

INITIAL STUDY

FOR THE

HOTEL MURRIETA PROJECT

Prepared for:

City of Murrieta
One Town Square
24601 Jefferson Avenue
Murrieta, California 92562

Project Applicant:

Hotel Murrieta LLC c/o Smith Kading Investment LLC
35411 Paseo Viento
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TABLE OF CONTENTS

Background Information	1
Project Assessment	1
Environmental Factors Potentially Affected	6
Determination	7
Evaluation of Environmental Impacts	8
I. Aesthetics	10
II. Agricultural and Forestry Resources	13
III. Air Quality	15
IV. Biological Resources	31
V. Cultural Resources	36
VI. Energy	38
VII. Geology and Soils	46
VIII. Greenhouse Gas Emissions	50
IX. Hazards and Hazardous Materials	62
X. Hydrology and Water Quality	65
XI. Land Use and Planning	69
XII. Mineral Resources	70
XIII. Noise	71
XIV. Population and Housing	77
XV. Public Services	78
XVI. Recreation	80
XVII. Transportation / Traffic	81
XVIII. Tribal Cultural Resources	88
XIX. Utilities and Service Systems	91
XX. Wildfire	94
XXI. Mandatory Findings of Significance	96
XXII. Earlier Analyses	97
Summary of Mitigation Measures	98
References	105

APPENDICES

Appendix 1	Preliminary Grading Plan
Appendix 2	Air Quality, GCC, HA and Energy Analyses
Appendix 3	Biological Report
Appendix 4	Cultural Reports
Appendix 5	Geology Report
Appendix 6	Phase I ESA
Appendix 7	Noise Analysis
Appendix 8	Traffic Impact Analysis
Appendix 9	Parking Study

FIGURES

Figure 1	Regional Location
Figure 2	Site Location
Figure 3	Proposed Hotel Site Plan
Figure 4	1 st Floor Plan of the Hotel
Figure II-1	Farmland Map
Figure VII-1	Alquist-Priolo Earthquake Fault Zone Map
Figure VII-2	Riverside County Fault Hazard Map
Figure VII-3	Liquefaction Susceptibility Map
Figure VII-4	State Seismic Hazard Zone Map
Figure IX-1	District Map 2015 (Murrieta USD Boundary Map)
Figure IX-2	GeoTracker
Figure IX-3	Airport Compatibility Map (French Valley Airport)
Figure IX-4	High Fire Hazard Zone Map
Figure X-1	FEMA Map
Figure XI-1	Murrieta Land Use Map
Figure XI-2	Murrieta Zoning Map
Figure XII-1	Mineral Resources
Figure XIII-1	Sensitive Noise Locations and Noise Measurement Location Map
Figure XIII-2	Murrieta Airports
Figure XVII-1	City of Murrieta General Plan Trails and Bikeway Map
Figure XVII-2	Riverside Transit Agency System Map
Figure XVII-3	Existing Pedestrian Facilities
Figure XX-1	Fire Hazard Severity Zone in SRA
Figure XX-2	Fire Hazard Severity Zone in LRA

TABLES

Table III-1	Ambient Air Quality Standards	16
Table III-2	Health Effects of Major Criteria Pollutants	18
Table III-3	South Coast Air Basin Emissions Forecasts	20
Table III-4	Air Quality Monitoring Summary	20
Table III-5	Construction Activity Maximum Emissions, Maximum Daily Emissions	23
Table III-6	Regional Operational Pollutant Emissions, Maximum Daily Emissions	25
Table III-7	Maximum Number of Acres Disturbed Per Day	27
Table III-8	Local Construction Activity Emissions, Maximum Daily Emissions	27
Table IV-1	MSHCP Consistency Summary	32
Table VI-1	Project Construction Power Cost and Electricity Usage	41
Table VI-2	Construction Equipment Fuel Consumption Estimates	41
Table VI-3	Construction Worker Fuel Consumption Estimates	42
Table VI-4	Construction Vendor Fuel Consumption Estimates	43
Table VI-5	Construction Hauling Fuel Consumption Estimates	44
Table VI-6	Estimated Vehicle Operations Fuel Consumption	44
Table VI-7	Project Annual Operational Energy Demand Summary	45
Table VIII-1	Project-Related Greenhouse Gas Emissions	51
Table VIII-2	Project-Related Greenhouse Gas Emissions With Incorporation of Regulations / Project Design Features	52
Table VIII-3	Project Consistency with the City of Murrieta Climate Action Plan	56
Table VIII-4	Project Consistency with CARB Scoping Plan Measures	58
Table VIII-5	Project Consistency with SCAG 2016-2040 RTP/SCS	59
Table XIII-1	City of Murrieta Construction Noise Standards	72
Table XVII-1	Project Trip Generation	81
Table XVII-2	Existing Plus Project Intersection Level of Service	82
Table XVII-3	Existing Plus Project Roadway Segment Capacity Analysis	82
Table XVII-4	Project Completion (Year 2021) Intersection Level of Service	83
Table XVII-5	Project Completion (Year 2021) Roadway Segment Capacity Analysis	83
Table XVII-6	Project Completion (Year 2021) Plus Cumulative Intersection Level of Service	84
Table XVII-7	Project Completion (Year 2021) Plus Cumulative Roadway Segment Capacity Analysis	84

**CITY OF MURRIETA
COMMUNITY DEVELOPMENT DEPARTMENT
INITIAL STUDY**

BACKGROUND INFORMATION

- 1. Project Title:** Hotel Murrieta, Site Development Plan DP-2019-2031
- 2. Lead Agency:** City of Murrieta
Address: One Town Square, 24601 Jefferson Avenue
Murrieta, CA 92562
- 3. Contact Person:** James Atkins, Planner
Phone Number: (951) 461-6061
- 4. Project Location:** The project site encompasses approximately 6.2 acres and is located northeast of Monroe Avenue, southwest of Interstate 215 and Interstate 15, and northwest of Fig Street in Section 22 of Township 7 South, Range 3 West San Bernardino Meridian. The site is located within the City of Murrieta within the southwestern portion of the City. (Refer to Figures 1 and 2, regional location and site location, respectively.) The site is located at approximately 33°32'47.5" N and 117°10'54.20 W.
- 5. Project Sponsor:** Hotel Murrieta LLC c/o Smith Kading Investment LLC
Address: 35411 Paseo Viento
Capistrano Beach, CA 92624

PROJECT ASSESSMENT

1. Project Description

Introduction

In 2008 the City of Murrieta reviewed and approved a proposed five-story office building project with the objective of establishing a higher educational facility. The City granted entitlements for this project under DPO-007-2560 and CUP-007-2561. The project consisted of a 177,863 square foot, five-story office building with a 17,150 square foot (SF) single -story commercial building on two parcels totaling 12.49 gross acres. A Mitigated Negative Declaration (MND) was adopted for this project by the City and a Notice of Determination was filed by the City on December 12, 2008. These entitlements have not been implemented over the past eleven years, primarily due to the national and regional recession. During this period the market has substantially changed, and the property owners have negotiated with a national hotel chain to construct a new nine-story, 257-room hotel at this location. This Initial Study will evaluate the new entitlements required to permit the hotel project (Hotel Murrieta) to be considered for approval by the City of Murrieta.

List of All Applications

1. Development Permits DP-2019-2031: Required to permit the proposed project improvements at the site, such as site buildings and landscaping; and to permit a comprehensive sign program
2. Lot Line Adjustment (LLA) to modify the boundary of the two legal lots to coincide with the development plan

Under a separate process the City of Murrieta is considering an amendment to the General Plan Circulation Element to change the designation for Monroe Avenue, south of Guava, from a Major Street (100-foot width) to a 78-foot Standard Roadway. The City anticipates this amendment to the Circulation Element to be completed this summer. The rationale for this change is that Monroe Avenue no longer connects to Murrieta Hot Spring Road, currently terminating at Guava. Thus, it no longer merits a Major Street designation. The applicant has designed this offsite roadway as a Major and the construction impact analysis in this document assumes this roadway configuration in forecasting impacts. If the General Plan Circulation Element amendment is approved, the roadway will be redesigned to the 78-foot width. Because this is a smaller area of disturbance, the construction impacts will be less than forecast in this document.

Project Characteristics

The following information outlines the proposed operations based on the preliminary design of the hotel.

After conferring with the City, the applicant has submitted a Site Development Plan (SDP) for the proposed Hotel Murrieta. The building will encompass approximately 203,571 gross square feet (SF), 193,054 SF net. The hotel will contain an estimated 257 hotel rooms and the maximum height of the new hotel will be about 138 feet (9 stories), plus a basement. The amenities of the hotel include a lobby bar, a lobby restaurant with outdoor dining, lobby grab and go coffee/snack bar, 7,800 SF ballroom, 2,000 SF of break out rooms, a 9th floor bar/lounge with an exterior roof top patio. On the second level, the hotel will include an outdoor, roof top venue for events associated with the ballrooms below. Site construction is anticipated to require approximately 16 months with commencement of construction planned to begin in late 2020/2021 and an anticipated opening year of 2021.

The hotel envisions a large, resort style recreation area that will include a pool, spa, and water zone for children; this recreation area will have direct access to food and drink services. Figure 3 shows the proposed hotel site plan and Figure 4 shows the first-floor plan of the hotel. The building will be a combination of steel and concrete Type 1B construction, and the exterior will be precast concrete with metal framed windows. The mechanical system is proposed as a boiler/cooling tower water source heat pump system.

A parking study was compiled and submitted to the City (refer to Appendix 9). After extensive discussions with the City, the following parking plan has been accepted by the City. The hotel will provide 314 standard parking spaces for routine operations. During events that may require more parking spaces, the hotel will provide valet parking that will allow an additional 105 parking spaces for a total of 418 parking spaces available during a major event at the hotel. This has been reviewed by the City Fire Department and determined to allow adequate emergency access during such an event.

The southerly drainage through the property that comes from beneath the freeway will be piped through the property and exit in the same manner as exists where it will exit at the toe of the slope and continue downstream. Based on field observations this channel has no identifiable connection with Murrieta Creek which is the nearest stream identified as waters of the United States and State of California. The small northern drainage that passes beneath Monroe Avenue in existing culverts will be retained so no modifications to this channel will be necessary. Onsite flows will be pretreated through flow through planters and then captured in three proposed site biofiltration basin. The biofiltration basin sizes are shown on the preliminary grading plans for the project provided in Appendix 1.

Off-site Improvements Summary

Water will be provided by the Western Municipal Water District. A 12-inch water line should be available in Guava near the new Hotel Murrieta facility to connect the Hotel to the area water system.

Wastewater collection will be provided by Western Municipal Water District and the project will connect to the sewer main on Madison Avenue adjacent to the existing ICE facility. The sewer will extend along Madison Avenue and then along Newton Azrack to Monroe and into the project site.

SCE will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. The power lines in front of the property along Monroe will be reinstalled underground.

Natural gas will be supplied by Southern California Gas. The site will connect to the existing natural gas line in Guava. The line will be extended along Guava east to Monroe and Monroe south to the project site. The new gas pipeline will be 2 inches in diameter and will extend approximately 2,600 lineal feet within the existing roadway alignments.

Surface runoff at the site will be managed through the use of flow through planters for pretreatment and biofiltration basin(s) for primary treatment and discharge of pre-construction volumes into the existing channels on the north and south side of the property. At the small channel on the north side of the project site the existing culvert beneath Monroe Avenue will be replaced with a properly sized culvert.

Two offsite roadway improvement alternatives were originally considered by the applicant, but after conferring with the City, the final site access route consists of the following: primary access will be on Newton Azrack with secondary access via Monroe to Guava. The site developer anticipates a participation agreement, in accordance with City of Murrieta code requirements, for the implementation of the roadway improvements to the site. A total of 1,320 lineal feet of paved road with sidewalks, curbs, and gutter will be installed.

Construction Scenario

The anticipated construction sequence is as follows, but may be adjusted to conform to specific conditions at the time of actual construction:

1. Clear and grub;
2. Preparation of subgrade;

3. Mass-grade site and road beds;
4. Installation of the northerly and southerly storm drain systems;
5. Installation of public sewer systems;
6. Installation of public water systems;
7. Fine grade to prepare for surface improvements;
8. Installation of building foundations;
9. Install private utilities, including water quality infrastructure;
10. Install curb, gutters, sidewalks and first asphalt lift;
11. Surface improvements on Guava and Monroe and Newton Azarak;
12. Complete building construction;
13. Install landscaping; place final lift of asphalt; and
14. Install signage and striping.

Most of the preceding construction activities are self-explanatory. The building will be developed with a combination of steel and concrete Type 1B construction, and the exterior will be precast concrete with metal framed windows. The mechanical system proposed is a boiler/cooling tower water source heat pump system. A tower crane will most likely be utilized throughout the construction phase as the means of transporting and installing the above ground components. Exterior walls will be panelized and lifted in to place. The basement will have poured in place concrete walls. The main equipment will be ground mounted towards the rear of the hotel building. Interior construction will be metal studs, drywall and the associated decorative finishes. Paving in the front entry courtyard will be concrete and the balance will be AC paving. Pedestrian areas and the pool deck will be a combination of poured in place concrete, stone paving and concrete pavers.

Project Timeframe

Construction of the facility is anticipated to start in late 2020 and take approximately 12 to 18 months to complete. Hotel opening could occur in 2021.

2. Description of the Project Site

The Project site is roughly a rectangular parcel of land that is bounded by Interstate 15 on the northeast; a mix of open space and single-family residences to the southeast; open space and mix uses to the southwest, and mixed uses and commercial uses to the northwest. The project site is highly disturbed from past grading and other disturbances. The site topography can be described as low rolling hills and intervening swales. The property slopes generally to the south towards the Jordan Lane and Fig Street. The project site contains ruderal (weedy) vegetation and onsite structures. Monroe Avenue bounds the property on the southwest. The overall setting is that of a moderately urbanized location, in the process of becoming more highly urbanized. Refer to the aerial photograph in Figure 2 for a representation of the existing project site.

3. Surrounding Land Uses

North: I-15 and undeveloped open space
South: Undeveloped open space land transitioning to low density residential
East: I-15
West: Mixed development and undeveloped open space

4. General Plan Designation

Existing: Office Research Park (ORP), Monroe Avenue shown on General Plan Circulation Element
Proposed: Remove Monroe Avenue (north of Guava) from the General Plan Circulation Element as a major to an Industrial Collector Street, City of Murrieta standard drawing No. 111

5. Zoning

Existing: Office Research Park (ORP)
Proposed: No change in zone classification proposed

6. Other Agencies whose approval may be required

Based on an evaluation of the specific project location, the proposed project will not require many permits from other agencies to support development of the site as proposed by the Hotel Murrieta applications. The amount of area to be disturbed by the whole project will be greater than one acre; therefore, the developer will be required to file a Notice of Intent (NOI) for a General Construction permit to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. The NOI is filed with the State Water Resources Control Board and enforced by the San Diego Regional Water Quality Control Board. A Stormwater Pollution Prevention Plan (SWPPP) must be implemented in conjunction with construction activities. It is not yet clear whether the proposed project will require an encroachment or other permit from Caltrans District 8 for signs adjacent to Interstate 15. No other permits or agency requirements have been identified in association with the proposed project.

7. Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? No.

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 21083.3.2.) 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.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

As indicated by the checklist on the following pages, there are no "Potentially Significant Impacts" associated with implementation of the proposed project that cannot be reduced to "Less than significant" with mitigation incorporated. An "X" next to an issue area in the following table indicates where mitigation is included to reduce impacts from "Potentially Significant" to "Less than significant".

X	Aesthetics		Agricultural and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources		Energy
X	Geology and Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
X	Noise		Population and Housing		Public Services
	Recreation	X	Transportation	X	Tribal Cultural Resources
	Utilities and Service Systems	X	Wildfire	X	Mandatory Findings of Significance

DETERMINATION (To be completed by the Lead Agency)

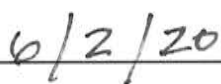
On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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.

Tom Dodson & Associates
Prepared by


Lead Agency (signature)

June 2, 2020
Date


Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 or other regulations governing scenic quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant With Mitigation Incorporated* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. A review of the project area determined that there are no scenic vistas located internally within the area proposed for the development of the Hotel Murrieta Project. The proposed project is located in adjacent to existing development to the northwest; the Interstate 15 (I-15) and the Interstate 215 (I-215) interchange with the I-15 are located north/northeast of the project site; there is minimal development to the southeast of the project site; and, the area south west of Madison Avenue is vacant. The project site is located within an urbanized visual setting and is bordered by surrounding roadways and freeways. Therefore, the development of the Hotel Murrieta Project is not expected to impact any important scenic vistas within the project area. A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The City of Murrieta General Plan indicates that the variety of rolling hillsides, mountain ranges, the Valley floor, and varied natural vegetation contributes to the unique visual character of Murrieta. Additionally, the City General Plan indicates that views from the major freeways traversing Murrieta are eligible for scenic highway designations (either by the State or by the County of Riverside). Views from the freeway to the surrounding hills in the vicinity of the project are varied due to the adjacent I-215/I-15 interchange, which is above grade. However, given the elevation at which the Hotel Murrieta will be developed, there is a potential for the proposed nine-story hotel to obstruct views by drivers from parts of the adjacent freeway to the surrounding hills for a short time. The project would construct a nine-story hotel within the Office Research Park zoning classification, which allows for a maximum building height 150 feet. The proposed Murrieta Hotel would be under this height limit, and as such is an allowable use at this location. The Murrieta Hotel would not be developed adjacent to any of the hills or mountains within the City, and as such the height of the hotel is anticipated to only minimally impact views to the surrounding hills and mountains. Furthermore, the following mitigation measure shall be implemented to ensure that the structures are painted using appropriate colors to blend in with the surrounding visual setting. Meeting the following design performance standard will integrate the new structures into the existing visual setting environment:

AES-1 *The proposed structures shall be painted in colors that closely match the surrounding landscape, so as to create continuity in the potentially obscured views. The colors chosen shall be approved by the City of Murrieta's architectural review process.*

With implementation of the above mitigation measure, development of the proposed project would have a less than significant potential to have a substantial adverse impact on a scenic vista.

- b. *Less Than Significant Impact* – The project site does not contain any scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway corridor. The project site is vacant with native and non-native vegetation, as well as two drainage features that bisect parts of the site. The southerly channel retains some older willow trees (*Salix sp.*) and mulefat (*Baccharis salisifolia*), but they are beginning to show stress and there is no new recruitment. As such, it is not believed that any of these trees would fall under the City of Murrieta's Tree Preservation Ordinance (Municipal Code Section 16.42). Furthermore, these trees are not anticipated to be removed or disturbed as part of the Project, therefore the project would not have a significant impact to on-site trees. Though the City of Murrieta General Plan indicates that the I-15 is included in the Master Plan of State Highways Eligible for Official Scenic Highway Designation, and the I-215 was previously shown on the County's Master Plan of Scenic Highways as being eligible for official designation as a County Scenic Highway. Neither of these Interstates have been officially designated by the State or the County, and as such, though the project would be located adjacent to the I-15 and the I-215 interchange, there are no scenic resources within the site that would be damaged as a result of development of the project. Therefore, there is a less than significant potential to damage to a scenic resource will occur and any impacts under this issue are considered less than significant.
- c. *Less Than Significant With Mitigation Incorporated* – The Hotel Murrieta site is located within an urbanized area. The Murrieta General Plan has designated the project site for Commercial use and the zoning classification is Office Research Park (ORP). The ORP designation allows for a maximum building height of 150 feet; requires a minimum of 20% of the site to be landscaping. The Murrieta Hotel will be greater than 500 feet from existing residential homes and as such would not fall under the City Municipal Code requiring that a project hold a public hearing for the City to evaluate the viewsheds, maintain views for residential homes or perform a shadow survey to avoid casting shadows on nearby residential homes. By developing this vacant site in accordance with City design guidelines for Office District uses and in accordance with site development plans, the visual character of this site and its surroundings will be enhanced. However, in order to ensure that the proposed structures blend in with the surrounding environment as determined by the City, mitigation measure **AES-1** shall be implemented. Thus, with implementation of mitigation measure **AES-1** above, and with the design elements incorporated in the Project, implementation of the City's design standards will mitigate the potential aesthetic impacts to a less than significant level.
- d. *Less Than Significant With Mitigation Incorporated* – The Implementation of the proposed project will create new sources of light during the operational phases of the Project. Light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the site will occur once the site is in operation. According to the City of Murrieta General Plan, the project site is located within the Office District, zoned as Office Research Park (ORP). The Hotel Murrieta Project would be developed in accordance with the City's Zoning Code, which would ensure that any building or parking lighting would not significantly impact adjacent uses. The Hotel Murrieta will require lighting, both exterior and interior; the greatest source of lighting within the project site would be the Hotel. This will introduce a new source of light and glare into the project area. To ensure that light or glare (particularly off of structures with glass exteriors) does not result in intrusive lighting or glare to existing structures or persons in the project area, the following mitigation measure will be implemented:

AES-2 *Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Murrieta shall be implemented to eliminate glare impacts.*

With the implementation of mitigation measure **AES-2**, the proposed Hotel Murrieta Project would have a less than significant potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- a. *No Impact* – The General Plan identified a total of 2,234 acres within the City Limits as supporting agricultural or mining uses. According to Figure 5.11-1, *Important Farmland (2008)* of the General Plan Environmental Impact Report (GPEIR), the proposed Project site is identified as Farmland of Local Importance and Other Land by the California Department of Conservation (Figure II-1). The General Plan 2035 and GPEIR acknowledge that land used for agricultural production identified on Figure 5.11-1 was far less than the important farmland identified on this map. The Final EIR for the Murrieta General Plan 2035 states that a potentially significant impact could occur if a project would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Because there are no agricultural uses located within the project site and the existing land use designation on the project site is not agricultural in nature (Office Research Park [ORP]), the onsite soils are not considered prime or important agricultural soils. The only prime soils in the City are located in the northern portion of the City, not in the project area. Therefore, implementation of the proposed

project and conversion of the project site to the proposed Hotel Murrieta Project will not pose any significant adverse impact to agricultural resources or values. No mitigation is required.

- b. *No Impact* – Implementation of the proposed project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. According to Figure 5.11-2 *Williamson Act Farmland (2006)* of the GPEIR, the proposed project site is not part of a Williamson Act contract. Please reference the discussion in II(a), above. Based on this information, the proposed project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts are anticipated and no mitigation is required.
- c. *No Impact* – The project site is not located within forest land, timberland or timberland zoned for Timberland Production. Therefore, the proposed project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). No impacts are anticipated and no mitigation is required.
- d. *No Impact* – The project site is not located within forest land and has no trees on the property; therefore, the project will not result in the loss of forest land or conversion of forest land to non-forest production use. No impacts are anticipated and no mitigation is required.
- e. *No Impact* – Implementation of the proposed project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of valuable farmland to non-agricultural use or forest to non-forest uses. No agricultural or forest resources or uses occur within the general vicinity of the proposed project site. Therefore, no adverse impacts to agricultural, forest or timberland resources will result from project implementation and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: An Air Quality Impact Analysis was prepared for the proposed project and is provided as Appendix 2 to this Initial Study. It is titled "Hotel Murrieta Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis, City of Murrieta" prepared by Ganddini Group, Inc. dated September 19, 2019.

Background

The project is located within the City of Murrieta in the portion of Riverside County that lies within the South Coast Air Basin (Basin). The project area is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions that produce ozone. The region experiences more days of sunlight than any other major urban area in the nation except Phoenix (SCAQMD, 2007).

The Murrieta area is an interior valley of the Basin. Clouds and fog that form along the coast infrequently extend as far inland as the Menifee valley, and usually burn off quickly after sunrise. Precipitation is greatest during the winter season from December through March. Average temperatures are typically highest during August and lowest during December. The highest and lowest average temperatures recorded were 98.6 degrees Fahrenheit (°F) and 35.4°F, respectively

Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California and the nation are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

**Table III-1
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O3) ⁸	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	–	–	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15.0 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m³)		9 ppm (10 mg/m³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO2) ¹⁰	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO2) ¹¹	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	–	Ultraviolet Flourescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead 8 ^{12,13}	30-Day Average	1.5 µg/m³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m³ (for certain areas) ¹²	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Footnotes

- 1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$, is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
- 8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9 On December 14, 2012, the national PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primarily and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primarily and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

**Table III-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Monitored Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan prepared by SCAQMD (March 2017) indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NO_x emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM_{2.5}, with another 13 percent of PM_{2.5} from road dust.

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” 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 nonattainment 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 attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the Federal annual PM_{2.5} standard is met if the three-year average of the annual average PM_{2.5} concentration is less than or equal to the standard. Attainment status is shown in Table III-3.

The SCAQMD has divided the South Coast Air Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The project site is located in the Temecula Valley Air Monitoring Area (Area 26), which is located in the southwestern portion of Riverside County and covers the area from Menifee on the north, Temecula on the west, and the San Diego County line on the south. Data was taken from the Winchester-33700 Borel Road Monitoring Station (Winchester Station) and Lake Elsinore–W Flint Street Monitoring Station (Lake Elsinore Station), the nearest monitoring stations to the project site. The Winchester Station is located approximately 6.06 miles northeast of the project site at 33700 Borel Road, Winchester. The Lake Elsinore Station is located approximately 12.24 miles northwest of the project site at 506 W Flint Street, Lake Elsinore. Table III-4 presents the monitored pollutant levels from these Monitoring Stations.

Table III-4 summarizes 2016 through 2018 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the project area has exceeded the ozone standards. However, it should be noted that due to the air monitoring station distance from the project site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the project site.

Ozone

During the 2016 to 2018 monitoring period, the State 1-hour concentration standard for ozone was exceeded for four days in 2017 and two days in 2018 at the Winchester Station. The State 8-hour ozone standard has been exceeded between five and 26 days each year over the past three years at the Winchester Station. The Federal 8-hour ozone standard was exceeded between 19 and 47 days each year over the past three years at the Winchester Station. Ozone is a secondary pollutant as it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO₂, which occur only in the presence of bright sunlight. Pollutants emitted from upwind cities react during transport downwind to produce the oxidant concentrations experienced in the area. Many areas of the SCAQMD contribute to the ozone levels experienced at the monitoring station, with the more significant areas being those directly upwind.

Carbon Monoxide

CO is another important pollutant that is present due mainly to motor vehicles. The Lake Elsinore Station did not record an exceedance of the state or federal 8-hour CO standard for the last three years.

Nitrogen Dioxide

The Lake Elsinore Station did not record an exceedance of the State or Federal NO₂ standards for the last three years.

Particulate Matter

The Lake Elsinore Station had insufficient data over the past three years for the State 24-hour concentration standards for PM₁₀. Over the past three years, the Lake Elsinore Station did not record an exceedance of the Federal 24-hour standards for PM₁₀. The Winchester Station had insufficient data over the past three years for the Federal 24-hour standard for PM_{2.5}.

According to the EPA, some people are much more sensitive than others to breathing fine particles (PM₁₀ and PM_{2.5}). People with influenza, chronic respiratory and cardiovascular diseases, and the elderly may suffer worsening illness and premature death due to breathing these fine particles. People with bronchitis can expect aggravated symptoms from breathing in fine particles. Children may experience decline in lung function due to breathing in PM₁₀ and PM_{2.5}. Other groups considered sensitive are smokers and people who cannot breathe well through their noses. Exercising athletes are also considered sensitive, because many breathe through their mouths during exercise.

**Table III-3
SOUTH COAST AIR BASIN EMISSIONS FORECASTS (EMISSIONS IN TONS/DAY)**

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment/Unclassified
Nitrogen dioxide	Attainment	Attainment/Unclassified
Sulfur dioxide	Attainment	Attainment/Unclassified
PM₁₀	Nonattainment	Attainment (Maintenance)
PM_{2.5}	Nonattainment	Nonattainment (Moderate)

Notes: (1) Source of Federal and State status: California Air Resources Board October 2018.

**Table III-4
AIR QUALITY MONITORING SUMMARY¹**

Pollutant/Standard ²		2016	2017	2018
Ozone	Max. 1-Hour Conc. (ppm)	0.092	0.104	0.107
	Days > CAAQS (0.09 ppm)	0	4	2
	Max. 8-Hour Conc. (ppm)	0.081	0.088	0.085
	Days > NAAQS (0.070 ppm)	19	47	15
	Days > CAAQS (0.070 ppm)	6	26	5
Carbon Monoxide³	Max. 8-Hour Conc. (ppm)	*	*	*
	Days > CAAQS (9 ppm)	0	0	0
	Days > NAAQS (9 ppm)	0	0	0
Nitrogen Dioxide³	Max. 1-Hour Conc. (ppm)	0.051	0.049	0.041
	Days > CAAQS (0.18 ppm)	0	0	0
Inhalable Particulates (PM-10)³	Max. 24-Hr. Conc. (µg/m ³)	90.7	99.7	134.1
	Days > NAAQS (150 µg/m ³)	0	0	0
	Days > CAAQS (50 µg/m ³)	*	*	*
	Annual Average (µg/m ³)	33.1	32.3	32.6

Pollutant/Standard ²		2016	2017	2018
Ultra-Fine Particulates (PM-2.5)	Max. 24-Hr. Conc. ($\mu\text{g}/\text{m}^3$)	26.9	21.6	26.5
	Days > NAAQS ($150 \mu\text{g}/\text{m}^3$)	*	*	*
	Annual Average ($\mu\text{g}/\text{m}^3$)	*	10	71

Notes: (1) Source: <http://www.arb.ca.gov/adam/topfour/topfour1.php>

Data from the Winchester-33700 Borel Road Monitoring Station unless otherwise noted.

(2) CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million

(3) Data from Lake Elsinore-W Flint Street Station.

* Means there was insufficient data available to determine value.

Impact Analysis

- a. *Less Than Significant Impact* – The SCAQMD CEQA 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". Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be 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:

(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.

(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Criteria 1 – Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in this Air Analysis, short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. This Air Analysis also found that long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance.

Therefore, the proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criteria 2 – Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy prepared by SCAG (2016) includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City Land Use Plan defines the assumptions that are represented in the AQMP.

The project site is currently designated as Office and Research Park (ORP) 0.6-2.5 FAR in the City of Murrieta General Plan 2035. The proposed project includes that of a 257-room hotel; this is a use allowed within the ORP land use designation. Therefore, the proposed project is consistent with the current land use designation, and as such, will also be consistent with the AQMP. Furthermore, a project is considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies of a City or County's General Plan. The project would implement contemporary energy-efficient technologies and regulatory/operational programs required per Title 24, CalGreen and City standards. Generally, compliance with SCAQMD emissions reductions and control requirements also act to reduce project air pollutant emissions. Project compliance with

regulatory/operational programs is consistent with and supports overarching AQMP air pollution reduction strategies. Project support of these strategies promotes timely attainment of AQMP air quality standards and would bring the project into conformance with the AQMP. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

In addition, if the GPA for Monroe Avenue is approved, this roadway will be reduced in size from a Major Highway (100-feet in width) to an Industrial Collector Street (78-feet in width). This will reduce the amount of construction impacts when the roadway is constructed and this reduction reflects the prior decision by the City to not extend Monroe Avenue west of Guava Street to Murrieta Hot Springs Road. Overall this action reflects the City's vision of reducing build-out traffic within the project area.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Additionally, as the analysis of project-related emissions provided below indicates, the proposed project will not cause or be exposed to significant air pollution, and is, therefore, consistent with the applicable air quality plan.

- b. *Less Than Significant With Mitigation Incorporated* – Air pollution emissions associated with the proposed project would occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep and grading, exhaust emissions, etc.) at the proposed Project site. Long-term emissions generated by future operation of the proposed project primarily include energy consumption and mobile sources. However, there is no direct nexus between consumption and the type of power source or the air basin where the source is located. Operational air pollution emissions from electrical generation are therefore not attributable on a project-specific basis. The construction and operational emissions were estimated and compared to the SCAQMD significance thresholds using the CalEEMod model.

Construction Emissions

Construction activities associated with the proposed project would have the potential to generate air emissions, toxic air contaminant emissions, and odor impacts. Assumptions for the phasing, duration, and required equipment for the construction of the proposed project were obtained from the project applicant. The construction activities for the proposed project are anticipated to include: site preparation of approximately 2 acres; grading of approximately 6.17 acres; construction of a 208,320 square foot 9-story 257 room hotel with a building footprint of 45,957 square feet, a 1,500 square foot cooling tower, 67,560 square feet of landscaping, 16,546 square feet of recreational areas (outdoor pool); paving of a parking lot with 461 parking spaces and on-site roadways; and application of architectural coatings.

