project will not result in new impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND apply to the Amended Project. Agriculture and forestry resources impacts would be <b>less than significant</b> with no mitigation required.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➢ Exhibit 8-4 – Important Farmland (2008)</li> <li>➢ Exhibit 8-5 – Williamson Act Farmland (2007)</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011</li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020</li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a></li> <li>6. <a href="#">Farmland Mapping and Monitoring Program</a> – Accessed September 2, 2020</li> <li>7. <a href="#">Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources</a></li> <li>8. Preliminary Title Report prepared by Stewart Title, May 5, 2020 – Appendix F</li> </ol>				
<p><b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b></p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would conflict with an air quality plan. The project is within the South Coast Air Basin (SCAB). The SCAB encompasses approximately 6,745 square miles and includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Pacific Ocean bounds the SCAB to the west; the San Gabriel, San Bernardino, and the San Jacinto Mountains to the north and east, respectively; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is principally responsible for air pollution control in these areas. It works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.</p> <p>Historically and presently, state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly to reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy more effectively. SCAQMD adopted the 2016 AQMP in March 2017. Criteria for determining consistency with the AQMP are defined in Chapter 12 of the SCAQMD's CEQA Air Quality Handbook (1993). The project's consistency with these criteria is discussed below.</p> <p>The SCAQMD CEQA Air Quality Handbook states that "New or amended General Plan Elements (including land-use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP" (SCAQMD CEQA Air Quality Handbook 1993). Strict consistency with all aspects of the plan is usually not required (SCAQMD CEQA Air Quality Handbook 1993). A project should be considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency (SCAQMD CEQA Air Quality Handbook 1993):</p> <ol style="list-style-type: none"> <li>(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards, or the interim emission reductions specified in the AQMP.</li> <li>(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.</li> </ol> <p><b>A. Criterion 1 – Any Increase in the Frequency or Severity of Violations</b></p> <p>Based on the air quality modeling analysis in the Air Quality Assessment (pages 2 – 5 Appendix G), neither short-term construction impacts nor long-term operations will exceed any SCAQMD threshold of significance that would cause an increase in frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards, or the interim emission reductions specified in the AQMP.</p> <p style="text-align: center;"><b>AQMP Regional Significance Thresholds for Construction Emissions</b></p> <p>The following CEQA significance thresholds for construction emissions are established for the Basin:</p> <ul style="list-style-type: none"> <li>• 75 pounds per day (lbs/day) of VOC</li> <li>• 100 lbs/day of NOx</li> <li>• 550 lbs/day of CO</li> <li>• 150 lbs/day of PM10</li> <li>• 55 lbs/day of PM2.5</li> <li>• 150 lbs/day of SO2</li> </ul> <p style="text-align: center;"><b>AQMP Regional Significance Thresholds for Operational Emissions</b></p> <p>The daily operational emissions significance thresholds for the basin are as follows:</p> <ul style="list-style-type: none"> <li>• 55 pounds per day (lbs/day) of VOC</li> <li>• 150 lbs/day of PM10</li> </ul>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>• 55 lbs/day of NOx</li> <li>• 550 lbs/day of CO</li> </ul>		<ul style="list-style-type: none"> <li>• 55 lbs/day of PM2.5</li> <li>• 150 lbs/day of SO<sub>2</sub></li> </ul>		
<p><b>B. Criterion 2 – Any Exceedance to the Assumptions in the AQMP</b></p>				
<p>Consistency with the AQMP assumptions is determined by performing an analysis of the project with the assumptions in the AQMP. For this project, the City of Murrieta General Plan 2035 Land Use Policy Map defines the assumptions represented in the AQMP.</p>				
<p>The project has an Industrial land use designation on the General Plan 2035 Land Use Policy Map. It is zoned General Industrial District (GI) on the City's Zoning Map. The proposed Adams Avenue Storage Facility is permitted as a matter of right in the GI Zone (Table 16.12-1 – Use Table for Business Park and Industrial Districts Section 16.12 – Business Park and Industrial Districts of the Development Code). However, the Alliance Propane Facility does require a Conditional Use Permit for the storage and distribution of a petroleum product.</p>				
<p>The Conditional Use Permit application process allows for the review of the location and design of the proposed use, the configuration of improvements, potential impact(s) on the surrounding neighborhood, and to ensure that development in each zoning district protects the integrity of that district. As the storage facility is consistent with the current zoning and the propane facility has been designed and located to limit potential impacts on the surrounding area, it is not anticipated that the project would exceed the AQMP assumptions for the site. Therefore, the project was consistent with the AQMP for the second criterion.</p>				
<p>Based on the above, the project will not be inconsistent with the SCAQMD AQMP. Therefore, based on criteria 1 and 2, the project will have a <b>less than significant impact</b> on the SCAQMD AQMP directly, indirectly, or cumulatively.</p>				
<p>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				
<p>Ldn Consulting, Inc. prepared an Air Quality Assessment (Appendix G) for this project. It is quoted throughout this section. Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017.</p>				
<p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment status. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p>				
<p>The Environmental Protection Agency and the Air Resources Board designate air basins where ambient air quality standards are exceeded as “non-attainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National non-attainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in the attainment of the CO standard if no more than one 8-hour ambient air monitoring value exceeds the threshold per year. In contrast, the federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. The following table lists the South Coast Air Basin criteria pollutants attainment status, which applies to the project area.</p>				

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

South Coast Air Basin Attainment Status				
Pollutant	Standard <sup>1</sup>	Averaging Time	Designation <sup>2</sup>	Attainment Date <sup>3</sup>
1-Hour Ozone	NAAQS	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (not attained) <sup>4</sup>
	CAAQS	1-Hour (0.09 ppm)	Nonattainment	N/A
8-Hour Ozone <sup>5</sup>	NAAQS	1997 8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024
	NAAQS	2008 8-Hour (0.075 ppm)	Nonattainment (Extreme)	7/20/2032
	NAAQS	2015 8-Hour (0.070 ppm)	Nonattainment (Extreme)	8/3/2038
	CAAQS	8-Hour (0.070 ppm)	Nonattainment	Beyond 2032
CO	NAAQS	1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007 (attained)
	CAAQS	8-Hour (9 ppm)	Attainment	6/11/2007 (attained)
NO <sub>2</sub> <sup>6</sup>	NAAQS	1-Hour (0.1 ppm)	Unclassifiable/Attainment	N/A (attained)
	NAAQS	Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
	CAAQS	1-hour (0.18 ppm) Annual (0.030 ppm)	Attainment	-
SO <sub>2</sub> <sup>7</sup>	NAAQS	1-Hour (75 ppb)	Designations Pending (expect Uncl./Attainment)	N/A (attained)
	NAAQS	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/Attainment	3/19/1979 (attained)
PM <sub>10</sub>	NAAQS	1987 24-Hour (150 µg/m <sup>3</sup> )	Attainment (Maintenance) <sup>8</sup>	7/26/2013 (attained)
	CAAQS	24-Hour (50 µg/m <sup>3</sup> ) Annual (20 µg/m <sup>3</sup> )	Nonattainment	N/A
PM <sub>2.5</sub> <sup>9</sup>	NAAQS	2006 24-Hour (35 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2019
	NAAQS	1997 Annual (15.0 µg/m <sup>3</sup> )	Attainment	8/24/2016
	NAAQS	2021 Annual (12.0 µg/m <sup>3</sup> )	Nonattainment (Serious)	12/31/2025
	CAAQS	Annual (12.0 µg/m <sup>3</sup> )	Nonattainment	N/A
Lead	NAAQS	3-Months Rolling (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial) <sup>10</sup>	12/31/2015
Hydrogen Sulfide (H <sub>2</sub> S)	CAAQS	1-Hour (0.03 ppm/42 µg/m <sup>3</sup> )	Attainment	----
Sulfates	CAAQS	24-Hour (25 µg/m <sup>3</sup> )	Attainment	----
Vinyl Chloride	CAAQS	24-Hour (0.01 ppm/26 µg/m <sup>3</sup> )	Attainment	----

Notes:

Source: <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naags-caags-feb2016.pdf>

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

- <sup>1</sup> NAAQS = National Ambient Air Quality Standards, CAAQS = California Ambient Air Quality Standards  
<sup>2</sup> U.S. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassifiable/Attainment or Unclassifiable.  
<sup>3</sup> A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.  
<sup>4</sup> 1-hour O3 standard (0.12 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements.  
<sup>5</sup> 1997 8-hour O3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the revoked 1997 O3 standard is still subject to anti-backsliding requirements.  
<sup>6</sup> New NO2 1-hour standard, effective August 2, 2010; attainment designations January 20, 2012; annual NO2 standard retained.  
<sup>7</sup> The 1971 annual and 24-hour SO2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO2 1-hour standard. Area designations are still pending, with Basin expected to be designated Unclassifiable /Attainment.  
<sup>8</sup> Annual PM10 standard was revoked, effective December 18, 2006; 24-hour PM10 NAAQS deadline was 12/31/2006; SCAQMD request for attainment redesignation and PM10 maintenance plan was approved by U.S. EPA on June 26, 2013, effective July 26, 2013.  
<sup>9</sup> Attainment deadline for the 2006 24-Hour PM2.5 NAAQS (designation effective December 14, 2009) is December 31, 2019 (end of the 10th calendar year after the effective date of designations for Serious non-attainment areas). The annual PM2.5 standard was revised on January 15, 2013, effective March 18, 2013, from 15 to 12 µg/m3. Designations effective April 15, 2015, so Serious area attainment deadline is December 31, 2025.  
<sup>10</sup> Partial Nonattainment designation – Los Angeles County portion of Basin only for near-source monitors. Expect redesignation to attainment based on current monitoring data.

### Project Related Construction Emissions

The proposed construction schedule and construction equipment list are identified in Table 2 – Proposed Construction Phase and Duration below. It should be noted that construction equipment is typically Tier 4 as defined by the U.S. EPA; however, for this analysis, it was assumed that equipment is Tier 3 or better. The construction emissions calculated in CalEEMod are reported in lbs/day and are shown in Table 3 – Expected Daily Construction Emissions Summary Lb/Day. The project modeling outputs from CalEEMod are provided as Attachment A of the Air Quality Assessment Letter Report (Appendix G).

**Table 2 – Proposed Construction Phase and Duration**

Equipment Identification	Proposed Start	Proposed Completion	Quantity
<b>Site Preparation</b>	01/01/2021	01/14/2021	
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			4
<b>Grading</b>	01/15/2021	02/11/2021	
Graders			1
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			3
<b>Paving</b>	02/12/2021	03/25/2021	
Pavers			2
Paving Equipment			2
Rollers			2
<b>Building Construction</b>	03/26/2021	05/27/2021	
Generator Sets			1
Rough Terrain Forklifts			1
Tractors/Loaders/Backhoes			2
Welders			1
<b>Architectural Coating</b>	05/14/2021	05/27/2021	

This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.

**Table 3—Expected Daily Construction Emissions Summary Lb/Day**

Year	ROG	NOx	CO	SO2	PM10 (Dust)	PM10 (Exhaust)	PM10 (Total)	PM2.5 (Dust)	PM2.5 (Exhaust)	PM2.5 (Total)
2021 (lb/day) Unmitigated	9.28	15.17	19.48	0.05	6.70	0.77	7.34	3.41	0.77	4.04
<b>Significance Threshold (lb/day)</b>	75	100	550	150	-	-	150	-	-	55
<b>SCAQMD Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	-	-	<b>No</b>	-	-	<b>No</b>

Expected Construction emissions are based upon CalEEMod 2016.3.2 modeling assumptions for equipment and durations listed in the Table above using Tier 3 equipment.

**Operational Emissions Calculation Methodology**

The project, at full buildout, would generate roughly 84 trips per day, of which 56 would be from the RV storage area. The propane facility would generate 24 truck trips and four employee trips per day. CalEEMod 2016.3.2 was used to determine operational emissions and is provided as Attachment A of the Air Quality Assessment (Appendix G). The worst-case summer and winter emissions are shown below in Table 4 – Operational Unmitigated – Summer Daily Pollutant Generation and Table 5 – Operational Unmitigated – Winter Daily Pollutant Generation. Based on this information, operational impacts would be **less than significant**.

**Table 4 – Operational Unmitigated - Summer Daily Pollutant Generation**

	ROG	NOx	CO	SOx	PM10	PM2.5
Area Source Emission Estimates (Lb/Day)	0.13	0.00	0.00	0.00	0.00	0.00
Energy Emission Estimates (Lb/Day)	0.00	0.01	0.01	0.00	0.00	0.00
Mobile Emission Estimates (Lb/Day)	0.02	0.35	0.19	0.00	0.10	0.03
<b>Total (Lb/Day)</b>	0.15	0.36	0.20	0.00	0.10	0.03
SCAQMD Thresholds	55	55	550	150	150	55
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Table 5 – Operational Unmitigated - Winter Daily Pollutant Generation**

	ROG	NOx	CO	SOx	PM10	PM2.5
Area Source Emission Estimates (Lb/Day)	0.13	0.00	0.00	0.00	0.00	0.00
Energy Emission Estimates (Lb/Day)	0.00	0.01	0.01	0.00	0.00	0.00
Mobile Emission Estimates (Lb/Day)	0.02	0.36	0.18	0.00	0.10	0.03
<b>Total (Lb/Day)</b>	0.15	0.37	0.19	0.00	0.10	0.03
SCAQMD Thresholds	55	55	550	150	150	55
<b>Significant?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

The December 2018 IS/MND applied **Standard Condition SC AQ-1** (renamed for consistency here as **COA AQ-1**) to ensure adherence with SCAQMD Rule 403 requiring fugitive dust-generating activities follow best available control measures to reduce emissions. **Mitigation Measures MM AQ-1** through **MM AQ-3** were also applied to the mass grading operation. These mitigation measures limit the amount of heavy off-road equipment that can be operational at one time to five pieces, limit the import truckloads to 100 per day, and the import material site to one within ten miles of the project site.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
With the implementation of <b>COA AQ-1</b> and <b>Mitigation Measures MM AQ-1</b> through <b>AQ-3</b> of the December 2018 IS/MND, the Amended Project will have a <b>less than significant impact</b> on creating a cumulatively considerable net increase of any criteria pollutant that the region is in non-attainment status				
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Ldn Consulting, Inc. prepared an Air Quality Assessment (Appendix G) for this project. It is quoted throughout this section. Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017.</p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in the exposure of sensitive receptors to substantial pollutants concentrations. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>Sensitive receptors are considered land uses or other population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For the California Environmental Quality Act (CEQA) purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, schools, etc.</p> <p>The closest sensitive receptors (to the site area) would be the Pony Baseball Fields located approximately 700-feet to the west and the residential units located over 1,800-feet to the south from the proposed location of the propane tanks.</p> <p><b>Localized Significance Analysis</b></p> <p>In June 2003, the SCAQMD proposed a methodology for calculating Localized Significance Thresholds (LSTs) for NO<sub>2</sub>, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>. The LST methodology was developed to be used as a tool to assist lead agencies in analyzing localized impacts associated with project-specific level projects and would not apply to regional projects such as general plans. The LST methodology was last updated to incorporate the most recent ambient air quality standards (July 2008) (South Coast Air Quality Management District, 2008). The LST methodology is often utilized by most agencies governed under SCAQMD CEQA review. SCAQMD developed mass rate look-up tables for projects to assist agencies in developing LSTs (South Coast Air Quality Management District, 2014).</p> <p>Per the requirements of SCAQMDs LSTs methodology, emissions for gases in attainment such as NO<sub>2</sub> and CO are calculated by adding emission impacts from the project development to the peak background ambient NO<sub>2</sub> and CO concentrations and comparing the total concentration to the most stringent ambient air quality standards. Also, according to SCAQMD Rule 403, emissions for non-attainment particulate matter such as PM<sub>10</sub> and PM<sub>2.5</sub> can produce no more than 10.4 µg/m<sup>3</sup>. The LSTs derived by SCAQMD differentiated by Source Receptor area for which the project would be represented by SRA #26 within the Temecula Valley area. The project was analyzed using a worst-case construction schedule where all buildings and the parking are under construction simultaneously using the appropriate equipment and quantities for this scenario with a 5-acre disturbed area. Table 6 – LST Emission Thresholds (5-Acre Site) below shows the worst-case project LST at 25 meters (SCAQMD, 2009).</p>				

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

**Table 6 – LST Emission Thresholds (5-Acre Site)**

Pollutant	LST @ 25 meters (lb/day)
CO	1,965
PM10 (Construction)	13
PM10 (Operation)	4
PM2.5 (Construction)	8
PM2.5 (Operation)	2
NO2 (Corrected utilizing NO2/NOx Ratio) Construction and Operation	371

Table 7 – On-Site Daily Emissions For Comparison to LSTs below shows the modeled estimates for construction and operations excluding off-site mobile emissions. Furthermore, the worst-case LST is at 25 meters (82.021-feet) from the project centroid and will be utilized for this project. Since this is the worst-case, if the project complies at 25 meters, it will comply at all locations beyond this distance. A **less than significant** LST impact is expected based on the modeling results.

**Table 7 – On-Site Daily Emissions for Comparison to LSTs**

Pollutant	Project without Off-site mobile emissions (lb/day)	Localized Significance Threshold SRA 25 5-Acre (lb/day)	Significant?
CO (Construction)	19.48	1,965	No
CO (Operation)	0.20	1,965	No
PM10 (Construction)	7.34	13	No
PM10 (Operation)	0.10	4	No
PM2.5 (Construction)	4.04	8	No
PM2.5 (Operation)	0.03	2	No
NOx (Construction)	15.17	371	No
NOx (Operation)	0.37	371	No

The December 2018 IS/MND applied **Standard Condition SC AQ-2** (renamed for consistency here as **COA AQ-2**) to ensure adherence with SCAQMD Rule 402, requiring a person not discharge air contaminants that cause a nuisance. Rule 402 applies to this Subsequent IS/MND and its project components.

The project is small and would not generate significant cumulative impacts. Air Quality emissions were significantly less than allowable thresholds. A cumulative impact would generally be considered if the project were to be constructed simultaneously to any nearby adjacent or relatively close project to the site. The project would not require any lengthy facility construction and air quality emissions are generally low compared to the thresholds. With the implementation of **COA AQ-2**, cumulative air quality construction impacts would be **less than significant**.

Ldn Consulting, Inc. prepared a Health Risk Assessment (Appendix G1) for this project. It is quoted throughout this section.

**Health Risk Assessment (HRA) – Operational**

Ldn Consulting, Inc. prepared a health risk assessment for this project to identify potential health risks from toxic air contaminants (TACs) originating from the Alliance Propane Project (Appendix G1). The Assessment is quoted in this section.

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Operations of the project would consist of daily propane delivery activities both to and from the site. The project site is located on a vacant lot southwest of the Murrieta Valley Pony Baseball fields on the east side of Adams Avenue between Fig and Elm Streets. The project, at full buildout, would generate roughly 84 trips per day, of which 56 would be from the RV storage area. The propane facility would generate 24 trucks and four employee trips per day (Infrastructure Group, Inc., 2020).

The Health Risk Analysis (HRA) uses the California Office of Environmental Health Hazard Assessment (OEHHA) methodologies (Office of Environmental Health Hazard Assessment, 2015) as outlined by the California Air Pollution Control Officers Association (CAPCOA, July 2009). Health risk impacts for TACs are generally broken up into two various types. Type A projects are projects that have the potential to emit toxic emissions and potentially impact nearby receptors. Type B projects place receptors in the vicinity of existing toxic sources, like freeways, high traffic roads, or rail yards. Based on this information, the project would be classified as Type A from potential TACs from Diesel Particulate Matter (DPM).

Projects within Murrieta are generally regulated by South Coast Air Quality Management District (SCAQMD). For Type A projects, significance thresholds for TACs have been established under SCAQMDs "Hot Spots" and permitting program (Rule 1402). Under this program, the excess cancer risk significance threshold is set at 10 in a million and acute and chronic, non-carcinogenic health effects. A hazard index of one must not be exceeded (SCAQMD, 2019). If a risk is less than 10 in a million, no further health risk reporting requirements are necessary.

The project, at full buildout, would operate 24 truck trips per day. These trucks would be a mixture of light heavy-duty trucks (LHD2) or trucks up to 14,000 lbs and medium-heavy duty trucks (MHD) or trucks between up to 26,000 lbs. For this analysis, it is assumed that all 24 daily trucks trips are HHD trucks or trucks that exceed 26,000 lbs, as this would be the worst-case. CalEEMod includes mobile emissions reported within the EMFAC 2014 emission model regarding both driving and idling emissions for each respective vehicle class from each scenario year and adjusted in units of grams per Vehicle Miles Traveled (VMT). Similarly, evaporative, starting, and idling emissions were divided by the number of trips to derive emission factors in units of grams per trip. Evaporative emissions, starting and idling emissions are multiplied by the number of trips times the respective emission factor for each pollutant (California Air Pollution Control Officers Association (CAPCOA), 2017).

Based on CalEEMod, the Diesel Particulate Matter (DPM) emission factors presented in Table Operational Truck Emission Rates (Annual 2020) below were used within this analysis. This table shows that during truck movement, PM10 exhaust would be generated at a rate of 0.0119 grams/VMT, and starting and Idling events combined would generate 0.019173 grams per trip for a 2020 scenario. The operational emissions factors from CalEEMod are shown in Attachment A of the Health Risk Assessment.

