



**Draft Initial Study/  
Mitigated Negative Declaration  
Rancho Springs Medical Center  
Expansion Project  
Murrieta, California**

*Prepared for*  
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## TABLE OF CONTENTS

<b>1.0</b>	<b>Introduction .....</b>	<b>1</b>
<b>2.0</b>	<b>Project Description.....</b>	<b>2</b>
<b>3.0</b>	<b>Draft Mitigated Negative Declaration.....</b>	<b>14</b>
<b>4.0</b>	<b>Initial Study Checklist .....</b>	<b>15</b>
4.1	Aesthetics .....	16
4.2	Agriculture and Forestry Resources .....	18
4.3	Air Quality .....	19
4.4	Biological Resources .....	25
4.5	Cultural Resources .....	28
4.6	Energy.....	30
4.7	Geology and Soils.....	34
4.8	Greenhouse Gas Emissions .....	37
4.9	Hazards and Hazardous Materials .....	40
4.10	Hydrology and Water Quality .....	44
4.11	Land Use and Planning.....	48
4.12	Mineral Resources .....	49
4.13	Noise .....	50
4.14	Population and Housing.....	65
4.15	Public Services.....	66
4.16	Recreation.....	67
4.17	Transportation/Traffic.....	68
4.18	Tribal Cultural Resources .....	75
4.19	Utilities and Service Systems .....	77
4.20	Wildfire .....	80
4.21	Mandatory Findings of Significance .....	82
<b>5.0</b>	<b>Preparers.....</b>	<b>84</b>
<b>6.0</b>	<b>Sources Consulted.....</b>	<b>84</b>

## FIGURES

1:	Regional Location.....	3
2:	Project Location on USGS Map .....	4
3:	Project Location on Aerial Photograph.....	5
4:	Site Plan.....	7
5:	Landscape Concept Plan.....	8
6:	Flight Path .....	10
7:	Helipad Detail and Obstruction Clearance .....	11

## TABLE OF CONTENTS (cont.)

### FIGURES (cont.)

8a:	Noise Monitoring Location Site 1 .....	51
8b:	Noise Monitoring Location Site 2 .....	52
8c:	Noise Monitoring Location Site 3 .....	53
8d:	Noise Monitoring Location Site 4 .....	54
9:	Vehicle Miles Traveled Screening Map .....	74

### TABLES

1:	SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds .....	21
2:	Maximum Daily Construction Emissions.....	22
3:	Maximum Daily Operations Emissions.....	23
4:	Localized Construction Emissions.....	24
5:	Localized Operations Emissions.....	24
6:	Construction Vehicle Trips – Fuel Consumption .....	31
7:	On-site Construction Equipment Fuel Consumption .....	31
8:	Vehicle Fuel/Electricity Consumption.....	32
9:	Operational Electricity and Natural Gas Use.....	33
10:	Project Greenhouse Gas Emissions Estimate .....	40
11:	Noise Measurements in Project Vicinity (2016).....	55
12:	Noise Measurements in Project Vicinity (2020).....	55
13:	Existing Roadway Noise Levels.....	56
14:	City of Murrieta Construction Noise Standards .....	56
15:	City of Murrieta Exterior and Interior Noise Standards .....	57
16:	Construction Maximum Noise Estimates .....	58
17:	Significance of Change in Operational Noise Exposure.....	59
18:	Future (Year 2023) Plus Project .....	59
19:	EC-135 Helicopter Noise Levels .....	60
20:	Exterior Noise Levels – Flight Path to the North .....	61
21:	Exterior Noise Levels – Flight Path to the South .....	61
22:	On-Site Construction Vibration Impacts – Building Damage .....	63
23:	On-Site Construction Vibration Impacts – Human Annoyance .....	64
24:	Existing Intersection Operations .....	70
25:	Existing Street Segment Operations .....	70
26:	Project Trip Generation .....	70
27:	Near-Term Opening Year 2023 Intersection Operations.....	71
28:	Near-Term Opening Year 2023 Street Segment Operations .....	71

## TABLE OF CONTENTS (cont.)

### APPENDICES

- A: Air Quality and Greenhouse Gas CalEEMod Emission Calculation Output, RECON Environmental, Inc., November 3, 2020.
- B: Energy Use Calculations, RECON Environmental, Inc., November 3, 2020.
- C: Update Report Geotechnical Investigation, NOVA Services, Inc., December 16, 2019.
- D: Climate Action Plan Consistency Checklist, February 5, 2021.
- E: Notice of Heliport Airspace Analysis Determination Establish Private Use Heliport, Federal Aviation Administration, December 29, 2020
- F: Hazardous Waste Site Disclosure Statement, May 15, 2020.
- G: Project Specific Water Quality Management Plan, Kimley-Horn and Associates, Inc., May 13, 2021.
- H: Preliminary Hydrology and Hydraulics Report, Kimley-Horn and Associates, Inc., June 2020.
- I: Noise Analysis Technical Report, Meridian Consultants, January 2021.
- J: Transportation Impact Analysis, Linscott, Law & Greenspan, January 29, 2021.

## 1.0 Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines, as revised. This IS/MND evaluates the environmental effects of the proposed Rancho Springs Medical Center (RSMC) Expansion Project (project).

The IS/MND includes the following components:

- A Draft MND and the formal findings made by the City of Murrieta (City) that the project would not result in any significant effects on the environment, as identified in the CEQA IS Checklist.
- A detailed project description.
- The CEQA IS Checklist, which provides standards to evaluate the potential for significant environmental impacts from the project and is adapted from Appendix G of the CEQA Guidelines. The project is evaluated in 21 environmental issue categories to determine whether the project's environmental impacts may be significant in any category. Brief discussions are provided that further substantiate the project's anticipated environmental impacts in each category.

Because the project fits into the definition of a “project” under Public Resources Code Section 21065 requiring discretionary approvals by the City, and because it could result in a significant effect on the environment, the project is subject to CEQA review. The IS Checklist was prepared to determine the appropriate environmental document to satisfy CEQA requirements: an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND). The analysis in this IS Checklist supports the conclusion that the project may result in significant environmental impacts, but (1) revisions in the project plans or proposals made by or agreed to by the applicant before a proposed MND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the City, that the project as revised may have a significant effect on the environment; therefore, an MND has been prepared.

This IS/MND will be circulated for 30 days for public and agency review, during which time individuals and agencies may submit comments on the adequacy of the environmental review. Following the public review period, the City's Planning Commission and City Council will consider any comments received on the IS/MND when deciding whether to adopt the MND.

## 2.0 Project Description

### 1. Project Name:

Rancho Springs Medical Center Expansion Project

### 2. Lead Agency:

City of Murrieta  
1 Town Square  
Murrieta, CA 92562

### 3. Contact Person and Phone Number:

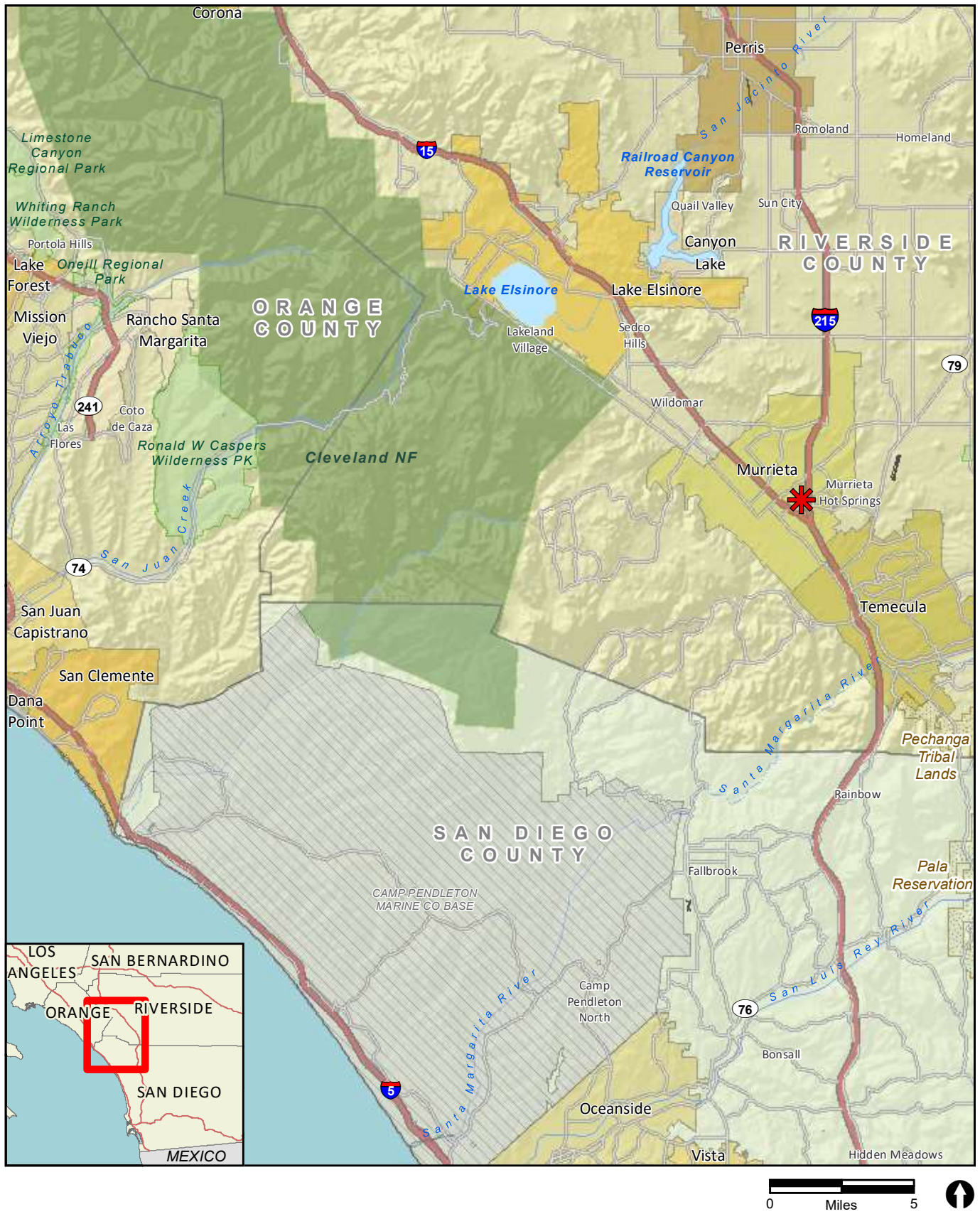
Juliet Mukasa  
Assistant Planner  
City of Murrieta  
1 Town Square  
Murrieta, CA 92562  
T (951)461-6084  
JMukasa@MurrietaCA.gov