Off-site improvements are to include a disturbance area of approximately 327,140 square feet for roadway improvements on Newton Azrak Street from its eastern terminus to Monroe Street, Monroe Avenue from south project driveway to Guava Street, and Guava Street from its eastern terminus to Monroe Avenue.

The proposed project is anticipated to start construction no sooner than April 2020 and take about eighteen months to complete.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD.

Based on the size of the Project area (approximately 6.17 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied to buildings after January 1, 2014 will be limited to an average of 50 grams per liter or less. Therefore, the CalEEMod defaults were updated to reflect this requirement. Details pertaining to the project's construction timing and the type of equipment modeled for each construction phase are available in the CalEEMod output in the Air Quality Impact Analysis (AQIA).

The construction-related criteria pollutant emissions for each phase are shown below in Table III-5. Table III-5 shows that none of the project's emissions will exceed regional thresholds. Therefore, a less than significant regional air quality impact would occur from construction of the proposed project.

**Table III-5
CONSTRUCTION ACTIVITY EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)¹**

Proposed Hotel	ROG	NOx	CO	SO₂	PM-10	PM-2.5
Total for overlapping project phases	36.87	41.62	43.84	0.10	4.99	2.64
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	NO	NO	NO	NO	NO	NO

Off-Site Improvements	ROG	NOx	CO	SO₂	PM-10	PM-2.5
Total for overlapping project phases	13.18	72.93	42.53	0.08	11.22	7.16
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	NO	NO	NO	NO	NO	NO

Notes: (1) Source: CalEEMod Version 2016.3.2

As shown in Table III-5, if the proposed hotel and off-site improvements were to occur concurrently, NOx emissions would be exceeded. As such, the following mitigation measure shall be implemented to ensure that certain phases of construction for both the hotel and off-site improvements do not overlap:

AQ-1 ***Construction of the hotel includes the following phases: site preparation, grading, building construction, paving, and architectural coating. Construction of the off-site improvements includes the following phases: grading, paving, and architectural coating. The following phases of the two proposed activities shall not occur concurrently to address the potential for NOx exceedances: hotel grading, hotel building construction, off-site grading, and ANY other activity phase of construction for off-site improvements or the proposed hotel (i.e. hotel grading, hotel building construction, and off-site grading can occur concurrently, but cannot occur concurrently with hotel site preparation, hotel, paving, hotel architectural coating, or off-site architectural coating). Furthermore, each of the phases of construction for the off-site improvements—grading, paving, and architectural coating—shall occur***

sequentially with no single activity occurring at the same time to address the potential for localized PM_{2.5} and PM₁₀ exceedances.

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the Basin and proximity of adjacent sensitive uses. As such, the following mitigation shall be implemented:

AQ-2 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- ***Apply soil stabilizers or moisten inactive areas;***
- ***Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day);***
- ***Cover all stock piles with tarps at the end of each day or as needed;***
- ***Provide water spray during loading and unloading of earthen materials;***
- ***Minimize in-out traffic from construction zone;***
- ***Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard; and***
- ***Sweep streets daily adjacent to all construction sites.***

Similarly, ozone precursor emissions (ROG and NO_x) are calculated to be below SCAQMD CEQA thresholds during construction. However, because of the non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. The following mitigation measures shall be implemented:

AQ-3 Exhaust Emissions Control

- ***Utilize well-tuned off-road construction equipment.***
- ***Establish a requirement for contractors to use Tier 3-rated or better heavy equipment.***
- ***Enforce 5-minute idling limits for both on-road trucks and off-road equipment.***

Operational Emissions

The on-going operation of the proposed project would result in a long-term increase in air pollutant emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the proposed project. The following section provides an analysis of potential long-term air quality impacts due to: regional air quality and local air quality impacts with the on- going operations of the proposed project.

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of the CalEEMod model. The operating emissions were based on the year 2021, which is the anticipated opening year per the Hotel Murrieta Traffic Impact Analysis (TIA) prepared by Ganddini Group, Inc. (August 30, 2019, provided as Appendix 8) for the proposed project.

The worst-case summer or winter criteria pollutant emissions created from the proposed project's long-term operations have been calculated and are shown below in Table III-6. The results show that none of the SCAQMD regional thresholds would be exceeded. Therefore, a less than significant regional air quality impact would occur from operation of the proposed project.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which

travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. The project area is out of attainment for ozone and in 2018 was out of attainment for PM₁₀. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the Salton Sea portion of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic volumes from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are considered cumulatively considerable and do not add to the overall cumulative impact. With respect to long-term emissions, this project would create a less than significant cumulative impact.

**Table III-6
REGIONAL OPERATIONAL POLLUTANT EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)¹**

	ROG	NO _x	CO	SO ₂	PM-10	PM-2.5
2019	9.14	30.31	41.82	0.18	11.30	3.28
SCAQMD Thresholds	75	55	550	150	150	55
Exceeds Thresholds?	NO	NO	NO	NO	NO	NO

Notes: (1) Source: CalEEMod Version 2016.3.2; the higher of either summer or winter emissions.

The following mitigation measures shall be implemented to further minimize operational emissions:

- AQ-4** *The project applicant shall provide sidewalks within the project boundary.*
- AQ-5** *The project applicant shall be required to construct all building structures to meet or exceed 2016 Title 24, Part 6 Standards and meet Green Building Code Standards.*
- AQ-6** *The project applicant shall be required to exclusively install faucets, toilets and showers in the proposed structures that utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.*
- AQ-7** *The project applicant shall be required to install a water-efficient irrigation system be installed that conforms to the requirements of City codes and State law (Model Water Efficient Landscape Ordinance [MWELO]).*
- AQ-8** *The City shall require the project applicant to install ENERGY STAR-standard electric appliances on-site.*
- AQ-9** *The City shall require the project applicant to implement recycling programs and regulations that reduce waste to landfills by a minimum 75 percent per AB 341.*
- AQ-10** *The City shall require the project applicant to install high-efficiency lighting that is at least 34% more efficient than standard lighting.*
- AQ-11** *The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC.*

Alternatively, the Project may utilize building materials that do not require the use of architectural coatings.

AQ-12 The project applicant shall require the use of water-based or low VOC cleaning products.

Conclusion

With the incorporation of mitigation measures **AQ-1** through **AQ-10**, the development of the Hotel Murrieta Project would have a less than significant potential to 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.

- c. ***Less Than Significant With Mitigation Incorporated*** – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Construction Related Local Impacts

As shown in Table III-7, the maximum number of acres disturbed in a day would be three acres during grading of off-site improvements and 2.5 acres during grading of the proposed project. The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NO_x, PM₁₀, and PM_{2.5} from the proposed project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Temecula Valley source receptor area (SRA) 26 and a disturbance value of two acres per day (as the 2-acre thresholds are more stringent and are provided in the LST Look-up Tables) for the proposed project and three acres per day for the off-site improvements (3-acre threshold interpolated from the 2-acre and 5-acre thresholds in the LST Look-Up Tables). According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. As the project includes some off-site roadway improvements too, the closest receptors to the roadway improvements will be the preschool located approximately 55 feet (16.76 meters) south of the Monroe Avenue portion of the improvements. The nearest sensitive receptors to the hotel site are the single-family detached residential uses located approximately 335 feet (102 meters) southwest and the preschool located approximately 460 feet (140 meters) northwest of the project boundary; therefore, the SCAQMD Look-up Tables for 25 meters was used for the offsite improvements and the 100 meters was used for the hotel. Table III-8 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds. Emissions from the project and off-site improvements are detailed in Table III-8. The data provided in Table III-8 shows that none of the analyzed criteria pollutants would exceed the calculated local emissions thresholds at the nearest sensitive receptor with mitigation. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

**Table III-7
MAXIMUM NUMBER OF ACRES DISTURBED PER DAY¹**

Activity	Equipment	Number	Acres/8 hr-day	Total Acres
Off-Site Improvements				
Grading	Rubber Tired Dozers	2	0.5	1
	Graders	2	0.5	1
	Tractors/Loaders/Backhoes	2	0.5	1
Total for Phase		-	-	3
Activity	Equipment	Number	Acres/8 hr-day	Total Acres
Proposed Project				
Site Preparation	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
Total for Phase		-	-	1
Grading	Rubber Tired Dozers	1	0.5	0.5
	Graders	1	0.5	0.5
	Tractors/Loaders/Backhoes	3	0.5	1.5
Total for Phase		-	-	2.5

**Table III-8
LOCAL CONSTRUCTION ACTIVITY EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)¹**

Proposed Hotel	NOx	CO	PM-10	PM-2.5
Site Preparation	13.44	6.41	3.04	1.92
Grading	26.39	16.05	3.83	2.48
Building Construction	19.19	16.85	1.12	1.05
Paving	12.92	14.65	0.68	0.62
Architectural Coating	1.53	1.82	0.09	0.09
Total	73.47	55.78	8.76	6.16
SCAQMD Thresholds ²	363	2,781	38	10
Exceeds Thresholds?	NO	NO	NO	NO
Off-Site Improvements	NOx	CO	PM-10	PM-2.5
Grading	46.46	25.27	7.05	4.58
Paving	19.38	21.98	1.02	0.94
Architectural Coating	3.05	3.64	0.19	0.19
Total	68.89	50.89	8.26	5.71
SCAQMD Thresholds ²	280	1,388	8	5
Exceeds Thresholds?	NO	NO	YES ³	YES ³

Notes: (1) Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 100 m, to be conservative, for the proposed hotel site and interpolated to 3 acres for the off-site improvements a distance of 25 m, in SRA 26 Temecula Valley.

(2) As the project includes some off-site roadway improvements too, the closest receptors to the roadway improvements will be the preschool located approximately 55 feet (16.76 meters) south of the Monroe Avenue portion of the improvements. The nearest sensitive receptors to the hotel site are the single-family detached residential uses located approximately 335 feet (102 meters) southwest and the preschool located approximately 460 feet (140 meters) northwest of the project boundary; therefore, the

SCAQMD Look-up Tables for 25 meters was used for the offsite improvements and the 100 meters was used for the hotel.

(3) Please refer to Mitigation Measure AQ-1, which addresses construction phasing, and what construction phases should not occur concurrently. With the implementation of this mitigation measure, the project would NOT exceed significance thresholds.

Note: The project will disturb up to a maximum of 2.5 acres a day during grading of the proposed project and 3 acres per day during grading of the off-site improvements.

As stated in the footnotes for Table III-8, though the total emissions for PM-10 and PM-2.5 for the off-site improvements are over the thresholds, the implementation of mitigation measure **AQ-1** would minimize impacts below thresholds by ensuring that each of the phases occur sequentially, not concurrently. As such, with mitigation, emissions meet the LST for construction thresholds.

Local CO Emission Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented above in Section V.

To determine if the proposed project could cause emission levels in excess of the CO standards discussed above in Section 5, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the South Coast Air Basin are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: South Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be Level of Service E during the morning peak hour and Level of Service F during the afternoon peak hour.

The Traffic Impact Analysis showed that the project would generate a maximum of approximately 2,149 trips. The intersection with the highest traffic volume is located at the intersection of I-15 Northbound Ramps and Murrieta Hot Springs Road and has a Project Completion (Year 2021) Plus Cumulative evening peak hour volume of 2,314 vehicles and the highest Project Completion (Year 2021) Plus Cumulative daily traffic volume is 54,600 vehicles at Murrieta Hot Springs Road east of the Interstate 15 Freeway. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. Therefore, as the highest traffic volumes fall far short of

100,000 vehicles, no CO “hot spot” modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

Operations Related Local Impacts

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the preschool located approximately 55 feet to the northwest and the single-family detached residential uses located approximately 85 feet to the southwest.

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project consists of the development of a hotel and does not include such uses. Therefore, due the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Conclusion

LST impacts are less than significant. As such, the proposed project would have a less than significant potential to expose sensitive receptors to substantial pollutant concentrations.

d. *Less Than Significant Impact –*

Diesel Emissions Health Risk Assessment

According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of revised Office of Environmental Health Hazard Assessment (OEHHA) risk-assessment methodology. The 2015 OEHHA guidance states that “Districts are to determine which facilities will prepare an HRA based on a prioritization process outlined in the law. The process by which Districts identify priority facilities for risk assessment involves consideration of potency, toxicity, quantity of emissions, and proximity to sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences.”

As determined in the California Building Industry Association v. Bay Area Air Quality Management District (2015) 62 Cal. 4th 369 (CBIA) case the California Supreme Court determined that CEQA does not generally require an impact analysis of the existing environmental conditions on the future residents of a proposed project and generally only requires an analysis of the proposed project’s impact on the environment. However, the CBIA case also stated that when a proposed project brings development and people into an area already subject to specific hazards and the new development/people exacerbate the existing hazards, then CEQA requires an analysis of the hazards and the proposed project’s effect in terms of increasing the risks related to those hazards. In regards to air quality hazards, Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As such, if a proposed project would not exacerbate pre-existing hazards (e.g., TAC health risks) then an analysis of those hazards and the proposed project’s effect on increasing those hazards is not required. Furthermore, the proposed hotel is a transient lodging facility and would not be considered a sensitive use as the residents are not permanent. Commercial and industrial facilities are not considered to be sensitive receptors because employees do not typically remain on-site for 24 hours. Therefore, a quantitative health risk assessment for the proposed hotel use is not warranted or required. As hotel patrons would be at the location for days and not months/year, significant TAC impacts from freeway-related sources of diesel particulate

matter are not anticipated and no significant long-term operations-related TAC impacts to the proposed project would occur.

Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Construction-Related Odor Impacts

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 process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Diesel exhaust and VOCs would be emitted during construction of the project, which are 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.

Operations-Related Odor Impacts

Potential sources that may emit odors during the on-going operations of the proposed project would include odor emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors would occur during the on-going operations of the proposed project.

Conclusion

Ultimately, based on the discussion above, the proposed project has a less than significant potential to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following information is provided based on a study titled "General Biological Habitat Assessment, MSHCP Consistency Analysis, and Jurisdictional Delineation: Hotel Murrieta, APN's 910-020-009 and 910-020-014" prepared by Lisa Patterson, Biologist, dated July 2018, and provided as Appendix 3 to this Initial Study.

Summary of Findings

A preliminary jurisdictional delineation was prepared using the Rapanos Guideline in order to determine what areas on the site will likely be subject to jurisdiction under Sections 404 and 401 of the Clean Water Act. The U.S. Army Corps of Engineers has authority in conjunction with EPA to determine jurisdiction. Regardless, the southern drainage channel was determined not to be a water of the United States but may be considered a water of the State of California. The proposed mass grading plan includes this area of the site and any flows that continue to be delivered from the I-15 Freeway will be pass through this arroyo in a culvert that will exit the project site at the same location as at present using an energy dissipator to prevent any erosion downstream of the discharge west of Monroe. Additionally, a Lake and Streambed Alteration Agreement (LSAA) of the Fish and Game Code jurisdictional determination was made. The result of this field determination by a qualified delineator is that this isolated drainage may qualify as a water of the State of California. In addition, the field survey determined that due to development and detention of drainage to the east of the proposed project (related to Caltrans and management of property between the I-15 and I-215 freeways, the fish and wildlife values of the south drainage erosional features

have been lost, and do not have connectivity to features up or down slope from the proposed project site. Therefore, a California Department of Fish and Wildlife (CDFW) Lake and Streambed Alteration Agreement may be required. Finally, although some remnant riparian trees remain in the northerly channel, they do not meet the function and values described under Section 6.1.2 of the Southwestern Riverside County Multi-Species Habitat Conservation Plan (MSHCP) to be considered Riparian Riverine.

A habitat assessment for burrowing owl was conducted on the site. Since suitable burrowing owl habitat occurred along the proposed site, a 100% cover survey was conducted. The site occurs in an area that is rapidly developing. The adjacent parcels were viewed from the subject parcel using Diamondback 10X42 binoculars. The result of this protocol survey is that neither burrowing owl nor evidence thereof was encountered within the project area of potential effect. No owl burrows were encountered on the site. The finding of this survey is that burrowing owls are not present on this site. Further, there is no evidence to suggest historical use of the property by burrowing owls.

While no bird nests were encountered during the surveys, the State of California prohibits the take of active bird nests. Thus, any grubbing or brushing to occur on the property should be conducted outside of the State identified breeding season of February 15 through September 1. Alternatively, the site would need to be evaluated by a qualified biologist to determine if birds were nesting in the shrubs or trees to be removed prior to initiation of ground disturbance.

Riverside County adopted the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP) on June 17, 2003. The permit was issued in June 2004. The site is not mapped within a criteria cell, and therefore not targeted for conservation. However, the plan requires that a project comply with the plan policies identified in Section 6 of the Plan. This project must comply with the following policies: 1) Riparian/Riverine Areas/ Vernal Pools; 2) Narrow Endemic Plant Species (List 4); 3) Urban/Wildlands Interface; and 4) Surveys for Special Status Species (burrowing owls). Table IV-1 below is a summary of the MSHCP Conservation Goals and Policies as they relate to this parcel.

**Table IV-1
MSHCP CONSISTENCY SUMMARY**

Southwest Area Conservation Goals	Within/ Adjacent	Not Within / Adjacent
Proposed Constrained Linkages: 9,10,11,12,13,14, 15,16, 17, 18,		X
Proposed Core Areas: 2, 7,		X
Linkages: 8, 9, 10, 13, 14, 17, 18		X
Constrained Linkage: E		X
Habitat Block: Proposed Noncontiguous Block 1,2, 3		X
Core: 5,6,7, and J		X
Criteria Cell:		X
Pre-existing conservation Area		X
Riparian/Riverine or Vernal Pool Habitat		X
Narrow Endemic Plant Survey Area		X
Urban/Wildlife Interface (adjacent to Riparian/Riverine Areas)		X
Mammal Survey Area		X
Amphibian Survey Area		X
Burrowing Owl Survey Area	X	

Riparian/Riverine Areas/ Vernal Pools: A Determination of Biological Equivalent or Superior Preservation (DBESP) will not be required for any impacts proposed to Riparian/Riverine habitat.

Narrow Endemic Plant Species: The site is not mapped within an area identified for narrow endemic plant surveys.

Urban/Wildlands Interface: Urban/Wildland interface best management practices will not be required. Surveys for Special Status Species (burrowing owls): Burrowing owls were not observed in the project area.

Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – Implementation of the Project does not have a potential for a significant adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) (formerly *Department of Fish and Game*) or U.S. Fish and Wildlife Service (USFWS). As discussed above, the proposed project does have habitat suitable for either the burrowing owl within the project site; however, there is no evidence to suggest historical use of the property by burrowing owls and this species is therefore considered to be absent from the site. Therefore, due to the suitability of the site as burrowing owl habitat, the MSHCP requires the following measure to be implemented:

BIO-1 *Within 30 days prior to the initiation of any grading or clearing activities, a subsequent Western Burrowing Owl Survey shall be performed to confirm that burrowing owls have not occupied any portion of the site. In the event that a portion of the site has been occupied by the burrowing owl, the survey biologist in consultation with the City Planning Department shall establish no disturbance areas around the burrow and related foraging area to ensure that no impacts to the burrowing owl occur. The subsequent survey will comply with the survey protocols established by the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service. If burrowing owl are encountered, land disturbance activities shall not commence until the biologist has implemented appropriate management measures in accordance with current CDFW burrowing owl management, including relocation, protocols.*

This is a contingency mitigation measure since the site does not contain any evidence of burrowing owls at present. This measure will ensure that if the site becomes inhabited between the time of the original survey and the preconstruction survey, any burrowing owl will be properly protected. As such, given that no other State- and/or federally-listed threatened or endangered species, or other sensitive species are anticipated to occur within the project site, the proposed project would have a less than significant potential to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS with implementation of mitigation measure **BIO-1**.

- b. *Less Than Significant Impact* – Implementation of the proposed project will not have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. The project site itself is characterized by rolling hill topography which has been disturbed by plowing, grazing, dumping, and off-road vehicle use. The site is characterized by non-native grasses, with some scattered remnant coastal sage scrub species. The southerly channel retains some older willow trees (*Salix* sp.) and mulefat (*Baccharis salisifolia*), but they are showing stress and there is no new recruitment. The northern feature is unvegetated, and appears to be an erosional feature emanating from freeway runoff. Neither of these features have a clear or significant nexus with Murrieta Creek, a relatively permanent water of the US.

A preliminary jurisdictional delineation was prepared using the Rapanos Guideline in order to determine what areas on the site will likely be subject to jurisdiction under Sections 404 and 401 of the Clean Water Act. The U.S. Army Corps of Engineers has authority in conjunction with EPA to determine federal jurisdiction over waters of the US. Additionally, a Lake and Streambed Alteration Agreement (LSAA) of the Fish and Game Code jurisdictional determination was made. The result of this preliminary determination is none of the drainage features on site will be regulated by the U.S. Army Corps. Further, due to development and detention of drainage to the east of the proposed project, the fish and wildlife values of the erosional features have been lost, and do not have connectivity to features up or down slope from the proposed project site. Since the south channel may be considered an isolated water of the State of California, a CDFW Lake and Streambed Alteration Agreement (SAA) will may be required. Based on the field survey conducted by the Jacobs biologist and the information contained in Appendix 3, a potential significant impact to waters of the state (not riparian or wetland habitat) may occur as a result of implementation of the proposed project. Impacts under this issue are considered potentially significant. Therefore, the following mitigation measure will be implemented.

BIO-2 *Prior to issuance of grading permits for the southern portion of the Project site, the site developer shall provide the City with regulatory permits for impacts to disturbed waters of the State in the south channel on the property. To compensate for the impacts to these waters of the State, the developer shall acquire offsite compensatory mitigation habitat or create such habitat at a 1:1 mitigation-to-impact ratio. This habitat shall be located within the watershed. The regulatory permits (CDFW 1600) may increase this compensatory ratio, but the City finds that this is the minimum habitat required to offset the impacts to water of the State on the project site.*

- c. *No Impact* – Please refer to the discussion under IV(b) above. According to the data gathered by Lisa Patterson in Appendix 3, no federally protected wetlands occur within the project footprint. Therefore, implementation of the proposed project will have no potential to impact any federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No mitigation is required.
- d. *Less Than Significant With Mitigation Incorporated* – As indicated previously, the site and environs are completely urbanized; no large areas of open space exist in the immediate project area that would facilitate wildlife movement. Furthermore, wildlife movement would be constrained by the existing arterial roadway system—particularly by the I-215 Interchange and the I-15 Freeway, which border the project site—in the project area as well as the intensive urban development. However, when development proceeds, the project site could contain nesting birds, which could be adversely impacted. The federal Migratory Bird Treaty Act (MBTA) protects all native bird species. Impacts to these other bird species are not permitted in any part of the MSHCP area. A variety of birds, which are protected by the MBTA, could nest in the proposed project area. As such, to prevent interfering with native bird nesting, the following mitigation measure shall be implemented.

BIO-3 *The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.*

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

- e. *No Impact* – The project area contains some older willow trees (*Salix sp.*) and mulefat (*Baccharis salisafolia*), but they are beginning to show stress and there is no new recruitment. As such, it is not believed that any of these trees would fall under the City of Murrieta's Tree Preservation Ordinance (Municipal Code Section 16.42). Furthermore, these trees are not anticipated to be removed or disturbed as part of the Project, therefore the project would not have a significant impact on trees. Therefore, implementation of the proposed project has no potential to adversely impact any trees protected by the City of Murrieta's Tree Ordinance, and it will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts are anticipated and no mitigation is required.
- f. *Less Than Significant With Mitigation Incorporated* – The project site is not mapped within a critical cell of the Western Riverside County Multi-Species Habitat Conservation Plan (MSHCP), and is therefore not targeted for conservation. However, the plan requires that a project comply with the plan policies identified in Section 6 of the Plan. This project must comply with the following policies: (1) Riparian/Riverine Areas/ Vernal Pools; (2) Narrow Endemic Plant Species (List 4); (3) Urban/Wildlands Interface; and (4) Surveys for Special Status Species (burrowing owls). The Project will comply with these policies of the MSHCP, and will also perform the pre-construction burrowing owl survey conducted by a qualified biologist required by the MSHCP. Therefore, with implementation of mitigation measure **BIO-1**, the proposed project will not have any adverse impact on locally protected species. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The Historical and Archaeological Resources Survey Report ("Historical/Archaeological Resources Survey Report, The Murrieta Education Center Project") summarizes the findings of a cultural resources records search and field survey that was completed when an Initial Study was prepared in 2014 for a project at this site (Appendix 4a). However, CRM TECH prepared an updated cultural resources report to evaluate the potential for cultural resources to occur within the project area of potential effect (APE) since the last report was completed. This report is titled "Update to Historical/Archaeological Resources Survey, Hotel Murrieta Project (Formerly Proposed Site of Murrieta Education Center), City of Murrieta, Riverside County, California," and is dated September 4, 2019 (Appendix 4b). The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Conclusion of the Cultural Resources Report

In summary of the research results outlined in Appendix 4b, no potential "historical resources" were identified within or adjacent to the project area throughout the course of this study. Therefore, CRM TECH concludes that the finding of the previous studies—that no known "historical resources" will be affected by the proposed development and off-site infrastructure improvements—remains valid and appropriate.

As recommended at the completion of the 2008 and 2014 studies, no further cultural resource investigations will be necessary for the Hotel Murrieta Project unless development plans undergo such changes as to include areas beyond the boundaries of this survey. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

a&b. *Less Than Significant With Mitigation Incorporated* – The Historical and Archaeological Resources Survey Report ("Historical/Archaeological Resources Survey Report, The Murrieta Education Center Project") summarizes the findings of a cultural resources records search and field survey that was completed when an Initial Study was prepared in 2008 for a project at this site. Furthermore, CRM TECH updated this report in September of 2019 and concluded that the results and findings outlined in their original report remain valid and appropriate. Historical and Cultural resources do not typically change over time unless a feature on site previously not found to be historical has since become eligible as a historic resource; the follow up assessment concluded that there are no such resources within the site, and as such no further cultural resources have been identified as being located on site. CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no historical or archaeological sites or isolates were about to be located within the Project boundaries; thus, none of them requires further consideration during this study.

In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the Project:

- No historical resources within or adjacent to the Project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the Project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if buried cultural materials are accidentally exposed/discovered during any earth-moving operations associated with the Project, the following mitigation measure shall be implemented:

CUL-1 Should any subsurface or other cultural resources be accidentally exposed during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With the above contingency mitigation incorporation, potential for impact to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

- c. ***Less Than Significant Impact*** – As noted in the discussion above, no available information suggests that human remains may occur within the APE and the potential for such an occurrence is considered very low. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation for potential impacts and no further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: An Energy Analysis was prepared for the proposed project and is provided as Appendix 2 to this Initial Study. It is titled "Hotel Murrieta Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis, City of Murrieta" prepared by Ganddini Group, Inc. dated September 19, 2019.

- a. *Less Than Significant Impact* – The proposed project consists of a hotel that will contain an estimated 257 hotel rooms with approximately 10,000 square feet of ball room and meeting space.

Construction Energy Demands

The construction schedule is anticipated to occur between April 2020 and September 2021 and be completed in one phase. Staging of construction vehicles and equipment will occur on-site. The approximately 18-month schedule is relatively short and the project site is relatively small at approximately 6.17 acres.

Construction Equipment Electricity Usage Estimates

As stated previously, electrical service will be provided by Southern California Edison. The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the proposed project. Based on the 2017 National Construction Estimator, Richard Pray (2017), the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The project plans to develop the site with a 257-room hotel over the course of approximately eighteen months. Based on Table VI-1, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately \$8,699.44.

Construction Equipment Fuel Estimates

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

- Construction schedule of 18 months
- All construction equipment was assumed to run on diesel fuel
- Typical daily use of 8 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).
- 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 on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input for the air quality and greenhouse gas analyses (Sections 6, 7, and 9 of this report), 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. 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 VI-2 shows the results of the analysis of construction equipment.

As presented in Table VI-2, project construction activities, including off-site improvements, would consume an estimated 49,361 gallons of diesel fuel. As stated previously, project construction would represent a "single- event" diesel fuel demand and would not require on-going 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, including off-site improvements, would generate an estimated 824,201 VMT. Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses (Sections 6, 7, and 9 of this report) using information generated using CARB's EMFAC model. An aggregate fuel efficiency of 28.57 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. Table VI-3 shows that an estimated 29,112 gallons of fuel would be consumed for construction worker trips.

Construction Vendor/Hauling Fuel Estimates

Tables VI-4 and VI-5 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 145,990 VMT. Data regarding 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 an average fuel consumption of 8.5 mpg. Tables VI-4 and VI-5 show that an estimated 17,175 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately eighteen-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. 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; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by 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.

Operational Energy Demands

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

Using the CalEEMod output from the air quality and greenhouse gas analyses (Sections 6, 7, and 9 of this report), it is assumed that an average trip for autos and light trucks was assumed to be 16.6 miles and 3- 4- axle trucks were assumed to travel an average of 6.9 miles. To present a worst-case scenario, it was assumed that vehicles would operate 365 days per year rather than the more likely 253 days (excluding weekends and up to 8 holidays). Table VI-6 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

The proposed project would generate 2,149 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table VI-6 shows that an estimated 622,024 gallons of fuel would be consumed per year for the operation of the proposed project.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses (Sections 6, 7, and 9 of this report) and are provided in Table VI-7.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by Southern California Edison and Southern California Gas Company.

Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

Regarding the State's Renewable Energy Portfolio Standards, 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. As shown in Section 8 above, the proposed project is consistent with the applicable strategies of the City of Murrieta Climate Action Plan.

Conclusions

As supported by the preceding analyses, project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the project can be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Notwithstanding, the project proposes hotel land use and will not have any long-term effects on an energy provider's future energy development or future energy conservation strategies.

- b. *Less Than Significant Impact* – Based on the analysis in the preceding discussion, the proposed project will not conflict with current State energy efficiency or electricity supply requirements or any local plans or programs for renewable energy or energy efficiency requirements. The City of Murrieta has adopted State energy efficiency standards as part of its Municipal Code. No mitigation is required.