Operational Truck Emission Rates (Annual 2020)				
EMFAC2014 Acronyms for Each Vehicle Emission	EMFAC2014 Description of Each Vehicle	EMFAC2014 Emission Rate Unit	CalEEMod Emission Factor Unit	HHD Emissions
PM10_RUNEX	Running Exhaust	grams/VMT	grams/VMT	0.0119
PM10_STREX	Start Exhaust	grams/trip	grams/trip	0.000037
PM10_IDLEX	Idle Exhaust	grams/vehicle/day	grams/trip	0.0110
<b>Running Exhaust (grams/VMT)</b>				<b>0.0119</b>
<b>Starting and Idling Exhaust (PM10_STREX + PM10_IDLEX) (grams/trip)</b>				<b>0.01104</b>

The AERMOD Version 19191 dispersion model was used to determine the concentration of air pollutants at nearby sensitive receptors. The notable toxic air contaminant from operations at this facility is diesel exhaust from both the supply and distribution of propane from the site. The AERMOD input/output file for the project is shown in Attachment B of the Health Risk Assessment. Once the dispersed concentrations of diesel particulates are estimated in the surrounding air, they are used to evaluate estimated exposure to people. Exposure is evaluated by calculating the dose in milligrams per kilogram

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

body weight per day (mg/kg/d). For residential exposure, the breathing rates are determined for specific age groups, so inhalation dose (Dose-air) is calculated for each of these age groups, 3rd trimester, 0<2, 2<9, 2<16, 16<30, and 16-70 years. The following algorithms calculate this dose for exposure through the inhalation pathways. The worst-case cancer risk dose calculation is defined in Equation 1 below (OEHHA, February 2015):

$$\text{Equation 1} \quad \text{Dose}_{\text{air}} = C_{\text{air}} * (BR/BW) * A * EF * (1 \times 10^{-6})$$

Dose <sub>air</sub>	=	Dose through inhalation (mg/kg/d)
C <sub>air</sub>	=	Concentration in the air (µg/m <sup>3</sup> ) Annual average DPM concentration in µg/m <sup>3</sup> Daily breathing rate normalized to body weight (L/kg BW-day). See Table I.2 for the daily breathing rate for each age range.
A	=	Inhalation absorption factor (assumed to be 1)
EF	=	Exposure frequency (unitless, days/365 days)
1x10 <sup>-6</sup>	=	Milligrams to micrograms conversion (10 <sup>-3</sup> mg/ µg), cubic meters to liters conversion (10 <sup>-3</sup> m <sup>3</sup> /l)

Cancer risk is calculated by multiplying the daily inhalation or oral dose by a cancer potency factor, the age sensitivity factor, the frequency of time spent at home, and the exposure duration divided by averaging time to yield the excess cancer risk. As described below, the excess cancer risk is calculated separately for each age grouping and then summed to yield cancer risk for any given location. Specific factors as modeled are shown within the project models attached to the HRA Report. The worst-case cancer risk calculation is defined in Equation 2 below (OEHHA, 2015):

$$\text{Equation 2} \quad \text{RISK}_{\text{inh-res}} = \text{DOSE}_{\text{air}} \times \text{CPF} \times \text{ASF} \times \text{ED/AT} \times \text{FAH}$$

RISK <sub>inh-res</sub>	=	Residential inhalation cancer risk
DOSE <sub>air</sub>	=	Daily inhalation dose (mg/kg-day)
CPF	=	Inhalation cancer potency factor (mg/kg-day <sup>-1</sup> )
ASF	=	Age sensitivity factor for a specified age group (unitless)
ED	=	Exposure duration (in years) for a specified age group
AT	=	Averaging time for lifetime cancer risk (years)
FAH	=	Fraction of time spent at home (unitless)

The California Office of Environmental Health Hazard Assessment (OEHHA) recommends that an exposure duration (residency time) of 30 years be used to estimate the individual cancer risk for the Maximally Exposed Individual Resident (MEIR). OEHHA also recommends that the 30-year exposure duration be used as the basis for public notification and risk reduction audits and plans (CAPCOA, July 2009). Health risk calculations are shown in Attachment C of the Health Risk Assessment. Non-Cancer risks or risks are defined as chronic or acute with respect to DPM and are determined by the hazard index. To calculate the hazard index, DPM concentration is divided by its chronic Reference Exposure Levels (REL). A health hazard is presumed to exist where the total equals or exceeds one. RELs are published by the Office of Environmental Health Hazard Assessment (OEHHA, 2015). Diesel Exhaust has a REL of 5 µg/m<sup>3</sup> and targets the respiratory system.

A screenshot graphical representation of the modeling is shown in Figure “AERMOD Modeling Sources and Receptors – Onsite Operations” below. For purposes of this analysis, it is assumed that all trips will idle and start on-site, which are identified as light blue dots. All truck movement is represented as volume sources (identified as red squares). It was assumed that 100% of truck trips pass this route for these sources. Also, two sensitive receptors were added to determine operational emissions at discrete sensitive receptor locations (nearest baseball field) and are represented by yellow circles.

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact



**AERMOD Modeling Source and Receptors – Onsite Operations**

The project, at full buildout, is designed to operate as a local neighborhood propane distribution center with no more than 24 average daily truck trips or 12 trucks entering the site daily and 12 trucks leaving the site daily. Access will be at the driveway along Adams Avenue for truck operations. Assuming 50 percent of the trucks go north on Adams and 50% go south, a worst-case assessment would place 12 trucks driving by the nearest pony field dugout receptor daily (24 hours). For this analysis, it is assumed that all 24 pass the sensitive receptors daily. Table Expected PM10 Truck Operations Emissions Calculation below is a breakdown of project PM10 diesel exhaust emission generated onsite and near the sensitive baseball field receptors to the north. The daily emissions are then converted to 24-hour (hr) emission rates, in grams/second, by dividing the daily emissions by 86,400 seconds or the number of seconds in a 24-hr day. These rates are then used as inputs to AERMOD as depicted in Figure AERMOD Modeling Sources and Receptors – Onsite Operations above. This analysis assumes 365-day operations, so in this case, the 24-hr exposure would be the same as an annual exposure. It should be noted again that only HHD rates are assumed as a worst-case analysis.

Expected PM10 Truck Operations Emissions Calculation						
Activity (In + Out)	VMT Analyzed onsite (Miles)	24-hr Daily Trips (In /Out)	Total 24-hr Daily VMT	Emission Rate*	24-hr Daily Emissions (Grams)	Emission Rate (Gram/Second)
Alliance Propane Onsite Driveway Circulation	0.09	24	2.16	0.0119 gram/VMT	0.025704	2.98E-07
Adams North of Project Site	0.33	24	7.92	0.0119 gram/VMT	0.094248	1.09E-06
Adams South of Project Site	0.23	24	5.52	0.0119 gram/VMT	0.065688	7.60E-07
Onsite Truck Starting and Idling	N/A	24	N/A	0.01037 Gram/Trip	0.264888	3.07E-06

\* Shown in Table Operational Truck Emission Rates (Annual 2020) above

**ISSUES & SUPPORTING INFORMATION SOURCES:**

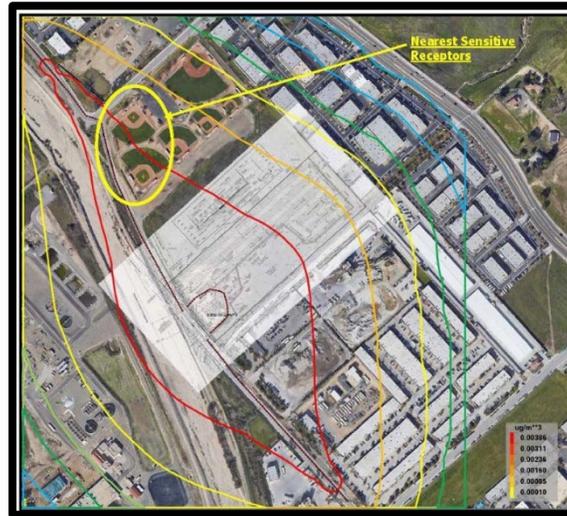
Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Utilizing the AERMOD dispersion model, the highest DPM concentrations at the nearby residential receptors to the west were found to be 0.0039  $\mu\text{g}/\text{m}^3$ . This worst-case emission at the pony field receptors would be from the truck operations, including starting, idling, and truck circulation. Also, to show the total emissions for the surrounding area, a visual representation of the dispersed emissions output was created and shown in Figure “AERMOD Modeling Contours DPM – Annual” below.



**AERMOD Modeling Contours DPM – Annual**

Utilizing the risk equation identified above, the inhalation cancer risk for the closest residential receptor was found to be 3.13 per one million exposed, which would be considered a **less than significant impact**. Furthermore, no additional reporting to SCAQMD would be required for these operations. There are known acute and chronic health risks associated with diesel exhaust which are considered non-cancer risks. These risks are calculated based on the methods identified above, and we find that the annual concentration of 0.0039  $\mu\text{g}/\text{m}^3$  divided by the Chronic REL of 5  $\mu\text{g}/\text{m}^3$  yields a Health Hazard Index of 0.001, which is less than one. Therefore, no non-cancer risks are expected, and all health risks are considered **less than significant**.

With the implementation of **Mitigation Measures MM AQ-1** through **AQ-3** of the December 2018 IS/MND, the Amended project will have a **less than significant impact** on the exposure of sensitive receptors to substantial pollutant concentrations.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?



**Response:**

Ldn Consulting, Inc. prepared an Air Quality Assessment (Appendix G) for this project. It is quoted throughout this section. Air Quality impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model developed by Breeze Software for South Coast Air Quality Management District (SCAQMD) in 2017.

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or circumstances under which the project is undertaken that may result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.

**Construction**

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>process are short-term in nature. The odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Diesel exhaust and VOCs would be emitted during the project's construction, which is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor-producing materials being utilized, <b>no significant impact</b> related to odors would occur during the project's construction.</p>				
<p><b>Operational</b></p>				
<p>The SCAQMD recommends that odor impacts be addressed qualitatively. Such analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.</p>				
<p>Potential sources that may emit odors during the project's ongoing operations include odor emissions from the propane operations. Through compliance with SCAQMD's Rule 1177, no significant impact related to odors would occur during the project's ongoing operations will occur. With the implementation of Rule 1177 for the Amended Project, the project will not result in other emissions adversely affecting a substantial number of people. Therefore, the project will have a <b>less than significant impact</b>.</p>				
<p><b><u>SECTION III AIR QUALITY – CONCLUSION</u></b></p>				
<p>The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the Mitigation Measures, apply to this Amended Project. Air Quality Impacts of the Amended Project would be <b>less than significant with mitigation</b>. However, no new mitigation measures are required.</p>				
<p><b><u>December 2018 IS/MND Mitigation Measures and Conditions of Approval</u></b></p>				
<p><b>COA AQ-1:</b> SCAQMD Rule 403 fugitive dust control requirements:</p> <ul style="list-style-type: none"> <li>• Water exposed area minimum two times per day.</li> <li>• The minimum soil moisture content shall be 12% or more for earthmoving by use of a moveable sprinkler system or a water truck. Moisture content can be verified by a lab sample or moisture probe.</li> <li>• Limit on-site vehicle speeds (on unpaved roads) to 15 mph by radar enforcement.</li> <li>• Use a gravel apron, 25 feet long by the road width, to reduce mud/dirt track out from unpaved truck exit routes.</li> <li>• All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.</li> <li>• Apply chemical soil stabilizers on inactive construction areas (disturbed lands within the construction site that are unused for at least four consecutive days).</li> <li>• Replace the ground cover of the disturbed area as quickly as possible.</li> </ul> <p><b>COA AQ-2:</b> Rule 402 requires that a person not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.</p> <p><b>MM AQ-1:</b> During construction activities, the amount of heavy off-road equipment that is operational at one time shall be limited to five (5) pieces of equipment or less.</p> <p><b>MM AQ-2:</b> Limit the amount of material that is imported to the site to 100 truckloads or less per day.</p> <p><b>MM AQ-3:</b> Utilize a site within 10 miles or less of the project site to source the material import.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Air Quality Element</a></li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Appendix D – Air Quality Data</a></li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ <a href="#">Section 4.3 – Air Quality</a></li> <li>➤ <a href="#">Appendix C – Draft Technical Memorandum: Air Quality and Greenhouse Gas Impact Analysis</a></li> <li>➤ <a href="#">Appendix J – Draft Climate Action Plan</a></li> <li>➤ <a href="#">Appendix J – App A – Draft Technical Memorandum: Greenhouse Gas Emissions Inventory, Forecasts, and Reduction Targets</a></li> <li>➤ <a href="#">Appendix J – App B – Updated GAP Analysis</a></li> <li>➤ <a href="#">Appendix J – App C – CAP Consistency Checklist</a></li> <li>➤ <a href="#">Appendix J – App D Technical Memorandum: Climate Change Vulnerability Assessment</a></li> </ul> </li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">16.18.030 – Air Quality</a></li> </ul> </li> <li>6. <a href="#">South Coast Air Quality Management District's 2016 Air Quality Management Plan</a></li> <li>7. Alliance Propane and RV Storage Lot Air Quality Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 3, 2020 – Appendix G</li> <li>8. Alliance Propane and RV Storage Lot Health Risk Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 3, 2020 – Appendix G1</li> </ol>				
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would now result in a substantial adverse effect on special status species.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including the <b>Condition of Approval COA BIO-1, Project Design Features PDF-1 through PDF-3, and Mitigation Measures MM BIO-1 and MM BIO-2.</b> Adherence will ensure that the project site will be ready to develop the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND.</p> <p>As the project under this Subsequent IS/MND develops, it will be subject to <b>COA BIO-1, PDF-1 through PDF-3, and MM BIO-1 and MM BIO-2;</b> therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on special status species.</p>				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now result in a substantial adverse on any riparian habitat or other sensitive natural community.</p> <p>The site contains an ephemeral stream (the Larchmont Channel) which backflows onto the site, expands into an ephemeral wetland, and then flows along the southern property boundary into a tributary channel to Warm Springs Creek. The ephemeral wetland on the project site supports a population of the smooth tarplant (<i>Centromadia pungens ssp. Laevic</i>), a rare plant targeted for conservation by the Multiple Species Habitat Conservation Plan (MSHCP), and a breeding population of spade foot toads (<i>Spea Hammondi</i>). It also supports other wetland plant species normally restricted to vernal pools. The project activities will result in a loss of 0.289 acres of stream habitat.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including the <b>Mitigation Measure MM BIO-3</b>. Adherence will ensure that the project site will be ready to develop the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND.</p> <p>As the project under this Subsequent IS/MND develops, it will be subject to <b>MM BIO-3</b>; therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on riparian habitats or other sensitive natural communities.</p>				
<p>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now result in a substantial adverse on protected wetlands. The December 2018 IS/MND noted that the project site does not support wetlands. However, the site contains an ephemeral stream (the Larchmont Channel) that backflows onto the site, expands into an ephemeral wetland, and then flows along the southern property boundary into a tributary channel to Warm Springs Creek. The ephemeral wetland on the project site supports a population of the smooth tarplant (<i>Centromadia pungens ssp. Laevic</i>), a rare plant targeted for conservation by the Multiple Species Habitat Conservation Plan (MSHCP), and a breeding population of spade foot toads (<i>Spea Hammondi</i>). It also supports other wetland plant species normally restricted to vernal pools. The project activities will result in a loss of 0.289 acres of stream habitat.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including the <b>Mitigation Measure MM BIO-3</b>. Adherence will ensure that the project site will be ready to develop the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND.</p> <p>As the project under this Subsequent IS/MND develops, it will be subject to <b>MM BIO-3</b>; therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on wetlands.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now interfere substantially with the movement of any native fish or wildlife species or with established native migratory wildlife corridors or impede the use of native wildlife nursery sites.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including <b>Mitigation Measure MM BIO-4</b>. Adherence will ensure that the project site will be ready to develop the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND.</p>				
<p>As the project under this Subsequent IS/MND develops, it will be subject to <b>MM BIO-4</b>, and all other requirements of the December 2018 IS/MND. Therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on migratory wildlife corridors, wildlife nursery sites, or the movement of any native resident or migratory fish or wildlife species.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now conflict with any local policy or ordinance protecting sensitive biological resources. There are no trees present on site. <b>No impacts</b> will conflict with local policies or ordinances protecting biological resources, such as a tree preservation ordinance.</p>				
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now result in a substantial adverse effect on Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including the <b>Condition of Approval COA BIO-2, Project Design Feature PDF-4, and Mitigation Measure MM BIO-5</b>. Adherence will ensure that the project site will be ready to develop the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND.</p> <p>As the project under this Subsequent IS/MND develops, it will be subject to <b>COA BIO-2, PDF-4, and MM BIO-5</b>; therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on a Habitat Conservation Plan.</p>				
<p><b><u>SECTION IV BIOLOGICAL RESOURCES – CONCLUSION</u></b></p>				
<p>The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the Conditions of Approval, Project Design Features, and Mitigation Measures, apply to this Amended Project. Biological Impacts of the Amended Project would be <b>less than significant with mitigation</b> with no new mitigation measures required.</p>				
<p><b><u>December 2018 IS/MND Mitigation Measures, Project Design Features, and Conditions of Approval</u></b></p>				
<p><b><u>MEASURES TO MITIGATE POTENTIALLY SIGNIFICANT IMPACTS TO SPECIAL-STATUS WILDLIFE SPECIES</u></b></p>				
<p><i>BURROWING OWL</i></p>				
<p><b>COA BIO-1:</b> Due to the presence of suitable habitat and in compliance with the MSHCP, a pre-construction survey for burrowing owl is required within 30 days prior to ground disturbance</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>to determine the presence of burrowing owls and avoid potential direct take of burrowing owls if present.</p> <p><b>MM BIO-1:</b> If burrowing owls are determined present during the 30-day pre-construction survey, occupied burrows shall be avoided to the greatest extent feasible, following the guidelines in the Staff Report on Burrowing Owl Mitigation published by the Department of Fish and Wildlife (March 7, 2012) including, but not limited to, conducting pre-construction surveys, avoiding occupied burrows during the nesting and non-breeding seasons, implementing a worker awareness program, biological monitoring, establishing avoidance buffers, and flagging burrows for avoidance with visible markers. The project proponent shall immediately inform RCA (and CDFW and USFWS, if required) if burrowing owls are observed during the pre-construction survey. Preparation of a Burrowing Owl Protection and Relocation Plan for approval by RCA (and CDFW and USFWS, if required) would be required prior to initiating ground disturbance.</p> <p>In accordance with the MSHCP, take of active nests will be avoided. Passive relocation (i.e., the scoping of the burrows by a burrowing owl biologist and collapsing burrows free of young) will occur when owls are present outside the nesting season, which shall be described in the agency-approved Burrowing Owl Protection and Relocation Plan. The RCA may require translocation sites for the burrowing owl to be created in the MSHCP reserve for the establishment of new colonies pursuant to MSHCP objectives for the species. Translocation sites, if required, will be identified in consultation with RCA (and CDFW and USFWS, if required), taking into consideration unoccupied habitat areas, presence of burrowing mammals, existing colonies, and effects to other MSHCP Covered Species. If required by CDFW, translocation sites would also be described in the agency-approved Burrowing Owl Protection and Relocation Plan.</p> <p><i>LEAST BELL'S VIREO</i></p> <p><b>PDF BIO-1:</b> Manufactured slopes proposed as part of the interim project and commercial buildings proposed as part of the ultimate project that are within 300 feet or less of suitable least Bell's vireo habitat shall be constructed above the avoided habitat, with a vertical difference ranging from approximately eight to ten feet. Since noise is known to travel less efficiently downhill as it does uphill, the manufactured slopes are intended to aid in shielding any ambient noise generated from the use of future commercial buildings after implementation of the ultimate project.</p> <p><b>PDF BIO-2:</b> A physical noise barrier in the form of a cinderblock wall shall be installed as part of the ultimate project design to limit any additional ambient noise that may arise as a result of the future commercial development pursuant to recommendations from a qualified biologist. The cinderblock wall shall be installed along Drainage A where permanent impacts are proposed within 300 feet or less of suitable least Bell's vireo habitat to separate the ultimate project footprint from the suitable habitat. The cinderblock wall shall be no less than 6 feet tall and will be installed at the top of a 5-foot slope. The cinderblock wall shall be constructed outside of the least Bell's vireo breeding season (March 1 through August 31).</p> <p><b>PDF BIO-3:</b> Future buildings proposed as part of the ultimate project that are within 300 feet or less of suitable least Bell's vireo shall be oriented in a way that the backs of the buildings will help act as an additional noise barrier and ambient noise generated from the future commercial buildings will be directed away from the avoided least Bell's vireo habitat pursuant to recommendations from a qualified biologist.</p> <p><b>MM BIO-2:</b> The following avoidance and minimization measures shall be adopted to avoid impacts to the least Bell's vireo, if present, during construction and following completion of construction:</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Prior to and During Construction</u>				
<p>Ground-disturbing activities, including grubbing, grading, clearing, and construction of cinderblock wall, shall be scheduled outside of the least Bell's vireo breeding season (March 1 through August 31).</p>				
<p>If ground-disturbing activities are scheduled during the least Bell's vireo breeding season, then the follow measures shall be taken:</p>				
<ol style="list-style-type: none"> <li>1) A biological monitor shall identify a 300-foot avoidance buffer from suitable least Bell's vireo habitat if construction occurs during the breeding season. The biological monitor shall be present during any ground disturbance conducted within the breeding season to observe the birds' behavior. The construction supervisor shall be notified if the ground-disturbing activities appear to be altering the birds' normal breeding behavior. Ground disturbance shall cease until additional minimization measures have been performed. Measures may include, but are not limited to, limitation on the use of certain equipment, placement of equipment, restrictions on the simultaneous use of equipment, increasing the height of the erected sound barrier, or other noise attenuation methods as deemed appropriate by the biologist. If the birds' behavior is still altered from normal breeding behavior, ground distance shall cease until RCA (and CDFW and USFWS, if required) is contacted to discuss alternative methods.</li> </ol>				
<p>If ground disturbance occurs within or adjacent to the 300-foot avoidance buffer, a qualified acoustician shall be retained to determine ambient noise levels and project-related noise levels at the edge of suitable habitat. The need for sound monitoring shall be recommended by the biological monitor based on the presence of nesting individuals and observation of the birds' behavior. Noise levels at the edge of the suitable habitat shall not exceed an hourly average of 60 decibels (dB[A]), or a 3 dB(A) increase in noise levels if ambient noise levels exceed 60 dB(A). If project-related noise levels at the edge of the suitable habitat are above 60 dB(A) or the 3 dB(A) increase in noise occurs, additional minimization measures shall be taken to reduce project-related noise levels to an acceptable level as determined by the biological monitor. If additional measures do not decrease project-related noise levels below the thresholds described above, ground disturbance shall cease until RCA (and CDFW and USFWS, if required) is contacted to discuss alternative methods. Written documentation shall be prepared and submitted to RCA (and CDFW and USFWS, if required) on completion of construction during the breeding season to outline any monitoring activities.</p>				
<ol style="list-style-type: none"> <li>2) Construction limits in and around any occupied least Bell's vireo habitat shall be delineated with flags and/or fencing prior to the initiation of any grading or construction activities to clearly identify the limits of the habitat and/or the 300-foot avoidance buffer during the breeding season.</li> </ol>				
<ol style="list-style-type: none"> <li>3) Prior to grading and construction, a training program shall be developed and implemented by the qualified biologist to inform all workers on the project about the listed species, its habitat, and the importance of complying with avoidance and minimization measures.</li> </ol>				
<ol style="list-style-type: none"> <li>4) All construction work shall occur during daylight hours. The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours determined by the City of Murrieta.</li> </ol>				
<ol style="list-style-type: none"> <li>5) During any excavation and grading within or immediately adjacent to the 300-foot avoidance buffer, the construction contractors shall install properly operating and maintained mufflers on all construction equipment, fixed or mobile, to reduce construction equipment noise to the maximum extent possible. The mufflers shall be</li> </ol>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>installed consistent with manufacturers' standards. The construction contractor shall also place all stationary construction equipment, so that emitted noise is directed away from the occupied least Bell's vireo habitat.</p> <p>6) The construction contractor shall stage equipment in areas that will create the greatest distance between construction-related noise sources and occupied habitat during all project construction occurring during the breeding season.</p> <p><u>Post Construction</u></p> <p>1) Access to occupied habitat areas shall be restricted to conservation activities only. Signs shall be installed prohibiting public access, including dogs.</p> <p>2) All night lighting associated with the development shall be directed away from occupied habitat areas. The project shall be designed to minimize exterior night lighting while remaining compliant with local ordinances related to street lighting. Any necessary lighting (e.g., to light up equipment for security measures) shall be shielded or directed away from the occupied habitat areas and are not to exceed City of Murrieta (City) standards. Monitoring by a qualified lighting engineer (attained by the project applicant and subject to spot-checking by local municipality staff) shall be conducted as needed to verify compliance with the City standards within identified occupied least Bell's vireo habitat following construction. If City standards are exceeded, the lighting engineer shall make operational changes and/or install a barrier to alleviate light levels during the breeding season.</p>				
<b><u>MEASURES TO MITIGATE POTENTIALLY SIGNIFICANT IMPACTS TO JURISDICTIONAL FEATURES</u></b>				
<p><b>MM BIO-3:</b></p>	<p>Prior to the issuance of any grading permit for permanent impacts in the areas designated as jurisdictional features, the project applicant shall obtain regulatory permits from CDFW. Off-site mitigation for permanent impacts to CDFW jurisdictional streambeds is proposed at a 3:1 ratio through the purchase of a minimum 0.894 acre of combined off-site streambed mitigation credits. Compensatory mitigation will include the purchase of riparian rehabilitation/reestablishment credits at a 2:1 ratio totaling no less than 0.596 acre of off-site mitigation credits through the Riverside-Corona Resource Conservation District In-Lieu Fee Program, in addition to the purchase of riparian/wetland preservation credits at a 1:1 ratio totaling no less than 0.298 acre of riparian or wetland preservation credits through the Skunk Hollow Mitigation Bank located within the Santa Margarita Watershed. The Riverside-Corona Resource Conservation District In-Lieu Fee Program and Skunk Hollow Mitigation Bank are both located within the MSHCP Plan Area. Purchase of mitigation credits through the Riverside-Corona Resource Conservation District In-Lieu Fee Program and Skunk Hollow Mitigation Bank shall occur prior to any impacts to jurisdictional drainages.</p> <p>The goal of the compensatory mitigation shall be to rehabilitate/reestablish and preserve streambed habitat with equal or greater function and value than the impacted habitat. The purchase of mitigation through the Riverside-Corona Resource Conservation District In-Lieu Fee Program would contribute to the rehabilitation/reestablishment of riparian habitat, and purchase of mitigation through the Skunk Hollow Mitigation Bank would contribute to the preservation of riparian or wetland habitat within the MSHCP Plan Area to compensate for impacts to a disturbed, unnatural drainage with little function and value. Therefore, the compensatory mitigation would rehabilitate/reestablish and preserve habitat with greater function and value than the impacted habitat providing equivalent or superior preservation under the MSHCP.</p>			

**MEASURES TO MITIGATE POTENTIALLY SIGNIFICANT IMPACTS TO MIGRATORY OR NESTING BIRDS**

**MM BIO-4:** Prior to the issuance of any grading permit that would remove potentially suitable nesting habitat for raptors or songbirds, the project applicant shall demonstrate to the satisfaction of the City of Murrieta that either of the following has been or will be accomplished.