### 4. Project Location:

The project is located in the city of Murrieta immediately north of the Interstate 15 (I-15) and Interstate 215 (I-215) interchange (Figure 1). The project is located within the Temecula Land Grant on the U.S. Geological Survey 7.5-minute topographic map, Murrieta quadrangle (Figure 2). Figure 3 shows the project location on an aerial photograph.

The project is located within the existing 13.34-acre RSMC campus. Existing buildings within the RSMC campus include the following:

- The original hospital on the north side of the campus consisting of several one-story patient room wings around courtyards.
- The two-story Women's Center and Emergency Department (ED) building in the southeast section of the campus that houses the ED on the ground floor and patient rooms on the second floor.
- A separate administration building located at the northeast corner of the campus.



 Project Location

**FIGURE 1**  
Regional Location



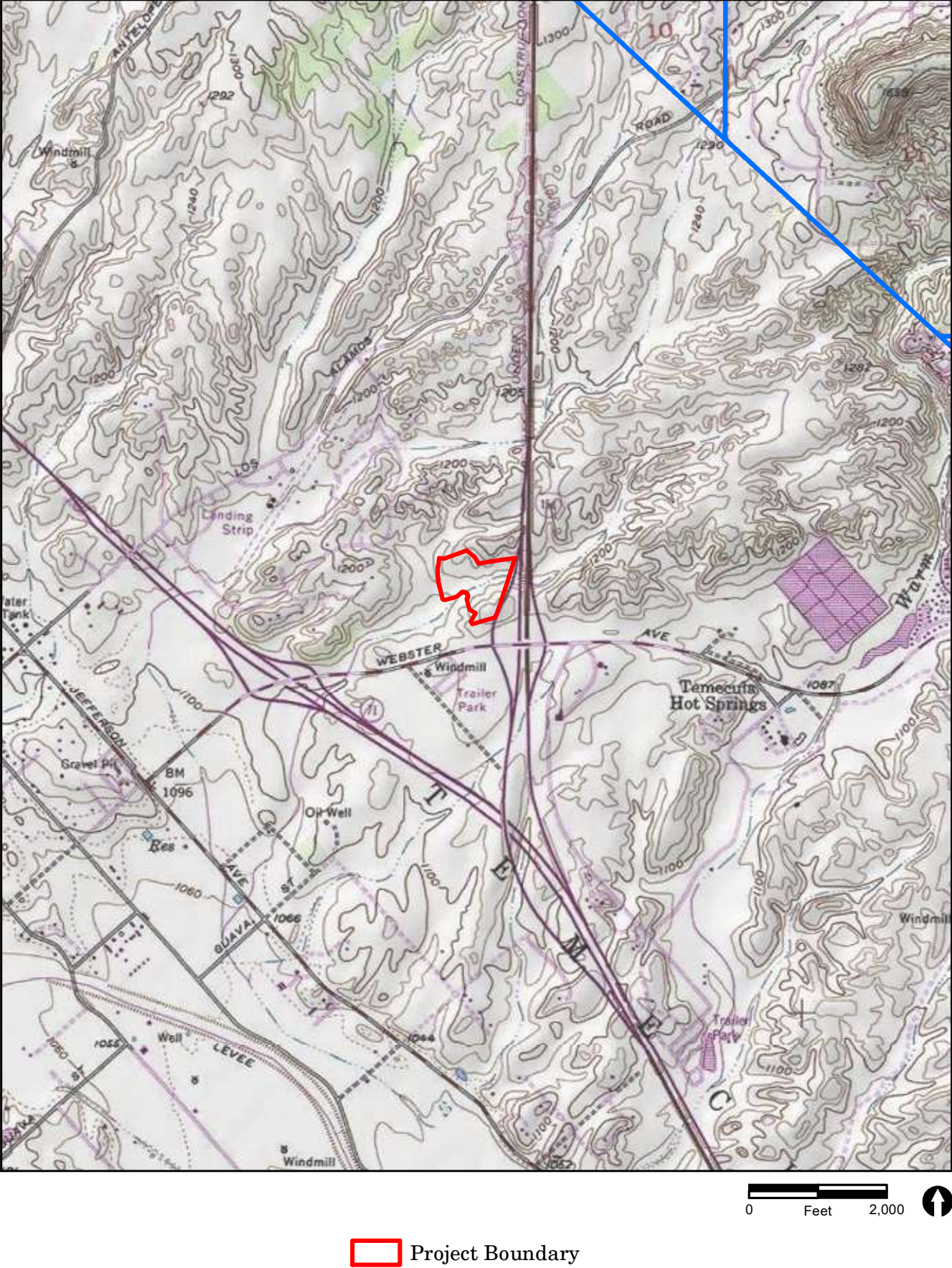


FIGURE 2  
Project Location on USGS Map





 Project Boundary

FIGURE 3  
Project Location on Aerial Photograph

**5. Project Applicant/Sponsor:**

Universal Health Service, Inc.  
2192 Carmel Valley Road  
Del Mar, CA 91014

**6. General Plan Designation:**

Existing: Office and Research Park  
Proposed: Office and Research Park

**7. Zoning:**

Existing: Office Research Park (ORP)  
Proposed: Office Research Park (ORP)

**8. Description of Project:**

The project would construct a two-story, approximately 36,000-square-foot hospital expansion that would connect to the south side of the existing Women's Center and ED building within the RSMC campus. The expansion building would include ancillary support spaces for 14 new beds within a pediatrics department and intensive care center (ICU) on the ground floor. The expansion building would also include 10 new beds, as well as a Neo-Natal ICU department with 16 beds, on the second floor.

The northern end of the expansion building would remove the emergency walk-in entry canopy on the ground level of the existing Women's Center and ED building. In order to allow for construction of the expansion building, the existing main access point at the west end of the of the Women's Center and ED building would temporarily be used as an emergency walk-in entry as well. The project would connect to both levels of the Women's Center and ED building in order to provide a seamless connection between the hospital departments.

The project would also remodel the Women's Center and ED building main entry with a new vehicular drop-off zone and canopy, remodel space within the existing pedestrian drop-off and outdoor seating area, and remodel the ED waiting room and reception area. The project would also renovate the existing kitchen in the original hospital building and make civil and landscape improvements to reconfigure the southern, western, and eastern surface parking lots. Project construction would require 5,243 cubic yards of cut and 611 cubic yards of fill, requiring a net export of approximately 4,632 cubic yards of soils. Figure 4 presents the proposed site plan. Figure 5 presents the proposed landscape concept plan.

Access to the RSMC campus is currently provided by Medical Center Drive, which is a cul-de-sac that connects to Hancock Avenue. The cul-de-sac branches north to the original hospital entry and east to the current main entry, which then continues to the existing emergency walk-in entry. This access point would be improved to formalize turning movements as drivers approach the terminus of the Medical Center Drive. A secondary access point that provides for ambulance and service vehicle access is located at the northwest corner of the RSMC campus. The project would not make any changes to this access point.