**Table VI-1
PROJECT CONSTRUCTION POWER COST AND ELECTRICITY USAGE**

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)	Construction Duration (months)	Total Project Construction Power Cost
\$2.32	208	18	\$8,699.44

**Table VI-2
CONSTRUCTION EQUIPMENT FUEL CONSUMPTION ESTIMATES**

Proposed Project								
Phase	Number of Days	Off-road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Site Preparation	12	Rubber Tired Dozers	1	8	247	0.4	790	513
	12	Tractors/Loaders/Backhoes	1	8	97	0.37	287	186
Grading	27	Excavators	1	8	158	0.38	480	701
	27	Graders	1	8	187	0.41	613	895
	27	Rubber Tired Dozers	1	8	247	0.4	790	1,154
	27	Tractors/Loaders/Backhoes	3	8	97	0.37	861	1,257
Building Construction	298	Cranes	1	7	231	0.29	469	7,554
	298	Forklifts	3	8	89	0.2	427	6,881
	298	Generator Sets	1	8	84	0.74	497	8,010
	298	Tractors/Loaders/Backhoes	3	7	97	0.37	754	12,141
	298	Welders	1	8	46	0.45	166	2,668
Paving	27	Pavers	2	8	130	0.42	874	1,275
	27	Paving Equipment	2	8	132	0.36	760	1,110
	27	Rollers	2	8	80	0.38	486	710

Proposed Project								
Phase	Number of Days	Off-road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Architectural Coating	35	Air Compressors	1	6	78	0.48	225	425
SUBTOTAL CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								45,479

Off-Site Improvements								
Phase	Number of Days	Off-road Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Grading	9	Excavators	2	8	158	0.38	960.64	467
	9	Rubber Tired Dozers	2	8	247	0.4	1580.8	769
	9	Graders	2	8	187	0.41	1226.72	597
	9	Tractors/Loaders/Backhoes	3	8	97	0.37	861.36	419
Paving	9	Pavers	3	8	130	0.42	1310.4	637
	9	Rollers	3	8	80	0.38	729.6	355
	9	Paving Equipment	3	8	97	0.37	861.36	419
Architectural Coating	9	Air Compressors	2	6	78	0.48	449.28	219
SUBTOTAL CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								3,882

Proposed Project and Off-Site Improvements	
TOTAL CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)	49,361

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)

**Table VI-3
CONSTRUCTION WORKER FUEL CONSUMPTION ESTIMATES**

Proposed Project						
Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	12	5	14.7	882	28.57	31
Grading	27	15	14.7	5,954	28.57	208
Building Construction	298	181	14.7	792,889	28.57	27,752
Paving	27	15	14.7	5,954	28.57	208
Architectural Coating	35	36	14.7	18,522	28.57	648
Subtotal Construction Worker Fuel Consumption						28,848

Off-Site Improvements						
Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	9	15	14.7	1,985	28.57	69
Paving	9	15	14.7	1,985	28.57	69
Architectural Coating	9	27	14.7	3,572	28.57	125
Subtotal Construction Worker Fuel Consumption						264

Proposed Project and Off-Site Improvements	
Total Construction Worker Fuel Consumption	29,112

Notes: (1) Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Table VI-4
CONSTRUCTION VENDOR FUEL CONSUMPTION ESTIMATES (MHD TRUCKS)¹

Proposed Project						
Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	12	0	6.9	0	8.5	0
Grading	27	0	6.9	0	8.5	0
Building Construction	298	71	6.9	145,990	8.5	17,175
Paving	27	0	6.9	0	8.5	0
Architectural Coating	35	0	6.9	0	8.5	0
Subtotal Construction Worker Fuel Consumption						17,175

Off-Site Improvements						
Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	9	0	6.9	0	8.5	0
Paving	9	0	6.9	0	8.5	0
Architectural Coating	9	0	6.9	0	8.5	0
Subtotal Construction Worker Fuel Consumption						0

Proposed Project and Off-Site Improvements	
Total Construction Worker Fuel Consumption	17,175

Notes: (1) Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

**Table VI-5
CONSTRUCTION HAULING FUEL CONSUMPTION ESTIMATES (HHD TRUCKS)¹**

Proposed Project						
Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Site Preparation	12	0	20	0	8.5	0
Grading	27	0	20	0	8.5	0
Building Construction	298	0	20	0	8.5	0
Paving	27	0	20	0	8.5	0
Architectural Coating	35	0	20	0	8.5	0
Total Construction Worker Fuel Consumption						0

Off-Site Improvements						
Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	9	0	20	0	8.5	0
Paving	9	0	20	0	8.5	0
Architectural Coating	9	0	20	0	8.5	0
Subtotal Construction Worker Fuel Consumption						0

Proposed Project and Off-Site Improvements						
Total Construction Worker Fuel Consumption						0

Notes: (1) Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

**Table VI-6
ESTIMATED VEHICLE OPERATIONS FUEL CONSUMPTION**

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gal.)
Light Auto	Automobile	1165	16.6	19339	28.57	676.90	247,068
Light Truck	Automobile	81	16.6	1345	14.08	95.50	34,856
Light Truck	Automobile	398	16.6	6607	14.08	469.23	171,270
Medium Truck	Automobile	255	6.9	1760	8.5	207.00	75,555
Light Heavy Truck	2-Axle Truck	35	6.9	242	8.5	28.41	10,370
Light Heavy Truck	2-Axle Truck	11	6.9	76	8.5	8.93	3,259
Medium Heavy Truck	3-Axle Truck	37	6.9	255	5.85	43.64	15,929

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gal.)
Heavy Heavy Truck	4-Axle Truck	148	6.9	1021	5.85	174.56	63,716
Total		2130	--	30,644	11.74	1704.18	--
Total Annual Fuel Consumption							622,024

Notes: (1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.

**Table VI-7
PROJECT ANNUAL OPERATIONAL ENERGY DEMAND SUMMARY¹**

Natural Gas Demand	kBTU/year
Hotel	12,501,300

Electricity Demand	kWh/year
Hotel	3,778,920
Parking Lot	48,177
Total	3,827,097

Notes:(1) Taken from the CalEEMod2016.3.2 annual output (Appendix C of this report).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
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 Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A Geotechnical Investigation was prepared for the proposed Project and is provided as Appendix 5 to this Initial Study. It is titled "Preliminary Geotechnical Investigation Proposed Commercial Development" prepared by LOR Geotechnical Group, Inc. dated March 2, 2020.

a. i. Ground Rupture

Less Than Significant Impact – The Project site is located in the City of Murrieta, which is an area with several active faults, including two Alquist-Priolo Special Study Zones classified as such under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the City of Murrieta General Plan 2035. According to Figure VII-1 and the Geotechnical Investigation, the site is not located within an Alquist-Priolo Special Study Zone but is less than one-mile northeast of the Alquist-Priolo Earthquake Fault Zone that roughly travels the path of Jefferson Avenue. This zone is roughly 2,600 feet from the site, and is the Elsinore Fault Zone, which is capable of generating a Maximum Earthquake Magnitude (Mw) of 6.8 per the Richter

scale. Based on this information, the risk for ground rupture at the site location is low; therefore, it is not likely that future visitors and employees of the Hotel Murrieta will be subject to seismic hazards from rupture of a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

ii. Strong Seismic Ground Shaking

Less Than Significant With Mitigation Incorporated – As stated in the discussion above, several faults run through the City, and as with much of southern California, the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, particularly due to the site's proximity to the Elsinore Fault Zone, which at this location is classified as an Alquist-Priolo Earthquake Zone that roughly travels along Jefferson Avenue. Additionally, several active Fault Zones as defined by Riverside County travel throughout the City, particularly in the area of the City in which the Project site is located as shown in Figure VII-2 which depicts the City's General Plan Map of Riverside County Earthquake Fault Zones that traverse the City. As a result, and like all other development projects in the City and throughout the Southern California Region, the proposed project will be required to comply with all applicable seismic design standards contained in the 2016 California Building Code (CBC), including Section 1613 Earthquake Loads. Compliance with the CBC will ensure that structural integrity will be maintained in the event of an earthquake. Furthermore, the Geotechnical Investigation concluded that no evidence of any fault line traversing the site could be found; however, the seismic design parameters outlined in the Geotechnical Report shall be enforced through the following mitigation measure:

GEO-1 Based upon the geotechnical investigation, all of the recommended seismic design parameters identified in Appendix 5 (listed on page 11) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including seismic soil stability on future project-related structures.

With implementation of the mitigation measure above, impacts associated with strong ground shaking will be less than significant.

iii. Seismic-Related Ground Failure Including Liquefaction

Less Than Significant With Mitigation Incorporated – According to the Liquefaction Susceptibility Map prepared for the Murrieta General Plan 2035, the Project is not located in an area that is considered susceptible to seismic-related ground failure, including liquefaction (Figure VII-3). However, the Geotechnical Investigation includes seismic design measures that apply to liquefaction potential. As such, the seismic design parameters identified in the Geotechnical Report and enforced through mitigation measure **GEO-1** above will minimize impacts related to liquefaction. Therefore, with the implementation of mitigation, the Project will have a less than significant potential to expose people or structures to substantial adverse liquefaction hazards, including the risk of loss, injury, or death involving landslides.

iv. Landslides

Less Than Significant With Mitigation Incorporated – According to the map prepared for the Murrieta General Plan 2035 State Seismic Hazards Map, the proposed project site is not located in an area with any known earthquake induced landslide hazards (Figure VII-4). However, though the Geotechnical Investigation concluded that no evidence for deep seated landsliding was observed on the site, the colluvium on the existing slopes within the site is considered susceptible to surficial failure and as such, the following mitigation measure shall be implemented to minimize potential landslide impacts at the site:

GEO-2 If the existing slopes within the site are to remain, removal and replacement of the colluvium with more stable fill material shall be required.

Therefore, the Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

- b. ***Less Than Significant With Mitigation Incorporated*** – The potential for soil erosion, loss of topsoil, and/or placing structures on unstable soils is anticipated to be marginally possible at the site because there are undisturbed areas within the site. The project site is vacant with some non-native vegetation coverage. City grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control the potential significant erosion hazards. The topography of the site generally slopes from the highest point to the south and the lowest point to the north. According to the Geotechnical Investigation, hydroconsolidation could occur locally on the site within loose to medium dense soils. As a result, the following mitigation shall be implemented:

GEO-3 A qualified geologist shall be retained by the Developer to identify loose to medium dense soils on site. Once these soils have been identified, they shall be removed and recompacted during site grading.

During project construction when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the Hotel Murrieta is in operation. The following mitigation measures or equivalent best management practices (BMPs) shall be implemented to address these issues:

GEO-4 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.

GEO-5 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Hotel Murrieta is being constructed.

With implementation of the above mitigation measures, implementation of the SWPPP and associated BMPs, any impacts under this issue are considered less than significant.

- c. ***Less Than Significant Impact*** – Refer to the discussion under VII(a) above. Potential instability associated with slope stability and liquefaction related to the project was determined to be less than significant, as outlined under discussion a(iii) and a(iv) above. According to the United States Department of Agriculture Web Soil Survey, the project Area of Potential Effect (APE) is underlain by various types of sandy loam (Ramona sandy loam, Buren loam, Hanford course sandy loam, and Arlington and Greenfield fine sandy loam). These soils are typically well drained, and are therefore considered stable with a low potential for lateral spreading or subsidence. Furthermore, the Geotechnical Investigation concluded that no organic-rich soils with significant collapse potential were encountered and the site is not located in an area of known subsidence potential. However, mitigation measure **GEO-1** must be implemented to ensure that seismic design parameters are included as part of construction. Furthermore, the Geotechnical Report identified several recommendations for site construction that will ensure that the proposed project is constructed to

address the geotechnical constraints of the project site. The following mitigation measure addresses these constraints:

GEO-6 Based upon the geotechnical investigation, all of the recommended design and construction measures identified in Appendix 5 (listed on pages 15-29) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including soil stability on future project-related structures.

Thus, with the above mitigation measure, the Project will not have a significant potential to 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. Any impacts are considered less than significant and no mitigation is required.

- d. *Less Than Significant Impact* – As stated in the preceding section, according to the United States Department of Agriculture Web Soil Survey, the project's Area of Potential Effect (APE) is underlain by various types of sandy loam (Ramona sandy loam, Buren loam, Hanford course sandy loam, and Arlington and Greenfield fine sandy loam). These soils are typically well drained. As previously stated, liquefaction and landslides are not of concern at the Project site. Furthermore, the Geotechnical Investigation concluded that the soils at the site are sufficiently granular to preclude a potential for significant expansion. Therefore, the development of the Hotel Murrieta will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. Any impacts are considered less than significant. No mitigation is required.
- e. *No Impact* – The Project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the Project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.
- f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the Project is considered not likely based on the data gathered within the Cultural Resources Report and Updated Report provided as Appendix 4a and 4b. No unique geologic features are known or suspected to occur on or beneath the sites. However, because these resources are located beneath the surface and can only be discovered as a result of ground disturbance activities, the following measure shall be implemented:

GEO-7 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With incorporation of this contingency mitigation, the potential for impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: An Air Quality Analysis was prepared for the proposed project and is provided as Appendix 2 to this Initial Study. It is titled "Hotel Murrieta Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis, City of Murrieta" prepared by Ganddini Group, Inc. dated September 19, 2019.

a&b. *Less Than Significant Impact* – The proposed project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste, water, and construction equipment. Although the project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects.

Significance Thresholds

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- Conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Because there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and the City of Murrieta CAP, adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

However, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. The significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Project Related GHG Emissions Generated

The GHG emissions have been calculated based on the parameters described above. A summary of the results are shown below in Table VIII-1 and the CalEEMod Model run for the proposed project is provided in Appendix C. Compliance with regulation, such as Green Building requirements, and reductions from project design features are shown as “mitigation” in the CalEEMod output as that is the only way to show reductions in emissions due to compliance with regulatory requirements that are not already accounted for in the CalEEMod defaults. Table VIII-1 shows that the subtotal for the proposed project’s emissions (without incorporation of regulation) would be 4,439.09 MTCO2e per year. The data provided in Table VIII-2 shows that the proposed project’s total emissions with incorporation of regulation/project design features would be reduced to 3,295.18 MTCO2e per year resulting in a reduction of approximately 26 percent. The 26 percent reduction comes from incorporation of the following reduction measures and regulatory compliance: utilizing low-flow fixtures that would reduce indoor water demand by approximately 20% per CalGreen Standards, using water- efficient irrigation systems on-site per City requirements, recycling programs that reduces waste to landfills by a minimum of 75 percent (per AB 341); use of Energy Star® appliances on-site, installation of energy efficient lighting; incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increased Density, LUT-4 Increased Destination Accessibility, LUT-5 Increased Transit Accessibility, and SDT-1 Improve Pedestrian Network. The Project’s consistency with the statewide and regional regulations pertaining to GHG emissions, and with the City of Murrieta CAP, which is discussed further below, indicates that the proposed project would have a less than significant GHG impact.

**Table VIII-1
PROJECT-RELATED GREENHOUSE GAS EMISSIONS¹**

Category	Greenhouse Gas Emissions (Metric Tons Per Year)					
	Bio-CO ₂	Non-Bio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	0.02	0.02	0.00	0.00	0.02
Energy Usage ³	0.00	1,886.51	1,886.51	0.06	0.02	1,894.84
Mobile Sources ⁴	0.00	2,404.82	2,404.82	0.14	0.00	2,408.38
Waste ⁴	28.56	0.00	28.56	1.69	0.00	70.76
Water ⁶	2.07	31.73	33.80	0.21	0.01	40.72
Construction ⁷	0.00	32.29	32.29	0.00	0.00	32.41
Sequestration ⁸						-8.04
Total Emissions:	30.63	4,355.37	4,386.01	2.11	0.03	4,439.09

Notes:

- (1) Source: CalEEMod Version 2016.3.2 for Opening Year 2021.
- (2) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
- (3) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (4) Mobile sources consist of GHG emissions from vehicles.
- (5) Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (6) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (7) Construction GHG emissions CO₂e based on a 30-year amortization rate.
- (8) Sequestration of 227 trees divided by 20 years, per SCAQMD methodology.

Table VIII-2
**PROJECT-RELATED GREENHOUSE GAS EMISSIONS
WITH INCORPORATION OF REGULATION/PROJECT DESIGN FEATURES**

Category	Greenhouse Gas Emissions (Metric Tons Per Year)					
	Bio-CO ₂	Non-Bio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	0.02	0.02	0.00	0.00	0.02
Energy Usage ³	0.00	1,747.47	1,747.47	0.06	0.02	1,755.30
Mobile Sources ⁴	0.00	1,461.36	1,461.36	0.12	0.00	1,464.27
Waste ⁴	7.14	0.00	7.14	0.42	0.00	17.69
Water ⁶	1.65	26.33	27.98	0.17	0.00	33.52
Construction ⁷	0.00	32.29	32.29	0.00	0.00	32.41
Sequestration ⁸						-8.04
Total Emissions:	8.80	3,267.47	3,276.26	0.77	0.03	3,295.18

Notes:

- (1) Source: CalEEMod Version 2016.3.2 for Opening Year 2021.
- (2) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
- (3) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (4) Mobile sources consist of GHG emissions from vehicles.
- (5) Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (6) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (7) Construction GHG emissions CO₂e based on a 30-year amortization rate. Construction emissions include off-site improvements.
- (8) Sequestration of 227 trees divided by 20 years, per SCAQMD methodology.

The following consistency analysis demonstrates that the proposed project can be implemented in conformance with the City's Climate Action Plan. Regardless of this consistency determination, the proposed project's greenhouse gas emissions exceed SCAQMD's current threshold for non-industrial projects, which is 3,000 MTCO₂e per year. To ensure that the project will not exceed this threshold, the following mitigation measure shall be implemented.

GHG-1 The applicant shall purchase 300 MTCO₂e of permanent GHG offsets from the available GHG compensatory mitigation market. These GHG offsets shall be documented with the City prior to initiating operation of the new hotel.

The acquisition of these GHG offsets will reduce project GHG emissions below the currently established threshold of significance for GHG emissions established by the SCAQMD.

Greenhouse Gas Plan Consistency

Consistency with the City of Murrieta Climate Action Plan

The City of Murrieta Climate Action Plan (CAP) was adopted as part of the City's General Plan 2035 in 2011. Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the CAP would have a less than significant impact on climate change.

The CAP provides a framework for reducing GHG emissions and managing resources to best prepare for a changing climate. The CAP implements policies that have been identified in the Land Use; Economic Development; Circulation; Infrastructure; Healthy Community; Conservation; Recreation and Open Space, and Air Quality Elements of the General Plan. The CAP recommends GHG emission targets that are consistent with the reduction targets of the state and presents a number of strategies that will make it possible for the City to meet the recommended targets.

The CAP includes seven emission reduction strategies, including community involvement strategy, land use and community vision strategy, transportation and mobility strategy, energy use and

conservation strategy, water use and efficiency strategy, waste reduction and recycling strategy, and open space strategy, in order to outline their reduction goals.

Per the CAP, the community involvement strategy is intended to foster a sense of ownership of the ideas and actions to be carried out within the City. Applicable goals to the proposed project within this strategy category include the use of alternative modes of travel in order to reduce vehicle miles traveled within the City. The project is consistent with this strategy as it is located in close proximity to an existing Riverside Transit Agency transit stop and is locating a hotel use in close proximity to existing regional transportation infrastructure such as the Interstate 15 Freeway.

The land use and community vision strategy encourage changes in the land use pattern to enable residents to reduce dependence on their cars to get around town. Applicable goals to the proposed project include the balance of land uses to meet the anticipated growth of the City, transit-oriented development, land use patterns that support sustainable businesses, and pedestrian-friendly businesses. The proposed project is consistent with this strategy as the project is the development of a hotel on a currently vacant site, is located in close proximity to an existing Riverside Transit Agency stop and existing regional transportation, and is to include sidewalks within the project site as well as outdoor recreational areas for hotel guests.

The transportation and mobility strategy identify opportunities to improve mobility such as walking, bicycling, and transit use, and to decrease the need to drive. Applicable goals to the proposed project within this strategy category include the development of alternative travel modes and improved air quality through efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled. As discussed previously, the proposed project is located in close proximity to existing Riverside Transit Agency stops and existing regional transportation infrastructure.

The energy use and conservation strategy as well as the water use and efficiency strategies recommend ways to increase energy efficiency in existing buildings, enhance energy performance for new construction, increase use of renewable energy, and conserve water through efficient use and conservation. The proposed project is consistent with these strategies as it will comply with current Title 24 and Cal Green standards and is to include the use of low-flow fixtures, water-efficient irrigation systems, energy-star appliances, and the use of high-efficiency lighting.

The waste reduction and recycling strategy builds on past City successes by increasing waste diversion, reducing consumption of materials that otherwise end up in landfills, and increasing recycling. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341. Therefore, the proposed project is consistent with this strategy.

The open space strategy expands the utilization of open spaces for habitat, storm water management, soil retention, air filtration, and cooling, aesthetic and economic value, local food security, increased and improved parks, preservation, and to create new open spaces. The proposed project is located on approximately 12.49 acres, but includes the development of only approximately 6.17 acres. Further, the project includes recreational facilities, such as outdoor pool and dining areas, for hotel patrons.

Therefore, per discussion above and Table VIII-2, the proposed project is consistent with the applicable strategies and goals of the City's CAP; therefore, the project would have a less than significant impact on climate change.

Consistency with Executive Orders S-03-05 and B-30-15

The Executive Orders establish goals to reduce GHG emissions to 80 percent below 1990 levels by 2050. This goal has not been codified by the Legislature and CARB has not adopted a strategy or regulations to meet the 2050 goal. However, studies have shown that, in order to meet the 2050 goal, aggressive technologies in the transportation and energy sectors, including electrification and

the decarbonization of fuel, will be required. In its original *Climate Change Scoping Plan*, CARB acknowledged that the “measures needed to meet the 2050 goal are too far in the future to define in detail.” In the First Update, CARB generally described the type of activities required to achieve the 2050 target: “energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings, and industrial machinery; decarbonizing electricity and fuel supplies; and rapid market penetration of efficiency and clean energy technologies that requires significant efforts to deploy and scale markets for the cleanest technologies immediately.” The 2017 Scoping Plan recognizes that additional work is needed to achieve the more stringent 2050 target: “While the Scoping Plan charts the path to achieving the 2030 GHG emissions reduction target, we also need momentum to propel us to the 2050 statewide GHG target (80 percent below 1990 levels). In developing this Scoping Plan, we considered what policies are needed to meet our mid-term and long-term goals.” For example, the 2017 Scoping Plan acknowledges that “though Zero Net Carbon Buildings are not feasible at this time and more work needs to be done in this area, they will be necessary to achieve the 2050 target. To that end, work must begin now to review and evaluate research in this area, establish a planning horizon for targets, and identify implementation mechanisms.”

- Energy Sector: Continued improvements in California’s lighting, appliance, and building energy efficiency programs and initiatives, such as the State’s building energy efficiency standards and zero net energy building goals, would serve to reduce the project’s emissions level. Additionally, further technological improvements and additions to California’s renewable resource portfolio would favorably influence the project’s emissions level.
- Transportation Sector: Anticipated deployment of improved vehicle efficiency, zero emission technologies, lower carbon fuels, and improvement of existing transportation systems all will serve to reduce the project’s emissions level.
- Water Sector: The project’s emissions level will be reduced as a result of further enhancements to water conservation technologies.
- Waste Management Sector: Plans to further improve recycling, reuse, and reduction of solid waste will beneficially reduce the project’s emissions level.

Due to the technological shifts required and the unknown parameters of the regulatory framework in 2050, quantitatively analyzing the project’s impacts further relative to the 2050 goal is speculative for purposes of CEQA. Despite thorough investigation, due to the uncertainty regarding specific state and local actions that will be implemented to achieve the 2050 GHG emission reduction targets, calculating project emissions levels for 2050 would be highly speculative. Nonetheless, statewide efforts are underway to facilitate the State’s achievement of those goals and it is reasonable to expect the project’s emissions level to decline as the regulatory initiatives identified by CARB in the 2017 Scoping Plan are implemented, and other technological innovations occur. Stated differently, the project’s emissions total at buildout represents the maximum emissions inventory for the project as California’s emissions sources are being regulated (and foreseeably expected to continue to be regulated in the future) in furtherance of the State’s environmental policy objectives. As such, given the reasonably anticipated decline in project emissions once fully constructed and operational, the project would be consistent with the Executive Orders’ goals.

Consistency with AB32 Scoping Plan

Emission reductions in California alone would not be able to stabilize the concentration of greenhouse gases in the earth’s atmosphere. However, California’s actions set an example and drive progress towards a reduction in greenhouse gases elsewhere. If other states and countries were to follow California’s emission reduction targets, this could avoid medium or higher ranges of global temperature increases. Thus, severe consequences of climate change could also be avoided.

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State’s strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan “proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources,

save energy, create new jobs, and enhance public health” (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an “ambitious but achievable” reduction in California’s greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, the CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California’s leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California’s success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, the CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State’s climate goals, and includes a description of a suite of specific actions to meet the State’s 2030 GHG limit. In addition, Chapter 4 of the Scoping Plan provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State’s mid and long-term climate goals. Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State’s largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources. As the latest, 2017 Scoping Plan built upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table VIII-4. As shown in Table VIII-4, the project is consistent with the applicable strategies within the Scoping Plan.

Consistency with SCAG’s 2016-2040 RTP/SCS

Transportation-related GHG emissions would be the largest sector of emissions from the project. This finding is consistent with the findings in regional plans, such as the SCAG 2016 RTP/SCS, which recognizes that the transportation sector is the largest contributor to the State’s GHG emissions. The purpose of the SCAG RTP/SCS is to achieve the regional per capita GHG reduction targets for the passenger vehicle and light-duty truck sector established by CARB pursuant to SB 375. SCAG’s Program EIR for the 2016 RTP/SCS, released in December 2015, states that “[e]ach [Metropolitan Planning Organization] is required to prepare an SCS in conjunction to [sic] with the RTP in order to meet these GHG emissions reduction targets by aligning transportation, land use, and housing strategies with respect to [Senate Bill] 375.” As part of the 2016 SCS/RTP, “transportation network improvements would be included, and more compact, infill, walkable and mixed-use development strategies to accommodate new region’s growth would be encouraged to accommodate increases in population, households, employment, and travel demand.” Moreover, the 2016 RTP/SCS states that while “[p]opulation and job growth would induce land use change (development projects) and increase VMT, and would result in direct and indirect GHG emissions,” the 2016 RTP/SCS “supports sustainable growth through a more compact, infill, and walkable development pattern.”

As discussed in Table VIII-5, the project would be consistent with and support the goals and benefits of the SCAG 2016 RTP/SCS, which seeks “improved mobility and accessibility... to reach desired destinations with relative ease and within a reasonable time, using reasonably available transportation choices.” The SCAG 2016 RTP/SCS seeks to implement “strategies focused on compact infill development, superior placemaking (the process of creating public spaces that are appealing), and expanded housing and transportation choices.” The project would concentrate new hotel uses in proximity to public transit stops. At the regional level, the 2016 RTP/SCS is an applicable plan adopted for the purpose of reducing GHGs. In order to assess the project’s potential to conflict with 2016 RTP/SCS, this section analyzes the project’s land use assumptions for consistency with those utilized by SCAG in its SCS. Table VIII-5 contains a list of GHG-reducing actions and strategies from the 2016 SCAG RTP/SCS that are applicable to the project. The analysis describes the consistency of the project with these strategies. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG’s SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table VIII-3 demonstrates the project’s consistency with the Actions and Strategies set forth in the 2016 RTP/SCS. Therefore, the project would be consistent with the GHG reduction-related actions and strategies contained in the 2016 RTP/SCS.

Consistency with Green Building Code

The project would comply with the 2016 Green Building Code to reduce GHG emissions by increasing energy- efficiency beyond requirements, reducing indoor water demand, installing energy-efficient appliances, and complying with 2016 California Title 24 Building Energy Efficiency Standards, as amended by the City. The project would also meet the mandatory measures of the CALGreen Code as amended by the City by incorporating strategies such as low-flow toilets, low-flow faucets, low-flow showers, and other energy and resource conservation measures. The heating, ventilation, and air conditioning (HVAC) system would be sized and designed in compliance with the CALGreen Code to maximize energy efficiency caused by heat loss and heat gain.

**Table VIII-3
PROJECT CONSISTENCY WITH THE CITY OF MURRIETA CLIMATE ACTION PLAN**

Goals	Consistency Analysis
Community Involvement Strategy	
Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.	Consistent. The proposed project is located approximately 0.68 miles southeast of Riverside Transit Agency stop Murrieta Hot Springs at 41200 Walmart.
Land Use and Community Vision Strategy	
A complementary balance of land uses throughout the community that meets the needs of existing residents and businesses as well as anticipated growth, and achieves the community’s vision.	Consistent. The proposed project is the development of a hotel on a currently vacant project site.
A community that provides opportunities for mixed use and/or transit-oriented development.	Consistent. The proposed project is located approximately 0.68 miles southeast of Riverside Transit Agency stop Murrieta Hot Springs at 41200 Walmart.
Land use patterns and urban design that support healthy and sustainable lifestyles and businesses.	Consistent. The proposed project is locating a hotel use in close proximity to existing regional transportation.
A community that provides pedestrian-friendly environments for residential, commercial, business, and recreation uses	Consistent. The proposed project is to include sidewalks on-site.
Transportation and Mobility Strategy	
Alternative travel modes and facilities are available to serve residents and employers/employees and reduce vehicle miles traveled.	Consistent. The proposed project is located approximately 0.68 miles southeast of Riverside Transit Agency stop Murrieta Hot Springs at 41200 Walmart.

Goals	Consistency Analysis
Air quality is improved through an efficient circulation system, reduced traffic congestion, and reduced vehicle miles traveled.	Consistent. The proposed project is located in close proximity to local transit and includes off-site improvements to some of the surrounding local roadways.
Energy Use and Conservation Strategy	
Energy conservation and the generation of energy from renewable sources is prioritized as part of an overall strategy to reduce greenhouse gas emissions.	Consistent. The proposed project will be compliant with the current Title 24 standards. Further, the proposed project includes the mitigation/design features: energy-star appliances are to be installed on-site and the use of high-efficiency lighting.
A community that encourages and incentivizes the sustainable development of buildings and neighborhoods, particularly with respect to durability, energy and water use, and transportation impacts.	Consistent. The proposed project will include the use of low-flow fixtures, water-efficient irrigation systems, energy-star appliances, and the use of high-efficiency lighting. The proposed project will comply with all applicable City ordinances and CAL Green requirements. In addition, the project includes off-site improvements to the existing surrounding roadways.
Conserve and enhance the quality of existing housing and residential neighborhoods in Murrieta.	Consistent. The proposed project is located on a vacant site and adjacent to the Interstate 15 Freeway. The residential neighborhoods in the surrounding area would be conserved.
Water Use and Efficiency Strategy	
Infrastructure for recycled water is expanded throughout Murrieta for irrigation and other non-potable uses	Consistent. The proposed project will include the use of low-flow fixtures and water-efficient irrigation systems. The proposed project will comply with all applicable City ordinances and CAL Green requirements.
A community that conserves, protects, and manages water resources to meet long-term community needs, including surface waters, groundwater, imported water supplies, storm water, and waste water.	Consistent. The proposed project will include the use of low-flow fixtures and water-efficient irrigation systems. The proposed project will comply with all applicable City ordinances and CAL Green requirements.
Murrieta promotes compliance with requirements from the State and appropriate agencies regarding comprehensive water conservation measures in buildings and landscaping.	Consistent. The proposed project will include the use of low-flow fixtures and water-efficient irrigation systems. The proposed project will comply with all applicable City ordinances and CAL Green requirements.
Waste Reduction and Recycling Strategy	
New development and redevelopment is coordinated with the provision of adequate infrastructure for water, sewer, storm water, and energy.	Consistent. Per the project's grading plans, a new sewer main is proposed as part of the development to extend the existing sewer main to the project site.
Solid waste is diverted from landfills through waste reduction, reuse and recycling.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Open Space Strategy	
A community that promotes the growth of an urban forest and water-efficient landscaping, recognizing that plants provide natural services such as habitat, storm water management, soil retention, air filtration, and cooling, and also have aesthetic and economic value.	Consistent. The proposed project will include the use of low-flow fixtures and water-efficient irrigation systems. The proposed project will comply with all applicable City ordinances and CAL Green requirements.
New development is part of a coordinated system of open space, parkland, recreation facilities, and trails.	Consistent. The proposed project is located on an approximately 12.49-acre gross project site, but includes the development of only approximately 6.17 acres. In addition, the proposed hotel use includes recreational facilities, such as an outdoor pool and dining area, for the hotel patrons.

**Table VIII-4
PROJECT CONSISTENCY WITH CARB SCOPING PLAN MEASURES**

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the proposed project is required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The proposed project includes design features and mitigation measures related to energy use such as: energy-star appliances are to be installed on-site and the use of high-efficiency lighting. The proposed project is required to follow California Green Building Code and 2016 Title 24 Building Energy Efficiency Standards or better.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2016 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The proposed project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the proposed project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The proposed project will include the use of low-flow fixtures and water- efficient irrigation systems. The proposed project will comply with all applicable City ordinances and CAL Green requirements.

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	Project Compliance with Recommended Action
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to- be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the proposed project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The proposed project will be compliant with the current Title 24 standards. Further, the proposed project includes the mitigation/design features: energy-star appliances are to be installed on-site and the use of high-efficiency lighting.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The proposed project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341

Source: CARB Scoping Plan (2008 and 2017)

**Table VIII-5
PROJECT CONSISTENCY WITH SCAG 2016-2040 RTP/SCS**

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local Jurisdictions	Not Applicable. The proposed project is not a residential development.
Focus new growth around transit.	Local Jurisdictions	Consistent. The proposed project is the development of a hotel land use that would be consistent with the 2016 RTP/SCS focus on growing near transit facilities.
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The proposed project is the development of a hotel that would be consistent with the 2016 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region as it is located on vacant land in close proximity to regional transportation and transit.

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	Consistent. The proposed project is the development of a hotel and would help further jobs/housing balance objectives.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. This strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. The proposed project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The proposed project is not located in farm land designated areas and would, therefore, help reduce demand for growth in urbanizing areas that threaten greenfields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls on investing in the maintenance of our existing transportation system. The proposed project would not interfere with such policymaking
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	Consistent. The proposed project is located in an already developed area within proximity to transit stops and will minimize congestion impacts on the region, Complete Communities, and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy aims to improve the safety of the transportation system and protect users from security threats. The proposed project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The proposed project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG, Local Jurisdictions	Not applicable. This action/strategy is not necessarily applicable on a project-specific basis.
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	Not applicable. This action/strategy is not necessarily applicable on a project-specific basis.
Implement shared mobility programs.	SCAG, Local Jurisdictions	Not Applicable. This strategy is designed to integrate new technologies for last-mile and alternative transportation programs. The proposed project would not interfere with these emerging programs.