1. Vegetation removal activities shall be scheduled outside the nesting season (September 1 to February 14 for songbirds; September 1 to January 14 for raptors) to avoid potential impacts to nesting birds.
2. Any construction activities that occur during the nesting season (February 15 to August 31 for songbirds; January 15 to August 31 for raptors) will require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist before the commencement of clearing. If any active nests are detected, a buffer of 300 feet (500 feet for raptors) around the nest adjacent to construction will be delineated, flagged, and avoided until the nesting cycle is complete. The buffer may be modified and/or other recommendations proposed as determined appropriate by the biological monitor to ensure no adverse effects to nesting birds.

**MEASURES TO MITIGATE POTENTIALLY SIGNIFICANT IMPACTS TO THE MSHCP**

**PDF BIO-4:** Prior to construction, temporary fencing shall be erected between the avoided MSHCP Riparian/Riverine Areas (avoidance areas) and the project footprint under the supervision of a biological monitor. The purpose of the fencing shall be to protect the avoidance areas during project construction. The fencing shall be comprised of orange silt fencing, or similar material, to prevent sediment from entering the avoided areas and to clearly delineate the limit of work. If deemed appropriate by the project engineer, other Best Management Practices (BMPs), such as sandbags or weed-free straw bales, shall also be installed to avoid any discharge of sediment into avoided resources; any additional BMPs shall be installed within the project footprint and under the supervision of a qualified biologist. All construction personnel shall be educated prior to commencement of construction regarding the purpose of the fence and any BMPs, and the importance of staying within the identified work area. The fencing and BMPs shall be maintained in their original condition by construction personnel for the entire duration of construction activities, and any damages shall be repaired immediately. Once project construction is complete, the fencing and BMPs shall be removed. In accordance with Appendix C to the MSHCP, a biological monitor will be present for the duration of construction activities to prevent incidental disturbance of the avoidance areas.

**COA BIO-2:** Prior to the issuance of any grading permit, the project proponent shall comply with all of the provisions of the MSHCP, including payment of the MSHCP Local Development Mitigation Fee, compliance with Section 6.1.2 of the MSHCP pertaining to Riparian/Riverine Areas, implementation of drainage, toxics and non-native species guidelines pertaining to the Urban/Wildlands Interface in Section 6.1.4 of the MSHCP, and compliance with Section 6.3.2 of the MSHCP pertaining to Burrowing Owl Survey Area requirements.

**MM BIO-5:** Off-site mitigation for permanent impacts to MSHCP Riparian/Riverine Areas is proposed at a 3:1 ratio through the purchase of a minimum 0.894 acre of combined off-site streambed mitigation credits. Compensatory mitigation will include the purchase of riparian rehabilitation/reestablishment credits at a 2:1 ratio totaling no less than 0.596 acre of off-site mitigation credits through the Riverside-Corona Resource Conservation District In-Lieu Fee Program, in addition to the purchase of riparian/wetland preservation credits at a 1:1 ratio totaling no less than 0.298 acre of riparian or wetland preservation credits through the Skunk Hollow Mitigation Bank located within the Santa Margarita Watershed. The Riverside-Corona Resource Conservation District In-Lieu Fee Program and Skunk Hollow Mitigation Bank are both located within the MSHCP Plan Area. Purchase of mitigation credits through the Riverside-Corona Resource Conservation District and Skunk Hollow Mitigation Bank shall occur prior to any impacts to jurisdictional drainages.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The goal of the compensatory mitigation shall be to rehabilitate/reestablish and preserve streambed habitat with equal or greater function and value than the impacted habitat. The purchase of mitigation through the Riverside-Corona Resource Conservation District In-Lieu Fee Program would contribute to the rehabilitation/reestablishment of riparian habitat, and purchase of mitigation through the Skunk Hollow Mitigation Bank would contribute to the preservation of riparian or wetland habitat within the MSHCP Plan Area to compensate for impacts to a disturbed, unnatural drainage with little function and value. Therefore, the compensatory mitigation would rehabilitate/reestablish and preserve habitat with greater function and value than the impacted habitat providing equivalent or superior preservation under the MSHCP.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ Exhibit 8-2 – Vegetation and Land Use</li> <li>➤ Exhibit 8-3 – MSHCP Area Plans and Subunits</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Appendix H – Biological Resources Existing Conditions Report</a></li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020</li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Chapter 16.42 – Tree Preservation</a></li> </ul> </li> <li>6. <a href="#">Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)</a></li> <li>7. <a href="#">Stephens’ Kangaroo Rat Habitat Conservation Plan (SKRHCP)</a></li> <li>8. Larchmont Business Park Project (APN 909-060-044) Biological Resource Assessment, MSHCP Consistency Document, and Determination of Biologically Equivalent or Superior Preservation (DBESP), prepared by ESA PCR, October 2016, Revised by Helix Environmental Planning, Inc. January 2018 (Appendix H)</li> <li>9. RCA Joint Project Review (JPR) 17-04-05-10, dated January 28, 2018 (Appendix H1)</li> <li>10. Addendum to the Biological Resource Assessment, MSHCP Consistency Document, and Determination of Biologically Equivalent or Superior Preservation for the Larchmont Business Park (JPR No. 17-04-05-01), prepared by Helix Environmental Planning Inc., August 29, 2018 (Appendix H2)</li> </ol>				
<p><b>V. CULTURAL RESOURCES – Would the project:</b></p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now result in a new substantial adverse change in the significance of historical or archaeological resources. A cultural resource study was prepared for the December 2018 IS/MND by Jean A. Keller, Ph.D., January 2017 (Appendix I). The study determined that there were no documented resources on the site. A field survey of the site was conducted on March 10, 2017, and no cultural or prehistoric resources were observed within the site's boundaries during the field survey. Given the limited surface ground visibility during the field survey and the archaeological sensitivity of the area, mitigation was recommended for the mass grading project. In addition, tribal consultation under AB 52 resulted in additional mitigation measures as recommended by the Pechanga Band of Luiseño Indians.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including <b>Mitigation Measures MM CUL-1</b> through <b>MM CUL-4</b>. As well, the precise grading needed for the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND will also be required to adhere to these mitigation measures. Due to the need for retaining walls, installing utilities and work in the right-of-way will require trenching and grading in areas not touched under the mass grading permit.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
As the project under this Subsequent IS/MND develops, it will be subject to <b>MM CUL-1</b> through <b>CUL-4</b> ; therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on historical and archaeological resources.				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> See Response V a) above.				
c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or circumstances under which the project is undertaken would now disturb any human remains. No burial sites are known in the vicinity of the project. If human remains are unearthed during construction, state law requires that the County Coroner be contacted in accordance with Section 7050.5 of the State Health and Safety Code to investigate the nature and circumstances of the discovery as noted in the December 2018 IS/MND, <b>Mitigation Measure MM CUL-5</b> .  As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including <b>Mitigation Measures MM CUL-5</b> . As well, the precise grading needed for the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND will also be required to adhere to this mitigation measure. Due to the need for retaining walls, installing utilities and work in the right-of-way will require trenching and grading in areas not touched under the mass grading permit.  As the project under this Subsequent IS/MND develops, it will be subject to <b>MM CUL-5</b> ; therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on the disturbance of human remains.				
<b><u>SECTION V CULTURAL RESOURCES – CONCLUSION</u></b>				
The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the Mitigation Measures, apply to this Amended Project. Cultural Resources Impacts of the Amended Project would be <b>less than significant with mitigation</b> . However, no new mitigation measures are required.				
<b><u>December 2018 IS/MND Mitigation Measures</u></b>				
<b>MM CUL-1:</b>	In the event cultural resources are discovered: The Project permittee/owner shall retain a Riverside County certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown cultural resources. Prior to grading, the Project permittee/owner shall provide to the city verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation. A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be submitted to the City of Murrieta, Eastern Information Center, and the appropriate tribe within 60 days of completion of monitoring.			
<b>MM CUL-2:</b>	Archaeological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation, and/or ground-disturbing activities on the site take place, the Project permittee/owner shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.  The Project Archaeologist, in consultation with interested tribes, the permittee/owner, and the City, shall develop an Archaeological Monitoring Plan to address the details,			

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>timing, and responsibility of all archaeological and cultural activities that will occur on the Project site.</p> <p>Details in the Plan shall include:</p> <ol style="list-style-type: none"> <li>1. Project grading and development scheduling;</li> <li>2. The development of a rotating or simultaneous schedule in coordination with the permittee/owner and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, the scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists; and</li> <li>3. The protocols and stipulations that the permittee/owner (Developer), City, Tribes, and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</li> </ol> <p><b>MM CUL-3:</b> Native American Monitoring: Professional Native American Tribal monitors shall also participate in the monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, agreements between the Developer/Applicant and a Native American Monitor shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of cultural resources so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on-site.</p> <p><b>MM CUL-4:</b> Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be submitted to the City of Murrieta Planning Department:</p> <ol style="list-style-type: none"> <li>1. Preservation-in-place means avoiding the resources, if feasible. Preservation-In-Place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource.</li> <li>2. On-site reburial of the discovered items as detailed in the Monitoring Plan required pursuant to Mitigation Measure CUL-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments.</li> <li>3. The permittee/owner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources, and adhere to the following: <ol style="list-style-type: none"> <li>a. A curation agreement with an appropriately qualified repository within Riverside County that meets federal standards per 36 Code of Federal Regulations Part 79 and therefore would be professionally curated and made</li> </ol> </li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and,</p> <p>b. At the completion of grading, excavation, and ground-disturbing activities on-site, a Phase IV Monitoring Report shall be submitted to the City, documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Murrieta, Eastern Information Center, and interested tribes.</p> <p><b>MM CUL-5:</b> Human remains: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in CUL-3.</p>				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011</li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Appendix I – Cultural Resources Existing Conditions Report</a></li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020</li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Chapter 16.26 – Cultural Resource Preservation</a></li> </ul> </li> <li>6. Murrieta Municipal Code, <a href="#">Title 15 -- Chapter 15.45 California Historical Building Code</a></li> <li>7. Phase I Cultural Resources Assessment of APN 909-060-044 EA 2016-1264, prepared by Jean A. Keller, Ph.D., January 2017 (Appendix I)</li> </ol>				
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>MD Acoustics prepared the CEQA Energy Review (Appendix J) dated May 20, 2021. The report analyzes whether the project would potentially cause a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during the Subsequent IS/MND portion of the project construction or operation. Energy impacts were not analyzed as part of the December 2018 IS/MND for the mass grading project as they were not required under CEQA at that time.</p>				
<b>Methodology</b>				

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Information from the CalEEMod 2016.3.2 Daily Outputs contained in the Alliance Propane and RV Storage Lot Air Quality Assessment (Appendix G) and the annual outputs included in the Alliance Propane and RV Storage Greenhouse Gas Assessment (Appendix L) were utilized for this analysis. The CalEEMod outputs detail project-related construction equipment, transportation energy demands, and facility energy demands.

**Construction Energy Demand**

The modeling conducted for the air quality and greenhouse gas assessments (Appendices G and L, respectively) utilized a construction start date of the beginning of January 2021, with construction taking approximately five months to complete. Construction is to be completed in one phase, with construction vehicles and equipment staging to occur on-site.

*Construction Equipment Electricity Usage Estimates*

Southern California Edison (SCE) will provide electrical service. This section focuses on the power cost from on-site electricity consumption during the Subsequent IS/MND components of the project's construction. Based on the 2017 National Construction Estimator, Richard Pray (2017)<sup>1</sup>, the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. Per the Air Quality and Greenhouse Gas Assessment (Appendices G and L, respectively), the project plans to develop the site with 312 RV and boat storage spaces, a propane distribution facility, and an approximately 1,200 square foot operations building over the course of approximately five months.<sup>2</sup> Based on Table 3, the total power cost of the on-site electricity usage during the project's construction is estimated to be approximately \$13.92. Furthermore, as of February 1, 2021, SCE's general service rate schedule (GS-1) is approximately \$0.11 per kWh of electricity.<sup>3</sup> As shown in Table 3, the total electricity usage from project construction-related activities is estimated to be approximately 127 kWh.

<b>Table 3 – Project Construction Power Cost &amp; Electricity Usage*</b>			
Power Cost <sup>1</sup> (per 1,000 sq. ft. of bldg. per month of construction)	Total Building Size (1,000 sq. ft.)	Construction Duration (months)	Total Project Construction Power Cost
\$2.32	1.200	5	\$13.92
<b>Cost per kWh</b>		<b>Total Project Construction Electricity Usage (kWh)</b>	
\$0.11		127	
* Assumes the project will be under the GS-1 General Service rate under SCE.			
1 Although, per the site plan, there are to be no buildings constructed on-site, the Alliance Propane and RV Storage Lot Air Quality Assessment (Appendix G) and Greenhouse Gas Assessments (Appendix L) modeled an approximately 1,200 square foot building as part of the project; therefore, to be consistent with the Air Quality and Greenhouse Gas Assessments this Energy Review has also assumed approximately 1,200 square feet of building construction.			

*Construction Equipment Fuel Estimates*

Fuel consumed by construction equipment would be the primary energy resource expended throughout project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

- Construction schedule of approximately five months
- All construction equipment was assumed to run on diesel fuel

<sup>1</sup> Pray, Richard. 2017 National Construction Estimator. Carlsbad: Craftsman Book Company, 2017.

<sup>2</sup> Although, per the site plan, there are to be no buildings constructed on-site, the Alliance Propane and RV Storage Lot Air Quality Assessment (Appendix G) and Greenhouse Gas Assessments (Appendix L) modeled an approximately 1,200 square foot building as part of the project; therefore, to be consistent with the Air Quality and Greenhouse Gas Assessments this Energy Review has also assumed approximately 1,200 square feet of building construction.

<sup>3</sup> Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. [https://library.sce.com/content/dam/sce-doclib/public/regulatory/tariff/electric/schedules/general-service-&-industrial-rates/ELECTRIC\\_SCHEDULES\\_GS-1.pdf](https://library.sce.com/content/dam/sce-doclib/public/regulatory/tariff/electric/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1.pdf)

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

- Typical daily use of eight hours, with some equipment operating from ~6-7 hours
- Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: ([https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf))).
- Diesel fuel would be the responsibility of the equipment operators/contractors and would be sourced within the region.
- Project construction represents a "single-event" for diesel fuel demand and would not require the ongoing or permanent commitment of diesel fuel resources during long-term operation.

Using the CalEEMod data input from the air quality and greenhouse gas assessments (Appendices G and L, respectively), the project's construction phase would consume electricity and fossil fuels as a single energy demand. That is, once construction is completed, their use would cease. California Air Resources Board's (CARB's) 2013 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Table 4 shows the results of the analysis of construction equipment.

**Table 4 – Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse-power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) <sup>1</sup>
Site Preparation	10	Tractors/Loaders/Back-hoes	4	8	97	0.37	1,148	621
	10	Rubber Tired Dozers	1	8	247	0.4	790	427
Grading	20	Graders	1	8	187	0.41	613	663
	20	Rubber Tired Dozers	1	8	247	0.4	790	854
	20	Tractors/Loaders/Back-hoes	3	8	97	0.37	861	931
Building Construction	45	Rough Terrain Forklifts	1	8	100	0.4	320	778
	45	Generator Sets	1	8	84	0.74	497	1,210
	45	Tractors/Loaders/Back-hoes	2	7	97	0.37	502	1,222
	45	Welders	1	8	46	0.45	166	403
Paving	30	Pavers	2	8	130	0.43	874	1,417
	30	Paving Equipment	2	8	132	0.36	760	1,233
	30	Rollers	2	8	80	0.38	486	789
Architectural Coating	10		1	6	78	0.48	225	121
<b>CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)</b>								<b>10,670</b>

**Notes:**

1. Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: [https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017\\_gl\\_appendix\\_d.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf))

As presented in Table 4, project construction activities would consume an estimated 10,670 gallons of diesel fuel. As stated previously, project construction would represent a "single-event" diesel fuel demand and would not require an ongoing or permanent commitment of diesel fuel resources for this purpose. Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light-duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 85,554 VMT. Project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

Construction workers' vehicle fuel efficiencies were estimated in the air quality and greenhouse gas assessments (Appendices G and L, respectively), using information generated from the CARB's EMFAC model (see Appendix A of the CEQA Energy Review (Appendix J) for details). The aggregate fuel efficiency of 30.13 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table 5 shows that an estimated 2,839 gallons of fuel would be consumed for construction worker trips.

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

**Table 5 – Construction Worker Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	13	14.7	1,911	30.13	63
Grading	20	13	14.7	3,822	30.13	127
Building Construction	45	106	14.7	70,119	30.13	2,327
Paving	30	15	14.7	6,615	30.13	220
Architectural Coating	10	21	14.7	3,087	30.13	102
<b>Total Construction Worker Fuel Consumption</b>						<b>2,839</b>

Notes:

<sup>1</sup>Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

*Construction Vendor/Hauling Fuel Estimates*

Tables 6 and 7 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 12,731 VMT. Project-related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

For the architectural coatings, it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light-duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site during grading would use medium to heavy-duty vehicles with average fuel consumption of 8.93 mpg for medium heavy-duty trucks and 6.51 mpg for heavy heavy-duty trucks (see Appendix A of the CEQA Energy Review (Appendix J) for details). Tables 6 and 7 show that an estimated 1,426 gallons of fuel would be consumed for vendor and hauling trips.

**Table 6 – Construction Vendor Fuel Consumption Estimates (MHD Trucks)<sup>1</sup>**

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	0	6.9	0	8.93	0
Grading	20	0	6.9	0	8.93	0
Building Construction	45	41	6.9	12,731	8.93	1,426
Paving	30	0	6.9	0	8.93	0
Architectural Coating	10	0	6.9	0	8.93	0
<b>Total Vendor Fuel Consumption</b>						<b>1,426</b>

Notes:

<sup>1</sup>Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

**Table 7 – Construction Hauling Fuel Consumption Estimates (HHD Trucks)<sup>1</sup>**

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	10	0	20	0	6.51	0
Grading	20	0	20	0	6.51	0
Building Construction	45	0	20	0	6.51	0
Paving	30	0	20	0	6.51	0
Architectural Coating	10	0	20	0	6.51	0
<b>Total Construction Hauling Fuel Consumption</b>						<b>0</b>

Notes:

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

<sup>1</sup>Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

*Construction Energy Efficiency/Conservation Measures*

Construction equipment used over the approximately five-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed industrial development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy-intensive than is used for comparable activities. Nor is there equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in the project's construction would not result in inefficient, wasteful, or unnecessary fuel consumption.

CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Additionally, the California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials and/or in response to citizen complaints. Compliance with these measures would result in more efficient use of construction-related energy and minimize or eliminate wasteful or unnecessary energy consumption. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Furthermore, the project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. These measures include but are not limited to water-conserving plumbing, LED lighting, water-efficient irrigation systems, etc.

**Operation Energy Demand**

Energy consumption in support of, or related to, project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

*Transportation Fuel Consumption*

The largest source of operational energy use would be the vehicle operation of employees and customers. The site is in an urbanized area south of Interstate 215 along Adams Street between Fig Street and Elm Street. Furthermore, there are existing transit services provided by RTA, approximately 1.12-mile walking distance of the project site. The nearest transit service is Riverside Transit Routes 23, 202, and 206, with a stop along 41200 Murrieta Hot Springs at Walmart.

Using the CalEEMod outputs from the air quality and greenhouse gas assessments (Appendices G and L, respectively), it is assumed that an average trip for autos would be 16.6 miles, light trucks 8.4 miles, and 3-4-axle trucks 6.9 miles.<sup>4</sup> Due to the nature of the project's land uses, an RV and boat storage facility, and propane distribution facility, it was assumed that vehicles would operate 365 days per year. Table 8 shows the worst-case estimated annual fuel consumption for all classes of vehicles, from autos to heavy-heavy trucks.<sup>5</sup>

As stated in the air quality and greenhouse gas assessments (Appendices G and L, respectively), the project would generate approximately 84 trips per day. The vehicle fleet mix was used from the CalEEMod output from the air quality and greenhouse gas assessment (Appendices G and L, respectively).

<sup>4</sup> CalEEMod default distance for H-W (home-work) or C-W (commercial-work) is 16.6 miles; 6.9 miles for H-O (home-other) or C-O (commercial-other).

<sup>5</sup> Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2022). See Appendix A of the CEQA Energy Review (Appendix J) for EMFAC output.

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Table 8 shows that an estimated 18,439 gallons of fuel would be consumed per year to operate the project.