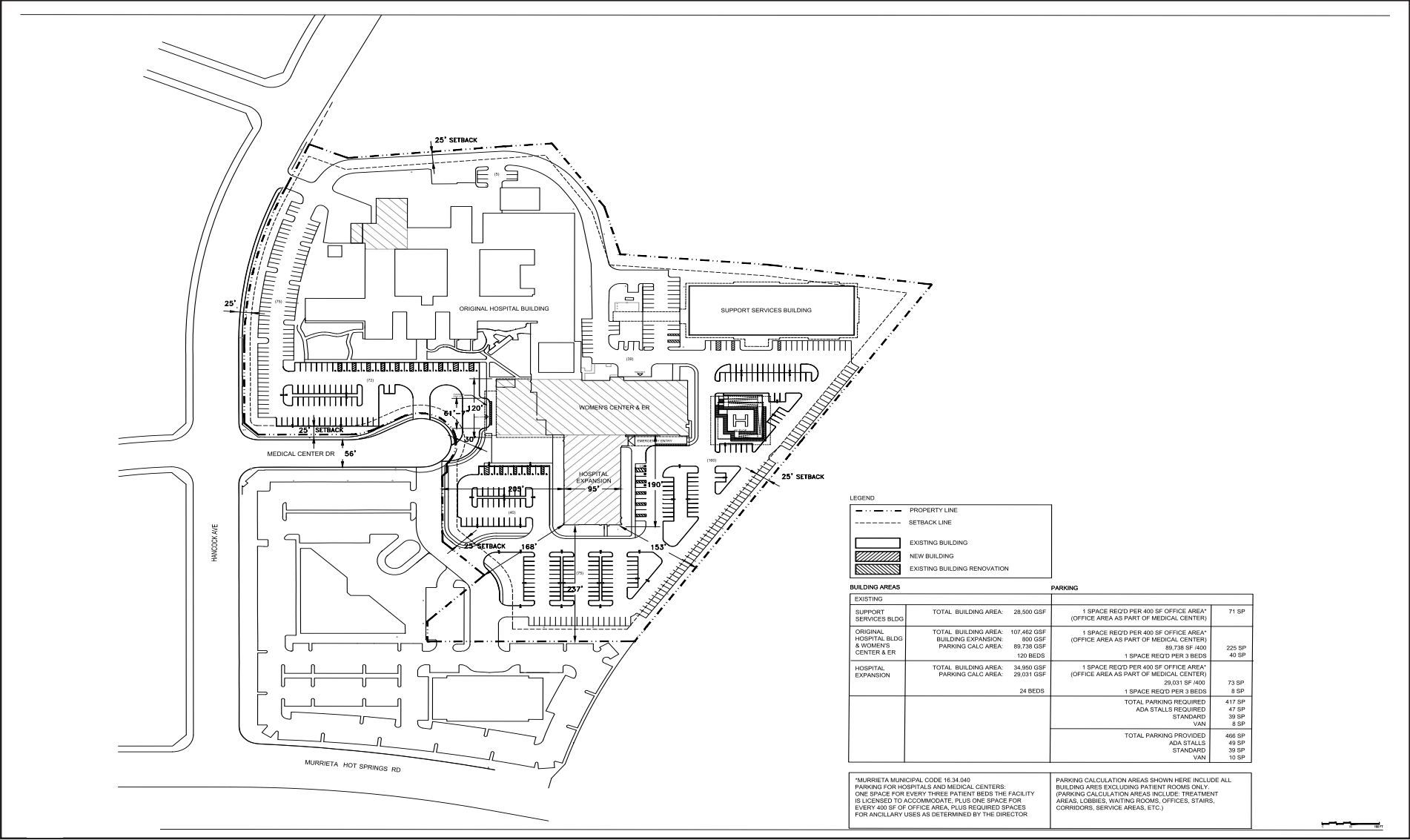


FIGURE 4  
Site Plan



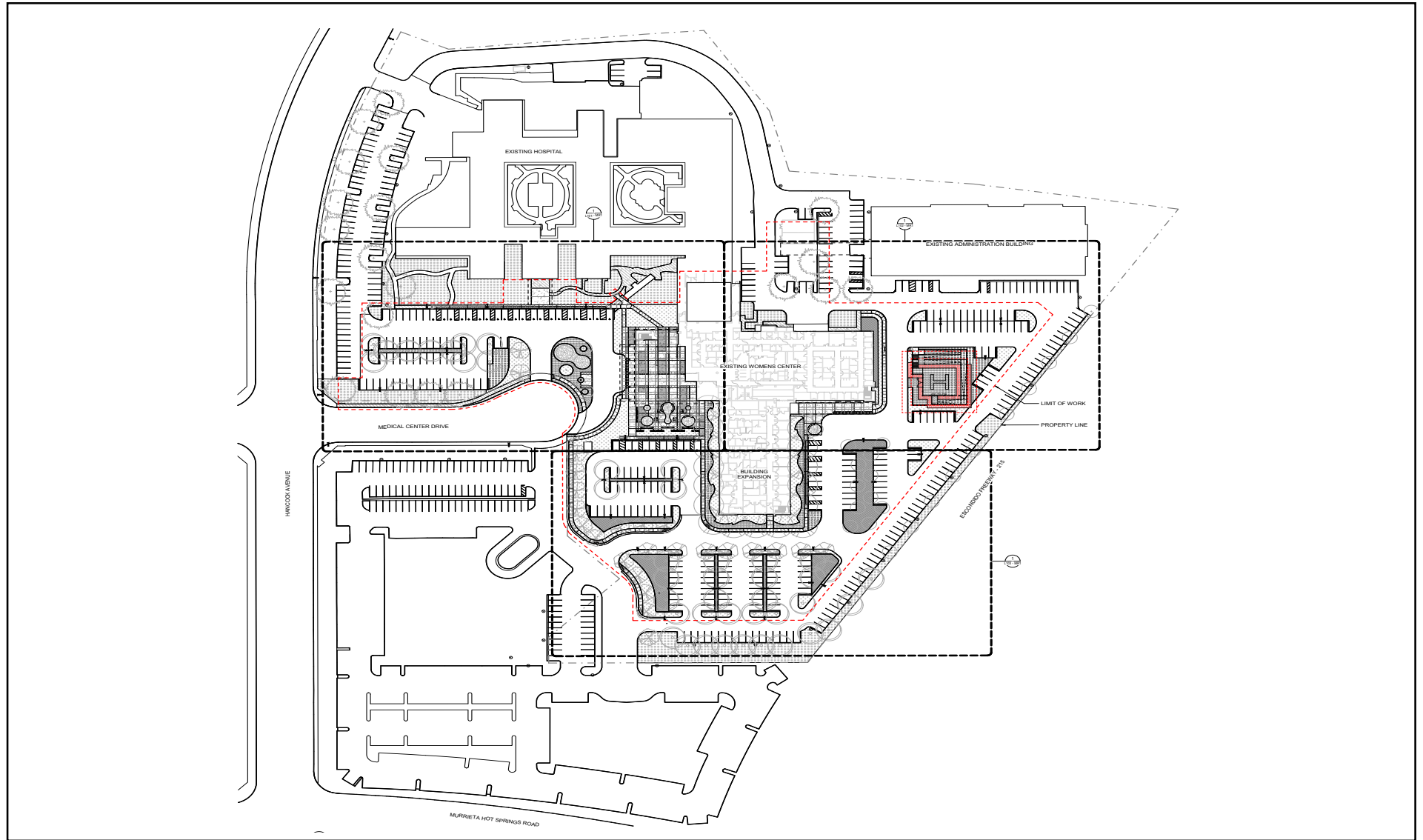


FIGURE 5  
Landscape Concept Plan



The project would also construct a new helipad platform in the east parking lot closer to the ambulance entry. The existing grass helipad located south of the existing Women's Center and ED building would be removed and converted to a vehicle parking lot once the new helipad platform has been completed and helicopter operations transfer to the new facility. The most common types of helicopters that utilize the existing grass helipad are the Eurocopter (EC) -135 and EC-145 helicopters, and it is anticipated that these would continue to be the most common two types that would utilize the new helipad platform. Figure 6 presents the new helicopter flight path. The project would also remove existing light poles and trees in order to ensure compliance with Federal Aviation Administration (FAA) safety and obstruction clearance criteria within the flight path of the new helipad platform. Figure 7 presents the helipad design and the locations of the light poles and trees that would be removed. The project would also implement regular tree-trimming and pruning surrounding the flight path of the new helipad platform consistent with FAA safety and obstruction clearance criteria.