Source: Southern California Association of Governments; 2016–2040 RTP/SCS, Chapter 5: The Road to Greater Mobility and Sustainable Growth; April 2016.

Conclusion

As set forth above, the project would generate incrementally increased GHG emissions over existing conditions. However, even a very large individual project would not generate enough GHG emissions on its own to significantly influence global climate change. Moreover, as discussed above, the project would be consistent with the Climate Change Scoping Plan, 2016 RTP/SCS, and City of Murrieta Climate Action Plan. The project's consistency with these applicable regulatory plans and policies to reduce GHG emissions, would minimize the project's GHG emissions.

In summary, the plan consistency analysis provided above demonstrates that the project's design features are consistent with regulations and policies and comply with or exceed the regulations and reduction actions/strategies outlined in the City of Murrieta Climate Action Plan, the Climate Change Scoping Plan, and the 2016 RTP/SCS. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and project-specific impacts with regard to climate change would be less than significant and not considered to be cumulatively considerable.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A Phase I environmental site assessment was prepared for the project by LOR Geotechnical Group, Inc, titled "Phase I Environmental Site Assessment Update, 13± Acres of Vacant Land, APNs 910-020-009 and -014, City of Murrieta, California" dated July 15, 2019. This document is provided as Appendix 6 to this Initial Study.

Phase I Conclusion

The project site is vacant land which was dry farmed at least from 1938 through 1949 as part of a larger property. In 1949 the property and surrounding areas appear to be fallow with no agricultural activities evident. The DTSC in their Interim Guidance for Sampling Agricultural Properties (third revision, August, 2008) has determined that properties not subject to this guidance include former agricultural property that has been graded for construction or other purposes, land used exclusively for grazing or pasture, most dry-land farming fields, and sites that were agricultural properties prior to 1950. Based on the history of the subject site residual organochlorine pesticides, such as DDT, are not considered an issue at the project site. Sampling and testing for residual pesticides at the project site is not recommended.

The project site is listed in the regulatory environmental databases for their failure to comply with the 401 Water Quality Certification due to not starting the grading of the project site in 2010 and not completing the certification requirements. Ultimately, the Phase I Environmental Site Assessment (ESA) Update has

revealed no evidence of RECs, HRECs, or CRECs indicative of releases or threatened releases of hazardous substances on, at, in, or to the project site.

- a&b. *Less Than Significant With Mitigation Incorporated* – The project may create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or may 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. During construction there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people and the environment. The following mitigation measure will be incorporated into the Storm Water Pollution Prevent Plan (SWPPP) prepared for the project and implementation of this measure can reduce this potential hazard to a less than significant level.

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

The proposed project would consist of a Hotel with office space and banquet rooms; operation of such uses would not involve the use of a substantial amount of hazardous materials. Household/commercial cleaning supplies would be used in medium to small quantities to support the hotel operations. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required, and will ensure that the Project operates in a manner that poses no substantial hazards to the public or the environment. No further mitigation is required.

- c. *No Impact* – The project site is located greater than one-quarter mile from any public school. According to the Murrieta Unified School District website, and the Murrieta Unified School District Boundary Map (Figure IX-1), there are no existing or proposed schools located within one-quarter mile of the Project site. Based on this information, implementation of the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated. No additional mitigation is required.
- d. *No Impact* – This site is characterized by rolling hill topography which has been disturbed by plowing, grazing, dumping, and off-road vehicle use. The Project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST), there are no LUST or LUST cleanup sites within 2,500 feet of the Project site (Figure IX-2). Furthermore, the Phase I ESA concluded that there is no evidence of RECs, HRECs, or CRECs indicative of releases or threatened releases of hazardous substances on, at, in, or to the project site. Therefore, the proposed construction and operation of the site as the Hotel Murrieta will not create a significant hazard to the population or to the environment from their implementation. No impacts are anticipated. No mitigation is required.
- e. *No Impact* – The Project site is not located within two miles of an airport or private airstrip. The closest airport is the French Valley Airport, which is located approximately 3.15 miles northeast of the project site; Hotel Murrieta is not located within the French Valley Airport land use plan, as shown on Figure IX-3, French Valley Airport Compatibility Map. No impacts are anticipated and no mitigation is required.
- f. *Less Than Significant With Mitigation Incorporated* – According to the City's General Plan, no evacuation routes have been identified, though effectively I-215 and I-15 could be considered

evacuation routes within the City. The proposed project will occur within the project site and within adjacent roadways surrounding the Project. The Project will require the installation of infrastructure to reach the project site (electricity, natural gas, potable water service, wastewater service, roadway installation to provide paved access and appropriate emergency access to the site). The project site is located adjacent to the I-15 interchange with the I-215, however, it is not located adjacent to a major arterial roadway, such as Jefferson Avenue to the southeast. In order to prevent any impacts to emergency access to the project site and surrounding area due to construction within and adjacent to the project site, a congestion management plan shall be implemented through mitigation identified under Section XVII, the Transportation/Traffic Section of this document. Mitigation to address any potential traffic disruption and emergency access during construction issues is included in this section. Therefore, the potential for the development of the Project to physically interfere with any adopted emergency response plans, or evacuation plans is considered a less than significant impact with mitigation incorporated.

- g. *Less Than Significant Impact* – According to the City of Murrieta General Plan 2035 High Fire Hazard Zones map (Figure IX-4), the proposed project is located within or adjacent to an area considered a high fire zone. However, the project is located adjacent to the I-215 interchange with the I-15 freeway which is constructed of materials which are not considered highly flammable. However, the proposed project site is not located in a Wildland Fire Protection Agreement Area and it does not contain a heavy fuel load at present because it is mowed periodically to reduce fire hazards. The City of Murrieta reviews all proposed projects and provides conditions of approval for setbacks; building and fire sprinkler requirements; roofing design and material and construction requirements, fuel modification; and other measures as appropriate to reduce the risk to the development and surrounding uses to fire hazards. Since the site is not exposed to significant wildland fire hazards and the design must incorporate fire protection measures, the impact is less than significant. No other potential hazards are known to occur on-site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?; or,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

SUBSTANTIATION

- a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the planning area of the San Diego Regional Water Quality Control Board (RWQCB). The project would be supplied with water by Western Municipal Water District that uses imported surface water to meet customer demand.

For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and potential discharges of pollutants, such as accidental spills. Municipal wastewater is delivered to the Santa Rosa Regional Resources Authority's (SRRRA or Authority) Santa Rosa Water Reclamation Facility (SRWRF), located at 6266 Washington Ave, Murrieta, CA 92562 about one mile southwest of the project site. The Authority is responsible for the collection, transmission, treatment, and disposal of wastewater from its member agencies, relating to flows to the SRWRF in Murrieta, California. To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential

sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP would specify stormwater runoff permit Best Management Practices (BMPs) requirements for capturing, retaining, and treating on site stormwater once the Hotel Murrieta has been developed. Because the project site consists of pervious surfaces, the Project has identified onsite drainage that will generally be directed to the onsite retention pond that will be developed as part of the project. The SWPPP would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With implementation of these mandatory Plans and their BMPs, as well as mitigation measure HAZ-1 above, the development of Hotel Murrieta will not cause a violation of any water quality standards or waste discharge requirements.

- b. *Less Than Significant Impact* – Implementation of the proposed Project will not deplete groundwater supplies that would substantially affect the water availability for existing or planned land uses or biological resources. It is anticipated that, based on previous studies at the project site, the depth to groundwater is anticipated to be approximately 60 feet below the ground surface (bgs). Therefore, the potential to intercept groundwater during grading of both the project site and offsite roadways is considered to be low to non-existent. The groundwater basin would not be physically altered or impacted as a result of the proposed project. The design of the drainage and retention facilities of the proposed project would encourage groundwater recharge.

The project would be supplied with water by Western Municipal Water District that uses imported surface water to meet customer demand. Using imported surface water helps prevent overdraft of local groundwater basins. The District's Urban Water Management Plan (2015)¹ identifies sufficient water resources to meet demand in its surface area. Western's retail service area is primarily residential, and commercial use represents six percent of 2015 retail water use. In 2015, the demand for retail water use for commercial uses was 1,468 acre feet per year (AFY) in 2015 (totaling 24,661 AFY for all uses); the anticipated retail water demand for commercial uses is anticipated to be 5,739 AFY in 2020 (totaling 30,814 AFY for all uses) and 7,662 AFY in 2040 (totaling 41,704 AFY for all uses). The total supply for western in 2015 for retail customers, was 30,407. The total retail water supply in 2020 is anticipated to be 69,718 AFY; by 2040 the supply of retail water is anticipated to be 92,030 AFY. As shown above, the anticipated available water supply within Western's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Western has available capacity to serve the proposed project.

While the development of the Project may result in a slight reduction in the amount of recharge associated with natural runoff, this reduction is expected to be off-set/replaced by infiltration from the on-site bioretention basin and porous concretes, as well as the required onsite landscaping. The development of the project will, therefore, not substantially interrupt the existing percolation of the site, or any flow of groundwater under the project site. No significant adverse impacts to groundwater resources are forecast to occur from implementing the proposed Project. No mitigation is required.

- c. i. Result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The proposed project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. The on-site drainage system will capture the incremental increase in runoff from the project site associated with project development. The southerly drainage through the property that comes from beneath the freeway will be piped through the property and exit in the same manner as exists where it will exit at the toe of the slope and

¹ https://www.wmwd.com/DocumentCenter/View/3162/Western_2015-UWMP_Final_Body-Only?bidId=

continue downstream. Onsite flows will be pretreated through flow through planters and then captured in three proposed site biofiltration basin. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. The downstream drainage system will not be altered and given the control of future surface runoff from the project site, thus, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level.

- c. ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

Less Than Significant Impact – The proposed project will alter the existing drainage courses or patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site, which would prevent flooding onsite or offsite from occurring. The southerly drainage through the property that comes from beneath the freeway will be piped through the property and exit in the same manner as exists where it will exit at the toe of the slope and continue downstream. Onsite flows will be pretreated through flow through planters and then captured in three proposed site biofiltration basin. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

- c. 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?

Less Than Significant With Mitigation Incorporated – The proposed project will alter the site such that stormwater runoff within the site will be altered, but will maintain the existing off-site downstream drainage system through control of future discharges from the site. This would prevent the project from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. The southerly drainage through the property that comes from beneath the freeway will be piped through the property and exit in the same manner as exists where it will exit at the toe of the slope and continue downstream. Onsite flows will be pretreated through flow through planters and then captured in three proposed site biofiltration basin. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. This project would discharge into the regional system that flows into Murrieta Creek and eventually the Santa Margarita River. Varying amounts of urban pollutants, such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater. However, the proposed project is not anticipated to generate discharges that would require pollution controls beyond those already designed into the project and/or required by the City as a standard operating procedure to meet water quality management requirements from the RWQCB. The proposed development would install onsite and offsite drainage improvements, including a detention basin, and connect to existing drainage channels downstream. The project is not anticipated to result in a significant adverse impact to water quality or flows downstream of the project with implementation of mitigation outlined below.

The City and County have adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. The City in particular has implemented a stringent non-point source water pollution control program. The City has identified best management practices (BMPs) that when implemented, can ensure that neither significant erosion and sedimentation, nor other water quality degrading impacts will occur as a result of developing the project. Although BMPs are mandatory for the project to comply with established pollutant discharge requirements, the following mitigation measure is designed to establish a performance standard to ensure that the degree of water quality

control is adequate to ensure the project does not contribute significantly to downstream water quality degradation.

HYD-1 *The project proponent will select best management practices from the range of practices identified by the City and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the City for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.*

Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the City and the RWQCB. The SWPPP must incorporate the BMPs that meet the performance standard established in HYD-1 for both construction and occupancy stages of the project. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with mitigation required.

c. iv. Impede or redirect flood flows?

Less Than Significant Impact –As shown on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) #06065C2720G provided as Figure X-1, the project site is located within Zone X, which represents an area with a 0.2% annual chance storm (500-year), areas of a 1% (100-year) annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile. Furthermore, development of this site is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

d. *Less Than Significant Impact* – Implementation of the Project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. According to the City's General Plan, the proposed project is located in an area of Dam inundation by the Diamond West Dam. Diamond Valley Lake is located approximately 11 miles northeast of the project site. However, the General Plan states the following under the Safety Element:

“Dam failure is considered an extremely remote possibility as dams are designed to be much stronger than necessary to survive the largest magnitude possible earthquake without affecting the dam structure”

Based on this information, an earthquake event that would cause dam inundation is extremely unlikely. According to p. 5.13-45 of the GP EIR, and as discussed in Section 5.8, Geology and Seismic Hazards of the GP EIR, the possibility of seiche and tsunamis impacting the City is considered remote due to the great distance to large bodies of water. Therefore, no impacts are anticipated to occur in this regard. All future construction associated with the implementation of the proposed General Plan 2035 would meet all applicable Federal, State, and local building, seismic, water quality, flood, and drainage standards. Additionally, the proposed General Plan 2035 Safety Element includes goals and policies to address flooding and flood hazards within the City. It is anticipated that with implementation of these goals and policies and the City's Municipal Code and the onsite drainage system, inundation hazards within the City would be reduced to a level of less

than significant. Therefore, the potential to expose people or structures to a significant risk of pollutants due to inundation would be minimal. No mitigation is required.

- e. *Less Than Significant Impact* – Western states the following in regard to the Sustainable Groundwater Management Act, “In 2014, Governor Brown signed into law the Sustainable Groundwater Management Act, also known as SGMA. The Act took effect in 2015. It requires for the first time in state history that groundwater resources be sustainably managed by local agencies through the formation of Groundwater Sustainability Agencies (GSAs) in basin that are deemed high-priority or medium-priority by the Department of Water Resources. In such basins, GSAs are required to develop and implement Groundwater Sustainability Plans.”² The groundwater basin underlying the project is not considered to be a basin that requires management under the Sustainable Groundwater Management Act. As such, the project would not conflict with a sustainable groundwater management plan. Water consumption and effects in both basins indicates that the proposed project’s water demand is considered to be minimal. By controlling water quality during construction and operations through implementation of both short (SWPPP) and long (WQMP) term best management practices at the site, no potential for conflict or obstruction of the Regional Board’s water quality control plan has been identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- a. *No Impact* – The project site is zoned for Office Research Park (ORP) use and designated by the City’s General Plan as Office Research Park (ORP) use. The surrounding uses immediately adjacent to the project site are zoned and designated the same as the project site. Additionally, the site is surrounded by the I-15/I-215 Interchange to the northeast and the east. This site is characterized by rolling hill topography which has been disturbed by plowing, grazing, dumping, and off-road vehicle use. The addition of the Hotel Murrieta at this location would be consistent with both the uses surrounding the project and the surrounding land use designations and zoning classifications. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no impacts under this issue are anticipated and no mitigation is necessary.
- b. *No Impact* – The project site is zoned for Office Research Park (ORP) use and designated by the City’s General Plan as Office Research Park (ORP) use. With approval of the Development Permit application on this property, the proposed Hotel Murrieta will be fully consistent the General Plan Land Use Map, shown on Figures XI-1 and XI-2, which depict the City of Murrieta General Plan Land Use Designation Map and the City of Murrieta Zoning Map. The project site is located within an area designated as the South Murrieta Business Corridor. Among other uses the General Plan Land Use Element identifies hotels as a future component of the land use mix needed to support future Office and Research uses within the Corridor. The proposed hotel is a use that will support economic development and job creation and retention. A review of the Land Use Element Goals

² <https://www.wmwd.com/461/Sustainable-Groundwater-Management-Act>

indicates that of the 26 goals, the proposed project is consistent with Goals LU-1, LU-6, LU-9, LU-10, LU-11, and 17. The other Land Use Element Goals are not applicable to the proposed project.

A review of all other General Plan Element Goals (Economic Development, Circulation, Infrastructure, Healthy Community, Conservation, Recreation and Open Space, Air Quality, Noise, Safety, and Housing) indicates that the proposed project is consistent with all applicable Goals, often with mitigation, as demonstrated by the findings in the pertinent sections of this Initial Study. The proposed project supports economic development and jobs/housing balance in the City; it can be implemented without significant effects on the circulation system; all infrastructure exists or can be extended to the site to support the hotel use with 257 rooms; it can meet the City's urban design objectives and supports a safe and sustainable transportation system in the City; it can be developed with no conflicts with the Conservation Element issues (natural environment, watershed, cultural resources, and energy demands); it will provide the City with additional facilities to support human recreation (ballroom and meeting rooms); it will not generate significant air emissions or GHG emissions, with mitigation; it will meet noise design requirements; it can meet all Safety Element requirements; and it will not conflict with the City's Housing Element).

Therefore, the implementation of this Project at this site will be consistent with surrounding land uses, and current use of the site. Based on the preceding information, implementation of the Hotel Murrieta would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. No adverse impacts are anticipated under this issue and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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"/>
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"/>

SUBSTANTIATION:

a&b. *No Impact* – The proposed site for the Hotel Murrieta is highly disturbed as it currently contains an auto parking area, a vacated street, and the vacant portions of the site have been rough graded recently. The site is in an urbanized area surrounded by development within the City of Murrieta. According to the map prepared for the Murrieta General Plan depicting Mineral Resources, provided as Figure XII-1, the project is not located on a site that contains known mineral resources of any type. Therefore, the development of the Project will not cause any loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified in the City of Murrieta General Plan. No impacts would occur under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

SUBSTANTIATION: A noise impact analysis was prepared for the proposed project and is provided as Appendix 7 to this Initial Study. It is titled "Hotel Murrieta Noise Impact Analysis, City of Murrieta" prepared by Ganddini Group, Inc. dated September 19, 2019.

Background

Noise is generally described as unwanted sound. The proposed Hotel Murrieta will include a hotel with 257 rooms, ballroom, and conference space. The site is surrounded to the northeast and east by the I-15 freeway and I-215 Interchange, by land designated for Office Research Park to the west and south. The existing noise environment includes traffic noise, mostly from the I-15/I-215 Interchange. The proposed project involves a lot line adjustment, and as such, this noise analysis measures noise that incorporates the property proposed by the lot line adjustment.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable"

up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

- a. *Less Than Significant Impact* – The proposed project is located in an area of mixed development. A variety of land uses and developed and undeveloped lots occur within the project area. Immediately to the north is the commercial development associated with the I-15 and Murrieta Hot Springs Road interchange. Hotel Murrieta will be greater than 500 feet from existing residential homes south of the project site. Short-term noise levels associated with project construction activities will not impact any sensitive receptors, as the noise generated from the I-15 freeway/I-215 interchange would dominate the noise environment to the nearest sensitive receptors. Additionally, noise generated as a result of the project would attenuate to a less than significant level, or an inaudible level by the time it reached the residences one half mile to the east.

Short-Term Noise

Section 16.30.130 of the City of Murrieta Noise Ordinance regulates construction noise. The Noise Ordinance prohibits noise generated by construction activities between the hours of 7:00 PM and 7:00 AM and on Sundays and holidays. The City of Murrieta Construction Noise standards are as follows:

**Table XIII-1
CITY OF MURRIETA CONSTRUCTION NOISE STANDARDS**

	Single Family Residential	Multi-Family Residential	Commercial
Mobile Equipment			
Daily, except Sundays and holidays, 7:00 AM to 8:00 PM	75 dBA	80 dBA	85 dBA
Daily, except Sundays and holidays, 8:00 PM to 7:00 AM	60 dBA	64 dBA	70 dBA
Stationary Equipment			
Daily, except Sundays and holidays, 7:00 AM to 8:00 PM	60 dBA	65 dBA	70 dBA
Daily, except Sundays and holidays, 8:00 PM to 7:00 AM	50 dBA	55 dBA	60 dBA

A likely worst-case construction noise scenario was calculated using the Federal Highway Administration's Roadway Construction Noise Model (RCNM) (see Appendix D). The analysis assumed the use of an excavator, a grader, a dozer, a tractor, a loader and a backhoe all operating simultaneously at the property line of the proposed project. Assuming a use factor of 40 percent for each piece of equipment, unmitigated noise levels could reach up to 71.6 dBA Leq at the single-family detached residential property line located approximately 260 feet southwest of the project site; 79.9 dBA Leq at the preschool property line located approximately 100 feet northwest of the project site and; 61.4 dBA Leq at the single-family detached residential property line located approximately 840 feet northwest of the project site.

In addition, unmitigated construction noise levels could reach up to 69.4 dBA Leq at the single-family detached residential dwelling unit located approximately 335 feet southwest of the project site; 66.6 dBA Leq at the preschool located approximately 460 feet northwest of the project site and; 58.9 dBA Leq at the single-family detached residential dwelling unit located approximately 1,120 feet northwest of the project site.

The City of Murrieta Municipal Code prohibits the operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays. Further, noise associated with mobile equipment at the property line of commercial land uses is not allowed to exceed 85 dBA Leq between the hours of 7:00 AM and 8:00 PM or exceed 70 dBA Leq between the hours of 8:00 PM and 7:00 AM. Noise

associated with mobile equipment at the property line of single-family residential land uses is not allowed to exceed 75 dBA Leq between the hours of 7:00 AM and 8:00 PM or exceed 60 dBA Leq between the hours of 8:00 PM and 7:00 AM.

Additionally, the proposed project is located within the 70 CNEL Noise Contour from the I-15 Freeway's existing roadway noise levels due to the Project's proximity to the freeway (within 100 feet) in the City Boundary to Nutmeg Street segment of the Noise Contour. Thus, the existing background noise levels at the nearest structures are already high. The proposed project will limit construction to the hours outlined in the City Noise Ordinance, and therefore will not exceed City noise standards during the prohibited hours. The Project will comply with the City Municipal Code thereby preventing any significant impacts to nearby sensitive receptors. In addition to adherence to the City of Murrieta's Municipal Code which limits the construction hours of operation, and requires mobile or stationary internal combustion engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order, the following measures are recommended to reduce construction noise and vibrations, emanating from the proposed project and from offsite improvements:

- NOI-1 The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.***
- NOI-2 Equipment shall be shut off and not left to idle when not in use.***
- NOI-3 The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.***
- NOI-4 Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.***
- NOI-5 The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.***
- NOI-6 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.***

The project also will also involve roadway improvements, including the following: Newton Azrak Street will be extended from its current eastern terminus to Monroe Avenue, Monroe Avenue will be constructed from the south project driveway to Guava Street, and Guava Street will be extended from its current eastern terminus to Monroe Avenue. The closest sensitive receptor property lines to the roadway improvements include the residential land uses located adjacent to the north and south of Guava Street and the preschool use located adjacent to the southwest of Monroe Avenue and to the north of Newton Azrak Street.

A likely worst-case construction noise scenario was calculated using the Federal Highway Administration's Roadway Construction Noise Model (RCNM) (see Appendix D). The analysis assumed the use of an excavator, a grader, a paver, a roller, and a dump truck all operating simultaneously at the centerline of each roadway segment. Assuming a use factor of 40 percent for each piece of equipment, unmitigated noise levels could reach 83.8 dBA Leq at the property lines of the single-family detached residential dwelling units located along Guava Street, approximately 50 feet north and south of the centerline of the roadway; 83.8 dBA Leq at the property line of the preschool use located along Monroe Avenue, approximately 50 feet southwest of the centerline of

the roadway; and 88.2 dBA Leq at property line of the preschool use located along Newton Azrak Street, approximately 30 feet north of the centerline of the roadway.

As stated previously, the City of Murrieta Municipal Code prohibits the operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays. Further, noise associated with mobile equipment at the property line of commercial land uses is not allowed to exceed 85 dBA Leq between the hours of 7:00 AM and 8:00 PM or exceed 70 dBA Leq between the hours of 8:00 PM and 7:00 AM. Noise associated with mobile equipment at the property line of single-family residential land uses is not allowed to exceed 75 dBA Leq between the hours of 7:00 AM and 8:00 PM or exceed 60 dBA Leq between the hours of 8:00 PM and 7:00 AM.

Therefore, construction of the off-site roadway improvements has the potential to exceed the City's 75 dBA Leq standard at the residential property lines along Guava Street by approximately 8.8 dB and the City's 85 dBA Leq standard along the preschool property line along Monroe Avenue by approximately 3.2 dB.

The construction mitigation measures identified above, and compliance with the Municipal Code will lower noise levels by approximately 10 dB (see Noise Impact Analysis for complete details). Therefore, with incorporation of mitigation and required Municipal Code compliance, modeled construction noise levels for off-site roadway improvements would not exceed the City's Municipal Code standards at nearby sensitive receptors. Thus, based on the existing noise circumstances within the vicinity of the project, short-term noise impacts are considered less than significant with the implementation of the mitigation measures above.

Long-Term Noise

The long term or permanent change in noise consists of the additional trips associated with full operation of the Hotel Murrieta. Due to the high background noise as a result of the proximity of the I-15 freeway/I-215 interchange directly to the southeast and northeast of the project site, the additional trips generated (approximately 2,149 customer trip-ends per day, and 65 employee trip-ends per day on a typical weekday) to the site each day would not cause a significant change in the existing noise level at the project area.

As stated above, the proposed project is not located in an area with any sensitive receptors nearby. Thus, the minor increase in noise levels relative to the background noise levels generated from the site adjacent I-215 interchange and I-15 freeway is not expected to create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

Existing and Existing Plus Project noise levels along Monroe Avenue and other affected nearby roadway segments were modeled utilizing the FHWA Traffic Noise Prediction Model FHWA-RD-77-108 in order to quantify the proposed project's contribution to increases in ambient noise levels. Per the modeling, all of the modeled roadway segments are anticipated to change the noise a nominal amount (approximately 0.01 to 1.07 dBA CNEL). Therefore, a change in noise level would not be audible and would be considered less than significant.

Transportation Noise Impacts to the Proposed Project

The Land Use Compatibility Matrix that City planners use as a guide for land use planning activities, hotel land uses are considered to be normally acceptable in environments where the ambient noise level is not expected to exceed 65 dBA CNEL and conditionally acceptable where exterior noise levels may reach up to 70 dBA CNEL. New construction or development in environments where noise levels exceed 70 dBA CNEL is allowed as long as a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally

suffice. Outdoor environment will seem noisy and mitigation for outdoor use areas may be necessary.

The I-15 Freeway, I-215 Freeway, and Monroe Avenue are the primary noise sources that affect the project site. The sound noise model was utilized to model the future noise environment. As shown on Figure XIII-1 and Figure XIII-2, future traffic noise is expected to range between 52 and 75 dBA CNEL at the project site. Exterior noise levels at the proposed pool area are expected to reach up to 58 dBA CNEL and, therefore, per the City's Land Use Compatibility Matrix, would be considered normally acceptable. Upgraded windows will be required to ensure that interior noise levels do not exceed 45 dBA CNEL.

To ensure interior noise levels that do not exceed 45 dBA CNEL, hotel roof and window/wall assemblies will need to provide an exterior to interior noise reduction of 7-30 dBA CNEL, depending on the location of the units. Required sound transmission class (STC) ratings are presented below:

NOI-7 *Window/wall assemblies need to have sound transmission class (STC) ratings ranging from 10 – 30, depending on the window location. The Table below lists the required STC ratings.*

Floor Level	Building Location (See Receivers Building on Figure XIII-1)							
	1	2	3	4	5	6	7	8
1	10	12	14	17	16	17	18	14
2	13	15	18	20	22	23	22	19
3	15	17	21	23	24	26	22	21
4	16	18	24	25	25	28	22	23
5	17	19	25	27	26	30	22	23
6	17	19	27	27	27	30	21	24
7	17	19	28	28	27	31	21	24
8	17	19	28	29	27	32	21	24
9	17	19	29	29	28	33	20	25

The noise associated with the project is anticipated to be minimal when compared to the background noise levels, and as such, a permanent increase in ambient noise levels in excess of established standards is not anticipated. Impacts under this issue are considered less than significant. With incorporation of upgraded construction materials, impacts would be considered less than significant.

- b. *Less Than Significant Impact* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g. earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g. explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The FTA Assessment states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows,

shaking of items on shelves or hanging on walls, and rumbling sounds. FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The Federal Transit Association (FTA) guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential Project related vibration impacts.

Construction equipment is anticipated to be located at a distance of at least 330 feet or more from any receptor; therefore, temporary vibration levels associated with project construction would be less than significant. Furthermore, annoyance-related impacts would be short-term and would only occur during site grading and construction activities. Due to the large size of the project site, and the lack of any sensitive receptors within a reasonable distance of the project site, the proposed project will not expose people to generation of excessive groundborne vibration or groundborne noise levels. During construction some construction activities have some potential to create vibration, but due to the size of the site and lack of sensitive receptors, any impacts are considered less than significant. Because the rubber tires and suspension systems of heavy trucks and other on-road vehicles provide vibration isolation and reduced noise, it is unusual for on-road vehicles to cause noticeable groundborne noise or vibration impact. Most problems with on-road vehicle-related noise and vibration can be directly related to a pothole, bump, expansion joint, or other discontinuity in the road surface. Smoothing a bump or filling a pothole will usually solve the problem. The proposed project would be constructed with smooth pavement throughout the project and would not result in significant groundborne noise or vibration impacts from vehicular traffic. Thus, any impacts under this issue are considered less than significant and no mitigation is required.

- c. *No Impact* – According to page 5.7-17 (Noise of the GP EIR), there is one source of air traffic affecting noise levels within the City of Murrieta; the French Valley Airport, located outside the City's sphere of influence. Aircraft flyovers are heard occasionally in the City; however, the aircraft do not contribute a significant amount of routine noise heard in the City. Based on this information, the Project site is not located within an airport land use plan (Figure IX-3) or within the vicinity of a private airstrip (Figure XIII-2). As such, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impacts are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The proposed project will employ approximately 65 employees. It is unknown whether the new employees will be drawn from the general area or will bring new residents to the project area. Relative to the total number residents of Murrieta, approximately 113,000, an increase of the maximum 65 employees as new residents represents a minor increase in the area population. According to the Table 5.2-3, Population Estimates and Projections of the GP EIR (p. 5.2-4), Murrieta is projected to have a potential population of 127,962 persons at build-out. The project area has substantial housing inventory to accommodate a population increase of 65 persons. Thus, based on the type of project (hotel, which would support a transient population as guests check-in and -out of the hotel facility) and the small increment of potential population the population generation associated with project implementation, the proposed project will not induce substantial population growth that exceeds either local or regional projections.
- b. *No Impact* – No occupied residences homes are located on the project site; therefore, implementation of the proposed project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The proposed project site is served by City of Murrieta Fire & Rescue. The closest station to the proposed project site is Station 1, which is located on 41825 Juniper Street, approximately 2 miles northwest of the Project. According to the City General Plan EIR, fire protection for the City at buildout should be feasible based on the existing fire stations, with perhaps some additional equipment.

The General Plan EIR finding is based on continuing to be able to meet 90% of urban calls within a 6.5-minute target response time. The project site is clearly within a distance (approximately 2 miles) where any future calls can be responded to within 6.5 minutes. Further, the City Fire Department must review this project to ensure that adequate fire flow will occur at the project site, especially given that the structure will be 9 stories tall.

The proposed Project will incrementally add to the existing demand for fire protection services. Cumulative impacts are mitigated through the payment of the Development Impact Fee (DIF), which contains a Fire Facilities component. There is no identified near term need to expand facilities in a manner that could have adverse impacts on the environment. The City's General Fund covers operational expenses, and the proposed project will contribute both sales taxes and property taxes to the general fund to offset this incremental demand for fire protection services. Any impacts are considered less than significant and no mitigation is required.

- b. *Less Than Significant Impact* – The proposed project would have law enforcement services available from the City of Murrieta Police Department and the California Highway Patrol. According to the City General Plan EIR, law enforcement protection for the City at buildout should be feasible based on incremental expansion of the number of officers, with perhaps some additional office space at the police station at One Town Square. The project site is located within existing patrol routes and future calls can be responded to within the identified priority call target response times. The City seeks to respond to Priority 1 calls within six minutes; Priority 2 calls with 15 minutes and Priority 3 calls within 35 minutes. The City performs slightly below the objectives, but not by much.