**Table 8 – Estimated Vehicle Operations Fuel Consumption**

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) <sup>1</sup>	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	46	16.6	764	30.95	24.67	9,005
Light Truck	Automobile	3	8.4	25	26.47	0.95	347
Light Truck	Automobile	16	8.4	134	24.72	5.44	1,984
Medium Truck	Automobile	10	6.9	69	5.97	11.56	4,219
Light Heavy Truck	2-Axle Truck	1	6.9	7	13.53	0.51	186
Light Heavy Truck 10,000 lbs +	2-Axle Truck	1	6.9	7	13.88	0.50	181
Medium Heavy Truck	3-Axle Truck	1	6.9	7	9.22	0.75	273
Heavy Truck	4-Axle Truck	6	6.9	41	6.74	6.14	2,242
Total		84	--	1,054	16.44	50.52	--
<b>Total Annual Fuel Consumption</b>							<b>18,439</b>

Notes:

<sup>1</sup>Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the project are consistent with other similar industrial uses of similar scale and configuration as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (20<sup>th</sup> Edition, 2017). That is, the project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Furthermore, California consumed approximately 4.2 billion gallons of diesel and 15.1 billion gallons of gasoline in 2015.<sup>6,7</sup> In addition, per EMFAC2017, the County of Riverside is estimated to have an annual fuel consumption of approximately 892,306 thousand gallons in 2022.<sup>8</sup> Therefore, the increase in fuel consumption from the project is insignificant compared to the County's demand. Thus, the project's transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

*Facility Energy Demands (Electricity and Natural Gas)*

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by SCE) and natural gas (provided by Southern California Gas Company). The project's operation would involve energy for heating, cooling, and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2019 CALGreen Standards.

The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality assessment (Appendix G) in Table 9.<sup>9</sup>

**Table 9 – Project Mitigated Annual Operational Energy Demand Summary<sup>1</sup>**

Natural Gas Demand		kBTU/year
General Light Industry		38,988
<b>Total</b>		<b>38,988</b>
Electricity Demand		kWh/year
General Light Industry		12,180
Parking Lot		87,512
<b>Total</b>		<b>99,692</b>

<sup>6</sup> <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics>

<sup>7</sup> <https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics>

<sup>8</sup> <https://arb.ca.gov/emfac/emissions-inventory/92bccfb9b61dec8923cc5a7c26aadaf58ed0ef68>

<sup>9</sup> The project does not propose to use natural gas with the availability of propane. However, the Air Quality Assessment (Appendix G) modeled for a 1,500 sq. ft. building to be conservative, and this analysis follows through and remains conservative.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Notes:  <sup>1</sup>Taken from the CalEEMod 2016.3.2 unmitigated annual output in the Alliance Propane and RV Storage Lot Greenhouse Gas Assessment (Appendix L) prepared for the project by Ldn Consulting, Inc.</p>				
<p>As shown in Table 9, the estimated electricity demand for the project is approximately 99,692 kWh per year. In 2019, the non-residential sector of the County of Riverside consumed approximately 8,183 million kWh of electricity.<sup>10</sup> In addition, the estimated natural gas consumption for the project is approximately 38,988 kBtu per year. In 2019, the non-residential sector of the County of Riverside consumed approximately 148.2 million therms of gas.<sup>11</sup> Therefore, the project's increase in electricity and natural gas demand is insignificant compared to the County's 2019 non-residential sector demand.</p>				
<p>Furthermore, the project energy demands would be comparable to other industrial projects of similar scale and configuration. Therefore, the Amended project facilities' energy demands and consumption would not be considered inefficient, wasteful, or otherwise unnecessary, and the impacts are <b>less than significant</b>.</p>				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>The project site is in an already developed area with access to/from the project site from existing roads. As these roads are already in place, the project would not interfere with, nor otherwise obstruct, intermodal transportation plans or projects that may be proposed pursuant to the ISTEPA because SCAG is not planning for intermodal facilities in the project area.</p> <p>Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant must comply with the California Green Building Standard Code requirements for energy-efficient buildings and appliances and utility energy efficiency programs implemented by the SCE and Southern California Gas Company.</p> <p>The project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Therefore, the project would be consistent with the State's Renewable Energy Portfolio Standards.</p> <p>In addition, the greenhouse gas analysis (Appendix L) shows that the project is consistent with the City of Murrieta Climate Action Plan Update. Therefore, the Amended Project and its components will not conflict or obstruct a state or local plan for renewable energy or energy efficiency. The Amended Project will have <b>no impact</b>.</p>				
<p><b><u>SECTION VI ENERGY – CONCLUSION</u></b></p>				
<p>Energy impacts were not analyzed as part of the December 2018 IS/MND for the mass grading project as they were not required under CEQA at that time. Due to the limited scope of work involved and minimal site disturbance within existing disturbed areas of the mass grading project, the Amended Project would not result in any significant impacts from the project components resulting in inefficient, wasteful, or otherwise unnecessary consumption of energy during construction or operation or conflicting with or obstructing any state or local plan for renewable or efficient energy use. The Amended Project would be <b>less than significant</b>.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Air Quality Element</a></li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Appendix D – Air Quality Data</a></li> </ul> </li> </ol>				

<sup>10</sup> California Energy Commission, Electricity Consumption by County. <https://ecdms.energy.ca.gov/elecbycounty.aspx>

<sup>11</sup> California Energy Commission, Gas Consumption by County. <http://ecdms.energy.ca.gov/gasbycounty.aspx>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>➤ <a href="#">Appendix P – Climate Action Plan</a></li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ <a href="#">Section 4.3 – Air Quality</a></li> <li>➤ <a href="#">Section 4.4 – Greenhouse Gas Emissions</a></li> <li>➤ <a href="#">Appendix C – Draft Technical Memorandum: Air Quality and Greenhouse Gas Impact Analysis</a></li> <li>➤ <a href="#">Appendix D – Water Study for the Murrieta General Plan Update and Eastern Municipal Water District Potential Annex Area</a></li> <li>➤ <a href="#">Appendix J – Draft Climate Action Plan</a></li> <li>➤ <a href="#">Appendix J – App A – Draft Technical Memorandum: Greenhouse Gas Emissions Inventory, Forecasts, and Reduction Targets</a></li> <li>➤ <a href="#">Appendix J – App B – Updated GAP Analysis</a></li> <li>➤ <a href="#">Appendix J – App C – CAP Consistency Checklist</a></li> <li>➤ <a href="#">Appendix J – App D Technical Memorandum: Climate Change Vulnerability Assessment</a></li> </ul> </li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">16.18.030 – Air Quality</a></li> <li>➤ <a href="#">16.108.060 – Energy Conservation</a></li> </ul> </li> <li>6. Murrieta Municipal Code, <a href="#">Title 15 -- Chapter 15.43 California Energy Code</a></li> <li>7. Larchmont Business Center – CEQA Energy Review, City of Murrieta, CA, prepared by MD Acoustics, May 20, 2021 (Appendix J)</li> <li>8. Alliance Propane and RV Storage Lot Air Quality Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 3, 2020 (Appendix G)</li> <li>9. Alliance Propane and RV Storage Lot Greenhouse Gas Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 9, 2020 (Appendix L)</li> </ul>				
<b>VII. GEOLOGY AND SOILS – Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to <a href="#">Division of Mines and Geology Special Publication 42</a> .	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>It was noted in the December 2018 IS/MND for the mass grading project that the site is not located within any State of California Earthquake Hazard Zones or astride a known, active or potentially active fault. However, the site borders a State of California Earthquake Hazard Zone, containing one or several branches of the Elsinore-Temecula Fault.</p> <p>According to the General Plan EIR (Figure 5.8-3, Alquist-Priolo Earthquake Fault Zone Map), the project site is not located within an Alquist-Priolo Earthquake Fault Zone or a State of California Earthquake Special Study Zone. GP EIR (Figure 5.8-4), Riverside County Hazard Map), shows the project site is not located within a Riverside County Earthquake Fault Zone.</p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects from the rupture of a known earthquake fault, and the impact is <b>less than significant</b>.</p>				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>directly or indirectly cause potential adverse effects involving strong seismic ground shaking. As noted in the December 2018 IS/MND, <b>Standard Condition SC GEO-1</b> (renamed <b>COA GEO-1</b> for consistency) is applied to the mass grading project requiring compliance with the California Building Code (CBC), as it pertains to grading to stabilize the site. The CBC requirements will ensure that any potential impacts of strong seismic ground shaking are considered <b>less than significant</b>.</p> <p>The project will also be required to comply with the design and construction recommendations contained in the Geotechnical Feasibility Investigation (Appendix K) (pertaining to geotechnical effects) for the following:</p> <ul style="list-style-type: none"> <li>• Foundations;</li> <li>• Retaining walls;</li> <li>• Concrete slabs;</li> <li>• Expansive soils;</li> <li>• Soil chemistry;</li> <li>• Pavement design;</li> <li>• Stability;</li> <li>• Site Design; and</li> <li>• Grading.</li> </ul> <p><b>Standard Condition SC GEO-2</b> (renamed <b>COA GEO-2</b> for consistency) requires that the project complies with the Geotechnical Feasibility Investigation (Appendix K). Compliance with Geotechnical Feasibility Investigation (Appendix K) recommendations will ensure that any potential impacts of strong seismic ground shaking are considered <b>less than significant</b>.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including the <b>Condition of Approval COA GEO-1 and GEO-2</b>. Adherence will ensure that the project site will be ready to develop the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND.</p> <p>As noted in the Addendum Letter prepared by Earth Strata Geotechnical Service (Appendix K2), compliance with the Geotechnical Feasibility Investigation (Appendix K) for the Subsequent IS/MND project components, Adams Avenue Storage and Alliance Propane will also ensure that the potential impacts of strong seismic ground shaking are considered <b>less than significant</b>.</p>				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving ground failure. As noted in the December 2018 IS/MND, <b>Standard Conditions COA GEO-1</b>, and <b>COA GEO-2</b> are applied to the mass grading project.</p> <p>The soils on the project site are susceptible to liquefaction. According to the Geotechnical Feasibility Investigation (Appendix K page 4), “The resulting ground deformation is anticipated to include some settlement, but not lateral spreading or other horizontal deformation.”</p> <p>The project will be required to comply with <b>COA GEO-1</b> and <b>GEO-2</b> regarding grading to stabilize the site. Compliance with the CBC and Geotechnical Feasibility Investigation (Appendix K) requirements will ensure that any potential impacts related to ground failure are considered <b>less than significant</b>.</p> <p>As noted in the Addendum Letter prepared by Earth Strata Geotechnical Service (Appendix K2), compliance with the Geotechnical Feasibility Investigation (Appendix K) for the Subsequent IS/MND project components, Adams Avenue Storage and Alliance Propane will also ensure that the potential impacts of related to ground failure are considered <b>less than significant</b>.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving landslides. According to the Geotechnical Feasibility Investigation (Appendix K page 4): "The potential for landsliding is considered to be negligible, based on the height of slopes along the northeast and southeast sides of the site." Therefore, due to landslides, the project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. <b>No impacts</b> will occur.</p>				
b) Result in substantial soil erosion or the loss of top-soil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects resulting in substantial soil erosion or the loss of topsoil. The Subsequent IS/MND project and components will include precise grading, cuts, and fills associated with utility installation and roadway improvements.</p> <p>Project construction would be subject to local and state codes and erosion control and grading requirements. Because construction activities would disturb one or more acres, the project must adhere to the NPDES Construction General Permit provisions. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and protect the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.</p> <p>In addition, grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and good engineering practices. The project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust) as noted under the Air Quality Section, which would reduce construction erosion impacts. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these federal, regional, and local requirements would reduce the potential for both on-site and off-site erosion effects to accepted levels during project construction. Upon completion of construction activities, ground surfaces would be stabilized by project structures, paving, and landscaping. Compliance with permit requirements will ensure potential grading and erosion impacts are minimized to <b>less than significant</b>.</p>				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving ground failure. As noted in the December 2018 IS/MND, <b>Standard Conditions COA GEO-1</b>, and <b>COA GEO-2</b> are applied to the mass grading project.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The soils on the project site are susceptible to liquefaction. According to the Geotechnical Feasibility Investigation (Appendix K page 4), “The resulting ground deformation is anticipated to include some settlement, but not lateral spreading or other horizontal deformation.”</p> <p>The project will be required to comply with <b>COA GEO-1</b> and <b>GEO-2</b> regarding grading to stabilize the site. Compliance with the CBC and Geotechnical Feasibility Investigation (Appendix K) requirements will ensure that any potential impacts related to ground failure are considered <b>less than significant</b>.</p> <p>As noted in the Addendum Letter prepared by Earth Strata Geotechnical Service (Appendix K2), compliance with the Geotechnical Feasibility Investigation (Appendix K) for the Subsequent IS/MND project components, Adams Avenue Storage and Alliance Propane will also ensure that the potential impacts of related to an unstable geological unit or soil are considered <b>less than significant</b>.</p>				
<p>d) Be located on expansive soil, as defined in <a href="#">Table 18-1-B of the Uniform Building Code (1994)</a>, creating substantial direct or indirect risks to life or property?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving expansive soils. According to the Geotechnical Feasibility Investigation (Appendix K page 4): “The site soils possess a very low expansion potential. With the importation of soils, COA GEO-1 and GEO-2 are recommended to ensure no substantial direct or indirect risks to life or property. Therefore, with the Subsequent IS/MND project components compliance, <b>COA GEO-1</b> and <b>GEO-2</b> will ensure a <b>less than significant impact</b>.”</p>				
<p>e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving the disposal of wastewater. The Subsequent IS/MND project does propose a connection to the sewer system. <b>No Impact</b>.</p>				
<p>f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the project or changes in circumstances under which the project is undertaken that would directly or indirectly cause potential adverse effects involving a unique paleontological resource or site or unique geologic feature.</p> <p>The project Biological Resource Assessment, MSHCP Consistency Document, and Determination of Biologically Equivalent or Superior Preservation (DBESP) (Appendix H) indicates that a review of the “Soil Survey of Western Riverside Area, California” revealed that three soil types had been mapped on the project site: 1) Grangeville fine sandy loam, drained, 0 to 2 percent slopes; 2) Greenfield sandy loam, 0 to 2 percent slopes; and 3) Riverwash.</p> <p>According to Cultural Resources, Section 5.9 of the General Plan EIR, three major fossiliferous Pleistocene age sedimentary rock units are exposed along the Elsinore fault zone within the City and the Sphere of Influence. These units are as follows:</p> <ul style="list-style-type: none"> <li>• <b>Unnamed Sandstone (middle Pleistocene, may span 200,000 years between 850,000 and 650,000 years before present).</b> Paleontologic localities in the Unnamed Sandstone portions of the City and the Sphere of Influence contain diverse Ice Age fauna. The Unnamed Sandstone localities within the City and the Sphere of Influence are California's most important late Irvington</li> </ul>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Land Mammal Age (middle Pleistocene) sites. They have produced at least 45 vertebrate taxa and additional invertebrate taxa. This formation has a high potential for containing significant, nonrenewable paleontologic resources.</p> <ul style="list-style-type: none"> <li>• <b>Pauba Sandstone (early to late Pleistocene, less than 700,000 years before present).</b> This formation provides an important record of early Rancholabrean taxa, which is rarely represented in California and has yielded at least 24 taxa of fossil vertebrates, including fossil Pleistocene horse. This formation is considered to have a high potential for containing significant, nonrenewable paleontologic resources.</li> <li>• <b>Quaternary Old Alluvium (late Pleistocene, 10,000 years before present).</b> A fossil horse has been discovered to the northeast of the City and the Sphere of Influence near Lake Skinner. Therefore, this formation is considered conducive to fossil preservation; however, no resources have been recorded within the City and the Sphere Influence within this formation.</li> </ul> <p>None of these significant fossiliferous Pleistocene age sedimentary rock units are located on the proposed project site; therefore, the probability that paleontological resources will be found at the project site is considered very low. <b>No impacts</b> will occur.</p>				
<b>SECTION VII GEOLOGY AND SOILS – CONCLUSION</b>				
<p>The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. By incorporating the <b>Conditions of Approval COA GEO-1</b> and <b>GEO-2</b> of the December 2018 IS/MD, all impacts on geology and soils will be <b>less than significant</b> with no new mitigation measures required.</p>				
<p><b>December 2018 IS/MND Conditions of Approval</b></p>				
<p><b>COA GEO-1:</b> All project design shall be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC), contained in Title 15 (Buildings and Construction) of the City of Murrieta Municipal Code.</p>				
<p><b>COA GEO-2:</b> All project design shall be subject to the seismic design criteria contained in the project-specific Geo Investigation.</p>				
<p><b>Sources:</b></p>				
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ Exhibit 12-1 – Regional Geology Map</li> <li>➤ Exhibit 12-2 – Subsidence Susceptibility Map</li> <li>➤ Exhibit 12-3 – Alquist-Priolo Earthquake Fault Zone Map</li> <li>➤ Exhibit 12-4 – Riverside County Fault Hazard Map</li> <li>➤ Exhibit 12-5 – Liquefaction Susceptibility Map</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Appendix G – Seismic and Geologic Hazards Existing Conditions Report</a></li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020</li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">16.18.060 – Geologic/Seismic Hazards</a></li> </ul> </li> <li>6. <a href="#">Murrieta Municipal Code, Title 15 – Buildings and Construction</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Chapter 15.52 – Grading, Erosion and Sediment Control</a></li> </ul> </li> <li>7. <a href="#">County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan</a>, July 2018 <ul style="list-style-type: none"> <li>➤ Map 2 – Riverside County Faults and Zones</li> <li>➤ Map 3 – Fault Activity</li> <li>➤ Map 4 -- Ground Shaking Potential</li> <li>➤ Map 5 – Fault Activity Map of California, Western Riverside County</li> </ul> </li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

- Map 21 – Riverside County Slope Instability Map
- 8. Geotechnical Feasibility Investigation, 10 Acre Parcel Northeast Side of Adams Avenue, about 1,000 Feet Southeast of Fig Street Murrieta, CA, prepared by Geotechnical Engineering Services, May 31, 2007 (Appendix K)
- 9. Proposed Mass Grading Assessor’s Parcel Number 909-060-044, 10-Acre Parcel, Northeast Side of Adams Avenue, Southeast of Fig Street, city of Murrieta, Riverside County California, Addendum Letter, prepared by Earth Strata Geotechnical Services, Inc., December 12, 2016 (Appendix K1)
- 10. Geotechnical Review of Foundation Plans and Structural Calculations, For RV Storage and Propane (LP Gas) Bulk Plant Facility, Assessor’s Parcel Number 909-060-044, Located on Adams Avenue, City of Murrieta, Riverside County, California, Addendum Letter, prepared by Earth Strata Geotechnical Services, Inc., June 16, 2021 (Appendix K2)
- 11. Larchmont Business Park Project (APN 909-060-044) Biological Resource Assessment, MSHCP Consistency Document, and Determination of Biologically Equivalent or Superior Preservation (DBESP), prepared by ESA PCR, October 2016, Revised by Helix Environmental Planning, Inc. January 2018 (Appendix H)

**VIII. GREENHOUSE GAS EMISSIONS – Would the project:**

a) Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Ldn Consulting, Inc. prepared a Greenhouse Gas Assessment (Appendix L) for this project. It is quoted throughout this section.

Compared with existing conditions and the analysis in the December 2018 IS/MND, there are no changes in the proposed project or in circumstances under which the project is undertaken that would now result in greenhouse gas (“GHG”) emissions that would have a new or substantially more severe significant impact on the environment. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.

**City of Murrieta Thresholds of Significance**

Murrieta is within the South Coast Air Basin, managed by the South Coast Air Quality Management District (SCAQMD). The guideline for determining significance within SCAQMD has not been firmly established; however, industry standards within the district have followed Tier 3 screening standards and Tier 4 Performance standards as the baseline for significance thresholds (SCAQMD, 2008). Under this methodology, Tier 3 screening values are established for industrial, residential, and combined project types which are 10,000 MT/year CO2e for industrial projects, 3,500 MT/year CO2e for residential projects, and 3,000 MT/year CO2e for mixed-use projects.

As part of the recently adopted General Plan update, Murrieta has prepared a Climate Action Plan (CAP). The purpose of the CAP is to address the primary sources of emissions that contribute to global climate change. The CAP establishes a reduction target of 40% below the year 2016 emissions by 2030 and a 40% reduction of 2016 emissions by 2035. A consistency checklist was prepared as part of the City’s CAP, allowing for a streamlined review process for proposed new development projects subject to environmental review pursuant to the California Environmental Quality Act (CEQA).

Since the CAP was written to be consistent with state and regional regulations and the City does not have specific regional screening thresholds, it would be appropriate to use the regional SCAQMD screening thresholds above. The project best fits the industrial use screening threshold of 10,000 MT/year CO2e.

Additionally, it should be noted that a business park use with a 120,000-square-foot facility would generate significantly more energy than the minor use proposed, reducing the City’s GHG emissions per the CAP, which uses land use designations to derive GHG inventories. In other words, this methodology is a conservative approach.

**ISSUES & SUPPORTING INFORMATION SOURCES:**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

**Construction CO<sub>2</sub>e Emissions Calculation Methodology**

GHG impacts related to construction and daily operations were calculated using the latest CalEEMod air quality model, which Breeze Software developed for South Coast Air Quality Management District (SCAQMD) in 2017.

The proposed construction schedule and equipment list are identified in Table 1. It should be noted that construction equipment is typically Tier 4 as defined by the U.S. EPA; however, it was assumed that equipment is Tier 3 or better for this analysis.

Utilizing the CalEEMod inputs for the model, the grading and construction of the project will produce approximately 145.68 metric tons of CO<sub>2</sub>e over the construction life of the project. The total emissions will ultimately contribute to yearly emission levels. It is acceptable to average the total construction emissions over 30 years (SCAQMD, 2008), equating to 4.86 MT per year, as shown in Table 2.

<b>Table 1 – Proposed Construction Phase and Duration</b>			
<b>Equipment Identification</b>	<b>Proposed Start</b>	<b>Proposed Completion</b>	<b>Quantity</b>
<b>Site Preparation</b>	01/01/2021	01/14/2021	
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			4
<b>Grading</b>	01/15/2021	02/11/2021	
Graders			1
Rubber Tired Dozers			1
Tractors/Loaders/Backhoes			3
<b>Paving</b>	02/12/2021	03/25/2021	
Pavers			2
Paving Equipment			2
Rollers			2
<b>Building Construction</b>	03/26/2021	05/27/2021	
Generator Sets			1
Rough Terrain Forklifts			1
Tractors/Loaders/Backhoes			2
Welders			1
<b>Architectural Coating</b>	05/14/2021	05/27/2021	

This equipment list is based upon equipment inventory and estimates within CalEEMod 2016.3.2.

<b>Table 2 – Expected Annual Construction CO<sub>2</sub>e Emissions Summary MT/Year</b>						
<b>Year</b>	<b>Bio-CO<sub>2</sub></b>	<b>NBio-CO<sub>2</sub></b>	<b>Total CO<sub>2</sub></b>	<b>CH<sub>4</sub></b>	<b>N<sub>2</sub>O</b>	<b>CO<sub>2</sub>e</b>
2021	0.00	144.96	144/96	0.03	0.00	145.68
<b>Yearly Average Construction Emissions (Metric Tons/year over 30 years)</b>						<b>4.86</b>

Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations.

**Operational CO<sub>2</sub>e Emissions Calculation Methodology**

The project, at full buildout, would generate roughly 84 trips per day, of which 56 would be from the RV storage area. The propane facility would generate 24 truck trips and four employee trips per day. CalEEMod 2016.3.2 was used to determine operational emissions and is provided as Attachment A to Appendix L.

GHG emissions generated from Area, Energy, Solid Waste, and Water uses are calculated within CalEEMod. The program is primarily based on default settings which are automatically populated throughout the model based on the imputed land use. Table 3 shows the operational emissions. In addition, since

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

construction emissions contribute to the total project GHG emissions, they have been included. Based on this information, the project would generate 66.42 metric tons of GHG per year.