The project would be constructed based on the following phasing:

Phase I: Enable and Make-Ready

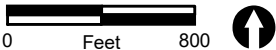
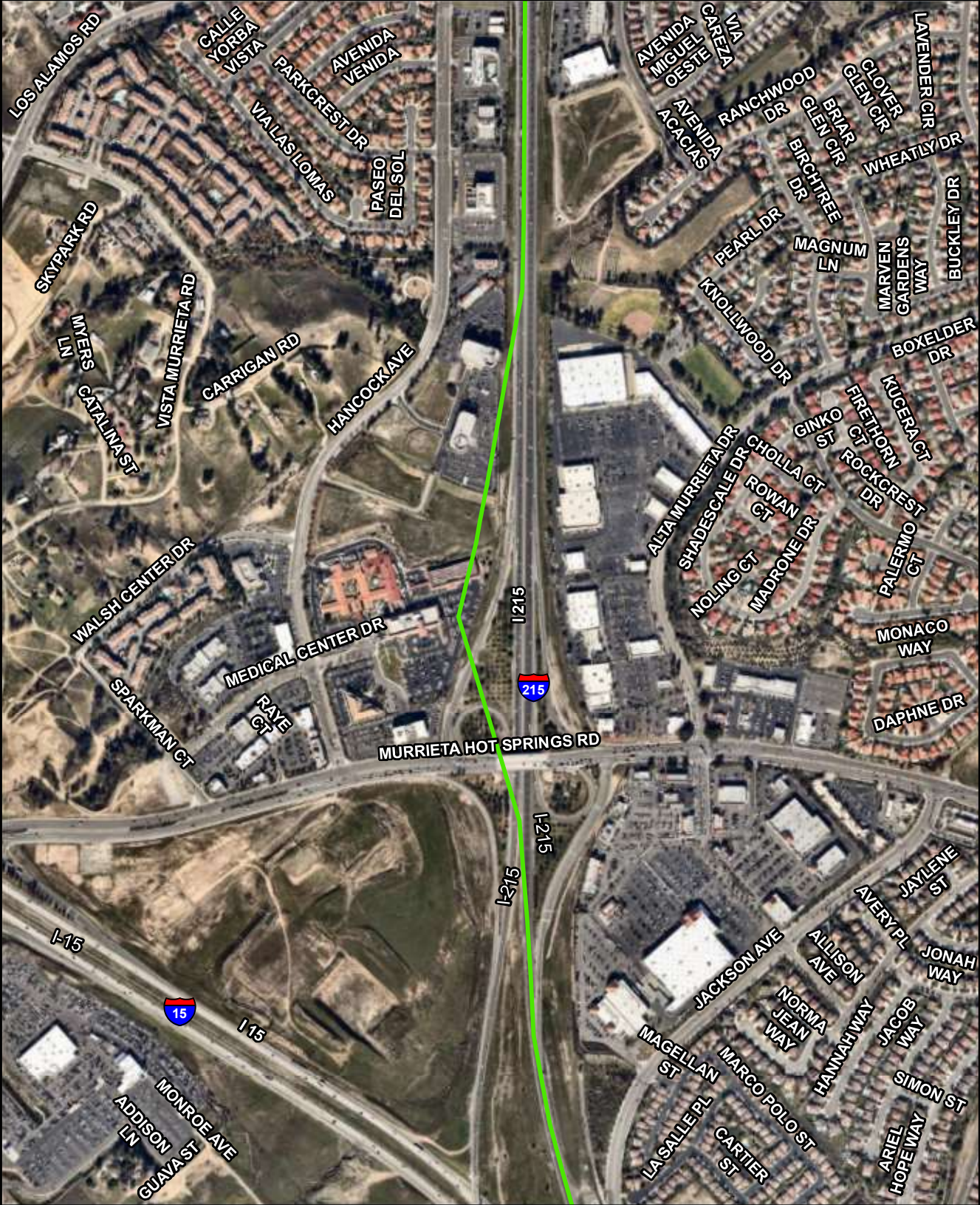
- Construction of the new elevated helipad platform in the east parking lot to replace the existing grass helipad.
- Site preparation for construction of the new expansion.
- Relocation of the emergency walk-in entry to the western entrance of the Women's Center and ED building.
- Demolition of the existing emergency walk-in entry canopy and surrounding site areas required for new construction.
- Reconfiguration of underground utilities and improvement of Medical Center Drive.

Phase 2: Hospital Expansion and Renovation of Existing Spaces

- Construction of the expansion building and connection to both levels of the Women's Center and ED building.
- Completion of the south surface parking and the south section of the ring road after completion of the expansion building.
- Remodeling of the ED waiting room and reception area in the Women's Center and ED building, and renovation of the existing kitchen in the main hospital.

Phase 3: Demolition, Parking and Landscaping

- Reconfiguration of the Women's Center and ED building western Main Hospital entrance entry with a new vehicular drop-off zone, canopy, and outdoor seating area.
- Modifications to the west parking lot.



— Flight Path

FIGURE 6  
Flight Path





**9. Surrounding Land Use(s) and Project Setting:**

The project is located in the city of Murrieta, immediately north of the I-15 and I-215 interchange. The RSMC campus is located in an urbanized area and is surrounded by vacant land to the north, I-215 to the east, hospital use and Murrieta Hot Springs Road to the south, and Hancock Avenue to the west.

**10. Required Approvals:**

- Revised Conditional Use Permit
- Development Plan

**11. Other Required Agency Approvals or Permits Required:**

- FAA Airspace Determination per Part 157
- California Department of Transportation Division of Aeronautics Heliport Site Approval Permit
- Riverside County Airport Land Use Commission Consideration and Finding of Consistency

**12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City initiated consultation with the following Native American tribes consistent with the requirements of Assembly Bill 52 who are traditionally and culturally affiliated with the geographic area of the project to consult regarding potential impacts to tribal cultural resources:

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

The Pechanga Band of Luiseño Indians and Rincon Band of Mission Indians requested consultation. Both tribes concurred with the findings of the Draft IS/MND and did not request any further consultation.



**13. Summary of Environmental Factors Potentially Affected:**

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

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

### 3.0 Draft Mitigated Negative Declaration

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
- ☒ I find that, although the proposed project might have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
- ☐ I find that the proposed project might have a significant effect on the environment and/or deficiencies exist relative to the City's General Plan Quality of Life Standards, and the extent of the deficiency exceeds the levels identified in the City's Environmental Quality Regulations pursuant to Zoning Code Article 47, Section 33-924 (b), and an ENVIRONMENTAL IMPACT REPORT shall be required.
- ☐ I find that the proposed project might have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect: (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT shall be required, but it shall analyze only the effects that remain to be addressed.
- ☐ I find that, although the proposed project might have a significant effect on the environment, no further documentation is necessary 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.

  
\_\_\_\_\_  
Signature

Juliet Mukasa, Assistant Planner  
City of Murrieta

June 2, 2021  
\_\_\_\_\_  
Date of Draft MND

\_\_\_\_\_  
Date of Final MND

## 4.0 Initial Study Checklist

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. A “No Impact” answer should be explained where it is based on project specific factors as well as general standards.
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.
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 (mitigated) negative declaration. Section 15063(c)(3)(D).
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 significant.

## 4.1 Aesthetics

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

The Conservation Element of the General Plan identifies views of rolling hillsides and mountain ranges within the city as scenic vistas. This includes views of the Santa Rosa Plateau, which occur along I-15 and I-215. The project site is located west of I-215 and would be within the line of site of the Santa Rosa Plateau from I-215. However, views of this resource are already partially obscured by the existing RSMC campus, and expansion of an existing building and relocation of an existing helicopter landing pad would not substantially alter views of the Santa Rosa Plateau. Therefore, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

#### b. No Impact

There are no designated State Scenic Highways within Murrieta. Although I-15 is considered an Eligible State Scenic Highway, official designation is required for potential impacts to be



considered significant. The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping. The RSMC campus does not possess any scenic resources such as rock outcroppings, and landscaping trees on campus would not qualify as scenic resources. As described in Section 4.5a below, no historic structural resources have been historically located, or are currently located, on the project site. Therefore, the project would not substantially damage any scenic resources within a state scenic highway. No impact would occur.

**c. Less Than Significant Impact**

The project footprints for the building expansion and relocated helipad consist of portions of paved parking lots within the RSMC campus that are unremarkable in character and do not possess high visual quality. The proposed expansion would be designed to visually blend with the existing Women's Center and ED building and would be consistent with the visual character of the RSMC campus. The slightly elevated height of the helipad platform compared to the existing grass helipad would not block any views. Although the proposed helipad platform would introduce new metal materials to the project site, it would be consistent with the existing visual character of the RSMC campus. Additionally, the project includes a landscape concept plan that would revegetate areas surrounding the building expansion and relocated helipad in a manner that would be consistent with the visual character of the RSMC campus. Therefore, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings, and impacts would be less than significant.

**d. Less Than Significant Impact**

Project construction would be limited to daytime hours Monday through Friday and is not anticipated to require lighting. In the event that construction lighting is required, it would be properly shielded to avoid spillover effects. Once project construction is complete, any temporary lighting that was required would be removed. The project would introduce new sources of light and glare typical of hospital facilities and similar in nature to what currently exists within the existing RSMC campus. Consequently, lighting associated with the project would only incrementally add to the existing background light levels generated by RSMC campus. Lighting for the proposed helipad platform would be shielded in a manner that would avoid spillover effects on adjacent land uses. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

## 4.2 Agriculture and Forestry Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 1220[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"/>

### EXPLANATIONS:

#### a. No Impact

The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping. The Department of Conservation “California Important Farmland Finder” classifies the project site and surrounding properties as “urban and built up land” or “other land” (State of California Department of Conservation 2016). Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur.