The proposed project will incrementally add to the existing demand for police protection services. These incremental impacts are mitigated through the payment of the DIF, which contains a Law Enforcement component. The City's General Fund covers operational expenses. The Project will contribute property

and sales taxes to the general fund to offset this incremental demand for police protection services. Any impacts are considered less than significant and no additional mitigation is required.

- c. *Less Than Significant Impact* – The proposed project is a hotel development that is not forecast to generate any new direct demand for the area schools. The proposed project may place additional demand on school facilities, but such demand would be indirect and speculative. The Murrieta Valley Unified School District currently requires a mitigation payment per square foot of commercial development. The development impact fee mitigation program of the MVUSD adequately provides for mitigating the impacts of the proposed project in accordance with current state law. No other mitigation is identified or needed. Since this is a mandatory requirement, no additional mitigation measures are required to reduce school impacts of the proposed project to a less than significant level.
- d. *Less Than Significant Impact* – The proposed Project will not directly add to the existing demand on local recreational facilities. According to the City's General Plan EIR, as developments are built and constructed, developers or business owners would be subject to all provisions of the Quimby Act to set aside land or pay in-lieu fees to provide park and recreation facilities. The proposed project will therefore be subject to any necessary fees by the City to offset any impacts to parks and recreation within the City. With a projected minimal demand on recreation facilities and payment of any necessary Quimby Act fees, which is considered a standard condition, the proposed project will have a less than significant impact to parks and recreation facilities.
- e. *Less Than Significant Impact* – No impact to other public service demands have been identified in conjunction with the proposed project. Therefore, any impacts are considered less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – As addressed in the discussion under XIV and XV(d) above, the proposed Project does not include a use that would substantially induce population growth; as stated in the discussion under Population and Housing, an estimated 65 persons will be employed by the new Hotel Murrieta, however it is unknown what portion of the employees will be new residents. The proposed project will be required to comply with the payment of any required Quimby Act fees to enhance park and recreation facilities within the City. Thus, with the above provisions, the proposed Project will not generate a substantial increase in residents of the City who would increase the use of existing recreational facilities. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.
- b. *Less Than Significant Impact* – The proposed Project consists of new Hotel Murrieta in the City of Murrieta. The project will not include any recreational facilities beyond those installed for hotel guest use only, nor will it require the construction of new recreational facilities or expansion of new recreational facilities because the proposed project is not anticipated to substantially induce any population growth. The use of the site as the Hotel Murrieta is mostly vacant with no existing recreational facilities on or near the project site, and the Project site is in an area of the City that is designated for Office Research Park land use. As a result, no recreational facilities—existing or new—are required to serve the Project, thus any impacts under this issue are considered less than significant. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following section is informed by the "Hotel Murrieta Traffic Impact Analysis, City of Murrieta" (TIA) prepared by Ganddini, Group, Inc. dated August 30, 2019. The TIA is provided as Appendix 8.

- a. *Less Than Significant Impact* – The proposed project involves developing the site with a 257- room hotel. As a project design feature, Newton Azrak Street will be extended from its current eastern terminus to Monroe Avenue, Monroe Avenue will be constructed from the south project driveway to Guava Street, and Guava Street will be extended from its current eastern terminus to Monroe Avenue. Project site access is proposed via two full access driveways at Monroe Avenue, including one at the eastern leg of the Newton Azrak Street and Monroe Avenue intersection to be newly constructed. The proposed project is anticipated to be constructed and fully operational by year 2021. The proposed project is forecast to generate a total of approximately 2,149 daily trips, including 121 trips during the AM peak hour and 155 trips during the PM peak hour (see Table XVII-1).

Table XVII-1
PROJECT TRIP GENERATION

Trips Generated									
Land Use	Source	Units	AM Peak Hour			PM Peak Hour			Daily
			In	Our	Total	In	Our	Total	
Hotel	257	Rooms	71	50	121	79	76	155	2,149

Existing Plus Project Conditions

The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions (see Table XVII-2). Therefore, the proposed project is forecast to result in no significant impacts at the study intersections for Existing Plus Project conditions. The study roadway segments are forecast to operate within acceptable Levels of Service (C or better) for Existing Plus Project conditions (see Table XVII-3). Therefore, the proposed project is forecast to result in no significant impacts at the study roadway segments for Existing Plus Project conditions.

**Table XVII-2
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE**

ID Study Intersection	Jurisdiction	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			Delay ²	LOS ³	Delay ²	LOS ³
1. Madison Avenue at Murrieta Hot Springs Road	Murrieta	TS	17.3	B	29.9	C
2. Madison Avenue at Guava Street	Murrieta	TS	7.9	A	9.7	A
3. Madison Avenue at Newton Azrak Street	Murrieta	CSS	10.6	B	16.5	C
4. I-15 SB Ramps at Murrieta Hot Springs Road	Caltrans	TS	9.1	A	15.7	B
5. I-15 NB Ramps at Murrieta Hot Springs Road	Caltrans	TS	4.8	A	18.5	B
6. Monroe Avenue at Newton Azrak Street/Project Access (EW)	Murrieta	CSS	9.6	A	9.7	A

Notes: (1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay and Level of Service have been calculated using the following analysis software: Vistro, Version 6.00-03. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with all way stop control. For intersections with cross street stop control, the delay and Level of Service for the worst individual movement (or movements sharing a single lane) are shown.

(3) LOS = Level of Service

**Table XVII-3
EXISTING PLUS PROJECT ROADWAY SEGMENT CAPACITY ANALYSIS**

Roadway	Segment		Murrieta Roadway Standards ¹			Existing Plus Project Conditions					
	From	To	Classification	Lanes	Capacity	Lanes	Capacity ²	ADT ³	V/C ⁴	Capacity Threshold	LOS ⁵
Madison Avenue	Murrieta Hot Springs	Guava Street	Major	4	34,100	4	34,100	8,500	0.25	Acceptable	A
	Road Guava Street	Newton Azrak Street	Major	4	34,100	2	13,000	4,000	0.31	Acceptable	A
Guava Street	Madison Avenue	East of Madison Avenue	Secondary	4	25,900	2	13,000	700	0.05	Acceptable	A

Notes: (1) The City of Murrieta roadway maximum capacity at Level of Service "E" (City of Murrieta General Plan 2035). **Bold** denotes roadway is currently built at its ultimate cross-section width.

(2) Maximum capacity at Level of Service "E" based on existing number of lanes. Ultimate standard capacity is only assumed if the roadway is constructed at its ultimate cross-section width, including design improvement features (lane width, shoulder width, bike lanes or medians).

(3) ADT=Average Daily Traffic

(4) V/C=Volume to Capacity Ratio.

(5) LOS=Level of Service

Project Completion (Year 2021) Conditions

The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Project Completion (Year 2021) conditions (see Table XVII-4). Therefore, the proposed project is forecast to result in no significant impacts at the study intersections for Project Completion (Year 2021) conditions. The study roadway segments are forecast to operate within acceptable Levels of Service (C or better) for Project Completion (Year 2021) conditions (see Table XVII-5). Therefore, the proposed project is forecast to result in no significant impacts at the study roadway segments for Project Completion (Year 2021) conditions.

**Table XVII-4
PROJECT COMPLETION (YEAR 2021) INTERSECTION LEVEL OF SERVICE**

ID Study Intersection	Jurisdiction	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			Delay ²	LOS ³	Delay ²	LOS ³
1. Madison Avenue at Murrieta Hot Springs Road	Murrieta	TS	17.6	B	32.0	C
2. Madison Avenue at Guava Street	Murrieta	TS	8.0	A	9.9	A
3. Madison Avenue at Newton Azrak Street	Murrieta	CSS	10.7	B	16.8	C
4. I-15 SB Ramps at Murrieta Hot Springs Road	Caltrans	TS	9.6	A	19.5	B
5. I-15 NB Ramps at Murrieta Hot Springs Road	Caltrans	TS	4.8	A	23.4	C
6. Monroe Avenue at Newton Azrak Street/Project Access (EW)	Murrieta	CSS	9.6	A	9.7	A

Notes: (1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay and Level of Service have been calculated using the following analysis software: Vistro, Version 6.00-03. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with all way stop control. For intersections with cross street stop control, the delay and Level of Service for the worst individual movement (or movements sharing a single lane) are shown.

(3) LOS = Level of Service

**Table XVII-5
PROJECT COMPLETION (YEAR 2021) ROADWAY SEGMENT CAPACITY ANALYSIS**

Roadway	Segment		Murrieta Roadway Standards ¹			Existing Plus Project Conditions					
	From	To	Classification	Lanes	Capacity	Lanes	Capacity ²	ADT ³	V/C ⁴	Capacity Threshold	LOS ⁵
Madison Avenue	Murrieta Hot Springs	Guava Street	Major	4	34,100	4	34,100	8,800	0.26	Acceptable	A
	Road Guava Street	Newton Azrak Street	Major	4	34,100	2	13,000	4,100	0.32	Acceptable	A
Guava Street	Madison Avenue	East of Madison Avenue	Secondary	4	25,900	2	13,000	700	0.05	Acceptable	A

Notes: (1) The City of Murrieta roadway maximum capacity at Level of Service "E" (City of Murrieta General Plan 2035). **Bold** denotes roadway is currently built at its ultimate cross-section width.

(2) Maximum capacity at Level of Service "E" based on existing number of lanes. Ultimate standard capacity is only assumed if the roadway is constructed at its ultimate cross-section width, including design improvement features (lane width, shoulder width, bike lanes or medians).

(3) ADT=Average Daily Traffic

(4) V/C=Volume to Capacity Ratio.

(5) LOS=Level of Service

Project Completion (Year 2021) Plus Cumulative Conditions

The study intersections are forecast to operate within Levels of Service (D or better) during the peak hours for Project Completion (Year 2021) Plus Cumulative conditions, except for the intersection of I-15 Northbound Ramps/Murrieta Hot Springs Road during the PM peak hour, which is forecast to operate at the minimum allowable Level of Service E for freeway interchange intersections (see Table XVII-6). Therefore, the proposed project is forecast to result in no significant impacts at the study intersections for Project Completion (Year 2021) Plus Cumulative conditions. The study roadway segments are forecast to operate within acceptable Levels of Service (C or better) for Project Completion (Year 2021) Plus Cumulative conditions (see Table XVII-7). Therefore, the proposed project is forecast to result in no significant impacts at the study roadway segments for Project Completion (Year 2021) Plus Cumulative conditions.

Table XVII-6
PROJECT COMPLETION (YEAR 2021) PLUS CUMULATIVE INTERSECTION LEVEL OF SERVICE

ID Study Intersection	Jurisdiction	Traffic Control ¹	AM Peak Hour		PM Peak Hour	
			Delay ²	LOS ³	Delay ²	LOS ³
1. Madison Avenue at Murrieta Hot Springs Road	Murrieta	TS	18.9	B	39.1	D
2. Madison Avenue at Guava Street	Murrieta	TS	8.3	A	10.0	B
3. Madison Avenue at Newton Azrak Street	Murrieta	CSS	10.8	B	17.3	C
4. I-15 SB Ramps at Murrieta Hot Springs Road	Caltrans	TS	12.6	B	27.9	C
5. I-15 NB Ramps at Murrieta Hot Springs Road	Caltrans	TS	6.2	A	59.0	E
6. Monroe Avenue at Newton Azrak Street/Project Access (EW)	Murrieta	CSS	9.6	A	9.7	A

Notes: (1) TS = Traffic Signal; CSS = Cross Street Stop

(2) Delay and Level of Service have been calculated using the following analysis software: Vistro, Version 6.00-03. Per the Highway Capacity Manual, overall average intersection delay and Level of Service are shown for intersections with all way stop control. For intersections with cross street stop control, the delay and Level of Service for the worst individual movement (or movements sharing a single lane) are shown.

(3) LOS = Level of Service

Table XVII-7
PROJECT COMPLETION (YEAR 2021) PLUS CUMULATIVE ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway	Segment		Murrieta Roadway Standards ¹			Existing Plus Project Conditions					
	From	To	Classification	Lanes	Capacity	Lanes	Capacity ²	ADT ³	V/C ⁴	Capacity Threshold	LOS ⁵
Madison Avenue	Murrieta Hot Springs	Guava Street	Major	4	34,100	4	34,100	9,000	0.26	Acceptable	A
	Road Guava Street	Newton Azrak Street	Major	4	34,100	2	13,000	4,200	0.32	Acceptable	A
Guava Street	Madison Avenue	East of Madison Avenue	Secondary	4	25,900	2	13,000	700	0.05	Acceptable	A

Notes: (1) The City of Murrieta roadway maximum capacity at Level of Service "E" (City of Murrieta General Plan 2035). **Bold** denotes roadway is currently built at its ultimate cross-section width.

(2) Maximum capacity at Level of Service "E" based on existing number of lanes. Ultimate standard capacity is only assumed if the roadway is constructed at its ultimate cross-section width, including design improvement features (lane width, shoulder width, bike lanes or medians).

(3) ADT=Average Daily Traffic

(4) V/C=Volume to Capacity Ratio.

(5) LOS=Level of Service

General Plan Amendment/General Plan Consistency

The City is processing General Plan Circulation Element Amendment to modify Monroe Avenue from Guava Street to Fig Street from a Major to an Industrial Collector on the City of Murrieta General Plan Circulation Element. This Amendment is currently being processed and is anticipated to be completed by July 2020.

Monroe Avenue from Guava Street to Fig Street is forecast to carry 700 average daily trips for Project Completion (Year 2021) Plus Cumulative conditions. According to the City of Murrieta General Plan (Adopted July 2011, Exhibit 5-6), the segment of Monroe Avenue between Guava Street and Fig Street is forecast to carry between 1,200 and 1,900 average daily trips for General Plan 2035 conditions.

The City of Murrieta General Plan Circulation Element does not provide daily roadway capacity values for an Industrial Collector; however, the proposed two-lane Industrial Collector would have a similar daily capacity (maximum Level of Service E) as a two-lane Collector at 13,000 vehicles per day. As such, this segment of Monroe Avenue is forecast to result in a maximum volume-to-capacity ratio of 0.15 (Level of Service A) if modified to a two-lane Industrial Collector. Therefore, the proposed General Plan Amendment to modify Monroe Avenue from Guava Street to Fig Street from a Major to an Industrial Collector is forecast to result in no significant impacts.

Bicycle Routes

On-street bicycle facilities are not provided along Monroe Avenue in the project area as the roadway is currently a dirt roadway, though the Project will pave and improve the roadways in the immediate vicinity of the Project, which will benefit bicycle access to the project site, but will have no impact on existing bicycle routes. The City of Murrieta General Plan Trails and Bikeways Map is depicted on Figure XVII-1, and shows Monroe Avenue as a proposed Class II (On-Road Striped Bike Lane) in the project area.

Transit Facilities

Figure XVII-2 shows the existing transit routes available in the project vicinity. As shown on Figure XVII-2, Riverside Transit Agency Routes 23, 202, 205, and 206 along Murrieta Hot Springs Road and Route 23 along Madison Avenue which terminates at the Walmart south of Murrieta Hot Springs Road.

Pedestrian Facilities

Existing pedestrian facilities in the project vicinity are shown on Figure XVII-3. As stated above, the Project will pave and improve the roadways in the immediate vicinity of the Project, which will benefit pedestrian access to the project site, but will have no impact on existing pedestrian facilities.

Conclusion

The following are typically standard conditions that address project related traffic, however, as a contingency, the following mitigation measures shall be implemented to ensure that the proposed project will have a less than significant impact to the circulation system:

- TRAN-1** *All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Murrieta Public Works Department. Monroe Avenue from Guava Street to Fig Street modified from Major to an Industrial Collector.*
- TRAN-2** *Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Murrieta Public Works Department.*
- TRAN-3** *On-site traffic signing and striping plans shall be submitted for City of Murrieta approval in conjunction with detailed construction plans for the project.*
- TRAN-4** *Off-street parking shall be provided to meet City of Murrieta Municipal Code requirements.*
- TRAN-5** *The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable City of Murrieta/California Department of Transportation sight distance standards.*

TRAN-6 *The construction contractor will provide adequate traffic management resources, as determined by the County of Riverside and the City of Murrieta. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. The traffic management plan shall be prepared and approved by the City and County prior to initiation of excavation or pipeline construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.*

Based on the discussion above and the analysis provided in the TIA (Appendix 8), no further mitigation is required to minimize project impacts to circulation in the area. With the implementation of the mitigation measures identified above, the Project would have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

- b. *Less Than Significant Impact* – Senate Bill 743 mandates that California Environmental Quality Act (CEQA) guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) for transportation impact evaluation. Generally speaking, the intent of this legislation is to shift the focus from the impact drivers experience on the roadway network to the impact of driving motor vehicles itself. Currently, agencies may opt- in to applying the updated CEQA guidelines for VMT as the primary metric for transportation impact analysis; however, implementation is required State- wide by July 1, 2020. Several jurisdictions are currently in the process of developing updated procedures, methodologies, and thresholds for VMT analysis; however, very few have fully implemented the new metric and many agencies are looking to early adopters before determining how best to implement the new requirements. The City of Murrieta has yet to adopt updated guidelines for VMT analysis; therefore, VMT analysis is not included in the TIA, nor is the proposed project required to conduct VMT analysis unless the environmental review process extends beyond the July 1, 2020 deadline.
- c. *Less Than Significant With Mitigation Incorporated* – Design of driveways, internal roadways, and intersections will be based on City Code, which sets the standard for such design. As such the Project will construct the project access driveway at Monroe Avenue with the following lane configurations in accordance with applicable standards to the satisfaction of the City of Murrieta Department of Public Works:

- Monroe Avenue at Newton Azrak Street/Project Access (EW) - #6
- Westbound: Shared left/through/right lane with stop control

The second project access south of Newton Azrak Street is proposed to be constructed with a left turn lane and right turn lane. Newton Azrak Street will be extended from its current eastern terminus to Monroe Avenue, Monroe Avenue will be constructed from the south project driveway to Guava Street, and Guava Street will be extended from its current eastern terminus to Monroe Avenue.

Project site access is proposed via two full access driveways at Monroe Avenue, including one at the eastern leg of the Newton Azrak Street and Monroe Avenue intersection to be newly constructed. These improvements are required to be constructed in accordance with the design approval of the City of Murrieta Public Works Department; this is not only a requirement but will also be enforced through the implementation of mitigation measure (MM) **TRAN-1**. Furthermore, any adjacent roadway modifications will be designed in a manner as to not create conflicts for motorists, pedestrians, or bicyclists traveling within and around the Hotel Murrieta site. It is not anticipated that traffic hazards will increase. As such, the Project development would have a less than significant potential to increase hazards due to geometric design features or incompatible uses. Therefore, the project impact is considered less than significant with the implementation of MM **TRAN-1**.

- d. *Less Than Significant Impact* – Project access will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The parking lots and site layouts will be designed to meet requirements to allow emergency vehicles adequate access. A parking study was compiled and submitted to the City (refer to Appendix 9). After extensive discussions with the City, the following parking plan has been accepted by the City. The hotel will provide 314 standard parking spaces for routine operations. During events that may require more parking spaces, the hotel will provide valet parking that will allow an additional 104 parking spaces for a total of 418 parking spaces available during a major event at the hotel. This has been reviewed by the City Fire Department and determined to allow adequate emergency access during such an event. As with the discussion under issue XVII(c) above, the design at Hotel Murrieta has been reviewed and approved by the City and Fire & Rescue to ensure that adequate emergency access is provided. Therefore, the proposed Project will have a less than significant potential to result in inadequate emergency access.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

The project site consists of an undeveloped but highly disturbed property that is directly adjacent to (southwest of) the I-15 and I-215 transportation corridor. Based on the site-specific cultural resource evaluations of the project site, it does not contain any surface historical or archaeological resources. Based on contacts with the Native American Heritage Commission (NAHC), the site does not contain any known resource sites of significance to Native Americans. However, based on the consultation with the Pechanga Band of Luiseno Indians, initiated by the City in conformance with AB 52 consultation requirements, the Tribe has requested that the project developer enter into an agreement to allow Native Americans to monitor ground disturbing activities during construction of the proposed project. The objective is to ensure that if any subsurface cultural resources are unearthed they will be properly managed by the Band or other appropriate stakeholder agency.

- a. *Less Than Significant With Mitigation Incorporated* – The cultural resource surveys of the site determined that no historical or archaeological resources occur on the ground surface of the project site. Therefore, the potential to encounter any cultural resource that would qualify for listing in the California Register of Historical resources is considered negligible. However, in an abundance of caution a mitigation measure (CUL-1) has been included to address the accidental exposure of subsurface cultural resources. This measure shall be implemented by the proposed project if it is approved.
- b. *Less Than Significant With Mitigation Incorporated* – As indicated in the cultural resource technical studies (Appendices 4a and 4b), the project site does not contain any historical or archaeological resources on the surface of the project site. However, in accordance with the input from the Pechanga Band in response to the AB 52 consultation, the following mitigation measures will be implemented to ensure that no resources considered significant to the Band will experience an unavoidable significant adverse impact.

- TCR-1** *The project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown cultural resources. Prior to grading, the project permittee/owner shall provide to the City verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.*
- TCR-2** *Archaeological Monitoring: At least 30-days prior to grading permit issuance and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.*
- 1.** *The Project Archaeologist, in consultation with consulting 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. Details in the plan shall include:*
 - a.** *Project grading and development scheduling;*
 - b.** *The development of a 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, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,*
 - c.** *The protocols and stipulations that the permittee/owner, City, 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.*
 - 2.** *A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be submitted to the City of Murrieta, Eastern Information Center and the consulting tribe within 60 days of completion of monitoring.*
- TCR-3** *Native American Monitoring: Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, agreements between the permittee/owner and a Native American Monitor shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of Tribal Cultural Resources so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known Tribal 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.*
- TCR-4** *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:

- 1. Preservation-in-place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource.*
- 2. On-site reburial of the discovered items as detailed in the Monitoring Plan required pursuant to 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*
- 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:*
 - a. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 Code of Federal Regulations 800 Part 79 and therefore would be curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and,*
 - 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 American Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Murrieta, Eastern Information Center and Consulting tribes.*

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

most likely descendant(s) shall then make recommendations within 48 hours and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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"/>
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"/>
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"/>
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"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

a. Water

Less Than Significant Impact – Water will be provided by the Western Municipal Water District (Western or WMWD). A 12-inch water line is anticipated to be available in Guava St near the new Hotel Murrieta facility to connect the Hotel to the area water system. It is not anticipated that the relocation or construction of new or expanded would be required to serve the proposed project. The project would be supplied with water by Western Municipal Water District that uses imported surface water to meet customer demand. As previously stated under issue X, Hydrology and Water Quality, the District's Urban Water Management Plan (2015) identifies sufficient water resources to meet demand in its surface area. Western's retail service area is primarily residential, and commercial use represents 6% of 2015 retail water use. The anticipated demand of water supply within Western's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Western has available capacity to serve the proposed project. Therefore, development of the Hotel Murrieta would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

Less Than Significant Impact – Wastewater collection will be provided by Western Municipal Water District and the project will connect to the sewer main on Madison Avenue adjacent to the existing ICE facility. The sewer will extend along Madison Avenue and then along Newton Azrak to Monroe

and into the project site. The Santa Rosa Regional Resources Authority (SRRRA) is a Joint Powers Authority formed by Elsinore Valley Municipal Water District (Elsinore), Rancho California Water District (Rancho), and Western Municipal Water District (Western) on November 12, 2015 to be responsible for the collection, transmission, treatment and disposal of wastewater from its member agencies relating to flows to the Santa Rosa Water Reclamation Facility (SRWRF) in Murrieta, California.³ As such, Western in association with the SRRRA would construct a sewage line to connect to the project; the development of which is not anticipated to be of such a length or intensity that significant impacts would occur. Therefore, development of the Hotel Murrieta would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

Stormwater

Less Than Significant Impact – The surface runoff from the site, nonpoint source storm water runoff, will be managed in accordance with the WQMP as discussed in the Hydrology and Water Quality Section (Section X) of this Initial Study. The southerly drainage through the property that comes from beneath the freeway will be piped through the property and exit in the same manner as exists where it will exit at the toe of the slope and continue downstream. Onsite flows will be pretreated through flow through planters and then captured in three proposed site biofiltration basin. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. Therefore, surface water will be adequately managed on site and as such, development of the Hotel Murrieta would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. The power lines in front of the property along Monroe will be reinstalled underground, but no further construction or relocation of electric facilities will be required to serve the project. Therefore, development of the Hotel Murrieta would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

Less Than Significant Impact – Natural gas will be supplied by Southern California Gas. The site will connect to the existing natural gas line in Guava Street. The line will be extended along Guava Street east to Monroe and then travel from Monroe south to the Project site. This effort is not anticipated to result in significant impacts, as evidenced by the discussions in preceding sections. Therefore, development of the Hotel Murrieta would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. Impacts are less than significant.

Telecommunications

Less Than Significant Impact – Development of the Hotel Murrieta would require a connection to telecommunication services, such as wireless internet service and phone service. This can be accomplished through connection to existing services that are available to the developer at the project site. Therefore, development of the Hotel Murrieta would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities. Impacts are less than significant.

- b. *Less Than Significant Impact* – Please refer to the discussion under Hydrology, Section X(b) above. The anticipated available water supply within Western's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Western has available capacity to serve the proposed project. As such, given that Western's 2015 Urban Water Management Plan

³ <https://srrra-jpa.org/64/About-Us>

indicates that the water district anticipates ample water supply will be available to serve the project's minimal daily demand. Therefore, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts under this issue are considered less than significant.

- c. *Less Than Significant Impact* – The SRWRF uses a biological treatment process followed by chemical clarification, filtration, and disinfection to prepare the water for reuse. On average, the plant treats approximately 1 billion gallons of wastewater annually or 2,739,726 million gallons per day (MGD) average. The treatment plant is a sequencing batch reactor treatment facility with a secondary treatment capacity of 5 MGD and a tertiary treatment capacity of 5 MGD. Given the available capacities, it is anticipated that the facility has available capacity to accommodate the anticipated wastewater generated from the hotel facility, which will vary depending on the occupancy rate of the project site. It is estimated that a 253-room hotel would generate 100 gallons per day per room, which equates to 25,300 gallons per day, which is 0.51% of the available capacity at the SRWRF. As such, it is anticipated that there will be available capacity to accommodate the demand generated by the proposed project. Impacts under this issue are less than significant.
- d&e. *Less Than Significant Impact* – The proposed project will generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system. Solid waste generation rates published by CalRecycle⁴ state that commercial uses such as that which this project proposes can produce 5 pounds of waste per 1,000 square feet of floor space. It is estimated that a 253-room hotel would generate 2 pounds of waste per room per day. Therefore, the total solid waste generated by the project would be approximately 92.3 tons per year ($2 \times 254 \times 365 = 184,690$ pounds per year / 2,000 = 92.3 tons per year). Solid waste capacity has been expanded to provide adequate disposal capacity for cumulative demand over at least the next five years. Combined with the City's mandatory source reduction and recycling program, the proposed Project is not forecast to cause a significant adverse impact to the waste disposal system.

According to the Integrated Waste Management Board Jurisdiction Diversion and Disposal Profile for City of Murrieta, the following disposal facilities were used by the City of Murrieta in 2005 (the most recent year for which data was found): Bakersfield Sanitary Landfill (Kern), Badlands Disposal Site (Riverside), Colton Refuse Disposal Site (San Bernardino), El Sobrante Sanitary Landfill (Riverside), Fontana Refuse Disposal Site (San Bernardino), Lamb Canyon Disposal Site (Riverside), and Puente Hills Landfill #6 (Los Angeles). More than 50% of waste produced within Riverside County is also disposed of within the County. Descriptions of the primary disposal facilities and their capacity are summarized below.

El Sobrante Sanitary Landfill is located at 10910 Dawson Canyon Road east of Interstate 15 in the Gavilan Hills. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of January 1, 2051. The site is currently permitted to a capacity of 209,910,000 cubic yards with a remaining capacity of 143,977,170 cubic yards and permitted throughput of 16,054 tons per day.

Badlands disposal site is located at 31125 Ironwood Ave, Moreno Valley 92373. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of January 1, 2022. The site is currently permitted to a capacity of 34,400,000 cubic yards with a remaining capacity of 15,748,799 cubic yards and permitted throughput of 4,800 tons per day.

Lamb Canyon disposal site is located on Lamb Canyon Road three miles south of Beaumont 92223. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of April 1, 2029. The site is currently permitted to a capacity

⁴ <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

of 38,935,653 cubic yards with a remaining capacity of 19,242,950 cubic yards and permitted throughput of 5,000 tons per day.

Several of the referenced landfills will either be closed or permitted to contain greater volumes of waste in the near future. Any hazardous materials collected on the project site during either construction of the Project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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"/>
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 wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 to the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The proposed project is not located within a Very High Fire Hazard Severity Zone in a State Responsibility Area (SRA), shown on Figure XX-1. However, the proposed Project is located within a Very High Fire Hazard Severity Zone within a Local Responsibility Area, shown on Figure XX-2. Please review the discussion under Subchapter IX(g), Hazards and Hazardous Materials. The project is located adjacent to the I-215 interchange with the I-15 freeway, which is constructed of materials that are not considered highly flammable. However, the proposed project site is not located in a Wildland Fire Protection Agreement Area and it does not contain a heavy fuel load at present. The City of Murrieta reviews all proposed projects and provides conditions of approval for setbacks; building and fire sprinkler requirements; roofing design and material and construction requirements, fuel modification; and other measures as appropriate to reduce the risk to the development and surrounding uses to fire hazards. Furthermore, given the urban setting within which the project is located, and the abundance of local roadways and freeways, it is not anticipated that the development of the Hotel Murrieta within the project site would substantially impair an adopted emergency response or evacuation plan. Furthermore, the project would improve surrounding roadways to provide access to the project site, which would enhance emergency access in the project area. Though the project is located within a very high fire hazard severity zone within a local responsibility area, impacts to emergency response and/or emergency evacuation plans are considered less than significant.

- b. *Less Than Significant Impact* – The proposed project is characterized by rolling hill topography that has been disturbed by plowing, grazing, dumping, and off-road vehicle use. The site is characterized by non-native grasses. Though the project site is located within a very high fire hazard severity zone within a local responsibility area, the site is far removed from other high fire hazard severity zones (within either state or local responsibility areas), and as such the potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The project site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk. Based on the site location, and the condition of the site and surrounding area, the project will have a less than significant potential to, 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 wildfire. No mitigation is required.
- c. *Less Than Significant With Mitigation Incorporated* – The project will require associated infrastructure in support of the Hotel Murrieta operations as follows: the project will require a potable water connection to the Western Municipal Water District's service area; the project will require a wastewater connection to the sewer main on Madison Avenue and the sewer will extend along Madison Avenue and then along Newton Azrak to Monroe and into the project site; electricity provided by SCE will require that the power lines in front of the property along Monroe will be reinstalled underground; the site will connect to the existing natural gas line in Guava, and the natural gas pipeline will be extended along Guava east to Monroe and Monroe south to the project site; at the small channel on the north side of the project site, the existing culvert beneath Monroe Avenue will be replaced with a properly sized culvert; and, two offsite roadway improvement alternatives are proposed to ensure that appropriate emergency site access is provided to the site. The area surrounding the project footprint, and in places, within the project footprint contains vegetation within which construction activities could exacerbate fire risk. This portion of Murrieta is developed, but is partially surrounded by several vacant, vegetated parcels. Therefore, though the project is not anticipated to exacerbate fire risk based on the project's located adjacent to the I-215 interchange with the I-15 freeway, the proposed project requires the following mitigation measure, which would minimize fire risk during activities that would utilize electric equipment by requiring construction crews to carry fire prevention equipment during activities involving electrical equipment.

WF-1 *During construction of the water system, and during any maintenance activities within 50 feet of highly vegetated areas within the water system's footprint, the construction crew shall have fire prevention equipment (such as fire extinguishers, emergency sand bags, etc.) to put out any accidental fires that could occur from the use of electrical construction/maintenance equipment.*

With the implementation of mitigation measure **WF-1** above, the project would not have a significant potential to exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant.