<b>Table 3 – Expected Operational Emissions Summary MT/Year</b>						
<b>Year</b>	<b>Bio-CO2</b>	<b>NBio-CO2</b>	<b>Total CO2</b>	<b>CH4</b>	<b>N2O</b>	<b>CO2e</b>
Area	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	33.84	33.84	0.00	0.00	33.97
Mobile	0.00	25.30	25.30	0.00	0.00	25.30
Waste	0.30	0.00	0.30	0.02	0.00	0.75
Water	0.09	1.15	1.24	0.01	0.00	1.53
<b>Amortized Construction Emissions (Table 2)</b>						<b>4.86</b>
<b>Total Operations</b>						<b>66.42</b>

Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above.  
Data is presented in decimal format and may have rounding errors.

The project would generate approximately sixty-six metric tons of CO2e each year, less than the region's acceptable 10,000 metric tons of CO2e industrial screening threshold. Since emissions do not exceed 10,000 metric tons of CO2e, there would be neither direct nor indirect impacts under CEQA. Therefore, the project will not require further analysis or mitigation.

The project will emit GHGs directly through the burning of carbon-based fuels such as gasoline and natural gas and indirectly through the usage of electricity, water, and the anaerobic bacterial breakdown of organic solid waste. The Subsequent IS/MND project would only produce 66 MT CO2e metric tons per year. Given this, the project contributions to the cumulative environment are small and would be considered to have a **less than significant impact** on the cumulative greenhouse gas inventory.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Compared with existing conditions and the analysis in December 2018 IS/MND, no proposed project changes or circumstances under which the project is undertaken would now conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions.

**Consistency with City of Murrieta CAP Update**

Per the City of Murrieta CAP Update, a project's consistency with the CAP Update is determined through the CAP Consistency Review Checklist. The CAP Consistency Review Checklist contains GHG reduction measures applicable to development projects that are required to be implemented on a project-by-project basis to ensure that the specific emission targets identified in the CAP are achieved. New development projects will need to incorporate all potentially applicable CAP measures to demonstrate consistency with the CAP. The project's consistency with applicable CAP Consistency Review Checklist measures is provided in the project Consistency with Table 14 – CAP Update Consistency Review Checklist below. As shown in this table, the project is consistent with the applicable CAP Consistency Review Checklist measures and is required to meet the following project-specific CAP checklist measures.

**Construction Waste Diversion (Measure SW-2):** The project will recycle and/or salvage for reuse a minimum of 80 percent of the non-hazardous construction and demolition waste in accordance with either Section 5.408.1.1, 5.408.1.2 or 5.408.1.3 of the California Code of Regulations, Title 24.

**Electric Vehicle Service Equipment (EVSE) (Measure T-2):** The project will be conditioned to comply with this requirement.

**Tree Planting (Measure LU-2):** The project will be conditioned to comply with Section 16.26 – Landscaping Standards and Water Efficient Landscaping of the City's Municipal Code.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

**Table 14 – Project Consistency with the CAP Update Consistency Review Checklist**

Checklist Item	Project Consistency with Item
<b>Step 1: Land Use Consistency</b>	
1. Are the proposed land uses in the project consistent with the existing General Plan land use and zoning designations?	<b>Yes.</b> The project site has a Land Use Designation on the General Plan 2035 Land Use Policy Map of Industrial. In addition, the project site is zoned GI – General Industrial District on the City's General Plan 2035 Proposed Zoning Map. The project proposes to develop the site with an RV, boat, and vehicle storage lot and a propane distribution facility. Therefore, the project is consistent with the City's land use and zoning designations.
<b>Step 2: CAP Strategies Consistency</b>	
<b>1. Zero Net Energy Standards (Measure BE-3)</b>	
b) For commercial projects or commercial portions of mixed-use projects, would the project or a portion of the project be subject to building permitting (i.e., building permits issued) on or after January 1, 2025?	<b>N/A.</b> The project is industrial and has an anticipated opening year of 2022; therefore, all building permits would be anticipated to be issued before January 1, 2025.
<b>2. Construction Waste Diversion (Measure SW-2)</b>	
b) For nonresidential projects, recycle and/or salvage for reuse a minimum of 80 percent of the non-hazardous construction and demolition waste in accordance with either Section 5.408.1.1, 5.408.1.2 or 5.408.1.3 of the California Code of Regulations, Title 24?	<b>Yes.</b> The project would be required to comply with the California Code of Regulations, Title 24, which requires a minimum of 80 percent of the non-hazardous construction and demolition waste to be recycled and/or salvaged for reuse. Furthermore, Construction Measure 1 has been incorporated to ensure compliance with this regulation.
<b>3. Transportation Demand Management Program (Measure T-7)</b>	
a) For the construction of nonresidential projects that would include 50 or more employees, would the project include a transportation demand management plan that meets requirements of Section 16.40 "Transportation Demand Management" of the City's Municipal Code has been reviewed and approved by the City of Murrieta Public Works Department?	<b>N/A.</b> The project would include 49 or fewer employees, and this item is not applicable. The project proposes to develop the site with an RV and vehicle storage lot that will be self-service and a propane distribution facility with limited access.
<b>4. Electric Vehicle Service Equipment (EVSE) (Measure T-2)</b>	
c) Non-residential projects: Would 3% of the total parking spaces required, or a minimum of two spaces, whichever is greater, include Electric Vehicle Service Equipment (EVSE) to allow for electric vehicle charging by the resident(s)?	<b>Yes.</b> The project is non-residential and will be required to comply with this measure.
<b>5. Tree Planting (Measure LU-2)</b>	
a) For residential and non-residential projects, would the project include the planting of new trees where required by Section 16.26 "Landscaping Standards and Water Efficient Landscaping" of the City's Municipal Code?	<b>Yes.</b> The landscape will be designed in conformance with Section 16.26 – Landscape Standards and Water-Efficient Landscaping of the City's Municipal Code.
Notes: <sup>1</sup> Source: City of Murrieta Climate Action Plan Update, Climate Action Plan Consistency Checklist (2020) <sup>2</sup> See Appendix S of the Initial Study for the Project Specific CAP Checklist.	

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Consistency with AB-32 and SB-32</b>				
<p>The SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:</p> <ul style="list-style-type: none"> <li>• 2010: Reduce greenhouse gas emissions to 2000 levels</li> <li>• 2020: Reduce greenhouse gas emissions to 1990 levels</li> <li>• 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.</li> </ul> <p>In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in starting in 2012.</p> <p>The project's emissions comply with the goals of AB 32 and the City of Murrieta CAP Update, as these utilize the SCAQMD draft threshold in determining compliance. Additionally, as the project meets the current interim emissions targets/thresholds established by SCAQMD, the project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post-2020 reductions in GHG emissions which may be created and implemented in the future will be addressed via regulatory requirements at the state level. The project will be required to comply with these regulations as they come into effect.</p> <p>At a level of 1,359.88 MTCO<sub>2</sub>e per year, the project's GHG emissions do not exceed the SCAQMD draft threshold and comply with the City of Murrieta CAP Update's reduction goals and AB-32 and SB-32. Furthermore, the project will comply with applicable Green Building Standards and the City of Murrieta's policies regarding sustainability (as dictated by the City's General Plan and CAP Update). Therefore, impacts are considered <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
<b>SECTION VIII GREENHOUSE GAS EMISSIONS – CONCLUSION</b>				
<p>The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. Greenhouse Gas Emissions Impacts of the Amended Project would be <b>less than significant</b> with no new mitigation measures required.</p>				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Air Quality Element</a></li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ <a href="#">Appendix D – Air Quality Data</a></li> <li>➤ <a href="#">Appendix P – Climate Action Plan</a></li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ <a href="#">Section 4.3 – Air Quality</a></li> <li>➤ <a href="#">Section 4.4 – Greenhouse Gas Emissions</a></li> <li>➤ <a href="#">Appendix C – Draft Technical Memorandum: Air Quality and Greenhouse Gas Impact Analysis</a></li> <li>➤ <a href="#">Appendix J – Draft Climate Action Plan</a></li> <li>➤ <a href="#">Appendix J – App A – Draft Technical Memorandum: Greenhouse Gas Emissions Inventory, Forecasts, and Reduction Targets</a></li> <li>➤ <a href="#">Appendix J – App B – Updated GAP Analysis</a></li> <li>➤ <a href="#">Appendix J – App C – CAP Consistency Checklist</a></li> <li>➤ <a href="#">Appendix J – App D Technical Memorandum: Climate Change Vulnerability Assessment</a></li> </ul> </li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a></li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>➤ <a href="#">16.18.030 – Air Quality</a></li> <li>➤ <a href="#">16.108.060 – Energy Conservation</a></li> <li>6. Murrieta Municipal Code, <a href="#">Title 15 -- Chapter 15.43 California Energy Code</a></li> <li>7. Alliance Propane and RV Storage Lot Greenhouse Gas Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 9, 2020 (Appendix L)</li> <li>8. Climate Action Plan Consistency Checklist (Appendix S)</li> </ul>				
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in any significant hazard through the routine transport, use, or disposal of hazardous materials. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>The project will not create hazards to the public through upset or accidents in the construction process. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all federal, state, and state City regulations.</p> <p>The Adams Avenue Storage facility will have vehicles stored with the following hazardous materials: gasoline, diesel fuel, and propane. The Alliance Propane facility will have six 30,000-gallon propane storage tanks on-site, where propane will be stored for distribution to future customers. Common cleaning chemicals, pesticides, and fertilizers will also be used on-site.</p> <p>The Alliance Propane facility will be designed and operated consistent with City, County, state, and federal regulations pertaining to the above-ground storage and dispensation of flammable materials that include, but are not limited to, the following requirements.</p> <ul style="list-style-type: none"> <li>• 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements.</li> <li>• California Code of Regulations Title 13, Motor Vehicles Division 1, 2, and 3.</li> <li>• California Code of Regulations Title 27, Environmental Protection, as applicable.</li> <li>• California Mechanical Code (CMC).</li> <li>• California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety.</li> <li>• Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act).</li> <li>• National Fire Protection Association (NFPA) Code Section 30a.</li> </ul> <p>The following programs and requirements will apply to this project as noted in the Final EIR Murrieta General Plan 2035 (pages 5.14-2 – 5.14-5).</p> <p><i>Unified Hazardous Wastes and Hazardous Materials Management Regulatory Program</i></p> <p>The “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Program) was created in 1993 by California State Senate Bill 1082 to consolidate, coordinate, and make consistent the administrative requirements, permits, inspections, and enforcement activities for environmental and emergency management programs. The Program is implemented at the local government level by Certified Unified Program Agencies (CUPA). The Program consolidates, coordinates, and makes consistent the following hazardous materials and hazardous waste programs (Program Elements):</p> <ul style="list-style-type: none"> <li>• Hazardous Waste Generation (including on-site treatment under Tiered Permitting);</li> <li>• Aboveground Petroleum Storage Tanks (only the Spill Prevention Control and Countermeasure Plan or “SPCC”);</li> <li>• Underground Storage Tanks (UST);</li> </ul>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>• Hazardous Material Release Response Plans and Inventories;</li> <li>• California Accidental Release Prevention Program (Cal ARP); and</li> <li>• Uniform Fire Code Hazardous Material Management Plans and Inventories.</li> </ul> <p>Murrieta Fire &amp; Rescue protects the community by inspecting, pre-planning, and monitoring those businesses that handle hazardous materials in the City. The Riverside County Department of Environmental Health Hazardous Materials Branch is the City of Murrieta’s Certified Unified Program Agency (CUPA) responsible for administrating all six program elements of the CUPA within Murrieta. The project will be designed through this process, and the Permittee/Owner will be trained to avoid possible accidents. The City will inspect the project regularly to ensure compliance with the regulations.</p> <p><i>California Accidental Release Prevention Program Law</i></p> <p>The California Accidental Release Prevention Program Law (CalARP Program) (California Health and Safety Code Section 25531-25543.3) provides for consistency with federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the state and federal programs. state and federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The CalARP is implemented by the CUPA and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity register with the County as a manager of regulated substances and prepare a Risk Management Plan. A Risk Management Plan must contain an off-site consequence analysis, a five-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, making plans available to emergency response personnel. The Business Plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each site.</p> <p>Having the Risk Management Plan in place provides an accident prevention program that gives the CUPA greater information for training and inspection purposes when working with the Permittee/Owner and provides greater detail when an accident occurs on how to approach the scene to address the accident.</p> <p><i>Transportation of Hazardous Materials/Wastes</i></p> <p>Transportation of hazardous materials/wastes is regulated by the California Code of Regulations (CCR) Title 26, Toxics. The Federal Department of Transportation (DOT) is the primary regulatory authority for the interstate transport of hazardous materials. The DOT establishes safe handling procedures (i.e., packaging, marking, labeling, and routing). The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) enforce federal and state regulations and respond to hazardous materials transportation emergencies. Emergency responses are coordinated between federal, state, and local governmental authorities and private persons through the Murrieta Emergency Operations Plan.</p> <p><i>Worker and Workplace Hazardous Materials Safety</i></p> <p>Occupational safety standards exist to minimize worker safety risks from physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and using hazardous materials. Cal/OSHA requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans, among other requirements. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle.</p>				

*Riverside County Community Health Agency – Department of Environmental Health*

The Environmental Protection and Oversight Division (EPO) is one of the Department of Environmental Health (DEH) divisions. The EPO Division has regulatory control over a number of hazardous materials, land use, and water system-based programs.

The Hazardous Materials Management Division (HMMD) is one of the three divisions of the Department of Health (DEH) of the Riverside County Community Health Agency. HMMD is the CUPA for Riverside County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting underground storage tanks, and risk management plans.

*Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan*

Table 6.6-2, Riverside County Local Jurisdiction Hazard Assessment Worksheet of Section 6.6, Emergency Response, provides a detailed identification and analysis of the hazards faced by Riverside County and the City of Murrieta according to the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP). Table 6.6-2 assigns each hazard a severity rating, indicating the amount of damage that would be done to the County and the City and its population should the hazard occur. Table 6.6-2 also assigns a probability rating, indicating the hazard's likelihood within the County and City. Both ratings are on a scale of 0-4, with 4 being the most severe or the most likely to occur. Within the County, hazardous materials accidents are assigned a severity rating of 3 and a probability rating of 3. Within the City, hazardous materials accidents are assigned a severity rating of 3 and a probability rating of 3. Therefore, this project would have a rating of 3.

*Murrieta Emergency Operation Plan*

The City of Murrieta Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents. The EOP describes the operations of the City of Murrieta Emergency Operations Center (EOC), which is the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities. The EOC centralizes the collection and dissemination of information about the emergency and makes a policy-level decision about response priorities and the allocation of resources. As part of the City's Emergency Management Program, the EOC Manager (Fire Division Chief) is responsible for ensuring the readiness of the EOC.

The City of Murrieta has developed a quick response reference (checklist) for the Murrieta EOC. The set checklist is located in Part Two of the City's Emergency Operation Plan. The checklist enumerates issues that are related to hazardous materials accidents.

*Fire Safety Analysis (Appendix M)*

A Fire Safety Analysis (FSA) has been prepared and preliminarily approved by the Fire Department for the Alliance Propane facility. The FSA compares the project to the National Fire Protection Association (NFPA) Code, California Fire Code, California Code of Regulations Title 8, Section 5194 requirements, and [Chapter 15.24](#) – California Fire Code and California Fire Code Standards of the Municipal Code.

The site will be fenced with a six-foot wall. Automatic gates with a card-key or key-pad system will permit entry to the site (Appendix U). Lighting is also proposed to ensure safety and security. As previously noted, the driveway bifurcates the Alliance Propane site with the area behind the driveway proposed for empty propane tank storage. The area in front of the driveway includes a 95-foot by 75-foot rectangular area separated by k-rails and bollards. The six – 30,000-gallon bulk propane tanks will be permanently mounted to store the LP gas distributed to customers. A single delivery truck parking space is in front of the 30,000-gallon storage tank area.

The use will operate Monday through Friday from 6:00 a.m. to 6:00 p.m. and Saturday from 7:00 a.m. to 4:00 p.m., and it will be closed on Sundays. It is estimated that there will be anywhere from five to ten daily trips to the site to load delivery vehicles with LP gas and/or to load the 30,000-gallon tanks with LP gas.

In compliance with NFPA 58 Section 6.4.5.2, & 7.2.3.2 (B) & 9.4.10 – all combustible materials, weeds, and tall grass shall not be closer than ten feet from the 30,000-gallon propane tanks, and smoking shall

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>be prohibited within the facility premises. <b>Mitigation Measures MM HAZ 1</b> and <b>MM HAZ 2</b> are proposed to ensure these requirements are maintained after installation.</p>				
<p>To ensure that all refueling operators (both those fueling the 30,000-gallon tanks and those fueling the customer distribution vehicles) follow proper procedures, <b>Mitigation Measure MM HAZ 3</b> is recommended.</p>				
<p>K-rails and bollards are proposed around the tanks for protection. The k-rails and bollards will function as a bumper stop for trucks to prevent accidental crashes into the tanks. The Department of Transportation prepared a study on staking of k-rail in a semi-permanent manner, using two and four capped stakes per section to protect construction areas on freeways.<sup>12</sup> For this project, there will be no high-speed traffic in the vicinity of the tanks, so using either a two or four-capped stake per section of k-rail will help ensure tank safety, and <b>Mitigation Measure MM HAZ 4</b> is recommended.</p>				
<p>County of Riverside Department of Environmental Health will require compliance with County Ordinances 615 (Hazardous Waste Generator), County Ordinance 651 (Hazardous Materials Emergency Response Plans and Inventory), and the California Accidental Release Prevention Program (Cal ARP).</p>				
<p>With adherence to all applicable regulations pertaining to the construction and operation of the proposed facilities and the regulations concerning all hazardous material handling, project-related impacts associated with the hazardous materials will be <b>less than significant with mitigation</b>, directly, indirectly, or cumulatively.</p>				
<p><b>MM HAZ 1:</b> The Permittee/Owner shall ensure the site is maintained at all times to ensure that no combustible materials, including grasses, are within the Alliance Propane portion of the site.</p>				
<p><b>MM HAZ 2:</b> Prior to the certificate of occupancy, the Permittee/Owner shall ensure that signs are posted on the site prohibiting smoking within the premises.</p>				
<p><b>MM HAZ 3:</b> Prior to the certificate of occupancy, the Permittee/Owner shall ensure that signs listing the steps for refueling from the operation guide are posted at the refueling stations to ensure the truck drivers are aware of the procedures.</p>				
<p><b>MM HAZ 4:</b> Prior to the certificate of occupancy, the Permittee/Owner shall ensure the k-rail used for tank protection shall be staked in a semi-permanent manner using capped stakes.</p>				
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the analysis in December 2018 IS/MND, there are no project changes or circumstances that could result in possible hazards to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>In addition to response Section IX a) above, the project will not create hazards to the public through upset or accidents in the construction process. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all federal, state, and state City regulations.</p>				

<sup>12</sup> State of California Department of Transportation Division of Research and Innovation Office of Materials and Infrastructure, Development of Staking Configurations for K-Rail, <https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/f0017259-staking-k-rail-report-v2.pdf>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project will also be designed and operated consistent with City, County, state, and federal regulations pertaining to above-ground storage and dispensation of flammable materials that include, but are not limited to, the following requirements.</p> <ul style="list-style-type: none"> <li>• 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements.</li> <li>• California Code of Regulations Title 13, Motor Vehicles Division 1, 2, and 3.</li> <li>• California Code of Regulations Title 27, Environmental Protection, as applicable.</li> <li>• California Mechanical Code (CMC).</li> <li>• California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety.</li> <li>• Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act).</li> <li>• National Fire Protection Association (NFPA) Code Section 30a.</li> </ul> <p>These requirements will include crash bollards and k-rails surrounding the propane tanks to avoid having vehicles accidentally crashing into the above-ground propane tank, and the <b>Mitigation Measures MM HAZ-1</b> through <b>MM HAZ-4</b> noted in Section IX a) above.</p> <p>Any hazardous material handling associated with the project's operation would be limited in quantity and concentration to the smallest possible limits. Pursuant to Cal OSHA requirements, all hazardous material stored on-site would be accompanied by a Material Safety Data Sheet, which would inform on-site operators of necessary remediation processes in the event of accidental release. The project will follow current regulations and programs for regulated hazardous materials to mitigate further any risk of releasing hazardous materials into the environment due to foreseeable upset and accident conditions.</p> <p>As noted in the City's General Plan 2035 EIR (see Section IX a) above), the Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. A Risk Management and Prevention Plan (RMPP) may be required for businesses that use acutely hazardous substances and are located in proximity to sensitive land uses. As a part of the Risk Management and Prevention Plan, businesses that handle acutely hazardous materials must include a hazard and operability study (HAZOP), which analyzes potential hazards to sensitive populations in the vicinity. The Murrieta Hazardous Materials Management Division is the CUPA for Riverside County responsible for regulating hazardous materials business plans and chemical inventory, hazardous waste and tiered permitting underground storage tanks, and risk management plans. These plans are intended to mitigate the potential release of hazardous substances and minimize potential harm or damage. Oversight by the appropriate agencies and compliance with applicable regulations are considered adequate to offset the negative effects of the accidental release of hazardous materials in the City.</p> <p>In addition to the tanks, the project will use various chemicals for routine housekeeping and landscaping purposes. However, none of these chemicals will be used in sufficient quantities to threaten humans or the environment if handled and maintained in compliance with City, state, and federal regulations. Project-related impacts of hazardous materials will be <b>less than significant with mitigation</b>, directly, indirectly, or cumulatively.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in any of the listed impacts. Similar to the originally approved project. The Amended Project is not within one-quarter mile of a school, does not involve a listed hazardous materials site, is not within an airport land use plan or within two miles of an airport, or will not impair the implementation of evacuation plans. The project site is not contained on the lists compiled pursuant to Section 65962.5</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
of the Government Code. Lastly, the project is not located in an area identified as a High Fire Zone. Therefore, the project will have <b>no impact</b> .				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to <a href="#">Government Code section 65962.5</a> and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> See response IX c) above.				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> See response IX c) above.				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> C See response IX c) above.				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> See response IX c) above.				
<b><u>SECTION IX HAZARDS AND HAZARDOUS MATERIALS – CONCLUSION</u></b>				
Effects of the Amended Project on hazards and hazardous materials impacts have been identified that were not evaluated in the December 2018 IS/MND. The conclusions of the December 2018 IS/MND continue to apply the Amended Project. In addition to the project design, the following new mitigation measures have been included. By incorporating the new <b>Mitigation Measures MM HAZ-1 through MM HAZ-4</b> , all impacts on hazards and hazardous materials will be <b>less than significant with mitigation</b> .				
<b><u>Subsequent IS/MND Mitigation Measures</u></b>				
<b>MM HAZ 1:</b>	The Permittee/Owner shall ensure the site is maintained at all times to ensure that no combustible materials, including grasses, are within the Alliance Propane portion of the site.			
<b>MM HAZ 2:</b>	Prior to the certificate of occupancy, the Permittee/Owner shall ensure that signs are posted on the site prohibiting smoking within the premises.			
<b>MM HAZ 3:</b>	Prior to the certificate of occupancy, the Permittee/Owner shall ensure that signs listing the steps for refueling from the operation guide are posted at the refueling stations to ensure the truck drivers are aware of the procedures.			
<b>MM HAZ 4:</b>	Prior to the certificate of occupancy, the Permittee/Owner shall ensure the k-rail used for tank protection shall be staked in a semi-permanent manner using capped stakes.			
<b>Sources:</b>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ Exhibit 3-2 – French Valley Airport Compatibility Zones</li> <li>➤ Exhibit 12-8 – High Fire Hazard Zones</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ Exhibit 5.14-1 – Regulatory Sites Within Murrieta</li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ Exhibit 4.5-2 – High Fire Hazard Zone</li> </ul> </li> <li>5. <a href="#">Murrieta Municipal Code, Title 15 – Buildings and Construction</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Section 15.54.140 – Protection Measures and Routing Traffic</a></li> <li>➤ <a href="#">Chapter 15.24</a> – California Fire Code and California Fire Code Standards of the Municipal Code</li> </ul> </li> <li>6. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">16.18.070 – Hazardous Materials Storage</a></li> </ul> </li> <li>7. <a href="#">Riverside County Airport Land Use Compatibility Plan</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Volume 1 -- French Valley</a>, Amended 2011</li> <li>➤ <a href="#">Volume 2 – French Valley</a>, Amended 2011</li> </ul> </li> <li>8. <a href="#">Murrieta Emergency Operations Plan – Part 1: Basic Plan</a>, June 2017</li> <li>9. <a href="#">County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan</a>, July 2018 <ul style="list-style-type: none"> <li>➤ Map 8 – Riverside County Wildfire Susceptibility Risks Map</li> <li>➤ Map 9 – Western Riverside County Wildfire Susceptibility Risks Map</li> </ul> </li> <li>10. Fire Safety Analysis for Proposed Bulk Plant Distribution Center with Empty Tank Storage and Delivery Truck Parking, prepared by Alliance Propane, April 23, 2021 (Appendix M)</li> <li>11. Alliance Propane Operations Statement (Appendix U)</li> </ol>				

<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Response:**

See responses in Section XVX below for further information on water and wastewater.