**b. No Impact**

Review of Exhibit 8-1 of the Conservation Element of the Murrieta General Plan 2035 determined that the project site and surrounding properties are not zoned for agricultural uses and are not subject to a Williamson Act contract (City of Murrieta 2011a). No impact would occur.

**c. No Impact**

The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g) and is not zoned as forest or timberland. No impact would occur.

**d. No Impact**

The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g). No impact would occur.

**e. No Impact**

There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forest land. No impact would occur.

## 4.3 Air Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

The project is located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Air districts are tasked with regulating emissions to ensure that air quality in the basin does not exceed National or California Ambient Air Quality Standards (NAAQS and CAAQS). NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone, carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead, and respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).

The Basin is currently classified as a federal non-attainment area for ozone and PM<sub>2.5</sub> and a state non-attainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The regional air quality plan, the 2016 Air Quality Management Plan (AQMP), outlines measures to reduce emissions of ozone and PM<sub>2.5</sub>. Reducing PM concentrations is achieved by reducing emissions of PM<sub>2.5</sub> to the atmosphere and reducing ozone concentrations is achieved by reducing the precursors of photochemical formation of ozone, volatile organic compounds, and oxides of nitrogen (NO<sub>x</sub>).

The growth forecasting for the AQMP is based in part on the land uses established by local general plans. Therefore, if a project is consistent with land use as designated in the local general plan, it can normally be considered consistent with the AQMP. Projects that propose a different land use than is identified in the local general plan may also be considered consistent with the AQMP if the proposed land use is less intensive than buildout under the current designation. For projects that propose a land use that is more intensive than the current designation, analysis that is more detailed is required to assess conformance with the AQMP.

The project would include construction of a 36,000-square-foot hospital expansion and a new helipad platform, interior hospital renovations, and various civil and landscape improvements to the site entry, drop-off zone, and parking lots. The project site is located within the existing RSMC campus that is designated and zoned as Office Research Park (ORP), which is intended to allow for office, medical, business campuses with associate research and development facilities with a density of up to 2.5 floor area ratio. The proposed land use and density would be consistent with the City General Plan Land Use Designation. Therefore, the project would be consistent with the growth assumptions of the General Plan and AQMP, and impacts would be less than significant.

**b. Less Than Significant Impact**

NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO<sub>2</sub>, NO<sub>2</sub>, lead, and PM). As described in Section 4.3a above, the SCAQMD is the air pollution control agency responsible for protecting the people and the environment of the Basin from the effects of air pollution. Therefore, project air quality emissions are evaluated based on the quantitative emission thresholds originally established in the SCAQMD's CEQA Air Quality Handbook (SCAQMD 1993) presented in Table 1 below.

<b>Table 1</b>		
<b>SCAQMD Air Quality Significance Thresholds – Mass Daily Thresholds</b>		
Pollutant	Emissions (pounds)	
	Construction	Operational
Oxides of Nitrogen (NO <sub>x</sub> )	100	55
Volatile Organic Compounds (VOC)	75	55
Coarse Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
Oxides of Sulfur (SO <sub>x</sub> )	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb)*	3	3
SOURCE: SCAQMD Air Quality Significance Thresholds (SCAQMD 2015).		

### *Construction Emissions*

Construction-related activities produce the following temporary, short-term sources of air emissions:

1. Fugitive dust from grading activities;
2. Construction equipment exhaust;
3. Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
4. Construction-related power consumption.

Project construction emissions were calculated using California Emissions Estimator Model (CalEEMod) 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017). Primary inputs are the numbers of each piece of equipment and the length of each construction stage.

Duration of each individual construction phases was based on a construction schedule that is anticipated to last 27 months. Specific equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The construction equipment estimates are based on surveys of typical construction projects performed by the SCAQMD and the Sacramento Metropolitan Air Quality Management District that provide a basis for scaling equipment needs and schedule with a project's size. Project construction would require 5,243 cubic yards of cut and 611 cubic yards of fill, requiring a net export of approximately 4,632 cubic yards of soil. Air emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading; season; and ambient temperature, among other parameters.

Table 2 presents the maximum daily construction emission levels for each criteria pollutant. Complete modeling details and outputs are provided in Appendix A.

<b>Table 2</b>						
<b>Maximum Daily Construction Emissions</b>						
Construction Phase	Pollutant (pounds per day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Utilities (Storm Drains)	<1	3	2	<1	<1	<1
NICU Renovation	1	4	4	<1	<1	<1
Helipad Construction	1	8	9	<1	1	<1
Kitchen Services Renovation	1	5	4	<1	<1	<1
Site Grading	2	27	11	<1	9	4
Hospital Expansion	2	16	15	<1	1	1
Entrance Improvements (Canopy)	2	16	15	<1	1	1
Parking Lot Paving	1	7	9	<1	<1	<1
Architectural Coatings	7	1	2	<1	<1	<1
<b>Maximum Daily Emissions<sup>1,2</sup></b>	<b>11</b>	<b>44</b>	<b>44</b>	<b>&lt;1</b>	<b>9</b>	<b>5</b>
Significance Threshold	75	100	550	150	150	55
<b><i>Exceeds Threshold?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
<sup>1</sup> Several phases overlap. Totals may not sum due to individual rounding. <sup>2</sup> Maximum daily ROG emissions occur during overlap of the architectural coatings, paving, canopy, and kitchen services renovation. Maximum daily NO <sub>x</sub> , CO, and SO <sub>x</sub> emissions occur during overlap of the kitchen services renovation, hospital expansion, entrance improvements, and paving. Maximum daily PM <sub>10</sub> and PM <sub>2.5</sub> emissions occur during overlap of grading, kitchen service renovation, and utilities, kitchen services renovation, and site grading.						

As shown in Table 2, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. Therefore, project construction would not result in regional emissions that would exceed the NAAQS or CAAQS, or contribute to existing violations, and impacts would be less than significant.

### *Operations Emissions*

Project operations emissions were also calculated using CalEEMod 2016.3.2 (CAPCOA 2017). The project was modeled with an operational year of 2023. Mobile source emissions would originate from traffic generated by the project. Mobile source operational emissions are based on the trip rate, trip length for each land use type, and size. According to the Transportation Impact Analysis, the project would generate 10.72 weekday trips per 1,000 square feet (Linscott, Law & Greenspan [LLG] 2021). The average countywide trip length for year 2023 is 7.46 miles (CARB 2017). The vehicle emission factors and fleet mix used in CalEEMod are derived from California Air Resources Board's (CARB's) Emission Factors 2014 (EMFAC2014) model and account for the effects of applicable regulations such as the Advanced Clean Cars Program. Area source emissions would result from the use of natural gas, consumer products, as well as applying architectural coatings and landscaping activities. Area source emissions were modeled based on standard CalEEMod assumptions associated with the project size. Table 3 presents the maximum daily operations emission levels for each criteria pollutant. Complete modeling details and outputs are provided in Appendix A.



<b>Table 3</b>						
<b>Maximum Daily Operations Emissions</b>						
Construction Phase	Pollutant (pounds per day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Mobile Sources	1	3	5	<1	2	<1
Area Sources	1	<1	<1	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
<b>Maximum Daily Emissions<sup>1</sup></b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>&lt;1</b>	<b>2</b>	<b>1</b>
Significance Threshold	55	55	550	150	150	55
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Totals may not sum due to individual rounding.						

As shown in Table 3, maximum daily operational emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. Therefore, project operation would not generate regional emissions that would exceed the NAAQS or CAAQS, or contribute to existing violations, and impacts would be less than significant.

### c. Less Than Significant Impact

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large or to a land use that may reasonably be associated with such a person. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. The project site is located within the existing RSMC campus. Each building within the RSMC campus is a medical facility and therefore is a sensitive receptor.

#### *Construction Localized Impacts*

The SCAQMD utilizes Localized Significance Thresholds (LSTs) to evaluate localized air quality impact to sensitive receptors (SCAQMD 2008). LSTs represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. Localized air quality impacts would occur if pollutant concentrations at sensitive receptors exceeded applicable NAAQS or CAAQS.

The project site is located within Murrieta Source Receptor Area 26. LSTs apply to on-site air emissions of NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The LST methodology states that only on-site emissions should be compared to LSTs. Therefore, off-site emissions associated with worker travel, materials deliveries, and other mobile sources are not evaluated against LSTs. Table 4 presents the maximum on-site emissions and applicable LSTs.