- d. *Less Than Significant Impact* – The proposed project will be located within a site with a rolling hill topography, with elevations ranging from 1,092' to 1,139', which is not a substantial variation in elevation. The discussion under Section VII, Geology and Soils, concluded that the project would not have a significant potential to experience landslides or slope instability. Once constructed, the project site will be essentially flat, and the drainage will be managed in an efficient manner that would not expose people or structures to significant risk. Furthermore, as discussed under Section X, Hydrology and Water Quality, the project is not located in an area containing a flood hazard, and given the project's located adjacent to the I-215 Interchange with the I-15 freeway, the project site is anticipated to remain stable should a wildfire occur at or near the project site. As discussed above, the project is not anticipated to be exposed to substantial fire risk because of the lack of fuel to spread wildfire surrounding the site. The area in the vicinity of the project that is considered at high risk for fire is being developed such that the risk at this location is minimized because the site is surrounded by development, and far removed from other very high fire hazard zones that would allow a wildfire to spread continuously. Therefore, the development of the Hotel Murrieta at this site

is anticipated to have a less than significant potential to 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. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

- a. *Less Than Significant With Mitigation Incorporated* – The Project has no potential to cause a significant impact to any biological or cultural resources. The Project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The Project requires mitigation to prevent significant impacts from occurring as a result of implementation of the Project. Based on the historic disturbance of the site, and its current disturbed condition, the potential for impacting cultural resources is low. The Cultural Resources Report determined that no cultural resources of importance were found at the Project site, so it is not anticipated that any resources could be affected by the Project because no cultural resources exist. However, because it is not known what could be unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that any resources are found, they are protected from any potential impacts. Please see biological and cultural sections of this Initial Study.

- b. *Less Than Significant With Mitigation Incorporated* – The Project has 12 potential impact categories that are individually limited, but may be cumulatively considerable. These are: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities & Service Systems, and Wildfire. The Project is not considered growth-inducing, as defined by *State CEQA Guidelines*. These issues require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.
- c. *Less Than Significant With Mitigation Incorporated* – The proposed Project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Air Quality, Geology and Soils, Hazards & Hazardous Materials, Noise, and Wildfire require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed Project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agriculture and Forestry Resources, Energy, Greenhouse Gases, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, and Recreation. The issues of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities & Service Systems, and Wildfire require the implementation of mitigation measures to reduce Project specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact level.

Based on the evidence and findings in this Initial Study, the City of Murrieta proposes to adopt a Mitigated Negative Declaration for the Hotel Murrieta Project. A Notice of Intent to Adopt a Mitigation Negative Declaration (NOI) will be issued for this project by the City. The Initial Study and NOI will be circulated for 30 days of public comment. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the City for possible adoption at a future Council meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this Project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

XXII. EARLIER ANALYSES

The proposed project in an earlier form, proposed as the Murrieta Higher Education Facility Development Plan (DPO-007-2560, CUP-007-2561), was approved by the City through an IS/MND in 2008. This document provides an update to this document with a revised site design and overall conditions due to the 11 years since the original project was approved.

---end of checklist

SUMMARY OF MITIGATION MEASURES

Aesthetics

- AES-1 The proposed structures shall be painted in colors that closely match the surrounding landscape, so as to create continuity in the potentially obscured views. The colors chosen shall be approved by the City of Murrieta's architectural review process.
- AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Murrieta shall be implemented to eliminate glare impacts.

Air Quality

- AQ-1 Construction of the hotel includes the following phases: site preparation, grading, building construction, paving, and architectural coating. Construction of the off-site improvements includes the following phases: grading, paving, and architectural coating. The following phases of the two proposed activities shall not occur concurrently to address the potential for NOx exceedances: hotel grading, hotel building construction, off-site grading, and ANY other activity phase of construction for off-site improvements or the proposed hotel (i.e. hotel grading, hotel building construction, and off-site grading can occur concurrently, but cannot occur concurrently with hotel site preparation, hotel, paving, hotel architectural coating, or off-site architectural coating). Furthermore, each of the phases of construction for the off-site improvements—grading, paving, and architectural coating—shall occur sequentially with no single activity occurring at the same time to address the potential for localized PM2.5 and PM10 exceedances.
- AQ-2 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:
- Apply soil stabilizers or moisten inactive areas;
 - Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day);
 - Cover all stock piles with tarps at the end of each day or as needed;
 - Provide water spray during loading and unloading of earthen materials;
 - Minimize in-out traffic from construction zone;
 - Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard; and
 - Sweep streets daily adjacent to all construction sites.
- AQ-3 Exhaust Emissions Control
- Utilize well-tuned off-road construction equipment.
 - Establish a requirement for contractors to use Tier 3-rated or better heavy equipment.
 - Enforce 5-minute idling limits for both on-road trucks and off-road equipment.
- AQ-4 The project applicant shall provide sidewalks within the project boundary.
- AQ-5 The project applicant shall be required to construct all building structures to meet or exceed 2016 Title 24, Part 6 Standards and meet Green Building Code Standards.

- AQ-6 The project applicant shall be required to exclusively install faucets, toilets and showers in the proposed structures that utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.
- AQ-7 The project applicant shall be required to install a water-efficient irrigation system be installed that conforms to the requirements of City codes and State law (Model Water Efficient Landscape Ordinance [MWELO]).
- AQ-8 The City shall require the project applicant to install ENERGY STAR-standard electric appliances on-site.
- AQ-9 The City shall require the project applicant to implement recycling programs and regulations that reduce waste to landfills by a minimum 75 percent per AB 341.
- AQ-10 The City shall require the project applicant to install high-efficiency lighting that is at least 34% more efficient than standard lighting.
- AQ-11 The Project shall utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, the Project may utilize building materials that do not require the use of architectural coatings.
- AQ-12 The project applicant shall require the use of water-based or low VOC cleaning products.

Biological Resources

- BIO-1 Within 30 days prior to the initiation of any grading or clearing activities, a subsequent Western Burrowing Owl Survey shall be performed to confirm that burrowing owls have not occupied any portion of the site. In the event that a portion of the site has been occupied by the burrowing owl, the survey biologist in consultation with the City Planning Department shall establish no disturbance areas around the burrow and related foraging area to ensure that no impacts to the burrowing owl occur. The subsequent survey will comply with the survey protocols established by the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service. If burrowing owl are encountered, land disturbance activities shall not commence until the biologist has implemented appropriate management measures in accordance with current CDFW burrowing owl management, including relocation, protocols.
- BIO-2 Prior to issuance of grading permits for the southern portion of the Project site, the site developer shall provide the City with regulatory permits for impacts to disturbed waters of the State in the south channel on the property. To compensate for the impacts to these waters of the State, the developer shall acquire offsite compensatory mitigation habitat or create such habitat at a 1:1 mitigation-to-impact ratio. This habitat shall be located within the watershed. The regulatory permits (CDFW 1600) may increase this compensatory ratio, but the City finds that this is the minimum habitat required to offset the impacts to water of the State on the project site.
- BIO-3 The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.

Cultural Resources

- CUL-1 Should any subsurface or other cultural resources be accidentally exposed during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Geology and Soils

- GEO-1 Based upon the geotechnical investigation, all of the recommended seismic design parameters identified in Appendix 5 (listed on page 11) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including seismic soil stability on future project-related structures.
- GEO-2 If the existing slopes within the site are to remain, removal and replacement of the colluvium with more stable fill material shall be required.
- GEO-3 A qualified geologist shall be retained by the Developer to identify loose to medium dense soils on site. Once these soils have been identified, they shall be removed and recompacted during site grading.
- GEO-4 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.
- GEO-5 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Hotel Murrieta is being constructed.
- GEO-6 Based upon the geotechnical investigation, all of the recommended design and construction measures identified in Appendix 5 (listed on pages 15-28) shall be implemented by the Applicant. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including soil stability on future project-related structures.
- GEO-7 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Greenhouse Gas Emissions

- GHG-1 The applicant shall purchase 300 MTCO₂e of permanent GHG offsets from the available GHG compensatory mitigation market. These GHG offsets shall be documented with the City prior to initiating operation of the new hotel.

Hazards and Hazardous Materials

- HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development.

Hydrology and Water Quality

- HYD-1 The project proponent will select best management practices from the range of practices identified by the City and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the City for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.

Noise

- NOI-1 The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- NOI-2 Equipment shall be shut off and not left to idle when not in use.
- NOI-3 The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
- NOI-4 Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.
- NOI-5 The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
- NOI-6 The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.
- NOI-7 Window/wall assemblies need to have sound transmission class (STC) ratings ranging from 10 – 30, depending on the window location. The Table below lists the required STC ratings.

Floor Level	Building Location (See Receivers Building on Figure XIII-1)							
	1	2	3	4	5	6	7	8
1	10	12	14	17	16	17	18	14
2	13	15	18	20	22	23	22	19
3	15	17	21	23	24	26	22	21
4	16	18	24	25	25	28	22	23
5	17	19	25	27	26	30	22	23
6	17	19	27	27	27	30	21	24
7	17	19	28	28	27	31	21	24
8	17	19	28	29	27	32	21	24
9	17	19	29	29	28	33	20	25

Transportation

- TRAN-1 All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Murrieta Public Works Department. Monroe Avenue from Guava Street to Fig Street modified from Major to an Industrial Collector.
- TRAN-2 Site-adjacent roadways shall be constructed or repaired at their ultimate half- section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Murrieta Public Works Department.
- TRAN-3 On-site traffic signing and striping plans shall be submitted for City of Murrieta approval in conjunction with detailed construction plans for the project.
- TRAN-4 Off-street parking shall be provided to meet City of Murrieta Municipal Code requirements.
- TRAN-5 The final grading, landscaping, and street improvement plans shall demonstrate that sight distance standards are met in accordance with applicable City of Murrieta/California Department of Transportation sight distance standards.
- TRAN-6 The construction contractor will provide adequate traffic management resources, as determined by the County of Riverside and the City of Murrieta. The City shall require a construction traffic management plan for work in public roads that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during excavation activities. The traffic management plan shall be prepared and approved by the City and County prior to initiation of excavation or pipeline construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; and at the end of each construction day roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

Tribal Cultural Resources

- TCR-1 The project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown cultural resources. Prior to grading, the project permittee/owner shall provide to the City verification that a certified archaeological monitor has been retained. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.
- TCR-2 Archaeological Monitoring: At least 30-days prior to grading permit issuance and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project permittee/owner shall retain a Riverside County-certified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.
1. The Project Archaeologist, in consultation with consulting 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. Details in the plan shall include:

- a. Project grading and development scheduling;
 - b. The development of a 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, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists; and,
 - c. The protocols and stipulations that the permittee/owner, City, 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.
2. A final report documenting the monitoring activity and disposition of any recovered cultural resources shall be submitted to the City of Murrieta, Eastern Information Center and the consulting tribe within 60 days of completion of monitoring.
- TCR-3 Native American Monitoring: Native American Tribal monitors shall also participate in monitoring of ground-disturbing activity. At least 30 days prior to issuance of grading permits, agreements between the permittee/owner and a Native American Monitor shall be developed regarding prehistoric cultural resources and shall identify any monitoring requirements and treatment of Tribal Cultural Resources so as to meet the requirements of CEQA. The monitoring agreement shall address the treatment of known Tribal 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.
- TCR-4 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:
1. Preservation-in-place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resource.
 2. On-site reburial of the discovered items as detailed in the Monitoring Plan required pursuant to 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
 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:
 - a. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 Code of Federal Regulations 800 Part 79 and therefore would be curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation; and,
 - 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 American Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City of Murrieta, Eastern Information Center and Consulting tribes.

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

Wildfire

- WF-1 During construction of the water system, and during any maintenance activities within 50 feet of highly vegetated areas within the water system's footprint, the construction crew shall have fire prevention equipment (such as fire extinguishers, emergency sand bags, etc.) to put out any accidental fires that could occur from the use of electrical construction/maintenance equipment.

REFERENCES

- C.H.J. Incorporated, Geotechnical Investigation Proposed Murrieta Campus Project, Northwest of Monroe Avenue and Fig Street dated October 31, 2007
- CRM TECH, Identification of Evaluation of Historic Properties, Murrieta Education Center Project dated March 14, 2014
- CRM TECH, Update to Historical/Archaeological Resources Survey, Hotel Murrieta Project dated September 4, 2019
- Ganddini Group, Inc., Hotel Murrieta Air Quality, Global Climate Change, Health Risk Assessment, and Energy Impact Analysis dated September 19, 2019
- Ganddini Group, Inc., Hotel Murrieta Noise Impact Analysis dated September 19, 2019
- Ganddini Group, Inc., Hotel Murrieta Shared Parking Analysis dated May 22, 2020
- Ganddini Group, Inc., Hotel Murrieta Traffic Impact Analysis dated August 30, 2019
- LOR Geotechnical Group, Inc., Phase I Environmental Site Assessment Update, 13± Acres of Vacant Land dated July 15, 2019
- LOR Geotechnical Group, Inc., Preliminary Geotechnical Investigation Proposed Commercial Development, APN's 910-020-009 and -014, Murrieta, California dated March 3, 2020
- City of Murrieta Climate Action Plan
- City of Murrieta General Plan 2035, 2011
- City of Murrieta General Plan 2035 EIR, 2011
- Lisa M. Patterson (Biologist) under Tom Dodson & Associates, General Biological Habitat Assessment, MSCHP Consistency Analysis, and Jurisdictional Delineation dated July 2018
- Websites:
- https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf
- https://www.wmwd.com/DocumentCenter/View/3162/Western_2015-UWMP_Final_Body-Only?bidId=
- <https://www.wmwd.com/461/Sustainable-Groundwater-Management-Act>
- <https://srrra-jpa.org/64/About-Us>
- <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

FIGURES

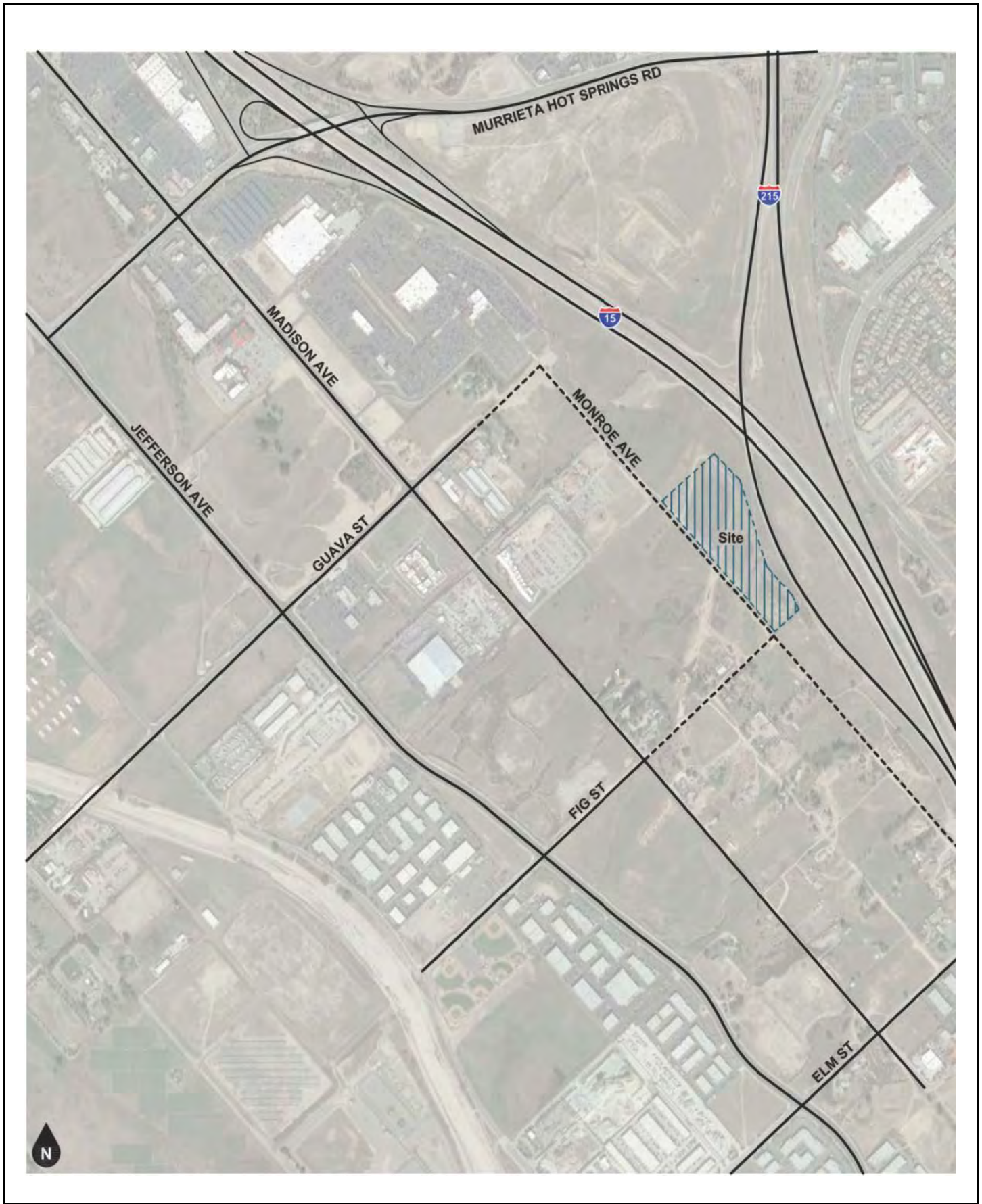
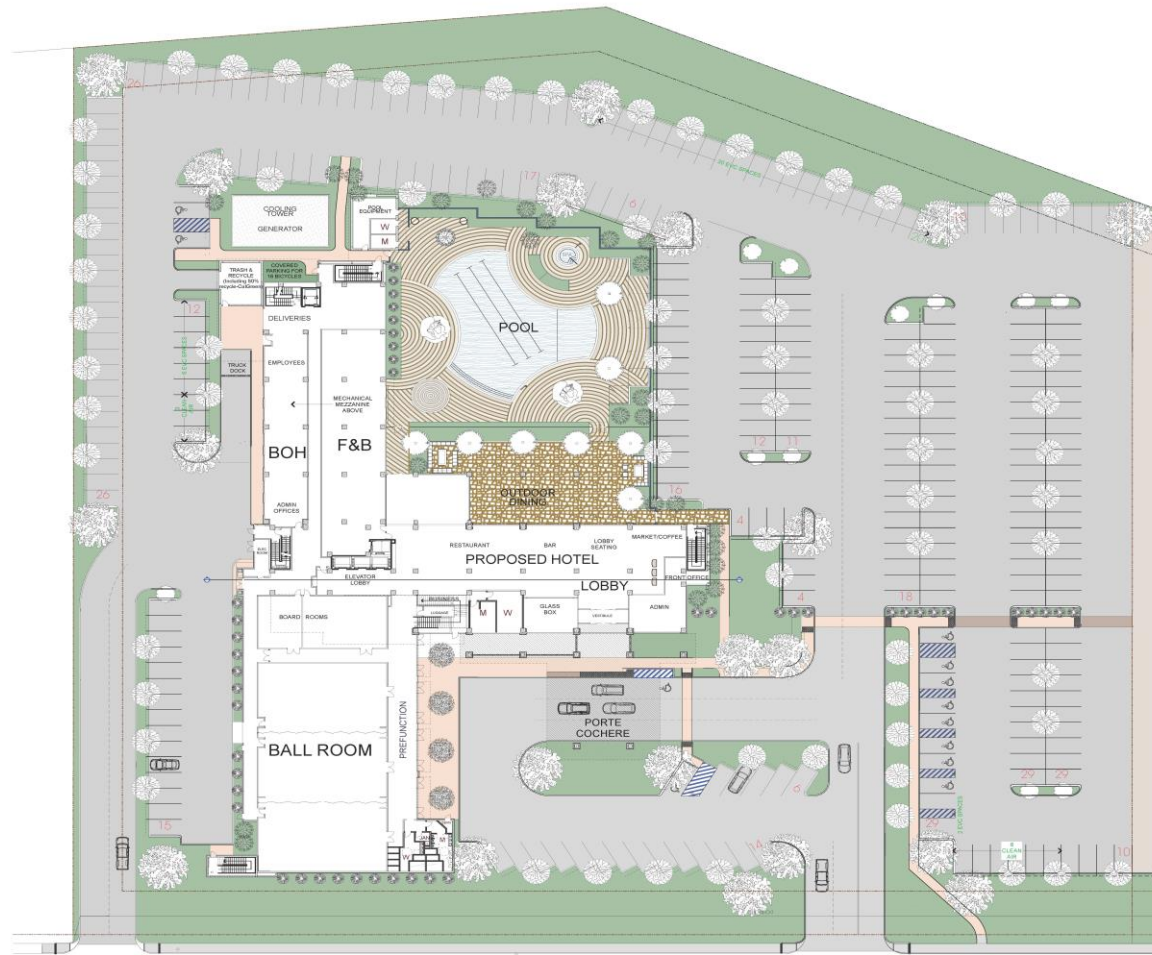


FIGURE 2



MONROE AVENUE

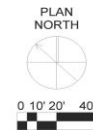
ASSESSOR'S PARCEL NUMBER
910-020-009, 910-020-014

Development Plans for the

HOTEL Murrieta

GROUND FLOOR - SITE PLAN

Applicant/Land Owner:
Hotel Murrieta LLC
35411 Paseo Viento
Capistrano Beach, CA 92624
(949) 661-7292



A-3



10-15-19	PLANNING SUBMIT
12-18-19	PLANNING SUBMIT
3-16-20	PLANNING SUBMIT
5-15-20	PLANNING SUBMIT

Keisker & Wiggle Architects
949/388-1250

26961 Camino de Estrella, Suite 200
Capistrano Beach, CA 92624

FIGURE 4

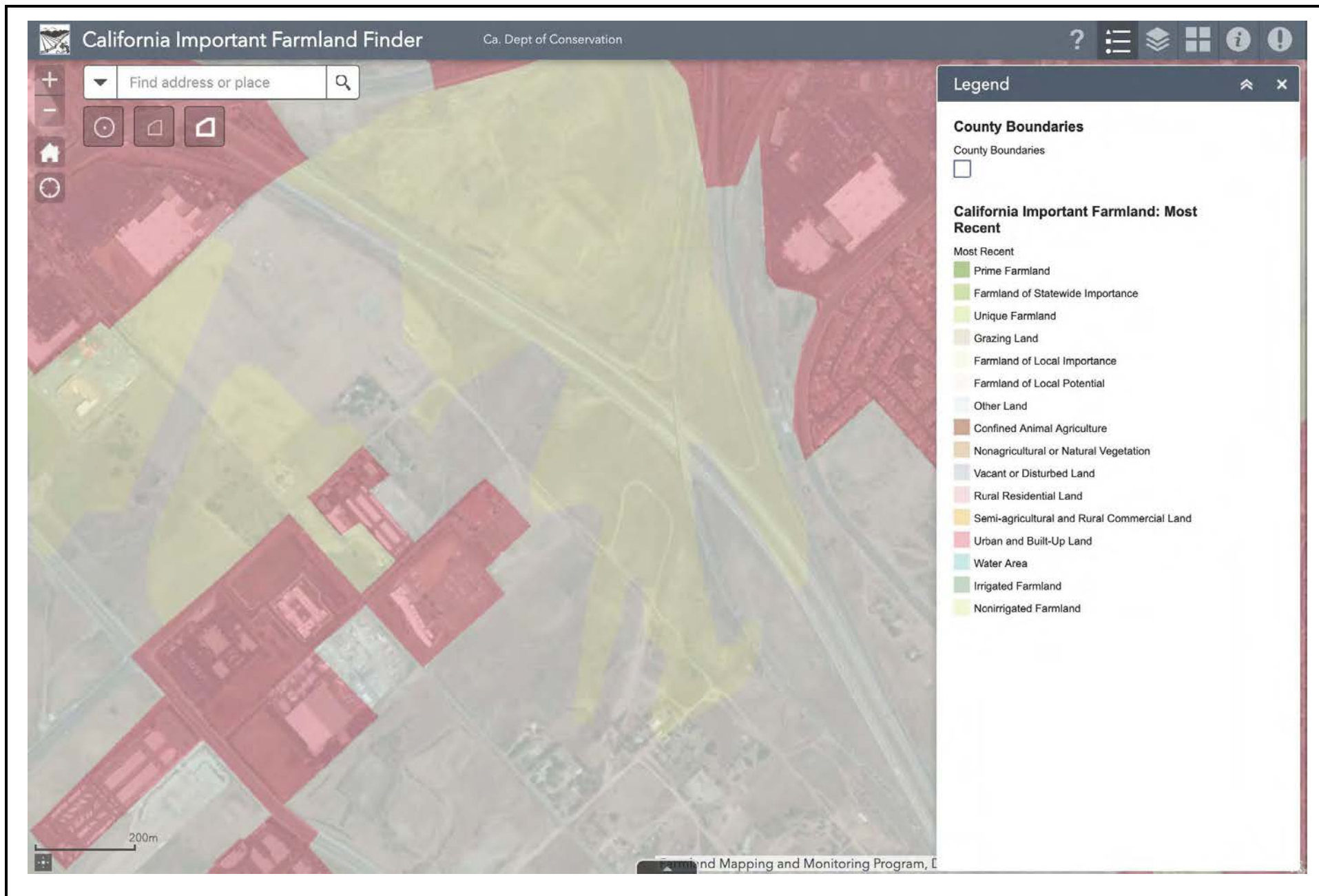
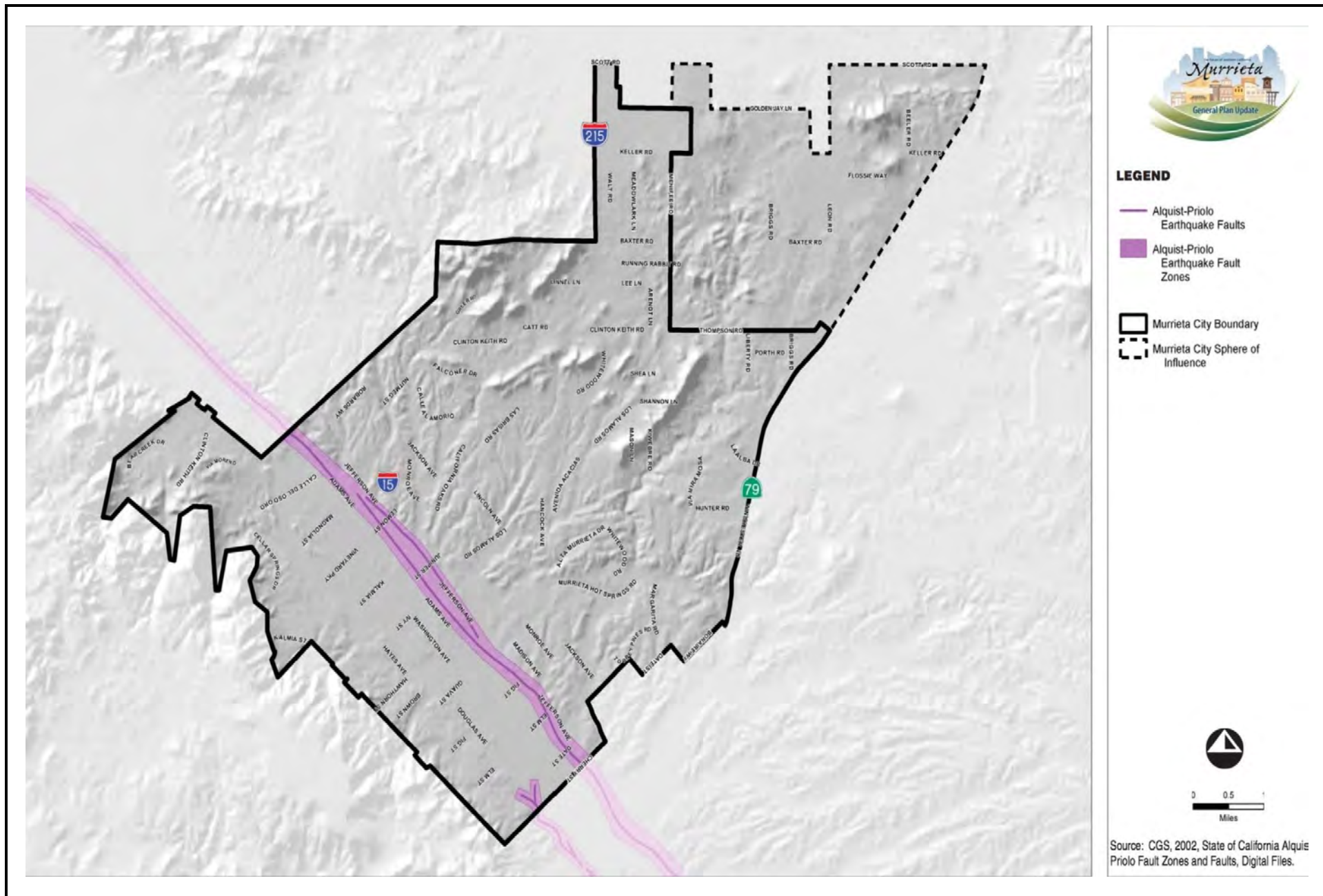


FIGURE II-1

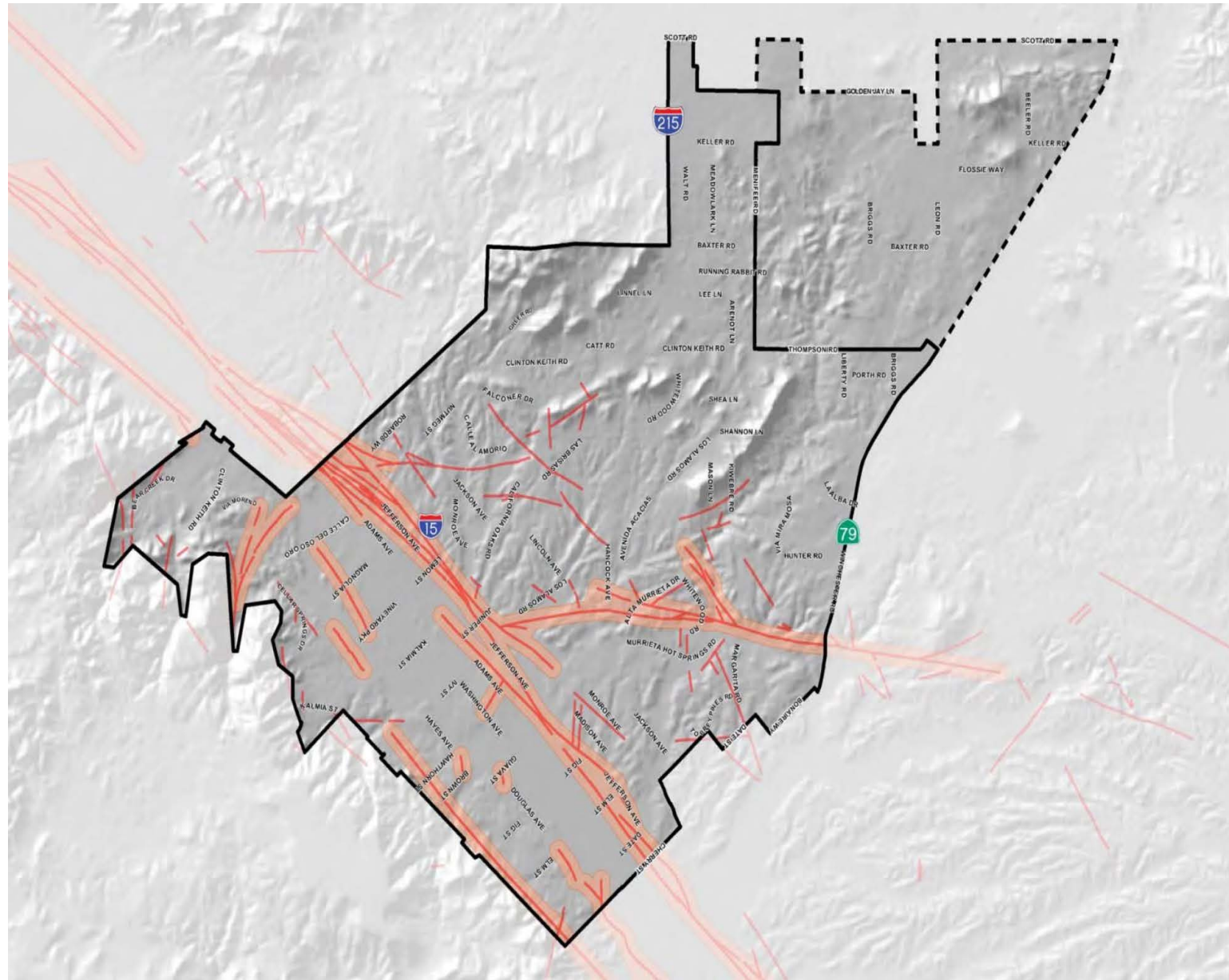


SOURCE: Murrieta General Plan Safety Element

FIGURE VII-1

Tom Dodson & Associates
Environmental Consultants

Alquist-Priolo Earthquake Fault Zone Map



LEGEND

- Riverside County Earthquake Faults
- Riverside County Earthquake Fault Zones
- Murrieta City Boundary
- Murrieta City Sphere of Influence



0 0.5 1
Miles

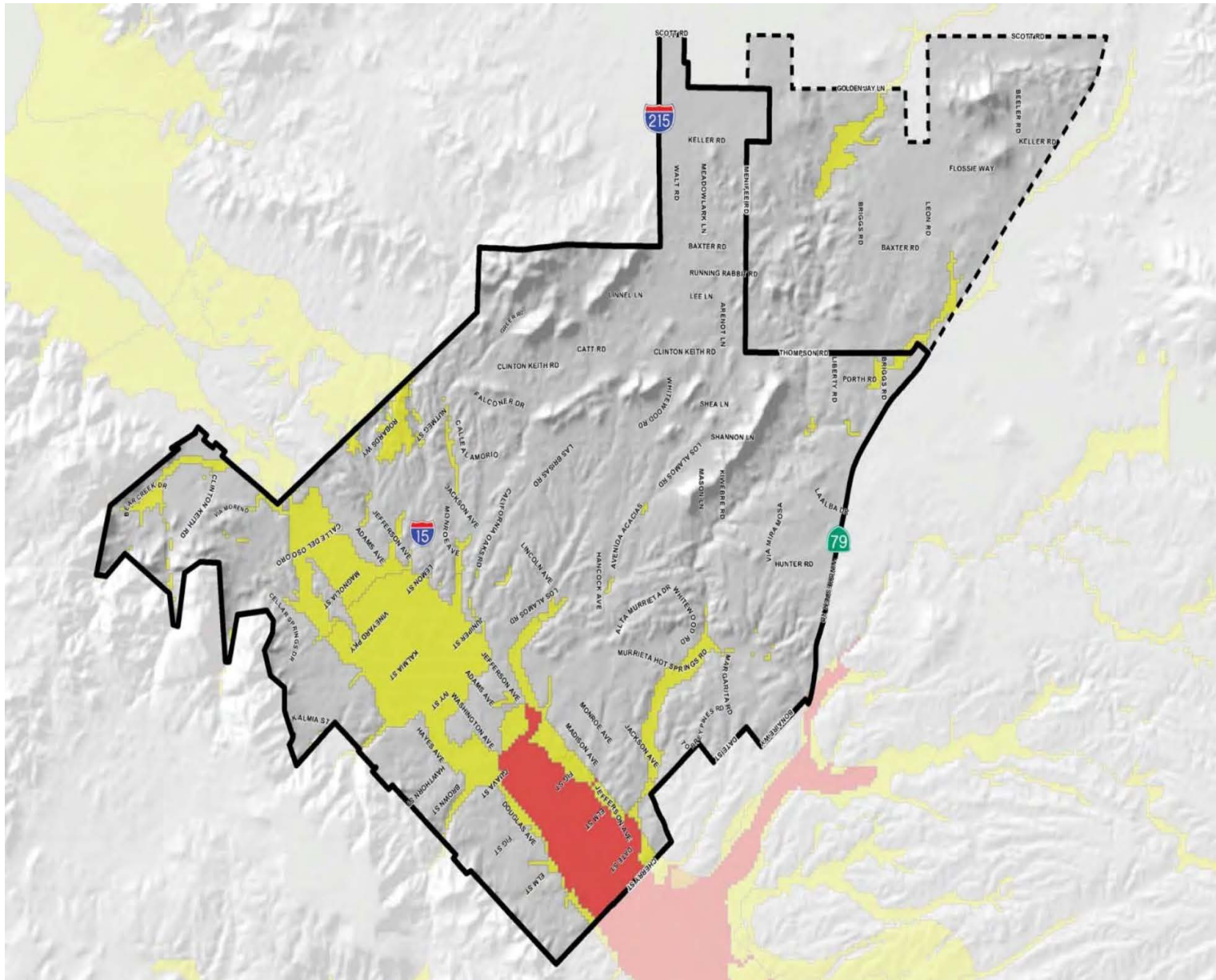
Source: Riverside County Earthquake Fault Zones and Faults, Digital Files.