Compared with existing conditions and the analysis in December 2018 IS/MND, no proposed project changes or circumstances could result in possible violations to water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.

As described below, the project will comply with the NPDES permit, JRMP, and WQMP to prevent any degradation of surface water.

**National Pollutant Discharge Elimination System (NPDES)**

The project site is located in the [Santa Margarita Watershed](#), which drains the southwest portion of Riverside County. Stormwater runoff from these areas collects into Murrieta and Temecula creeks and combine to form the Santa Margarita River in Temecula. The Santa Margarita River flows through the "Gorge" and into San Diego County, flowing past Camp Pendleton into the Santa Margarita Lagoon at the Pacific Ocean. The Santa Margarita 'Region' is the portion of the Watershed within Riverside County. The City is a member permittee of the Santa Margarita MS4 Permit by [Order No. R9-2013-0001, as amended by R9-2015-0001 and R9-2015-0100](#) issued by the [California Regional Water Quality Control Board, San Diego Region](#) on November 18th, 2015. The State Water Resources Control Board (SWRCB) adopted Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, Waste Discharge Requirements (WDR) for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit). This permit was subsequently amended to include smaller construction sites.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As noted in the Final EIR Murrieta General Plan 2035 (page 5.13-2), the National Pollutant Discharge Elimination System (NPDES) program is administered by the Environmental Protection Agency (U.S. EPA), which provides oversight in California to the Regional Water Quality Control Boards. The CWA established the NPDES permit system to regulate discharges to surface waters of the U.S. from municipal and industrial sources. The NPDES permit is required to identify limits on allowable concentrations and mass emissions of pollutants contained in discharges.</p> <p>The two basic types of NPDES permits issued are individual and general permits. An individual permit is a permit specifically tailored to an individual facility. Once a facility submits the appropriate application(s), the permitting authority develops a permit for that facility based on the information contained in the permit application (e.g., type of activity, nature of discharge, receiving water quality). The authority issues the permit to the facility for a specific time period (not to exceed five years) with a requirement that the facility reapply prior to the expiration date.</p> <p>The General Construction Permit requires that construction sites with 1.0 acre or greater of soil disturbance or less than 1.0 acre, but part of a greater common plan of development, apply for coverage for discharges under the General Construction Permit. By submitting a Notice of Intent (NOI) for coverage, developing a Stormwater Pollution Prevention Plan (SWPPP), and implementing Best Management Practices (BMPs) to address construction site pollutants, the General Construction permit requirements are met. Since the Amended Project is greater than one acre, these requirements are in place. The applicant shall abide by all the provisions outlined in the SWRCB NPDES general permit for construction activities. Mitigation Measure HYD-1 of the Final Environmental Impact Report for the Murrieta General Plan 2035 is required of all projects in the City and will be required for this project as well. The Permittee/Owner will prepare a Storm Water Pollution Prevention Plan (SWPPP) with a Notice of Intent prior to grading permit issuance in compliance with the requirement. The December 2018 IS/MND applied <b>Standard Condition SC HYD-1</b> (renamed <b>COA HYD-1</b> for consistency) to ensure the requirements of Murrieta's Stormwater and Runoff Management and Drainage Controls were met. The condition of approval still applies to the Amended Project.</p> <p><b>Jurisdictional Runoff Program (JRMP)</b></p> <p>The City of Murrieta has prepared the <a href="#">Jurisdictional Runoff Program</a> (JRMP) Santa Margarita Region (page 1) to describe the specific runoff management programs and activities implemented to comply with the requirements of the Municipal Separate Storm Sewer System (MS4) Permit, Order No. R9-2013-0001, as amended by Order Nos. R9-2015-0001 and R9-2015-0100, issued to the Riverside County Co-Permittees in the Santa Margarita Region (SMR) by the San Diego Regional Water Quality Control Board (San Diego Regional Board) on November 18, 2015 (Regional MS4 Permit). This JRMP is the principal document that comprehensively translates the MS4 Permit requirements into actions that the City implements to comply with the Regional MS4 Permit. As part of the implementation of this program, the General Plan 2023 Final Environmental Impact Report required Mitigation Measure HYD-2 for WQMPs for all projects. A preliminary Project Specific Water Quality Management Plan has been prepared for the Adams Avenue Storage facility (Appendix O) and the Alliance Propane facility (Appendix O1). The December 2018 IS/MND applied <b>Standard Condition SC HYD-2</b> (renamed <b>COA HYD-2</b> for consistency) to ensure that the WQMPs were submitted. The condition of approval still applies to the Amended Project.</p> <p><b>Conclusion</b></p> <p>The Amended Project must comply with Sections 8.36 – Stormwater and Runoff Management and Discharge Controls and 15.52 – Grading, Erosion, and Sediment Control of the City's Municipal Code, Riverside County DAMP, City of Murrieta WQMP, and the Riverside County MS4 permit. Therefore, the Amended Project will be designed for compliance with existing federal, state, and local water quality laws and regulations pertaining to water quality standards, ensuring a <b>less than significant impact</b>, directly, indirectly, or cumulatively, to water quality and discharge with the inclusions of the December 2018 IS/MND <b>COA HYD-1</b> and <b>HYD-2</b>.</p>				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
that the project may impede sustainable groundwater management of the basin?				
<p><b>Response:</b></p> <p>See responses in Section XVX below for further information on water.</p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a substantial decrease in groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.</p> <p>The project site does not provide significant potential for interfering with groundwater recharge. The Rancho California Water District (RCWD) will provide potable water to the project. The City's land use factors (General Plan) were utilized to develop the RCWD <a href="#">2015 Urban Water Management Plan (UWMP)</a>. Therefore, the project's water (including groundwater) has been accounted for in future RCWD supply projections. The project's water use fits within RCWD's long-term modelling and UWMP. The project would not substantially deplete existing groundwater supplies or the loss of groundwater recharge area.</p> <p>The Amended Project will be designed for compliance with existing federal, state, and local water quality laws and regulations related to groundwater. Therefore, the Amended Project will have a <b>less than significant impact</b> on groundwater supplies, directly, indirectly, or cumulatively.</p>				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the analysis in December 2018 IS/MND, no proposed project changes or circumstances would result in substantial erosion or siltation on- or off-site. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>Project construction would be subject to local and state codes and erosion control and grading requirements. Because construction activities would disturb one or more acres, the Amended Project must adhere to the NPDES Construction General Permit provisions to prevent sediment from leaving the project site. Construction activities subject to this permit include clearing, grading, and other soil disturbances, such as stockpiling and excavating. The NPDES Construction General Permit requires implementing a Storm Water Pollution Prevent Plan (SWPPP), including temporary project construction features (i.e., BMPs) designed to prevent erosion and sediment, leaving the project site protecting the quality of stormwater runoff. Sediment-control BMPs may include stabilized construction entrances, straw wattles on earthen embankments, sediment filters on existing inlets, or the equivalent.</p> <p>Pursuant to NPDES regulations, the City will require that the Amended Project comply with existing San Diego RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion siltation and transport of urban pollutants. In addition, the City is a Co-Permittee and is required to comply with the Santa Margarita MS4 Permit by <a href="#">Order No. R9-2013-0001, as amended by R9-2015-0001 and R9-2015-0100</a> issued by the <a href="#">California Regional Water Quality Control Board, San Diego Region</a> on November 18th, 2015. The State Water Resources Control Board (SWRCB) adopted Order No. 99-08-DWQ, National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002, Waste Discharge Requirements (WDR) for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit). In conformance with the MS4 permit and the Water Quality Management Plan (WQMP), the Amended Project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>of concern (in dry-weather runoff and first-flush stormwater runoff) and minimize hydrologic conditions of concern (HCOCs), both during and post-construction.</p>				
<p>In addition, grading activities would be required to conform to the most current version of the California Building Code, the City Code, the approved grading plans, and good engineering practices. The Amended Project must also comply with SCAQMD Rule 402 (Nuisance) and Rule 403 (Fugitive Dust) as noted under the Air Quality Section (Section III), which would reduce construction erosion impacts. Rule 403 requires control measures to reduce fugitive dust from active operations, storage piles, or disturbed surfaces, with a goal to omit visibility beyond the property line or avoid exceedance of 20% opacity. Rule 402 requires dust suppression techniques to be implemented to prevent dust and soil erosion from creating a nuisance off-site. Compliance with these federal, regional, and local requirements would reduce the potential for both on-site and off-site erosion effects to accepted levels during the Amended Project construction. The December 2018 IS/MND applied <b>Conditions of Approval COA AQ-1</b> and <b>COA AQ-2</b> to ensure South Coast Air Quality Management's (SCAQMD's) Rules 403 and 402 were applied. These conditions of approval still apply to the Amended Project.</p> <p>For the Amended Project operation, ground surfaces would be stabilized by project structures, paving, and landscaping upon completion of construction activities. Therefore, impacts associated with soil erosion and the loss of topsoil would be <b>less than significant</b> with the inclusions of the December 2018 IS/MND <b>COA AQ-1</b> and <b>AQ-2</b>.</p>				
<p>ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the analysis in December 2018 IS/MND, there are no proposed project changes or circumstances that would substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>In addition to response Section X c) i) above, the design and implementation of these facilities will be reviewed and approved by the City Engineer to assure compliance with all applicable local, state, and federal standards.</p> <p>Implementation of the required NPDES and WQMP requirements discussed above and other applicable requirements will ensure that drainage and stormwater will not create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Amended Project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively, on the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.</p>				
<p>iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in the creation of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.</p> <p>See Response Section X c) i) &amp; ii) above. Implementation of the required NPDES and WQMP requirements discussed above and other applicable requirements will ensure that runoff water will not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Amended Project will have a <b>less than significant impact</b>,</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
directly, indirectly, or cumulatively, on stormwater drainage systems or contributing to additional sources of polluted runoff.				
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the analysis in December 2018 IS/MND, no proposed project changes or circumstances could now result in changes that may impede or redirect flood flows. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>The project will change drainage patterns on-site. As noted in the Streambed Alteration Agreement (Appendix A), the site contains an ephemeral stream (the Larchmont Channel) which backflows onto the site, expands into an ephemeral wetland, and then flows along the southern property boundary into a tributary channel to Warm Springs Creek. Water will be captured at the western property boundary and piped under the Adams Avenue Storage facility in a 36-inch HDPE pipe with a flared end section and will outlet back into the wetland area on-site.</p> <p>RDS and Associates prepared the Preliminary Hydrology and Drainage study for the Amended Project (Appendix N1).</p> <p><i>Existing Drainage</i></p> <p>A remnant of Yoder Wash drains from north to south through the middle of the site from the southerly border of the existing Pony League Baseball complex at Fig Street to the proposed Larchmont Channel. Yoder Wash has been severed by the Pony League Baseball complex to the north and the Elm Street commercial project to the south. Existing drainage improvements at Guava Street have intercepted the upstream portion of Yoder Wash.</p> <p>An interim outlet for the Fig Street Storm Drain outlets onto a Rancho California Water District well site facility to the east of the existing Pony League Baseball complex at Fig Street, this interim outlet drains to a Rancho California Water District basin that also serves as a well site blow-off.</p> <p><i>Proposed Drainage</i></p> <p>The 1.08 acres of Alliance Propane facility will drain easterly to the riparian riverine north of the proposed Larchmont Channel in the developed condition. In addition, the westerly 2.62 acres of Adams Storage facility will also drain to this location. The 2.91-acre balance of Adams Storage will drain to the easterly riparian riverine setback.</p> <p>Both Adams Storage and Alliance Propane propose to minimize developed condition runoff by incorporating pervious decomposed granite surfacing throughout. The exception is the Fire Department access paving, and City required concrete surfacing at the trash enclosures.</p> <p>As described throughout this section X, the Amended Project will be required to comply with all applicable water quality standards. The Amended Project re-direction of onsite stormwater will be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the analysis in December 2018 IS/MND, no proposed project changes or circumstances would result in changes that may risk the release of pollutants due to project inundation. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p>				

**ISSUES & SUPPORTING INFORMATION SOURCES:**

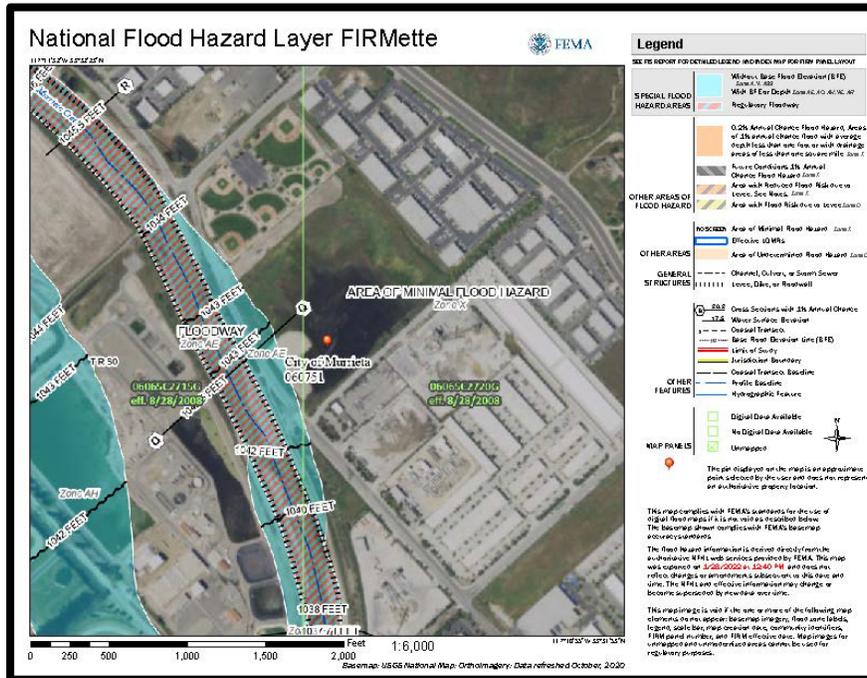
Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

The project site is partially located within Zone AE (Floodway) and Zone X (Area of Minimal Flood Hazard) as mapped by the FEMA Flood Insurance Rate Maps No. 06065C2715G (August 28, 2008) and No. 06065C2720G (August 28, 2008). It is also shown to be located in a flood zone on Exhibit 12-6 – FEMA Flood Zones of the General Plan 2035 and in an inundation area as shown on Exhibit 12-7 – Dam Inundation of the General Plan 2035, therefore a risk of the release of pollutants due to inundation exists.



To ensure the pollutants are not released from the site during a flooding and/or inundation event, the Permittee/Owner shall work with the City to determine whether a Conditional Letter of Map Revision (CLOMR), CLOMR-Fill, Letter of Map Amendment (LOMA), or Letter of Map Revision (LOMR) is required and then design the graded pads accordingly. As such, this requirement will be applied as **Mitigation Measure HYD-1**.

A seiche and tsunami are defined below. Since the project site is not located near a body of water or the ocean, the project is not subject to these hazards.

Seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.

Tsunami is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.

The project location as well as compliance with existing federal, state, and local flood hazard laws, regulations, and **Mitigation Measure HYD-1** pertaining to the project's design will ensure a **less than significant impact with mitigation** on flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation, directly, indirectly, or cumulatively.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan in that water use would not increase substantially. Compliance with grading and erosion control measures is required.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

**SECTION X HYDROLOGY AND WATER QUALITY – CONCLUSION**

Effects of the Amended Project on hydrology and water quality impacts have been identified that were not evaluated in the December 2018 IS/MND. The conclusions of the December 2018 IS/MND apply to the Amended Project. In addition to the project design, the following new mitigation measure has been included. By incorporating the new **Mitigation Measure MM HYD-1** and the **Conditions of Approval COA AQ-1, COA AQ-2, COA HYD-1, and COA HYD-2** of the December 2018 IS/MD, all impacts on hydrology and water quality will be **less than significant with mitigation**.

**Subsequent IS/MND Mitigation Measures**

**MM HYD-1:** Prior to grading permit issuance, the Permittee/Owner shall work with the City to determine whether a Conditional Letter of Map Revision (CLOMR), CLOMR-Fill, Letter of Map Amendment (LOMA), or Letter of Map Revision (LOMR) is required for the area Zoned AE (Floodway) on the FEMA Flood Insurance Rate Maps No. 06065C2715G (August 28, 2008) and No. 06065C2720G (August 28, 2008) and then design the graded pads accordingly.

**December 2018 IS/MND Conditions of Approval**

**COA AQ-1:** SCAQMD Rule 403 fugitive dust control requirements:

- Water exposed area minimum two times per day.
- The minimum soil moisture content shall be 12% or more for earthmoving by use of a moveable sprinkler system or a water truck. Moisture content can be verified by a lab sample or moisture probe.
- Limit on-site vehicle speeds (on unpaved roads) to 15 mph by radar enforcement.
- Use a gravel apron, 25 feet long by the road width, to reduce mud/dirt track out from unpaved truck exit routes.
- All trucks hauling dirt, sand, soil, or other loose materials are to be tarped with a fabric cover and maintain a freeboard height of 12 inches.
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within the construction site that are unused for at least four consecutive days).
- Replace the ground cover of the disturbed area as quickly as possible.

**COA AQ-2:** Rule 402 requires that a person not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

**COA HYD-1:** Pursuant to the Murrieta Municipal Code §8.36 (Stormwater and Runoff Management and Drainage Controls), new development or redevelopment projects shall control stormwater runoff to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Director of Public Works will review and approve Best Management Practices (BMPs) contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The Project applicant’s SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs will include stabilized construction entrances, sandbagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.

**COA HYD-2:** The Project proponent shall submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

**Sources:**

1. [Murrieta General Plan 2035](#), adopted July 19, 2011
  - Exhibit 6-1 – Water District Service Area Boundaries
  - Exhibit 12-6 – FEMA Flood Zones
  - Exhibit 12-7 – Dam Inundation
2. [Final Environmental Impact Report for the Murrieta General Plan 2035](#), certified July 19, 2011
  - Section 5.15 – Water Supply
  - Section 5.16 – Wastewater
3. [Murrieta Focused General Plan Update \(GPU\)](#), adopted July 7, 2020
4. [Supplemental Environmental Impact Report \(SEIR\) for the Murrieta Focused General Plan Update](#), adopted July 7, 2020
5. Murrieta Municipal Code, [Chapter 8.36 – Stormwater and Runoff Management and Discharge Controls](#)
6. [Murrieta Municipal Code, Title 16 – Development Code](#)
7. [Murrieta Municipal Code, Title 15 – Buildings and Construction](#)
  - [Chapter 15.52 – Grading, Erosion and Sediment Control](#)
8. [FEMA Flood Map Service Center: Search By Address](#) website, accessed January 28, 2022
9. [Santa Margarita Watershed Management Area - Regional Clearinghouse](#)
10. [National Pollutant Discharge Elimination System \(NPDES\) Permit and Waste Discharge Requirements](#)
11. [California Regional Water Quality Control Board, San Diego Region](#)
12. City of Murrieta [Jurisdictional Runoff Program](#)
13. [EMWD Urban Water Management Plan \(UWMP\)](#),
14. Preliminary Hydrology and Drainage Study for Mass Grading APN 909-060-044 City of Murrieta, prepared by RDS and Associates, February 1, 2018 (Appendix N)
15. Preliminary Hydrology and Drainage Study for Development Plan No. 2020-2231 Adams Storage and Alliance Propane, prepared by RDS and Associates, June 2, 2021 (Appendix N1)
16. Project Specific Water Quality Management Plan – Adams Avenue Storage Facility – Development Plan 2020-2231, prepared by RDS and Associates, June 23, 2021 (Appendix O)
17. Project Specific Water Quality Management Plan – Alliance Propane – Development Plan 2020-2231, prepared by RDS and Associates, June 23, 2021 (Appendix O1)

**XI. LAND USE AND PLANNING – Would the project:**

a) Physically divide an established community?

**Response:**

Compared with the existing conditions and the project analyzed by the December 2018 MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in the physical division of an established community. The project would not divide a community because it is located in a developing industrial area. The project will have **no impact**.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a potentially significant impact due to conflict with any land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. The project site is General Plan designated Industrial and zoned GI – General Industrial District. The General Plan Industrial designation aims to provide indoor and outdoor employment-intensive industrial uses, including product assembly, warehousing/distribution, and manufacturing. The designation also provides for more intensive uses, some

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

of which may introduce potential environmental impacts such as noise, dust, and other nuisances. Impacts are to be mitigated through site design and appropriate screening and buffering.

The project is consistent with policies and regulations established in the General Plan and Development Code. In particular, Land Use Policies 1.1, 1.2, 1.3, 1.6, and 6.1 supporting industrial development. Consistency with the General Plan also ensures consistency with the Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. Therefore, a **less than significant impact** will occur directly, indirectly, or cumulatively to any land use plans or zoning.

**SECTION XI LAND USE AND PLANNING – CONCLUSION**

The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. Land Use and Planning Impacts of the Amended Project would be **less than significant** with no new mitigation measures required.

**Sources:**

1. [Murrieta General Plan 2035](#), adopted July 19, 2011
  - Exhibit 3-5 – General Plan 2035 Land Use Policy Map
2. [Final Environmental Impact Report for the Murrieta General Plan 2035](#), certified July 19, 2011
3. [Murrieta Focused General Plan Update \(GPU\)](#), adopted July 7, 2020
4. [Supplemental Environmental Impact Report \(SEIR\) for the Murrieta Focused General Plan Update](#), adopted July 7, 2020
  - Exhibit 3-3 Proposed General Plan 2035 Land Use Policy Map

**XII. MINERAL RESOURCES – Would the project:**

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a potentially significant impact on mineral resources. There are no known mineral resources on the project site, and the City has not designated the site as a mineral resource.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land-use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in a potentially significant impact on mineral resources. There are no known mineral resources on the project site, and the City has not designated the site as a mineral resource.