Table 4 Localized Construction Emissions				
Construction	Pollutant (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emission<sup>1</sup></b>	<b>39</b>	<b>41</b>	<b>8</b>	<b>4</b>
Construction LST Threshold <sup>2</sup>	162	750	13	8
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Maximum daily on-site NO <sub>x</sub> and CO emissions occur during overlap of the kitchen services renovation, hospital expansion, entrance improvements, and paving. Maximum daily PM <sub>10</sub> and PM <sub>2.5</sub> emissions occur during overlap of grading, kitchen service renovation, and utilities, kitchen services renovation, and site grading. <sup>2</sup> Because NO <sub>x</sub> and CO emissions originate from the renovation/expansion phases, NO <sub>x</sub> and CO emissions are assessed against the threshold for 1-acre project sites with sensitive receptors within 25 meters of the project site boundary. Because PM <sub>10</sub> and PM <sub>2.5</sub> emissions represent fugitive dust from the grading phase, PM <sub>10</sub> and PM <sub>2.5</sub> are assessed against the threshold for 5-acre project sites with sensitive receptors within 25 meters of the project site boundary.				

As shown in Table 4, maximum localized construction emissions would not exceed any of the SCAQMD recommended localized screening thresholds. Therefore, project construction would not result in localized exceedances of NAAQS or CAAQS at sensitive receptors, and impacts would be less than significant.

#### *Localized Operations Impacts*

Project operations impacts were also assessed used SCAQMD LSTs. Table 5 presents the maximum on-site emissions and applicable LSTs.

Table 5 Localized Operations Emissions				
Operations	Pollutant (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emission</b>	<b>1</b>	<b>1</b>	<b>&lt;1</b>	<b>&lt;1</b>
Operations LST Threshold <sup>1</sup>	162	750	1	1
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<sup>1</sup> Emissions are assessed against the most-conservative threshold for 1-acre project sites with sensitive receptors within 25 meters of the project site boundary.				

As shown in Table 5, maximum localized operations emissions would not exceed any of the SCAQMD recommended localized screening thresholds. Therefore, the project would not result in localized exceedances of NAAQS or CAAQS at sensitive receptors, and impacts would be less than significant.

#### **d. Less Than Significant Impact**

Project construction would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. The project does not include industrial or agricultural uses that are typically associated with objectionable odors. Once operational, the project would

not be a source of odors. Therefore, the project would not generate substantial amounts of odors adversely affecting a substantial number of people, and impacts would be less than significant.

## 4.4 Biological Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<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, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

**EXPLANATIONS:****a. Potentially Significant Unless Mitigation Incorporated**

The project is located within the fully developed RSMC campus, which consists of hospital buildings and paved parking lots. Landscaping on the RSMC campus consists of ornamental trees, shrubs, grass areas, and other ornamental plants. Consequently, the project site does not possess any native vegetation that would serve as habitat area. However, ornamental trees located throughout the RSMC campus may provide suitable nesting habitat for migratory birds and raptors protected under the federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3503 and 3503.3. Migratory birds and raptors protected under these federal and state statutes, as well as their nests and eggs, may not be taken, possessed, or destroyed. Construction of the hospital expansion would not require removal of any trees. However, the project would remove some existing trees implement regular tree-trimming and pruning surrounding the new helipad platform in order to ensure compliance with FAA safety and obstruction clearance criteria within the revised flight path. These trees have the potential to serve as suitable nesting habitat for migratory birds and raptors. Therefore, tree removal, as well as tree-trimming and pruning, would have the potential to impact nesting migratory birds and raptors, which would be considered a significant impact. Implementation of mitigation measure MM-BIO-1 would reduce impacts on nesting migratory birds and raptors to a level less than significant. It should be noted that MM-BIO-1 is consistent with mitigation documented in the *Rancho Springs Medical Center Emergency Medical Services Landing Site Final IS/MND* (2017).

***MM-BIO-1: Habitat Modification (Nesting Birds)***

Tree-trimming and pruning maintenance activities should take place outside of the breeding season for birds, which generally runs from March 1 to August 31 (and as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (California Fish and Game Code, Section 86).

If project activities cannot feasibly avoid the breeding season (February 1–August 31), beginning 30 days prior to the disturbance of suitable nesting habitat, the applicant shall:

Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as

access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis, with the last survey being conducted no more than three days prior to the initiation of tree-trimming and pruning activities.

1. If a protected native bird is found, the applicant shall delay tree-trimming and pruning maintenance activities on the identified tree observed for the protected bird species until August 31.
2. Alternatively, the qualified biologist could continue the surveys to locate any nests. If an active nest is located, tree-trimming and pruning maintenance activities shall be postponed (or as determined by a qualified biological monitor) until the nest is vacated and juveniles have fledged, and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Maintenance personnel shall be instructed on the sensitivity of the area.
3. The applicant shall record the results of the recommended protective measures described previously to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**b. No Impact**

The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping. Consequently, the project site and surrounding areas within the RSMC campus do not possess any native vegetation, including riparian habitat. No impact would occur.

**c. No Impact**

The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping. Consequently, the project site and surrounding areas within the RSMC campus do not possess any native vegetation, including wetlands. No impact would occur.

**d. Potentially Significant Unless Mitigation Incorporated**

The project is located within the fully developed RSMC campus and is surrounded by urban development and existing roadways to the west, south, and east. Although there is undeveloped land to the north, species from this area would not traverse the RSMC campus as it does not support wildlife movement. Therefore, the project would not interfere substantially with wildlife movement and does not function as a wildlife corridor. As described in Section 4.4a above, tree removal, as well as tree-trimming and pruning, would have the potential to impact nesting migratory birds and raptors, which would be considered a significant impact. However, implementation of mitigation measure MM-BIO-1 would reduce impacts on nesting migratory birds and raptors to a level less than significant. Therefore, the project would not impede the use of native wildlife nursery sites, and impacts would be mitigated to a level less than significant.

**e. Less Than Significant Impact**

The City's Tree Preservation Ordinance applies to the protection, preservation, and maintenance of native oak, sycamore, and cottonwood trees, as well as trees of historical or cultural significance, groves and stands of mature trees, and mature trees in general that are associated for development. Tree removal, as well as tree-trimming and pruning needed to ensure compliance with FAA safety and obstruction clearance criteria, would be conducted consistent with the City's Tree Preservation Ordinance, including obtaining a tree removal permit, as necessary. Therefore, the project would not conflict with the City's Tree Preservation Ordinance, and impacts would be less than significant.

**f. Potentially Significant Unless Mitigation Incorporated**

The project site is located within the boundaries of the Western Riverside Multiple Species Habitat Conservation Program (MSHCP) (Western Riverside County Regional Conservation Authority 2003). The MSHCP allocates responsibility for assembly and management of its Conservation Areas to local, state, and federal governments, as well as private and public entities engaged in construction that may impact MSHCP covered species. The project site is located within an area identified as having the potential for burrowing owls (*Athene cunicularia*) by the Western Riverside MSHCP. However, the project is located within the fully developed RSMC campus, which consists of hospital buildings and paved parking lots. Landscaping on the RSMC campus consists of ornamental trees, shrubs, grass areas, and other ornamental plants. Consequently, the project site does not possess any suitable burrowing owl habitat. Therefore, the project would not have the potential to impact burrowing owls, and surveys for this species were not warranted. Furthermore, the project is not located within a designated criteria cell, and therefore would not be subject to any additional MSHCP Conservation Area guidelines. As described in Section 4.4a above, implementation of mitigation measure MM-BIO-1 would reduce impacts on nesting migratory birds and raptors to a level less than significant. Therefore, the project would not conflict with the provisions of the Western Riverside MSHCP, and impacts would be mitigated to a level less than significant.

## 4.5 Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a. No Impact**

The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping. Review of the Cultural Resources Assessment prepared in support of the Murrieta General Plan Update determined that there are no historic resources on, or within 0.25 mile of the RSMC campus (LSA 2010). Therefore, the project would not cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5. No impact would occur.

**b. No Impact**

The project site and surrounding areas were subject to grading and excavation during construction of the existing RSMC campus. Any buried archaeological resources that may have existing on-site at that time would have been discovered during these previous construction activities. Furthermore, project construction would not require grading and excavation to depths greater than occurred during construction of the existing RSMC campus. Therefore, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. No impact would occur.

**c. No Impact**

There are no formal cemeteries or recorded burials on the RSMC campus or surrounding area. The project site and surrounding areas were subject to grading and excavation during construction of the existing RSMC campus, and project construction would not require grading and excavation to depths greater than occurred during construction of the existing RSMC campus. If Native American human remains are encountered during construction, Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 will be followed. If human remains are encountered, 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 coroner shall contact the Native American Heritage Commission (NAHC) within

24 hours. Subsequently, the NAHC shall identify the person or persons it believes to be the “most likely descendant.” The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Adherence to these regulatory requirements in the event of an unanticipated discovery would ensure that the project would not disturb human remains, including those interred outside of formal cemeteries. No impact would occur.