SOURCE: Murrieta General Plan Safety Element

FIGURE VII-2

Tom Dodson & Associates
Environmental Consultants

Riverside County Fault Hazard Map



LEGEND

Liquefaction Susceptibility

- Very High
- High
- Moderate

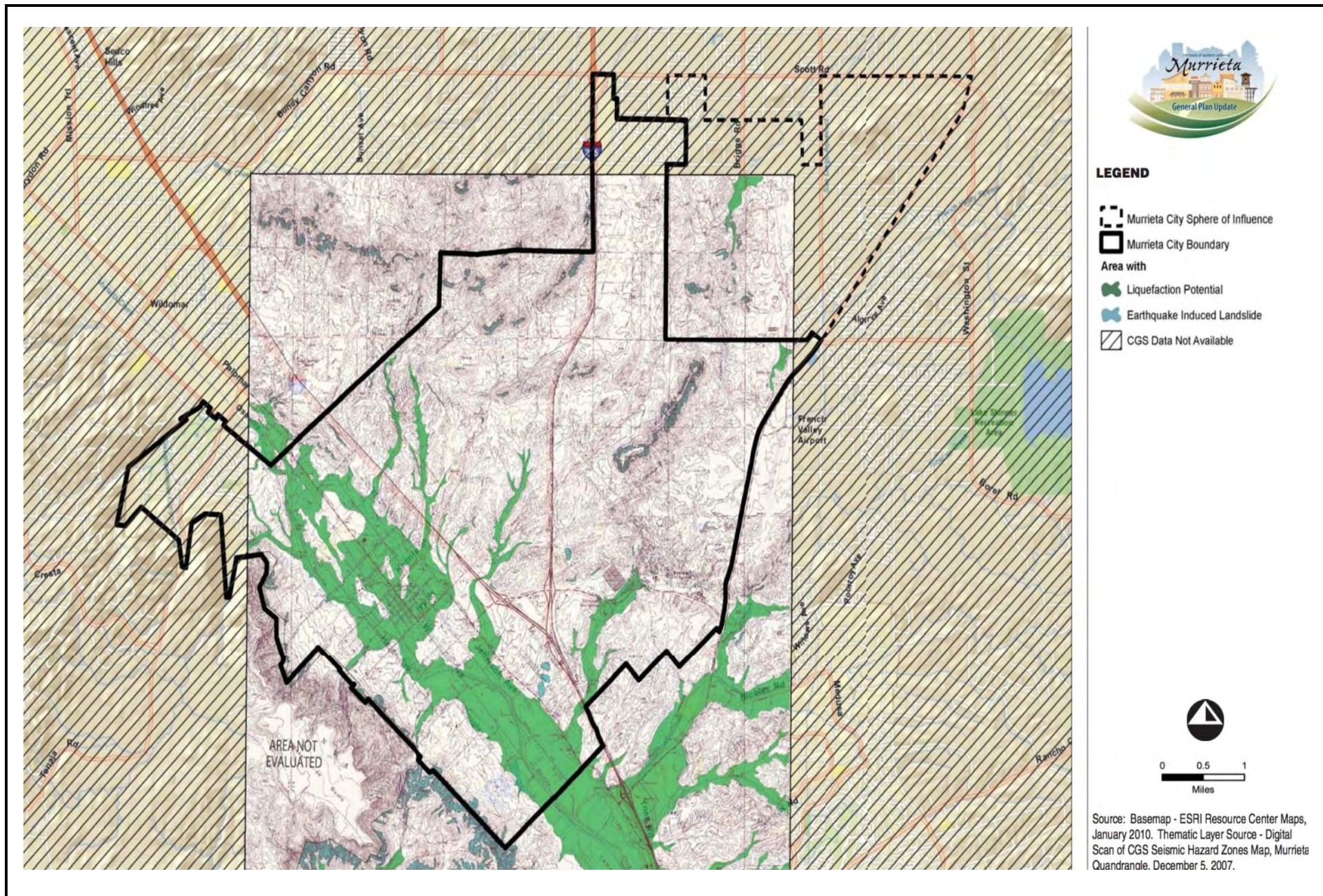
- Murrieta City Boundary
- Murrieta City Sphere of Influence



Source: Riverside County, 2006, Liquefaction

SOURCE: Murrieta General Plan Safety Element

FIGURE VII-3



SOURCE: Murrieta General Plan Safety Element

FIGURE VII-4



1 District Support Center
 41870 McAlby Court, 92562
 (951) 696-1600



2 Alta Murrieta Elementary 39475 Whitewood Rd, 92563 951/696-1403 FAX 951/304-1766	7 Creekside Alternative High 24150 Hayes Ave, 92562 951/696-1409 FAX 951/304-1665	12 Murrieta Elementary 24725 Adams Ave, 92562 951/696-1401 FAX 951/304-1705	17 Sykes Elementary 39138 Oakville Ave, 92562 <i>On Hold</i>
3 Antelope Hills Elementary 36105 Murrieta Oaks Ave, 92563 951/445-4110 FAX 951/304-1871	8 Dorothy McElhinney Middle 35125 Briggs Rd, 92563 951/304-1885 FAX 951/304-1889	13 Murrieta Mesa High 24801 Monroe Ave, 92562 951/304-1890 FAX 951/304-1895	18 Thompson Middle 24040 Hayes Ave, 92562 951/696-1410 FAX 951/304-1691
4 Avaxat Elementary 24300 Las Brisas Rd, 92562 951/696-1402 FAX 951/304-1627	9 E. Hale Curran Elementary 40855 Chaco Canyon Rd, 92562 951/696-1405 FAX 951/304-1726	14 Murrieta Valley High 42200 Nighthawk Wy, 92562 951/696-1408 FAX 951/304-1803	19 Tovashal Elementary 23801 St Raphael, 92562 951/696-1411 FAX 951/304-1782
5 Buchanan Elementary 40121 Torrey Pines Rd, 92563 951/696-1428 FAX 951/304-1851	10 Lisa J. Mails Elementary 35185 Briggs Rd, 92563 951/304-1880 FAX 951/304-1881	15 Rail Ranch Elementary 25030 Via Santee, 92563 951/696-1404 FAX 951/304-1745	20 Vista Murrieta High 28251 Clinton Keith Rd, 92563 951/894-5750 FAX 951/304-1832
6 Cole Canyon Elementary 23750 Via Aliso, 92562 951/696-1421 FAX 951/304-1861	11 Monte Vista Elementary 37420 Via Mira Mosa, 92563 951/894-5085 FAX 951/304-1842	16 Shivela Middle 24515 Lincoln Ave, 92562 951/696-1406 FAX 951/304-1642	21 Warm Springs Middle 39245 Calle Fortuna, 92563 951/696-3503 FAX 951/304-1611

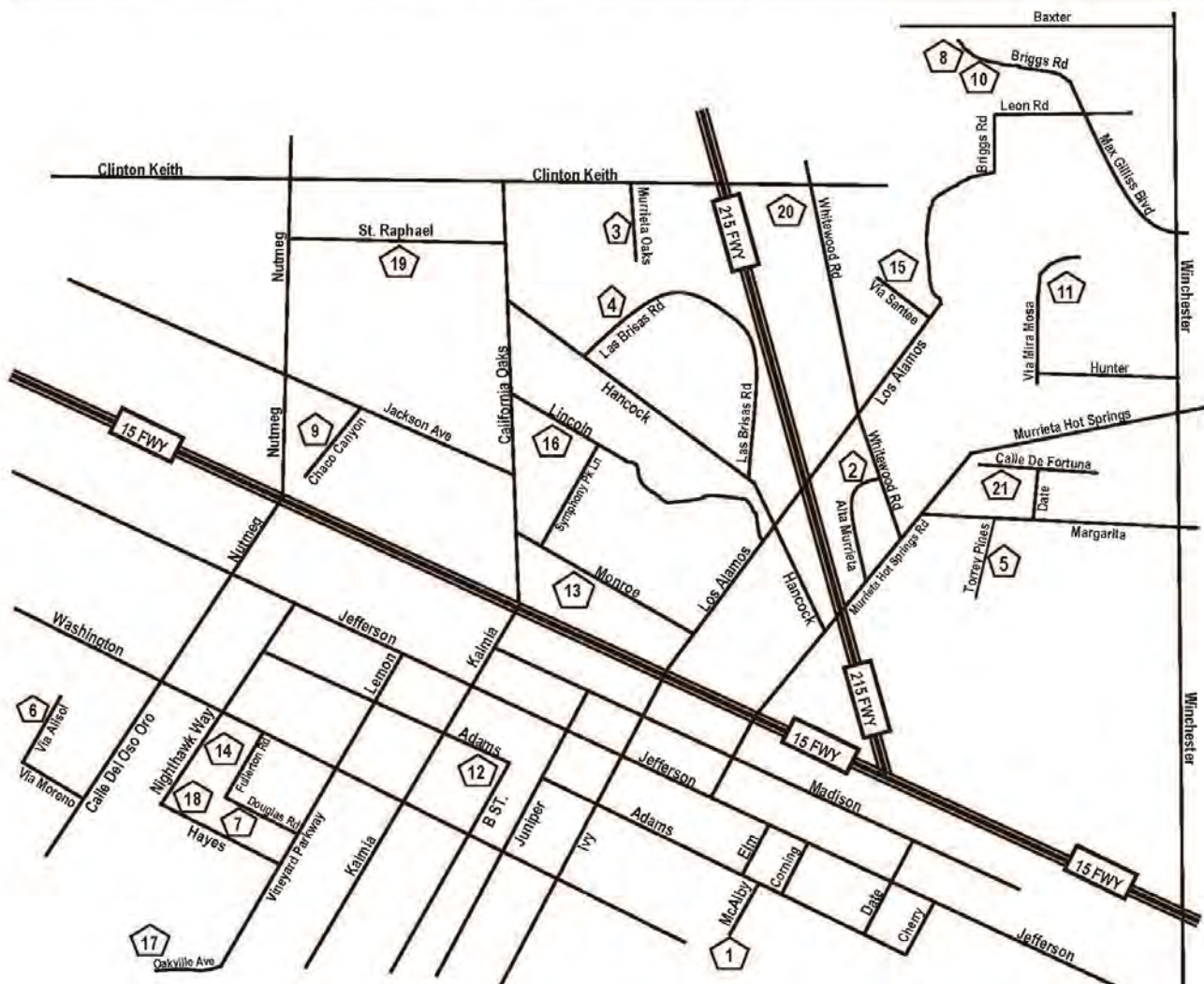


FIGURE IX-1

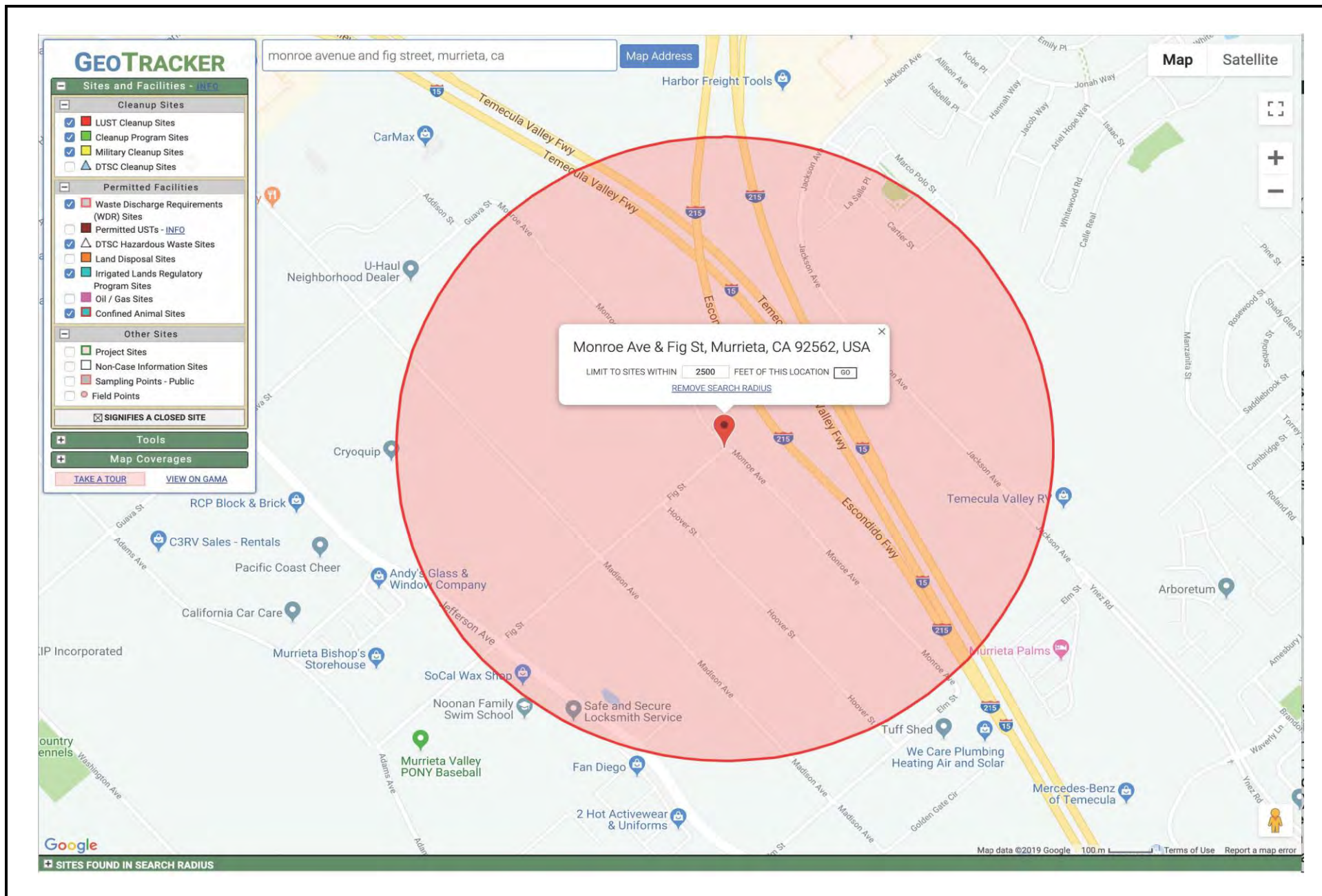


FIGURE IX-2

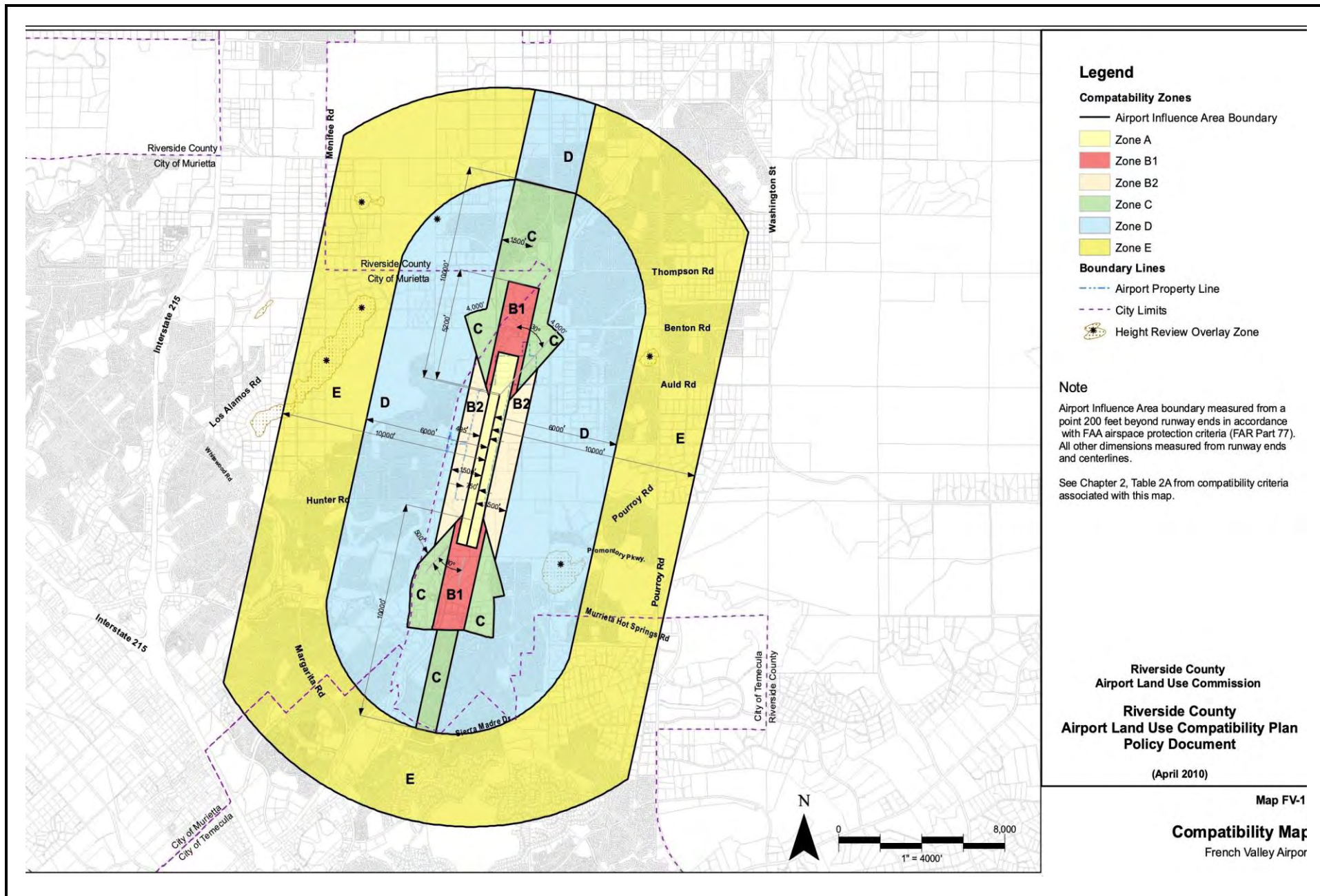
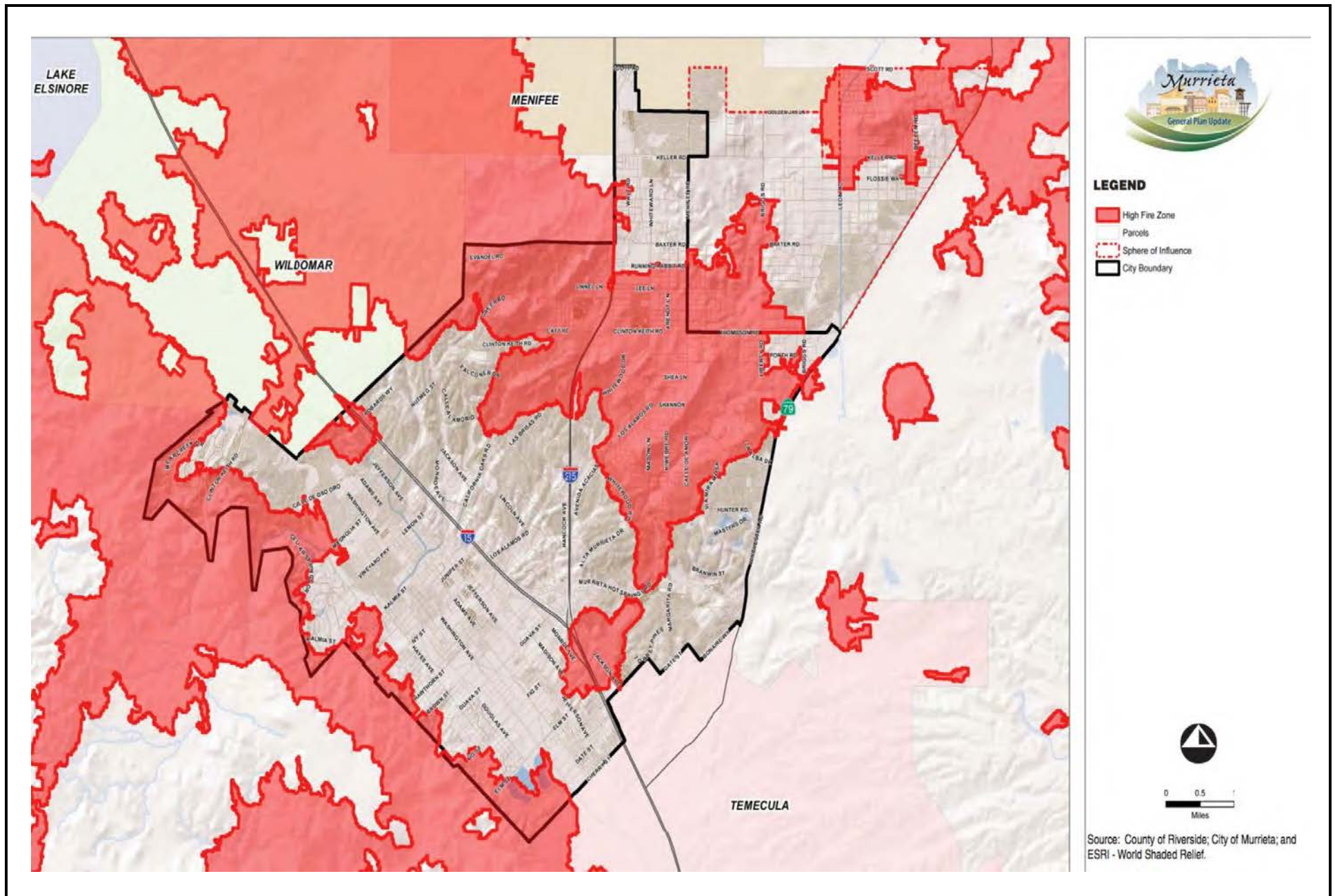


FIGURE IX-3



SOURCE: Murrieta General Plan Safety Element

FIGURE IX-4

Tom Dodson & Associates
Environmental Consultants

High Fire Hazard Zone Map

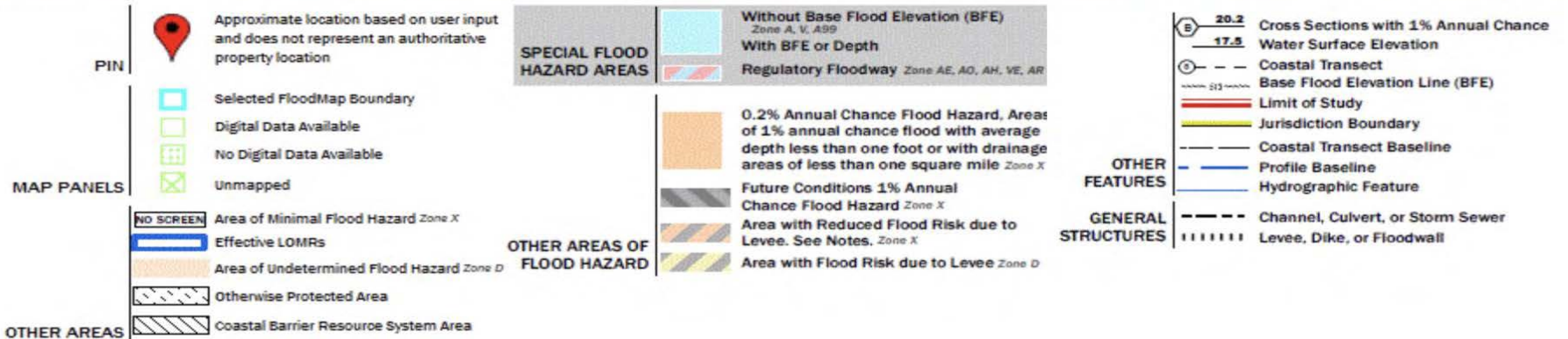


FIGURE X-1



General Plan 2035 Land Use Map

Adopted: July 19, 2011
Amended: xxxxxx xx, xxxx

LEGEND

RESIDENTIAL LAND USE

- LARGE LOT RESIDENTIAL (LLR)
BASE DENSITY
0.1 - 1.0 du/ac
- SINGLE-FAMILY RESIDENTIAL (SFR)
BASE DENSITY
1.1 - 10.0 du/ac
- MULTIPLE-FAMILY RESIDENTIAL (MFR)
BASE DENSITY
10.1 - 30 du/ac

NON-RESIDENTIAL LAND USE

- COMMERCIAL (C)
0.25 - 0.75 FLOOR AREA RATIO
- OFFICE AND RESEARCH PARK (ORP)
0.5 - 2.5 FLOOR AREA RATIO
- BUSINESS PARK (BP)
0.4 - 0.6 FLOOR AREA RATIO
- INDUSTRIAL (I)
0.4 - 0.5 FLOOR AREA RATIO
- CIVIC/INSTITUTIONAL (C/I)
0.5 - 1.0 FLOOR AREA RATIO

OTHER LAND USE

- MIXED USE (MU)
1.0 FLOOR AREA RATIO OR
BASE DENSITY
30 du/ac
- PARKS AND OPEN SPACE (POS)

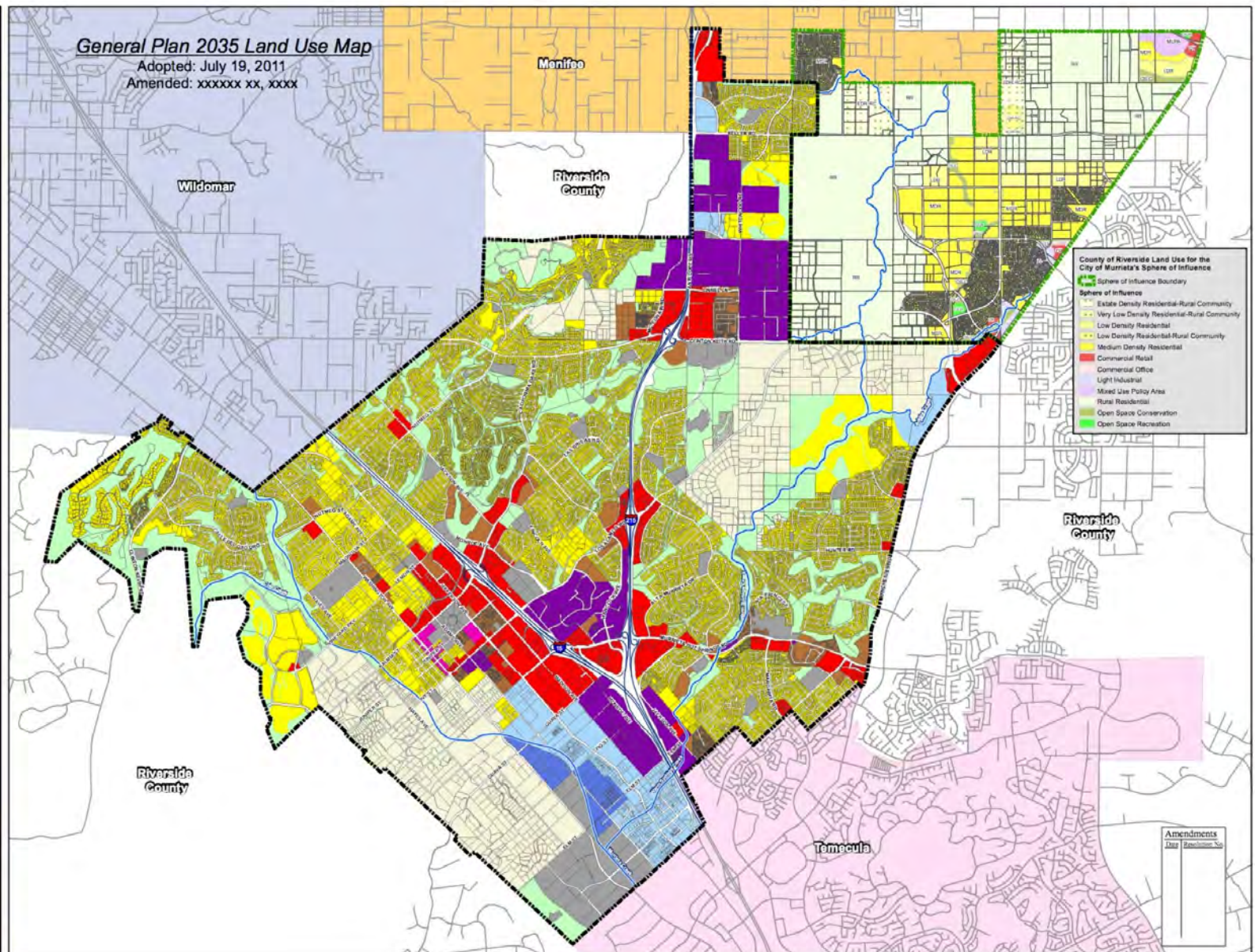
ADDITIONAL FEATURES LEGEND

- City Limits Line
- Sphere of Influence Boundary
- Creeks

SURROUNDING MUNICIPALITIES

- Menifee
- Temecula
- Wildomar
- Riverside County

This map is a public resource of general information. The feature data provided on this map represents the most accurate zoning and parcel information available at the most recent date of revision. In the event of a conflict between the zoning information on this map and an adopted City Resolution or ordinance, the Resolution or ordinance shall govern. The City of Murrieta and Riverside County makes no warranty, representation or guaranty as to the content, accuracy, or completeness of any information provided herein. City of Murrieta shall assume no liability for any errors, omissions, or inaccuracies in the information provided and is not responsible for any claims, losses or damages resulting from the use of map.