**SECTION XII MINERAL RESOURCES – CONCLUSION**

The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. Mineral Resources Impacts of the Amended Project would be **less than significant** with no new mitigation measures required.

**Sources:**

1. [Murrieta General Plan 2035](#), adopted July 19, 2011
  - Exhibit 8-1 – Mineral Resources
2. [Final Environmental Impact Report for the Murrieta General Plan 2035](#), certified July 19, 2011
3. [Murrieta Focused General Plan Update \(GPU\)](#), adopted July 7, 2020

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

4. [Supplemental Environmental Impact Report \(SEIR\) for the Murrieta Focused General Plan Update](#), adopted July 7, 2020

**XIII. NOISE – Would the project result in:**

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.

**Construction**

The December 2018 IS/MND applied the **Standard Condition SC NOI-1** (renamed **COA NOI-1** for consistency) requiring adherence to Municipal Code Section 16.30.130, which regulates construction noise and hours. This condition of approval will still apply to the Amended Project.

**Operational**

*Propane Distribution Facility*

According to the information provided by the Project Proponent, anticipated on-site operational noise sources for the project will primarily be one to two propane delivery trucks a week, along with two smaller propane distribution trucks that will fill up at the site daily.

It is important to note that the following projected noise levels assume the worst-case noise environment with the propane trucks operating on-site and fueling. To determine the existing noise and to assess potential noise impacts, measurements were taken at a current propane yard in Menifee. The noise measurements were recorded on April 26, 2019, by Ldn Consulting, Inc. between 11:00 a.m. and 11:30 a.m. Noise measurements were taken using a Larson-Davis Model LxT Type 1 precision sound level meter, programmed, in "slow" mode, to record noise levels in "A" weighted form. The sound level meter and microphone were mounted on a tripod, five feet above the ground, and equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring.

Noise levels consisted of the filling of a propane truck. During the measurements, the truck was operating. Noise measurements were taken at varying distances around the propane truck. The results of the noise level measurements are presented in Table 2. Fixed or point sources radiate outward uniformly as sound travels away from the source. Their sound levels attenuate or drop off at a rate of 6 dBA for each doubling of distance. Table 2 also identifies the anticipated noise levels at a standard distance of 50 feet.

Table – 2 – Project Related Operational Noise Sources				
Source	Measurement Description	Related Sound Level Distance (Feet)	Measured Noise Level (dBA)	Noise Level at a Distance of 50-Feet (dBA)
Filling of Propane Truck	10-Feet from side of Truck	10	74.5	60.5
	25-Feet from front of Truck	25	71.3	65.3
	50-Feet from rear of Truck	50	61.1	61.1
Source: Ldn Consulting 4-26-19.				

As shown in Table 2, the highest noise level at 50 Feet is 65.3 dBA. Industrial uses surround the project site, and the nearest residential property lines are located to the west across Washington Street and are

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

located over 1,350 feet from the project site. Therefore, the noise levels in residential uses would be reduced by almost 30 decibels, and based on the increased distances, no impacts are anticipated.

The surrounding industrial uses are located at least 50 feet from where the propane trucks will be operating. The City threshold for the industrial uses is 70 dBA (anytime). As shown in Table 2, the noise levels from the trucks are below 70 dBA at 50 feet, and therefore no impact is anticipated. It is expected that at most, two trucks could be onsite at the same time in any given hour. Two trucks would increase the noise level by 3 decibels, from 65.3 dBA to 68.3 dBA.

*Recreational Vehicle (RV) Storage Noise*

RV storage would generate intermittent noise from vehicles arriving and departing. As a parking lot, noise sources differ in kind, duration, and location. It is unlikely that existing industrial uses surrounding the RV area would be exposed to regular noise in excess of normal conversational levels. Noise analysis for a proposed RV facility in the City of Wildomar included noise monitoring at existing storage facilities. Measured noise sources from vehicles arriving and departing included RV idling, air brake operation, and vehicle movements. The reference measurement results showed a noise level of 62.4 dBA Leq at 50 feet.

According to the proposed project traffic engineer, at full buildout, the project would generate roughly 56 vehicle trips from the RV storage area with a peak of 6 vehicles in an hour (Appendix R). Therefore, the intermittent noise from the RV storage and use is not anticipated to exceed the industrial standard or 70 dBA. No impacts are anticipated at the nearest residential property lines west across Washington Street, over 1,350 feet from the project site.

The project would generate **less than significant** noise impacts with the December 2018 IS/MND **Condition of Approval COA NOI-1** applied, based on the analysis.

b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in the generation of excessive groundborne vibration or noise levels. The Amended Project includes precise grading and minor construction activities that generate substantial ground-borne vibration and noise. With adherence to the City's Noise Ordinance and the General Plan 2035 goals and policies, the vibration impacts would be **less than significant** as the closest sensitive receptors are over 1,350-feet from the project site.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in the Amended Project being within an airport land use plan or within two miles of an airport. Therefore, the project will have **no impact**.

**SECTION XIII NOISE – CONCLUSION**

The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. By incorporating the **Condition of**

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Approval COA NOI-1</b> of the December 2018 IS/MD, all impacts on noise will be <b>less than significant</b> with no new mitigation measures required.</p>				
<p><b><u>December 2018 IS/MND Conditions of Approval</u></b></p>				
<p><b>COA NOI-1:</b> Section 16.30.130 of the City of Murrieta Noise Ordinance (Section 16.30.130) regulates construction noise. Section 16.30.130 prohibits noise generated by construction activities between the hours of 7:00 p.m. and 7:00 a.m. and on Sundays and holidays. Construction activities shall not be conducted in a manner that the maximum noise levels at the affected structures will not exceed those listed in Table 5.7-3, City of Murrieta Construction Noise Standards. All work will be performed between the hours of 7:00 a.m. and 7:00 p.m. The maximum noise allowed would be 85 A-weighted decibel (dBA) for mobile equipment and 70 dBA for stationary equipment.</p>				
<p><b>Sources:</b></p>				
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ Chapter 11 – Noise Element</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ Section 5.7 – Noise</li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ Section 5.8 – Noise</li> </ul> </li> <li>5. <a href="#">Riverside County Airport Land Use Compatibility Plan</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Volume 1 -- French Valley</a>, Amended 2011</li> <li>➤ <a href="#">Volume 2 – French Valley</a>, Amended 2011</li> </ul> </li> <li>6. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a> <ul style="list-style-type: none"> <li>➤ <a href="#">Chapter 16.30 – Noise</a></li> </ul> </li> <li>7. Alliance Propane and RV Storage Lot Noise Assessment – City of Murrieta, prepared by Ldn Consulting, Inc, October 12, 2020 (Appendix P)</li> </ol>				
<p><b>XIV. POPULATION AND HOUSING – Would the project:</b></p>				
<p>a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in any potential to induce substantial unplanned population growth. The project would not include new homes or substantial new infrastructure and would not induce significant population growth. While the project would generate new employment opportunities, the project would not result in growth that was not already anticipated by the City and evaluated in the General Plan and the Regional Transportation Plan/Sustainable Communities Strategy, Connect SoCal. Therefore, project-related impacts are expected to have <b>no impact direct, indirect, or cumulatively.</b></p>				
<p>b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. The project site is vacant and will not displace any persons or require</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

the construction of replacement housing. In addition, the project site is Zoned IG – General Industrial District. Therefore, **no impact** on housing will occur directly, indirectly, or cumulatively.

**SECTION XIV POPULATION AND HOUSING – CONCLUSION**

The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. Population and Housing Impacts of the Amended Project would be **less than significant** with no new mitigation measures required.

**Sources:**

1. [Murrieta General Plan 2035](#), adopted July 19, 2011
  - Exhibit 3-5 – General Plan 2035 Land Use Policy Map
2. [Final Environmental Impact Report for the Murrieta General Plan 2035](#), certified July 19, 2011
3. [Murrieta Focused General Plan Update \(GPU\)](#), adopted July 7, 2020
4. [Supplemental Environmental Impact Report \(SEIR\) for the Murrieta Focused General Plan Update](#), adopted July 7, 2020
  - Exhibit 3-3 Proposed General Plan 2035 Land Use Policy Map

**XV. PUBLIC SERVICES – Would the project:**

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

i) Fire protection?

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in substantial adverse impacts associated with the provision of the identified government facilities and services. As discussed, the Amended Project will create self-service-type facilities with limited visitors. According to the Operation Statements (Appendices T and U), the Adams Avenue Storage facility expects ten to twenty visits daily. The Alliance Propane facility expects five to ten visits daily.

Both facilities will be enclosed with fencing and monitored by cameras. Both facilities will be constructed to comply with Fire Safe Standards, including fire access and protection methods such as water supply, extinguishers, vegetation management, hazardous materials management, and management of flammable or combustible liquids and gases. The new facilities will be designed to meet fire access requirements. The Murrieta Police Department will continue to provide law enforcement in the area. Development fees to offset potential impacts to fire, police, schools, and parks as needed with building construction permits. Therefore, the project will have a **less than significant impact**.

ii) Police protection?

**Response:**

See response Section XV a) i) above.

iii) Schools?

**Response:**

See response Section XV a) i) above.

iv) Parks?

**Response:**

See response Section XV a) i) above.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
See response Section XV a) i) above.				
<b>SECTION XV PUBLIC SERVICES – CONCLUSION</b>				
The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. Public Services Impacts of the Amended Project would be <b>less than significant</b> with no new mitigation measures required.				
<b>Sources:</b>				
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ Exhibit 12-9 – Fire Station Service</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ Section 5.17 – Fire Protection</li> <li>➤ Section 5.18 – Police Protection</li> <li>➤ Section 5.19 – School Facilities</li> <li>➤ Section 5.20 – Parks and Recreational Facilities</li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ Exhibit 4.5-1 – Fire Station Service Areas</li> </ul> </li> </ol>				
<b>XVI. RECREATION – Would the project:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b>				
Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would directly result in the increased use or accelerated deterioration of parks or recreational facilities. The proposed project does not involve the construction of recreational facilities, and therefore the project will have <b>no impact</b> .				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b>				
Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or circumstances under which the project is undertaken that would directly result in the construction or expansion of recreational facilities, which might have an adverse effect physical effect on the environment. The proposed project does not involve the construction of recreational facilities, and therefore the project will have <b>no impact</b> .				
<b>SECTION XVI RECREATION – CONCLUSION</b>				
The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. The recreation impacts of the Amended Project would have <b>no impact</b> with no new mitigation measures.				
<b>Sources:</b>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011               <ul style="list-style-type: none"> <li>➤ Exhibit 9-1 – Parks</li> <li>➤ Exhibit 9-2 – Open Space</li> <li>➤ Exhibit 9-3 – Park Site Opportunities</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011</li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020</li> </ol>				
<b>XVII. TRANSPORTATION – Would the project:</b>				
a) Conflict with program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, there are no changes in the proposed project or changes in circumstances under which the project is undertaken that would now result in potentially significant conflicts with a program, plan, ordinance, or policy addressing the circulation system. Upon completing the mass grading, this Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p><b>CITY OF MURRIETA GENERAL PLAN 2035 – CIRCULATION ELEMENT</b></p> <p>The project is located on Adams Avenue. Adams Avenue is classified as a Collector roadway (44-foot curb-to-curb and 66-foot right-of-way) in the City’s General Plan 2035.</p> <p>The project proposes lane improvements along the property frontage on Adams Avenue, including the following improvements.</p> <ul style="list-style-type: none"> <li>• Designing, dedicating right-of-way, and improving the Adams Avenue frontage, to a half-width of 44-feet to the centerline</li> <li>• Restriping Adams Avenue half-width</li> <li>• Constructing on the opposite side of the centerline, at a minimum, a twelve-foot drive lane an eight-foot shoulder</li> </ul> <p>Entry to the site will be from a shared concrete driveway in the middle of the project site. The Alliance Propane facility will have another exit-only driveway on the site's eastern boundary.</p> <p><i>Alternative Modes of Transportation</i></p> <p>Alternative modes of transportation mean any other way to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transit.</p> <p><u>Pedestrian</u></p> <p>Sidewalks along roadways and curb ramps at intersections are generally present in locations where development has occurred within the study area and absent where development has yet to happen. The project will provide the required sidewalks and ramps for the project site per the General Plan standard for Adams Avenue.</p> <p><u>Bicycles</u></p> <p>According to the City of Murrieta General Plan 2035 Circulation Element, Class II on-street bicycle lanes are planned on Ivy and Hawthorne Streets and exist in Jefferson Avenue. A Multi-purpose Trail is proposed on Washington Avenue. No Bicycle facilities are proposed for Adams Avenue in the project’s vicinity.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Public Transit Services</u>				
<p>The Riverside Transit Agency (RTA) serves the City of Murrieta, which provides local and regional bus service throughout Riverside County. There are existing transit services offered by RTA, approximately 1.12-mile walking distance of the project site. The nearest transit service is Riverside Transit Routes 23, 202, and 206, with a stop along 41200 Murrieta Hot Springs at Walmart.</p> <p>The project is consistent with the above topics of the City's Circulation Element of the General Plan 2035.</p>				
<b>MUNICIPAL CODE</b>				
<i>Transportation Demand Management</i>				
<p>Chapter 16.40 – Transportation Demand Management of the Development Code applies to all new industrial projects that employ one hundred (100) or more people at one site. As proposed, the project will not have employees on-site. Therefore, this chapter does not apply to the project.</p>				
<b>OTHER PLANS</b>				
<i>City Capital Improvement Program (CIP)</i>				
No CIP projects are proposed for Adams Avenue.				
<i>Congestion Management Plan (CMP)</i>				
<p>The Riverside County Transportation Commission (RCTC) <i>2014 Congestion Management Program (CMP)</i> includes guidelines to link land use, transportation, and air quality. The CMP prompts reasonable growth management programs that effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. It designates certain roadways as CMP facilities. The Interstate 15 (I-15) from the San Bernardino County line to the San Diego County line and Interstate 215 (I-215) from the San Bernardino County line to the I-15 are the only designated highways on RCTC's CMP system located within Murrieta. Currently, the I-15 and Murrieta Hot Springs Road interchange is the only CMP facility possibly impacted by this project.</p>				
<p>CMP facilities within the City are I-15, I-215, and State Route 79 (SR 79). The <i>City of Murrieta Traffic Impact Analysis Preparation Guide</i> requirements for a traffic study (i.e., trip generation of 50 or more vehicle trips during the peak hours) exceed the CMP requirements, and the CMP for Riverside County does not address specific intersections. The CMP designates a minimum acceptable Level of Service (LOS) of E on CMP facilities (RCTC 2014). The City also requires a LOS E or better for freeway ramp intersections. The project does not generate enough trips to impact the I-15/Murrieta Hot Springs Interchange significantly, and therefore it meets the CMP's LOS requirements. Therefore, this project has <b>no impact</b> under the CMP guidelines, directly, indirectly, or cumulatively on a CMP roadway.</p>				
<b>SUMMARY</b>				
<p>As designed and conditioned, the project will not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively.</p>				
b) Conflict or be inconsistent with <a href="#">CEQA Guidelines section 15064.3, subdivision (b)</a> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				
<p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, the mass grading project was not analyzed using a Vehicle Miles Traveled (VMT) threshold. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

VTM Analysis Guidelines

The project is within the jurisdiction of the City of Murrieta (City). The City has adopted VMT guidelines as part of the [City of Murrieta Traffic Impact Analysis Preparation Guidelines](#) dated May 2020. These guidelines provide guidance on evaluating VMT for transportation-related impacts under CEQA based on the City’s General Plan Update and draft Western Riverside Council of Governments (WRCOG) guidelines that provided methodologies and VMT screening options.

Per Section 6.0 – Intersection General Plan Consistency Requirements of the Guidelines CEQA thresholds, which are based on VMT requirements, shall be the sole basis for determining CEQA-related impacts.

Screening Criteria

As part of CEQA streamlining, certain projects based on type, location, size, and other contexts could lead to a *presumption of less than significance* (i.e., the project’s VMT would not cause a transportation impact) and does not need additional VMT analysis. The City of Murrieta guidelines provides an initial type of screening that could be applied to effectively screen out individual projects from a project-level VMT assessment.

Per the [City of Murrieta Traffic Impact Analysis Preparation Guidelines](#) (pages 4 – 5), the following activities generally will not require a Traffic Impact Analysis (TIA) that includes VMT. This presumption is based on the substantial evidence provided in the City’s General Plan Update and/or the Office of Planning and Research (OPR) Technical Advisory supporting SB 743 implementation or is related to projects that are local serving which, by definition, would decrease the number of trips, or the distance those trips travel to access the development (and are therefore VMT-reducing projects).

- Projects generating less than 110 daily vehicle trips. This generally corresponds to the following “typical” development potentials:
  - A residential parcel map
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 sq. ft. of office
  - 15,000 sq. ft. of light industrial
  - 63,000 sq. ft. of warehouse
- Local-serving retail that primarily serves the City and/or adjacent cities
- Office and other employment-related land uses that reduce commutes outside the local area
- Local-serving daycare centers, pre-K and K-12 schools
- Local parks and civic uses o Local-serving gas stations, banks, and hotels (e.g., non-destination hotels)
- Local-serving community colleges that are consistent with SCAG RTP/SCS assumptions  
Student housing projects

Considering the screening criteria suggested by the City’s guidelines, it was determined that the project falls under the first category of having less than 110 daily vehicle trips, as noted in the VMT Analysis for the project (Appendix Q).

Impact Determination

Based on the project assessment provided in this section, it is determined that the project is presumed to have a **less than significant impact** and does not need additional VMT analysis.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
intersections) or incompatible uses (e.g., farm equipment)?				
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would substantially increase hazards due to a geometric design feature or incompatible use. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>Access to the site will be from a shared concrete driveway in the middle of the project site. The Alliance Propane facility will have another exit-only driveway on the site's eastern boundary. The access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Murrieta General Plan or as directed by the City. The City Engineer has reviewed the project site plan for sight distance at each project access point with respect to standard Caltrans and City sight distance standards. In addition, further review will take place at the time of final grading, landscaping, and street improvement plans. Signing/stripping will be implemented in conjunction with detailed construction plans for the project site.</p> <p>The project will have a <b>less than significant</b> impact, directly, indirectly, or cumulatively, on creating or increasing hazards or incompatible uses with the above provisions.</p>				
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would result in inadequate emergency access. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>Access to the site will be from a shared concrete driveway in the middle of the project site. The Alliance Propane facility will have another exit-only driveway on the site's eastern boundary. The access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of Murrieta General Plan or as directed by the City. Emergency access to the site will be provided during the construction and the operational phases of the development. The December 2018 IS/MND applied the <b>Standard Condition SC TR-1</b> (renamed <b>COA TR-1</b> for consistency), requiring all trucks entering the site to obey the City's vehicle laws and any traffic control plan (TCP). This condition of approval will still apply to the Amended Project.</p> <p>As designed, the project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire to ensure adequate emergency access. The project will have <b>less than significant impact</b> on emergency access, directly, indirectly, or cumulatively.</p>				
<p><b><u>SECTION XVII TRANSPORTATION – CONCLUSION</u></b></p>				
<p>The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. By incorporating the <b>COA TR-1</b> of the December 2018 IS/MD, all impacts on transportation will be <b>less than significant</b> with no new mitigation measures required.</p>				
<p><b><u>December 2018 IS/MND Conditions of Approval</u></b></p>				
<p><b>COA TR-1:</b> Trucks entering and exiting the site will be required to obey the City's vehicle laws and any traffic control plan (TCP) designed to mitigate any construction circulation impacts.</p>				
<p><b>Sources:</b></p> <p>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> <li>➤ Exhibit 5-1 – Trails and Bikeways</li> <li>➤ Exhibit 5-2 – Potential Truck Routes</li> <li>➤ Exhibit 5-10 – General Plan 2035 Circulation Map</li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011 <ul style="list-style-type: none"> <li>➤ Section 5.4 – Traffic and Circulation</li> </ul> </li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ Section 4.2 – Transportation</li> </ul> </li> <li>5. <a href="#">City of Murrieta Traffic Impact Analysis Preparation Guidelines</a></li> <li>6. Adams 10 R. V. Storage &amp; Propane VMT Analysis, prepared by Infrastructure Group, Inc., April 23, 2021 (Appendix Q)</li> <li>7. Adams 10 R.V. Storage &amp; Propane Trip Generation Analysis, prepared by Infrastructure Group, Inc., September 22, 2020 (Appendix R)</li> </ul>				
<b>XVIII. TRIBAL CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in <a href="#">Public Resources Code Section 21074</a> as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in <a href="#">Public Resources Code Section 5020.1(k)</a> , or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the project or changes in circumstances under which the project is undertaken would now result in a new substantial adverse change in the significance of historical or archaeological resources. A cultural resource study was prepared for the December 2018 IS/MND by Jean A. Keller, Ph.D., January 2017 (Appendix I). The study determined that there were no documented resources on the site. A field survey of the site was conducted on March 10, 2017, and no cultural or prehistoric resources were observed within the site's boundaries during the field survey. Given the limited surface ground visibility during the field survey and the archaeological sensitivity of the area, mitigation was recommended for the mass grading project. In addition, tribal consultation under AB 52 resulted in additional mitigation measures as recommended by the Pechanga Band of Luiseño Indians.</p> <p>As mass grading commences, this portion of the project will be required to adhere to the December 2018 IS/MND, including <b>Mitigation Measures MM CUL-1</b> through <b>MM CUL-4</b>. As well, the precise grading needed for the Adams Avenue Storage and Alliance Propane components of this Subsequent IS/MND will also be required to adhere to these mitigation measures. Due to the need for retaining walls, installing utilities and work in the right-of-way will require trenching and grading in areas not touched under the mass grading permit.</p> <p>As the project under this Subsequent IS/MND develops, it will be subject to <b>MM CUL-1</b> through <b>CUL-4</b>; therefore, the Subsequent IS/MND project will have a <b>less than significant impact</b> on historical and archaeological resources.</p>				
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of <a href="#">Public Resources Code Section 5024.1</a> . In applying the criteria set forth in subdivision (c) of <a href="#">Public Resources Code Section 5024.1</a> , the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As previously noted, pursuant to AB 52 (Gatto, 2014), the City sent letters of formal notification of determination that the project application for the December 2018 IS/MND was complete on May 19, 2017. The City was making notification of the consultation opportunity, according to Public Resources Code § <a href="#">21080.3.1</a>. The City sent a 30-day notification letter to the following tribes.</p> <ul style="list-style-type: none"> <li>• Agua Caliente Band of Cahuilla Indians</li> <li>• Morongo Band of Mission Indians</li> <li>• Pechanga Band of Luiseño Indians</li> <li>• Rincon Band of Luiseño Indians</li> <li>• Soboba Band of Luiseño Indians</li> </ul> <p>On May 26, 2017, the Rincon Band of Luiseño Indians responded, deferring comments to the Pechanga Band of Luiseño and Soboba Band of Luiseño Indians. On June 1, 2017, the Agua Caliente Band of Cahuilla Indians responded, indicating the project site was not within the tribe’s traditional use area, and concluded their consultation.</p> <p>On November 20, 2018, the Pechanga Band of Luiseño Indians sent a letter indicating that tribal consultation had not yet commenced on the project, and they wanted to consult. The City consulted with the Pechanga, and mitigation measures were prepared for inclusion within the environmental analysis, as noted in Sections V – Cultural Resources and XVIII – Tribal Cultural Resources of the December 2018 IS/MND. These mitigation measures are still applicable to the project under this Subsequent IS/MND as <b>MM CUL-1</b> through <b>MM CUL-5</b>. Therefore, the project will have <b>less than significant impact</b>, directly, indirectly, or cumulatively, on Tribal Historical Resources.</p>				
<b><u>SECTION XVIII TRIBAL CULTURAL RESOURCES – CONCLUSION</u></b>				
<p>The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the Mitigation Measures, apply to this Amended Project. Tribal Cultural Resources Impacts of the Amended Project would be <b>less than significant with mitigation</b>. However, no new mitigation measures are required.</p>				
<p><b><u>December 2018 IS/MND Mitigation Measures</u></b></p>				
<p><b>MM CUL-1:</b></p> <p><b>MM CUL-2:</b></p>	<p>In the event cultural resources are discovered: The Project permittee/owner shall retain a Riverside County certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown cultural resources. Prior to grading, the Project permittee/owner shall provide to the city verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation. A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be submitted to the City of Murrieta, Eastern Information Center, and the appropriate tribe within 60 days of completion of monitoring.</p> <p>Archaeological Monitoring: At least 30-days prior to application for a grading permit and before any grading, excavation, and/or ground-disturbing activities on the site take place, the Project permittee/owner shall retain a Secretary of Interior Standards qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.</p> <p>The Project Archaeologist, in consultation with interested tribes, the permittee/owner, and the City, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the Project site.</p> <p>Details in the Plan shall include:</p>			

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ol style="list-style-type: none"> <li>1. Project grading and development scheduling;</li> <li>2. The development of a rotating or simultaneous schedule in coordination with the permittee/owner and the Project Archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site: including the scheduling, safety requirements, duties, the scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all Project archaeologists; and</li> <li>3. The protocols and stipulations that the permittee/owner (Developer), City, Tribes, and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.</li> </ol>				
<p><b>MM CUL-3:</b> Native American Monitoring: Professional Native American Tribal monitors shall also participate in the monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, agreements between the Developer/Applicant and a Native American Monitor shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of cultural resources so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground-disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on-site.</p>				
<p><b>MM CUL-4:</b> Disposition of Cultural Resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, one or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be submitted to the City of Murrieta Planning Department:</p> <ol style="list-style-type: none"> <li>1. Preservation-in-place means avoiding the resources, if feasible. Preservation-In-Place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource.</li> <li>2. On-site reburial of the discovered items as detailed in the Monitoring Plan required pursuant to Mitigation Measure CUL-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments.</li> <li>3. The permittee/owner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources, and adhere to the following: <ol style="list-style-type: none"> <li>a. A curation agreement with an appropriately qualified repository within Riverside County that meets federal standards per 36 Code of Federal Regulations Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and,</li> </ol> </li> </ol>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

b. At the completion of grading, excavation, and ground-disturbing activities on-site, a Phase IV Monitoring Report shall be submitted to the City, documenting monitoring activities conducted by the Project Archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Murrieta, Eastern Information Center, and interested tribes.