## 4.6 Energy

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

The analysis of energy resources requires a discussion of construction, transportation, and operational energy use.

#### *Construction-Related Energy Use*

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction worker, equipment, hauling, and delivery trips required for the project were determined as a part of the air quality modeling prepared for the project (see Appendix A).

Fuel consumption associated with construction equipment was calculated using the equipment quantities and construction length calculated in the greenhouse gas (GHG) modeling and fuel-consumption rates from the CARB OFF-ROAD 2017 model (see Appendix B). Fuel consumption associated with worker, hauling, and delivery vehicle trips were calculated using the CARB EMFAC2017 fuel consumption rates (see Appendix B). Based on the modelling, construction equipment and vehicle trips and on-site fuel consumption that would occur as a result of project construction is summarized in Tables 6 and 7, respectively.

<b>Table 6</b>			
<b>Construction Vehicle Trips – Fuel Consumption</b>			
Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	217,060	6,825	36
Deliveries	497	--	69
Hauling	11,580	--	1,618
<b>TOTAL</b>	<b>224,157</b>	<b>6,825</b>	<b>1,723</b>

<b>Table 7</b>					
<b>On-site Construction Equipment Fuel Consumption</b>					
Phase	Phase Length (days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Utilities (Storm Drains)	367	Trenchers	1	2,202	4,929
NICU Renovation	185	Air Compressors	1	1,110	2,385
		Welders	1	1,110	1,319
Helipad Construction	146	Cement and Mortar Mixers	4	3,504	1,014
		Pavers	1	1,022	2,881
		Rollers	2	2,044	3,566
		Tractors/Loaders/Backhoes	1	1,022	2,105
Kitchen Service Renovation	364	Air Compressors	1	2,184	4,693
		Welders	1	2,912	3,460
Site Grading	11	Graders	1	88	348
		Rubber Tired Dozers	1	88	449
		Tractors/Loaders/Backhoes	2	154	97
Hospital Expansion	176	Cranes	1	1,408	4,869
		Forklifts	2	2,464	2,517
		Generator Sets	1	1,408	5,023
		Tractors/Loaders/Backhoes	1	1,056	2,175
		Welders	3	4,224	5,018
Entrance Improvements (Canopy)	91	Cranes	1	728	2,518
		Forklifts	2	1,274	1,302
		Generator Sets	1	728	2,597
		Tractors/Loaders/Backhoes	1	546	1,125
		Welders	3	2,184	2,595
Parking Lot Paving	166	Cement and Mortar Mixers	1	996	288
		Pavers	1	996	2,807
		Paving Equipment	1	1,328	3,258
		Rollers	1	1,162	2,027
		Tractors/Loaders/Backhoes	1	1,328	2,735
Architectural Coating	49	Air Compressors	1	294	632
<b>TOTAL</b>					<b>68,732</b>

Project construction would require a net export of approximately 4,632 cubic yards of soil and would thereby require fuel use associated with hauling for soils. As this fuel use is necessary to present structural support of building it is not considered to be wasteful, inefficient, or unnecessary.

There are no known conditions in the project site that would require non-standard equipment or unusual construction practices that would increase on-site heavy-duty construction

equipment use. Therefore, project construction would not result in the use of excessive amounts of fuel or other forms of energy, and impacts would be less than significant.

### *Operations, Transportation-Related Energy Use*

The project would result in transportation energy use associated with employees, patients, and visitors. According to the Transportation Impact Analysis, the project would generate 10.72 weekday trips per 1,000 square feet (LLG 2020). CalEEMod was used to estimate the annual vehicle miles traveled (VMT) using standard countywide trip lengths for each trip type (see Appendix A). The project was estimated to generate 1,377,320 VMT per year. In general, trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas and could potentially be fueled by electricity.

Total gasoline and diesel fuel consumption was calculated using fuel consumption rates and fleet data for light duty autos from the CARB EMFAC2017 model. The results are summarized in Table 8.

Table 8 Vehicle Fuel/Electricity Consumption					
Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	2,577	33.01	78	--	--
Diesel	26	53.41	1	--	--
Electric	51	--	--	3.4	15
<b>TOTAL</b>	<b>2,654</b>	<b>--</b>	<b>79</b>	<b>--</b>	<b>15</b>
kWh = kilowatt hour					
*EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.					

Project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. There is no component of the project that would result in unusually high vehicle fuel use during operation.

There are no known conditions that would require trip generation beyond that of a typical hospital. The proposed land use and density would be consistent with the City General Plan Land Use Designation. Therefore, vehicle trips associated with the project would be accounted for in transportation planning efforts such as the Southern California Association of Government's Regional Transportation Plan. As the project would be consistent with adopted transportation plans, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

*Operations, Non-Transportation-Related Energy Use*

Non-transportation energy use would be associated with electricity and natural gas. State Senate Bill 1078 established the California Renewables Portfolio Standard (RPS), which mandates that utility providers achieve increasing amounts of renewable energy procurement and thereby decreases reliance on fossil fuel energy sources. The project would be served by Southern California Edison (SCE), which has already achieved a 35 percent renewables mix.

Additionally, the project would be constructed in accordance with the 2019 Energy Code and the 2019 California Green Building Standards Code (CalGreen) standards. The project would be required to meet the mandatory energy requirements of 2019 CalGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Similar to the reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CalGreen operational water reduction requirements must be demonstrated through completion of water use reporting forms for non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate.

Electricity and natural gas service to the project site is provided by SCE. Once operational, the project would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project (see Appendix A). Table 9 summarizes the anticipated operational energy and natural gas use.

Table 9 Operational Electricity and Natural Gas Use	
	Total Use
Electricity	663,480 kWh/Year
Natural Gas	2,718,720 BTU/Year
kWh = kilowatt hour; BTU = British thermal units	

Energy use would be associated with space and water heaters, air conditioners, ventilation equipment, lights, and medical equipment. The project would not include any nonstandard equipment or operational practices that would increase fuel-energy consumption above typical rates. Therefore, project operations would not result in the use of excessive amounts of fuel or other forms of energy during construction, and impacts would be less than significant.

### b. Less Than Significant Impact

Applicable state plans that address renewable energy and energy efficiency are CalGreen, the California Energy Code, and RPS. As described in Section 4.6a above, the project would be required to meet the mandatory energy requirements of 2019 CalGreen and the 2019 California Energy Code. Therefore, the project would not conflict with or obstruct implementation of CalGreen and the California Energy Code, or with SCE's implementation of RPS, and impacts would be less than significant.

Additionally, the City adopted a Climate Action Plan (CAP) in 2011, which includes energy use and conservation strategies to increase efficiency in existing buildings, enhance energy performance for new construction, and increase the use of renewable energy. As discussed in Section 4.8b below, the project would be consistent with all applicable CAP reduction strategies, and impacts would be less than significant.

## 4.7 Geology and Soils

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## EXPLANATIONS:

### a.i. Less Than Significant Impact

The project site is located within the northern portion of the Peninsular Range Geomorphic Province, which stretches from the Los Angeles basin to the tip of Baja California, Mexico. The Peninsular Range Geomorphic Province is characterized by a series of northwest trending mountain ranges separated by subparallel fault zones, and a coastal plain of subdued landforms. The Geotechnical Investigation completed for the project determined that there are no known active faults underlying the property (Appendix C). The nearest known active faults are two major strands of the Temecula segment of the Elsinore Fault Zone, which are located approximately 1.1 and 1.2 miles west of the project site. Additionally, the project site is not located within an area currently designated as an Alquist-Priolo Earthquake Zone. Therefore, the risk of fault rupture is low, and impacts related to the exposure of people or structures to rupture of a known earthquake fault would be less than significant.

### a.ii. Less Than Significant Impact

The project site is located in a seismically active southern California region. Both strands of the Temecula segment of the Elsinore Fault Zone have the potential to generate earthquakes

that may reach up to a 7.7 magnitude on the Richter magnitude, However, adherence to the earthwork and foundation recommendations documented in Appendix C and the requirements and seismic design parameters of the current California Building Code would ensure that the project would not expose people or structures to strong seismic shaking, and impacts would be less than significant.

**a.iii. Less Than Significant Impact**

Liquefaction refers to the loss of soil strength during a seismic event. The phenomenon is observed in geologically ‘young’ soils that include a shallow water table and coarse grained (i.e., ‘sandy’) soils of loose to medium dense consistency. Earthquake ground motions increase soil water pressures, decreasing grain-to-grain contact among the soil particles, causing the soil mass to lose strength. Liquefaction resistance increases with increasing soil density, plasticity (associated with clay-sized particles), geologic age, cementation, and stress history. Review of seismic hazard mapping developed by the California Geological Survey determined that the project site is not located within an area mapped as having a risk for liquefaction. Due to the bedrock density and low groundwater levels underlying the project site, the potential for liquefaction-induced settlement is low. Therefore, the project would not expose people or structures to adverse effects from seismic-related ground failure, including liquefaction, and impacts would be less than significant.