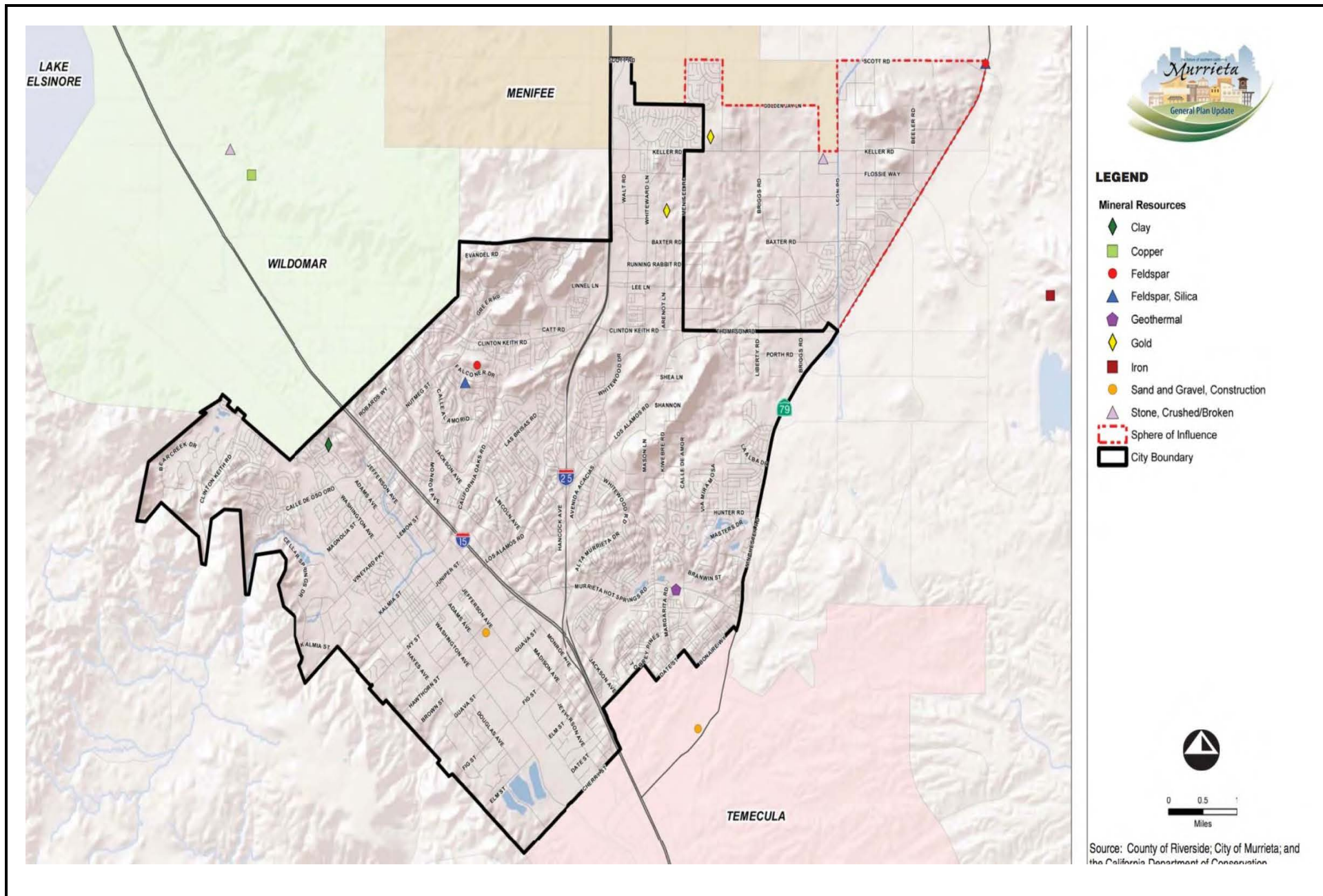


SOURCE: Murrieta General Plan

FIGURE XI-1

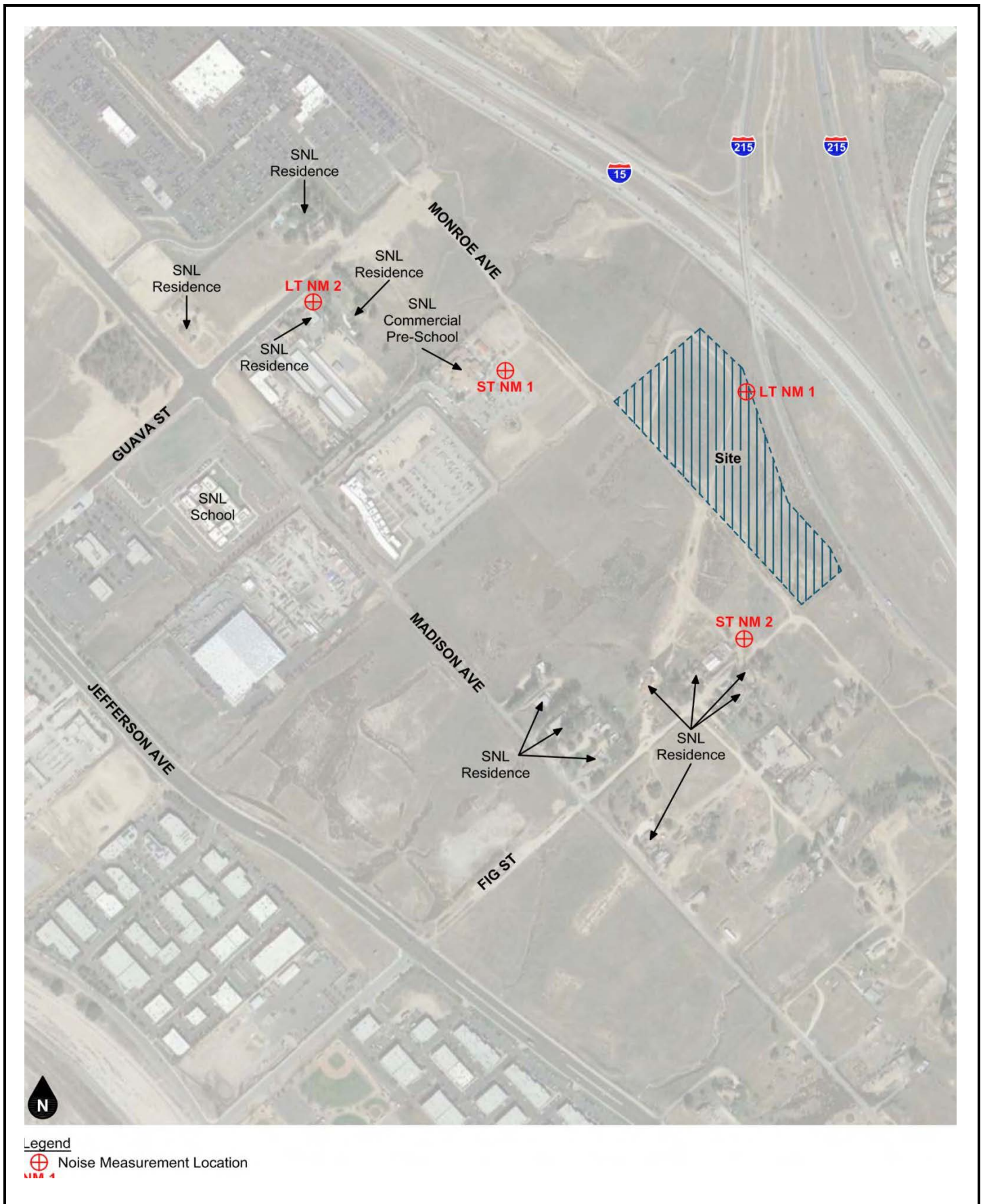
Tom Dodson & Associates
Environmental Consultants

Murrieta Land Use Map



SOURCE: Murrieta General Plan Conservation Element

FIGURE XII-1



SOURCE: Ganddini, Hotel Murrieta Nose Impact Report, 9/2019

FIGURE XIII-1

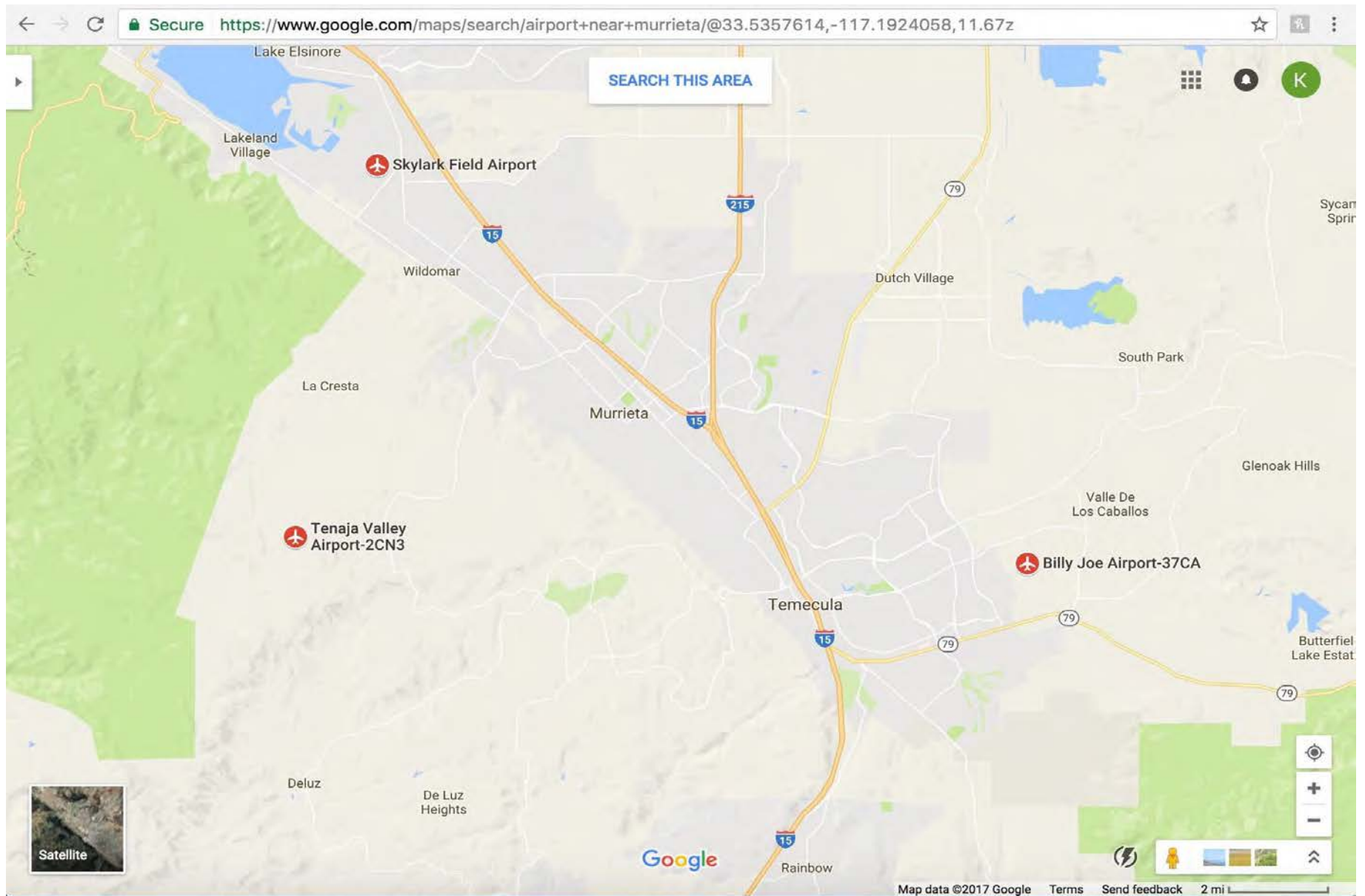
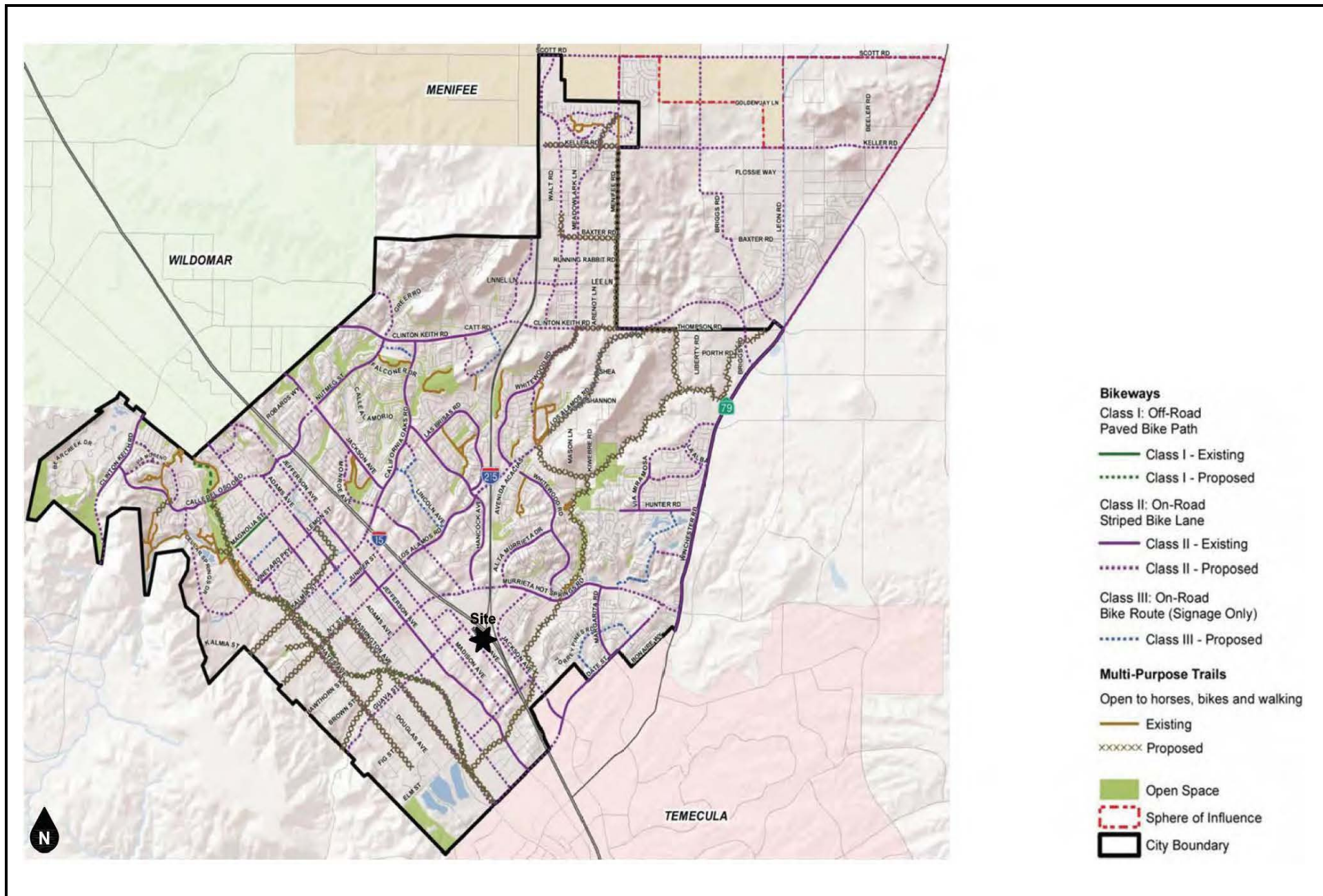


FIGURE XIII-2



SOURCE: Ganddini, Traffic Impact Analysis, 8/2019

FIGURE XVII-1



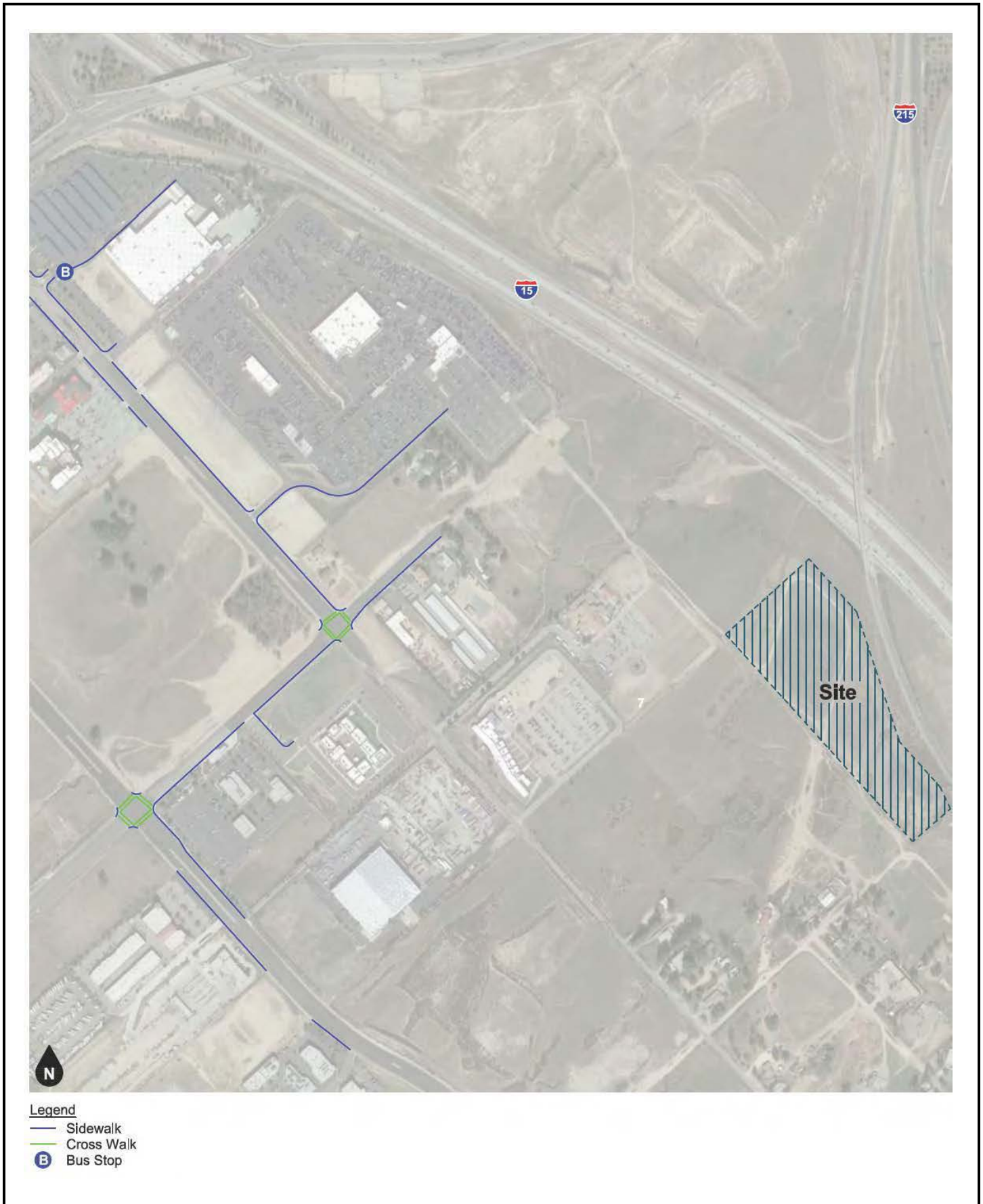
Source: Riverside Transit Agency

SOURCE: Ganddini, Traffic Impact Analysis, 8/2019

FIGURE XVII-2

Tom Dodson & Associates
Environmental Consultants

Riverside Transit Agency System Map



SOURCE: Ganddini, Traffic Impact Analysis, 8/2019

FIGURE XVII-3



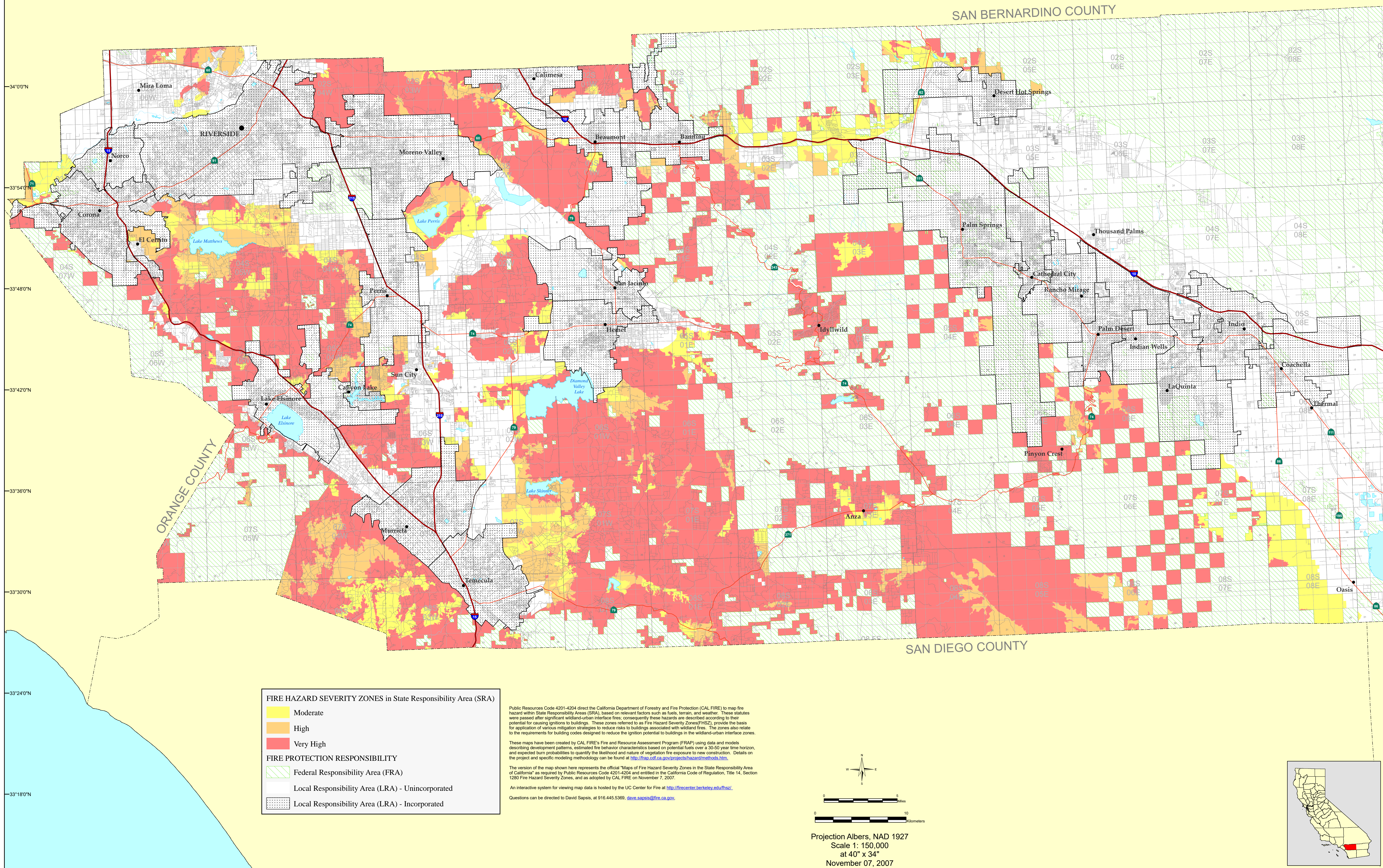
FRAP
Fire and Resource Assessment Program
California Department of Forestry and Fire Protection

WESTERN RIVERSIDE COUNTY

FIRE HAZARD SEVERITY ZONES IN SRA

FIGURE XX-1

Adopted by CAL FIRE on November 7, 2007



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For more information, contact CAL FIRE-FRAP, PO Box 944246, Sacramento, CA 94244-2460, (916) 327-3939.

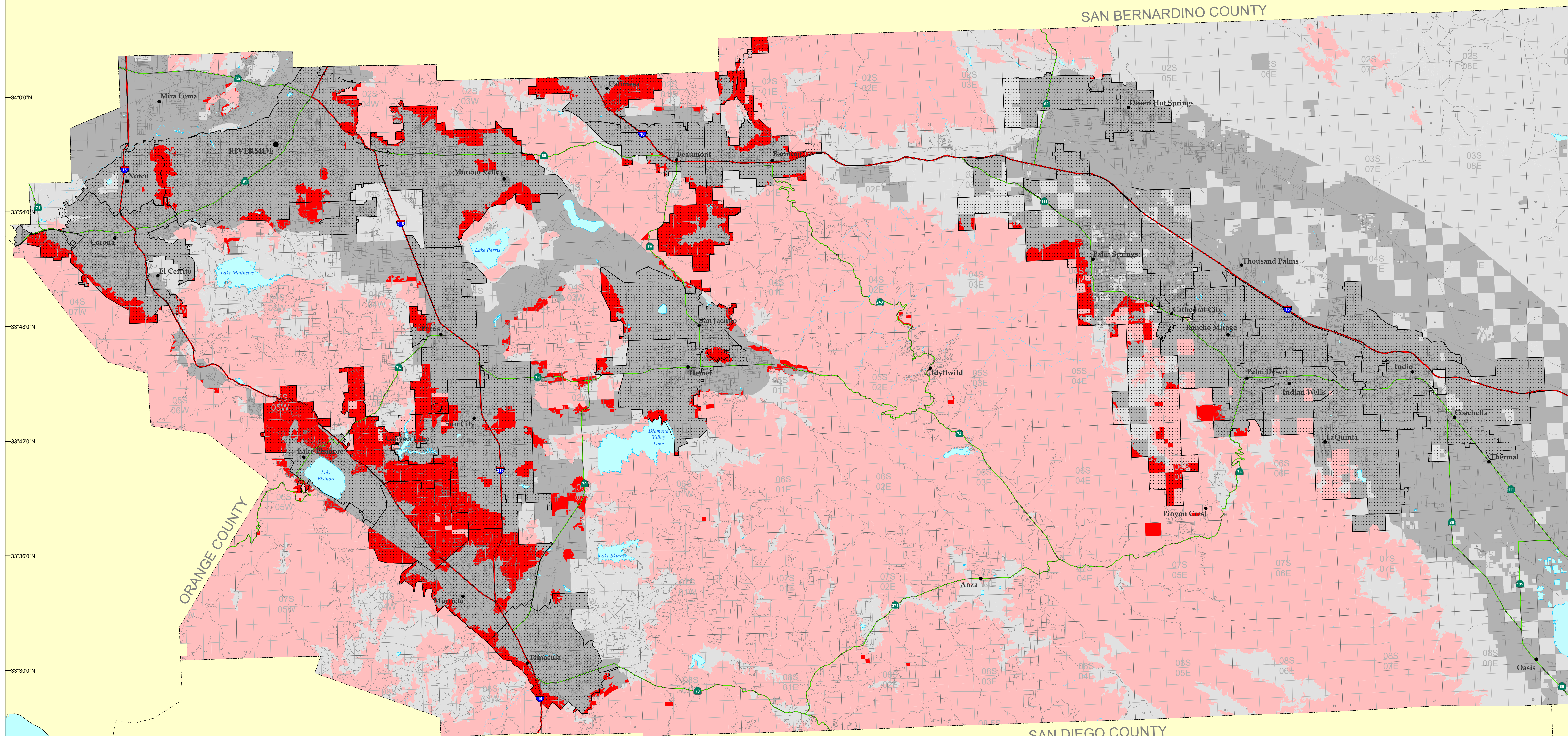
Arnold Schwarzenegger, Governor,
State of California
Mike Chrisman, Secretary for Resources,
The Resources Agency
Ruben Grijalva, Director,
Department of Forestry and Fire Protection

MAP ID: FHSZS_MAP
DATA SOURCES
CAL FIRE Fire Hazard Severity Zones (FHSZS06_3)
CAL FIRE State Responsibility Areas (SRA05_5)
CAL FIRE Incorporated Cities (Incorp07_3)
PLSS (1:100,000 USGS, Land Grants with CAL FIRE grid)



FIGURE XX-2

VERY HIGH FIRE HAZARD SEVERITY ZONES IN LRA As Recommended By CAL FIRE



FIRE HAZARD SEVERITY ZONES

Local Responsibility Area

VHFHSZ

Non-VHFHSZ

Incorporated Cities

State or Federal Responsibility Area

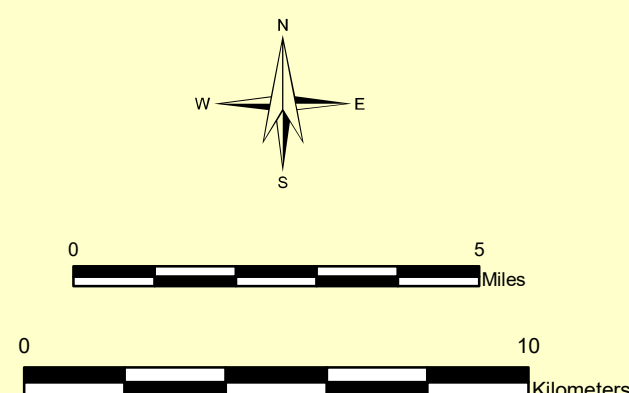
VHFHSZ

Non-VHFHSZ

Government Code 31175.89 directs the California Department of Forestry and Fire Protection (CAL FIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30-50 year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. Details on the project and specific modeling methodology can be found at <http://frap.fire.ca.gov/projects/hazard/fhz.html>. Local Responsibility Area VHFHSZ maps were initially developed in the mid-1990s and are now being updated based on improved science, mapping techniques, and data.

In late 2005 to be effective in 2008, the California Building Commission adopted California Building Code Chapter 7A requiring new buildings in VHFHSZs to use ignition resistant construction methods and materials. These new codes include provisions to improve the ignition resistance of buildings, especially from firebrands. The updated very high fire hazard severity zones will be used by building officials for new building permits in LRA. The updated zones will also be used to identify property whose owners must comply with natural hazards disclosure requirements at time of property sale and 100 foot defensible space clearance. It is likely that the fire hazard severity zones will be used for updates to the safety element of general plans.

This specific map is based on a geographic information system dataset that depicts final CAL FIRE recommendations for Very High Fire Hazard Severity Zones within the local jurisdiction. The process of finalizing these boundaries involved an extensive local review process, the details of which are available at <http://frap.fire.ca.gov/projects/hazard/fhz.html>. Local government has 120 days to designate, by ordinance, very high fire hazard severity zones within its jurisdiction after receiving the recommendation. Local government can ask additional VHFHSZs. There is no requirement for local government to report their final action to CAL FIRE when the recommended zones are adopted. Consequently, users are directed to the appropriate local entity (county, city, fire department, or Fire Protection District) to determine the status of the local fire hazard severity zone ordinance.



Projection Albers, NAD 1927
Scale 1: 150,000
at 40° x 34°
December 24, 2009



MAP ID: FHSZL_MAP

DATA SOURCES

CAL FIRE Fire Hazard Severity Zones (FHSZL06_3)
CAL FIRE State Responsibility Areas (SRA05_5)
CAL FIRE Incorporated Cities (Incorp07_3)
PLSS (1:100,000 USGS, Land Grants with CAL FIRE grid)

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