**MM CUL-5:** Human remains: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98 and the agreement described in CUL-3.

**Sources:**

1. [Murrieta General Plan 2035](#), adopted July 19, 2011
2. [Final Environmental Impact Report for the Murrieta General Plan 2035](#), certified July 19, 2011
  - [Appendix I – Cultural Resources Existing Conditions Report](#)
3. [Murrieta Focused General Plan Update \(GPU\)](#), adopted July 7, 2020
4. [Supplemental Environmental Impact Report \(SEIR\) for the Murrieta Focused General Plan Update](#), adopted July 7, 2020
5. [Murrieta Municipal Code, Title 16 – Development Code](#)
  - [Chapter 16.26 – Cultural Resource Preservation](#)
6. Murrieta Municipal Code, [Title 15 -- Chapter 15.45 California Historical Building Code](#)
7. Phase I Cultural Resources Assessment of APN 909-060-044 EA 2016-1264, prepared by Jean A. Keller, Ph.D., January 2017 (Appendix I)

**XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:**

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:**

Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would result in any new significant construction impacts related to the installation of water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.

Water

See responses Section X above and XIX b) below for additional information.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Rancho California Water District (RCWD) will provide water to the site. The project fronts an existing 42-inch water pipeline and a 12-inch recycled water pipeline within Adams Avenue. According to the City's Final EIR Murrieta General Plan 2035 (pages 5.15-15 – 5.15.16), which references RCWD's Urban Water Management Plan (UWMP), RCWD has the needed supply to meet the demand of its customers through 2030. The conclusion is based on the assurances of the Metropolitan Water District (MWD) that it would supply member agency demands, the reliability of local groundwater supplies achieved through groundwater management plans, and the development of recycled water resources. RCWD has committed to providing service to the planned uses of the General Plan 2035, and this project is consistent with the City's General Plan 2035. The project will not require or result in the relocation or construction of new or expanded water lines or facilities that could cause significant environmental effects. Therefore, the project will have a <b>less than significant effect</b> on water facility expansion, directly, indirectly, or cumulatively.</p> <p><u>Wastewater Treatment</u></p> <p>See response Section X above and XIX c) below for additional information.</p> <p>EMWD will provide wastewater services to the project. Per the Final EIR Murrieta General Plan (pages 5.16-4 – 5.16-6), the wastewater will be treated at the Temecula Valley Regional Water Reclamation Facility (TVRWRF). The TVRWRF has a current daily flow of 14.0 million gallons per day (mgd), and the current capacity of the TVRWRF is 23.0 mgd.</p> <p>Individual developments are reviewed by the City of Murrieta and the applicable water district to determine if sufficient sewer capacity exists to serve the specific development. The applicable water district charges a fee for the privilege of connecting to their sewerage system or increasing the strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. The fees are required to construct new sewer infrastructure and/or incremental expansions to the existing sewerage system to accommodate individual development, which would mitigate the impact of the development on the sewerage system. With the implementation of the General Plan 2035 Mitigation Measures WW-1 through WW-3 applied to this project as standard conditions, the City can ensure that wastewater treatment and sewer line infrastructure is adequate to serve the site.</p> <p>The project is consistent with the General Plan 2035, proposing industrial uses of RV storage and propane facilities. Water conservation also plays a key factor in reducing the amount of wastewater generated per project. Both projects will use little water only for landscaping purposes, helping to decrease demand for wastewater treatment. The project would not require new methods or equipment for treatment that are not currently permitted for the TVRWRF serving the project site. Compliance with the City's, EMWD's, all Waste Discharge Requirements outlined by the SDRWQCB, the requirements included in the NPDES permit, the SWPPP, the WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the project site and treated by the wastewater treatment facility system would not exceed applicable SDRWQCB wastewater treatment requirements or capacity. With the recent expansion to the TVRWRF in 2018, the facility can treat the sewer needs of the project. Impacts would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p> <p><u>Storm Water Drainage</u></p> <p>The project will change drainage patterns on-site. As noted in the Streambed Alteration Agreement (Appendix A), the site contains an ephemeral stream (the Larchmont Channel) which backflows onto the site, expands into an ephemeral wetland, and then flows along the southern property boundary into a tributary channel to Warm Springs Creek. Water will be captured at the western property boundary and piped under the Adams Avenue Storage facility in a 36-inch HDPE pipe with a flared end section and will outlet back into the wetland area on-site.</p> <p>RDS and Associates prepared the Preliminary Hydrology and Drainage study for the Amended Project (Appendix N1).</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Existing Drainage</i>				
<p>A remnant of Yoder Wash drains from north to south through the middle of the site from the southerly border of the existing Pony League Baseball complex at Fig Street to the proposed Larchmont Channel. Yoder Wash has been severed by the Pony League Baseball complex to the north and the Elm Street commercial project to the south. Existing drainage improvements at Guava Street have intercepted the upstream portion of Yoder Wash.</p>				
<p>An interim outlet for the Fig Street Storm Drain outlets onto a Rancho California Water District well site facility to the east of the existing Pony League Baseball complex at Fig Street, this interim outlet drains to a Rancho California Water District basin that also serves as a well site blow-off.</p>				
<i>Proposed Drainage</i>				
<p>The 1.08 acres of Alliance Propane facility will drain easterly to the riparian riverine north of the proposed Larchmont Channel in the developed condition. In addition, the westerly 2.62 acres of Adams Storage facility will also drain to this location. The 2.91-acre balance of Adams Storage will drain to the easterly riparian riverine setback.</p>				
<p>Both Adams Storage and Alliance Propane propose to minimize developed condition runoff by incorporating pervious decomposed granite surfacing throughout. The exception is the Fire Department access paving, and City required concrete surfacing at the trash enclosures.</p>				
<p>As conditioned, the Permittee/Owner shall provide storm drain improvement plans prepared by a registered Civil Engineer in accordance with City standards and approved by the Engineering Department. All onsite storm drain systems shall be privately owned and maintained. Private storm drain systems may connect to public storm drain facilities by installing cleanouts situated immediately adjacent to and within the public right-of-way. With implementing the storm drain improvement plan, impacts on storm-water drainage will be <b>less than significant</b>. In addition, the conditions of the December IS/MND <b>COA HYD-1</b> and <b>COA HYD-2</b> will also apply.</p>				
<u>Electric Power &amp; Natural Gas</u>				
<p>MD Acoustics prepared the CEQA Energy Review (Appendix J), quoted throughout this Section.</p>				
<p>Electric power is provided to the site by Southern California Edison (SCE). The project will connect to Edison's existing electrical infrastructure approximately 200-feet southerly of the project site. Any off-site disturbance would be limited to the underground extension within the existing paved roadway. The connection of on-site electrical infrastructure to existing SCE infrastructure adjacent to the site would not result in any environmental effects.</p>				
<p>The project will not require or result in the relocation or construction of new or expanded electrical facilities, which could cause significant environmental effects. Therefore, the project will have <b>less than significant effect</b> on the expansion of electric power and natural gas.</p>				
<u>Telecommunications Facilities</u>				
<p>With the exception of possible underground lines at the street right-of-way, there are no telecommunication facilities on the project site. All existing underground lines will be protected in place during construction. The project will not require the expansion of existing telecommunication facilities. The project will have a <b>less than significant impact</b>.</p>				
<p>As noted above and in responses Section X and XIX b) above of this document, the project will be <b>less than significant</b>, directly, indirectly, or cumulatively, on the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>See also response Section X above for additional information.</p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would result in any new significant impacts on water supplies. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities which will use water in a minimal capacity for irrigation.</p> <p>Rancho California Water District (RCWD) will provide water to the site. The project fronts an existing 42-inch water pipeline and a 12-inch recycled water pipeline within Adams Avenue. According to the City's Final EIR Murrieta General Plan 2035 (pages 5.15-15 – 5.15.16), which references RCWD's Urban Water Management Plan (UWMP), RCWD has the needed supply to meet the demand of its customers through 2030. The conclusion is based on the assurances of the Metropolitan Water District (MWD) that it would supply member agency demands, the reliability of local groundwater supplies achieved through groundwater management plans, and the development of recycled water resources. RCWD has committed to providing service to the planned uses of the General Plan 2035, and this project is consistent with the City's General Plan 2035. The project will not require or result in the relocation or construction of new or expanded water lines or facilities that could cause significant environmental effects. Therefore, the project will have a <b>less than significant effect</b> on water facility expansion, directly, indirectly, or cumulatively.</p>				
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>See also response Section X and XIX a) above for additional information.</p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would result in any new significant impacts on wastewater treatment plant capacity. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>The project is consistent with the General Plan 2035, proposing industrial uses of RV storage and propane facilities. Water conservation also plays a key factor in reducing the amount of wastewater generated per project. Both projects will use little water only for landscaping purposes, helping to decrease demand for wastewater treatment. The project would not require new methods or equipment for treatment that are not currently permitted for the TVRWRF serving the project site. Compliance with the City's, EMWD's, all Waste Discharge Requirements outlined by the SDRWQCB, the requirements included in the NPDES permit, the SWPPP, the WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the project site and treated by the wastewater treatment facility system would not exceed applicable SDRWQCB wastewater treatment requirements or capacity. With the recent expansion to the TVRWRF in 2018, the facility can treat the sewer needs of the project. Impacts would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would result in any new significant impacts on solid waste standards. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p>				
<p>Waste Management, Inc. provides solid waste hauling for the site. Per the Final Environmental Impact Report for the Murrieta General Plan 2035, there are no collection, processing, or disposal facilities within the City. Solid waste from the area is primarily transported to the El Sobrante Landfill. The El Sobrante Landfill is permitted to accept as much as 16,054 tons of waste per day and is currently accepting an average of 8,000 tons per day during weekdays. The facility is estimated to have sufficient capacity until 2045. The Badlands Sanitary Landfill is also used and has a daily capacity of 4,000 tons per day and is slated for closure in December 2038.</p>				
<p>The State of California requires that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. Programs like green waste, glass, aluminum, paper, cardboard, and commercial organic recycling, will help the City and this project reduce the solid waste taken to the landfill.</p>				
<p>The requirement for construction/demolition waste is one of the recycling programs mentioned above. The project will generate construction/demolition waste (CDW) as well as ongoing domestic waste from the industrial uses on-site, creating an incremental increase in demand for solid waste service systems and landfill capacity. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. CDW associated with the project will be recycled to the extent practicable, with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill in compliance with Cal Green Code Division 11, Section 5,408 – Construction Waste Reduction, Disposal, and Recycling, which requires a 65% diversion rate at a minimum for non-hazardous construction and demolition waste. The City requires all projects to ensure compliance with local and state requirements that the Permittee/Owner to submit a construction waste management plan prior to building permit issuance for the Building Division review and approval.</p>				
<p>The City has planned for the demand for solid waste services as a result of the project under the General Plan. The project is consistent with the City's General Plan 2035, where the future solid waste capacity of the El Sobrante Landfill is determined to be adequate. Therefore, the project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs, and impacts would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
<p>e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b></p> <p>Compared with existing conditions and the project analyzed by the December 2018 IS/MND, no changes in the proposed project or circumstances under which the project is undertaken would result in any new significant impacts on compliance with federal, state, and local management and reduction statutes and regulations related to solid waste. This Subsequent IS/MND addresses the Amended Project to add the Adams Avenue Storage and Alliance Propane facilities.</p> <p>All land uses within the City that generates waste are required to coordinate with the City's contracted waste hauler, Waste Management, to collect solid waste on a standard schedule as established in applicable local, regional, and state programs. Additionally, all development within the City must comply with applicable state requirements for recycling and waste reduction and other local and federal solid waste disposal standards, thereby ensuring that the solid waste sent to landfills is reduced according to existing regulations. Therefore, impacts related to compliance with federal, state, and local management and reduction statutes and regulations pertaining to solid waste are considered <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**SECTION XIX UTILITIES AND SERVICE SYSTEMS – CONCLUSION**

The Amended Project would not result in any new significant impacts from the new project components or substantial changes in circumstances that would alter the effects described in the December 2018 IS/MND for the Original Project. The conclusions of the December 2018 IS/MND, including the findings found in this Subsequent IS/MND, apply to this Amended Project. By incorporating **COA HYD-1** and **COA HYD-2** of the December 2018 IS/MD, all impacts on utilities and service systems will be **less than significant** with no new mitigation measures required.

**December 2018 IS/MND Conditions of Approval**

**COA HYD-1:** Pursuant to the Murrieta Municipal Code §8.36 (Stormwater and Runoff Management and Drainage Controls), new development or redevelopment projects shall control stormwater runoff to prevent any deterioration of water quality that will impair subsequent or competing uses of the water. The Director of Public Works will review and approve Best Management Practices (BMPs) contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP) to be implemented to reduce the discharge of pollutants during construction. The Project applicant’s SWPPP shall identify erosion control BMPs to minimize pollutant discharges during construction activities. These identified BMPs will include stabilized construction entrances, sandbagging, designated concrete washout, tire wash racks, silt fencing, and curb cut/inlet protection.

**COA HYD-2:** The Project proponent shall submit a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

**Sources:**

1. [Murrieta General Plan 2035](#), adopted July 19, 2011
  - Exhibit 6-1 – Water District Service Area Boundaries
  - Exhibit 12-6 – FEMA Flood Zones
  - Exhibit 12-7 – Dam Inundation
2. [Final Environmental Impact Report for the Murrieta General Plan 2035](#), certified July 19, 2011
  - Section 5.15 – Water Supply
  - Section 5.16 – Wastewater
  - Section 5.21 – Solid Waste
  - Section 5.22 – Electricity and Natural Gas
3. [Murrieta Focused General Plan Update \(GPU\)](#), adopted July 7, 2020
4. [Supplemental Environmental Impact Report \(SEIR\) for the Murrieta Focused General Plan Update](#), adopted July 7, 2020
5. Murrieta Municipal Code, [Chapter 8.36 – Stormwater and Runoff Management and Discharge Controls](#)
6. [Murrieta Municipal Code, Title 16 – Development Code](#)
7. [Murrieta Municipal Code, Title 15 – Buildings and Construction](#)
  - [Chapter 15.52 – Grading, Erosion and Sediment Control](#)
8. [FEMA Flood Map Service Center: Search By Address](#) website, accessed June 5, 2021
9. [Santa Margarita Watershed Management Area - Regional Clearinghouse](#)
10. [National Pollutant Discharge Elimination System \(NPDES\) Permit and Waste Discharge Requirements](#)
11. [California Regional Water Quality Control Board, San Diego Region](#)
12. City of Murrieta [Jurisdictional Runoff Program](#)
13. [EMWD Urban Water Management Plan \(UWMP\)](#),
14. Preliminary Hydrology and Drainage Study for Development Plan No. 2020-2231 Adams Storage and Alliance Propane, prepared by RDS and Associates, June 2, 2021 (Appendix N1)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>XX. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <b>would the project:</b></p> <p>The Section of the Subsequent IS/MND analyzes whether the project would potentially cause a significant environmental impact due to the project being located near state responsibility areas or lands classified as very high fire hazard severity zones. These impacts were not analyzed as part of the December 2018 IS/MND for the mass grading project as they were not required under CEQA at that time.</p>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The City of Murrieta Emergency Operations Plan (EOP) addresses the planned response to extraordinary emergencies associated with natural disasters, national security emergencies, and technological incidents. In addition, the EOP describes the City of Murrieta Emergency Operations Center (EOC) operations, the central management entity responsible for directing and coordinating the various City departments and other agencies in their emergency response activities.</p> <p>Project access will be provided off Adams Avenue. Adams Avenue is an existing street within the City's established street system. The project will not significantly alter the street system or the existing circulation pattern in the project area. Emergency access and evacuation routes will be unaffected by the project.</p> <p>Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the City and notification to all emergency responders. Adherence to all City requirements will ensure that even temporary roadway restrictions will not interfere with emergency responses.</p> <p>The project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementing federal, state, and local laws and regulations in this project's construction would have less than significant impact, directly, indirectly, or cumulatively, on adopted emergency response or evacuation plans.</p>				
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>It is noted that the project site is not located within a Very High Fire Hazard Classification area with the County of Riverside and a High Fire Hazard Zone in the City's General Plan (Exhibit 12-8 – High Fire Hazard Zones). The project site is relatively flat. The portion of the site to be developed will be kept clear what little brush exists on the site will be replaced with development, including irrigated, managed landscaping. Therefore, the project will not exacerbate wildfire risks but rather help reduce those risks. Overall, the project will reduce wildfire risks and thereby have a <b>less than significant impact</b>, directly, indirectly, or cumulatively, to the exposure of pollutant concentration from a wildfire or a wildfire's uncontrolled spread.</p>				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk, or that may result in temporary or ongoing impacts on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The project site is vacant along a collector street, Adams Avenue. The project will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk or result in temporary</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or ongoing impacts to the environment. As such, it will have a <b>less than significant impact</b> , directly, indirectly, or cumulatively.				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>The project site is vacant along a collector street, Adams Avenue. The site will clear what little brush exists on the area to be developed and replace it with the development, including irrigated, managed landscaping. Therefore, the project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively, as it is not expected to have a wildland fire on-site and will not expose people or structures to significant risk from flooding or landslides as a result of a post-wildfire.</p>				
<p><b>SECTION XX WILDFIRE – CONCLUSION</b></p>				
<p>Wildfire impacts were not analyzed as part of the December 2018 IS/MND for the mass grading project as they were not required under CEQA at that time. The project site is not near state responsibility areas or lands classified as very high fire hazard severity zones. Due to the limited scope of work involved and minimal site disturbance within existing disturbed areas of the mass grading project, the Amended Project would not result in any significant impacts from the project components resulting in wildfire impacts. The Amended Project would be <b>less than significant</b>.</p>				
<p><b>Sources:</b></p> <ol style="list-style-type: none"> <li>1. <a href="#">Murrieta General Plan 2035</a>, adopted July 19, 2011 <ul style="list-style-type: none"> <li>➤ Exhibit 12-8 – High Fire Hazard Zones</li> </ul> </li> <li>2. <a href="#">Final Environmental Impact Report for the Murrieta General Plan 2035</a>, certified July 19, 2011</li> <li>3. <a href="#">Murrieta Focused General Plan Update (GPU)</a>, adopted July 7, 2020</li> <li>4. <a href="#">Supplemental Environmental Impact Report (SEIR) for the Murrieta Focused General Plan Update</a>, adopted July 7, 2020 <ul style="list-style-type: none"> <li>➤ Exhibit 4.5-2 – High Fire Hazard Zone</li> </ul> </li> <li>5. <a href="#">Murrieta Municipal Code, Title 16 – Development Code</a></li> <li>6. <a href="#">Murrieta Emergency Operations Plan – Part 1: Basic Plan</a>, June 2017</li> <li>7. <a href="#">Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)</a> <ul style="list-style-type: none"> <li>➤ Section 6.4 – Fuels Management</li> </ul> </li> <li>8. <a href="#">County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan</a>, July 2018 <ul style="list-style-type: none"> <li>➤ Map 8 – Riverside County Wildfire Susceptibility Risks Map</li> <li>➤ Map 9 – Western Riverside County Wildfire Susceptibility Risks Map</li> </ul> </li> </ol>				
<p><b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b></p>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>As identified in this Subsequent IS/MND, all impacts to biological and cultural resources identified for the Amended Project would be <b>less than significant</b> with the implementation of Conditions of Approval (COA), Project Design Features (PDF), and Mitigation Measures (MM) of the Original Project (December 2018 IS/MND) being completed.</p>				
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?				
<p><b>Response:</b></p> <p>Cumulative environmental effects are multiple individual effects that, when considered together, would be considerable or compound or increase other environmental impacts. Individual effects may result from a single project or several separate projects. They may occur at the same place and point in time or different locations and over extended periods. Similar to the December 2018 IS/MND, the Amended Project components would not make a considerable contribution to a cumulative impact; therefore, the impact is <b>less than significant</b>.</p>				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b></p> <p>As identified in this Subsequent IS/MND, all impacts identified for the Amended Project, including cumulative impacts, would either have <b>no impact</b> or have a <b>less than significant</b> with the implementation of Conditions of Approval (COA), Project Design Features (PDF), and Mitigation Measures (MM) of the Original Project (December 2018 IS/MND) being completed, or would have <b>no impact</b> of having a <b>less than significant</b> with the implementation of new project components, conditions and new Mitigation Measures (MM) being imposed.</p>				