**a.iv. Less Than Significant Impact**

The project site and surrounding area are relatively flat and do not possess any slopes that could generate a landslide. Therefore, the project would not cause or increase the potential for landslides, and impacts would be less than significant.

**b. Less Than Significant Impact**

The project would implement best management practices (BMPs) during construction consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and City standards that are designed to minimize erosion potential by controlling storm water flows and minimization of topsoil loss. Therefore, compliance with the requirements of the NPDES Construction General Permit and City standards would prevent substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in the Section 4.6a.iii above, the project site is not located within an area mapped as having a risk for liquefaction. Subsurface soil testing for the project did not identify any collapsible soils that could result in subsidence or settlement. However, chemical testing of near surface soils identified low concentrations of soluble sulfates and chlorides that would be corrosive to embedded metals. However, adherence to the earthwork and foundation recommendations documented in Appendix C would ensure that impacts associated with corrosive soils would be less than significant.

**d. Less Than Significant Impact**

Expansive soils are characteristically clayey and can undergo significant volume changes (shrinking or swelling) due to variations in soil moisture content (drying or wetting) that can be damaging to structures. Geologic testing determined that subsurface conditions consist primarily of sandy soils that have low expansive potential. Surface reconnaissance and the subsurface investigation did not reveal the presence of potentially expansive soils that could affect development, and impacts would be less than significant.

**e. No Impact**

The project does not propose the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

**f. Less Than Significant Impact**

As described in Section 4.5b above, the project site and surrounding areas were subject to grading and excavation during construction of the existing RSMC campus, and any buried paleontological resources that may have existing on-site at that time would have been discovered during these previous construction activities. Furthermore, project construction would not require grading and excavation to depths greater than occurred during construction of the existing RSMC campus. Therefore, the project would not directly or indirectly destroy a unique paleontological resource, and impacts would be less than significant.

## 4.8 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact***Climate Action Plan Consistency Checklist*

The City adopted a Climate Action Plan (CAP) in 2020 that outlines the actions that the City will undertake to achieve its proportional share of state GHG emissions reductions. Along with the CAP, the City also adopted a CAP Consistency Checklist (Checklist) that provides a streamlined review process for proposed new development projects that are subject to discretionary review and environmental review pursuant to CEQA. The project's CAP Checklist is included as Appendix D.

Analysis of GHG emissions and potential climate change impacts from new development is required under CEQA. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3) and 15130(b), a project's incremental contribution to GHG emissions may be determined not to be cumulatively considerable if it complies with the requirements of the CAP.

The first step in determining CAP consistency for discretionary development is to assess the project's consistency with the growth projections used in the development of the CAP. The project consists of a hospital expansion and helipad relocation that would be consistent with the existing Office and Research Park (ORP) land use and zoning designations for the project site. Therefore, the project would be consistent with the growth projections used to develop the CAP.

The second step of the CAP consistency review is to review and evaluate a project's consistency with the applicable strategies and actions of the CAP. The CAP contains reduction measures related to transportation, building energy, land use, solid waste, and water and wastewater. As outlined in the Checklist provided in Appendix D, the project would be consistent with all applicable strategies and actions. Therefore, the project would be consistent with the CAP and the project's GHG emissions, and impacts would be less than significant.

*GHG Emission Quantification*

For informational purposes, GHG emissions associated with construction and operation of the project were quantified and compared to SCAQMD screening thresholds. The SCAQMD published its Interim *CEQA Greenhouse Gas (GHG) Significance Thresholds for Stationary Sources, Rules, and Plans* in 2008 (SCAQMD 2008). The interim thresholds are a tiered approach; projects may be determined to be less than significant under each tier or require further analysis under subsequent tiers. For the project, the most appropriate screening threshold for determining GHG emissions is the SCAQMD proposed Tier 3 screening threshold (SCAQMD 2010); therefore, a significant impact would occur if the proposed project would exceed the SCAQMD proposed Tier 3 screening threshold of 3,000 metric tons carbon dioxide equivalent (MT CO<sub>2</sub>E) per year. Based on guidance from the SCAQMD, total

construction GHG emissions resulting from a project should be amortized over the lifetime of a project, which is defined as 30 years (SCAQMD 2009).

Construction-related activities are temporary, short-term sources of GHG emissions. Project construction emissions were calculated as discussed in detail in Section 4.3(b) above. Sources of construction-related emissions include:

- Equipment exhaust; and
- Vehicle trips by workers, delivery trucks, and material-hauling trucks.

Operational activities are long-term sources of GHG emissions that occur throughout the life of a project. Sources of operational emissions include:

- Mobile (on-road vehicle use)
- Energy Use (electricity and natural gas)
- Water Use (supply, distribution, and treatment water and wastewater)
- Solid waste (disposal)
- Area (fireplaces, consumer products, landscaping equipment, architectural coatings)

Mobile and area sources were calculated as discussed in detail in Section 4.3(b).

Energy use emissions include direct air quality and GHG emissions associated with the combustion of on-site fuel sources, such as natural gas, and indirect GHG emissions associated with the generation of electricity from fossil fuels off-site in power plants. Project energy use was estimated based on the size of the proposed land uses using data compiled from SCAQMD surveys and incorporated into CalEEMod. By default, energy use factors in CalEEMod reflect the 2016 Title 24 energy efficiency requirements.

Direct emissions from combustion of natural gas were modeled using standard emission factors published in the U.S. Environmental Protection Agency's *AP-42 Compilation of Emission Factors, Chapter 1.4 Natural Gas Combustion* (1998). Indirect emissions from electricity use were modeled based on electricity intensity factors for the project utility provider, SCE. This analysis derives energy intensity factors from SCE's *Sustainability Report 2019* (Edison International 2020), which indicates that in 2019 SCE generated 534 pounds of CO<sub>2</sub>e for each megawatt-hour of electricity delivered. The 2020 annual report to the legislator indicates that in 2019, SCE had achieved 38 percent renewables (California Public Utilities Commission 2020). Additionally, SCE will achieve at least 44 percent renewables by 2024 as required by the RPS.

Water use results in indirect emissions associated from the energy used to supply, distribute, and treat water and wastewater. In addition to the indirect emissions associated with energy use, wastewater treatment can directly emit lesser quantities of both methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). Project water use is modeled based on historical averages from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California 2003* (as cited in CAPCOA 2013; Pacific Institute 2003).



Solid waste emissions result from the anaerobic decomposition of organic waste in landfills. Solid waste and area emissions were calculated based on regional waste disposal rates identified by California Department of Resources Recycling and Recovery.

Project construction and operations emissions were calculated using CalEEMod 2016.3.2. Total construction GHG emissions are summarized in Table 10.

Table 10 Project Greenhouse Gas Emissions Estimate	
Emission Source	GHG Emissions (MT CO <sub>2</sub> E)
Vehicles	361
Energy use	291
Area sources	<1
Water use	21
Solid waste disposal	196
Construction <sup>1</sup>	30
<b>TOTAL</b>	<b>899</b>
Note: Total may vary due to independent rounding.	
<sup>1</sup> Construction is estimated to generate 899 MT CO <sub>2</sub> E.	
Construction emissions were amortized over a 30-year period.	

As shown in Table 10, project construction and operation would result in the annual equivalent of 899 MT CO<sub>2</sub>E, which would not exceed the 3,000 MT CO<sub>2</sub>E screening level threshold. Therefore, impacts associated with GHG emissions generated by the project would be less than significant.

#### b. Less Than Significant Impact

As described in Section 4.8a above, the CAP Checklist determined that the project would be consistent with the City's CAP. Furthermore, consistency with the City's CAP demonstrates that the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and impacts would be less than significant.

## 4.9 Hazards and Hazardous Materials

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

Project construction would require the transport, temporary storage, and use of asphalt fuels, oils, paints, and solvents. However, these materials are not acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Operation of the project would require the storage of cleaning supplies and other related chemicals, including medical hazardous waste associated with the hospital. However, use and handling of these materials would be required to follow all applicable federal, state, and local regulations. It is not anticipated that medical waste generated by the medical offices would be acutely hazardous, and would be transported, used, and disposed of consistent with applicable medical regulations set forth by the Medical Waste Management Program administered by the California Department of Public Health. The RSMC campus does not currently possess on-site fueling or maintenance facilities for emergency medical service (EMS) helicopters, and these features would not be introduced as part of relocation of the helipad. Therefore, the project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

**b. Less Than Significant Impact**

As described in Section 4.9a above, the project would handle all hazardous materials in accordance with all applicable federal, state, and local regulations. Furthermore, project construction would be conducted consistent with all applicable safety regulations and would not introduce accident conditions that could result in the release of hazardous materials into the environment. Relocation of the helipad would not introduce on-site fueling or maintenance capabilities for EMS helicopters.

Future helicopter operations would continue to comply with the requirements of Title 14 of the Code of Federal Regulations Part 121 Air Carriers, which requires helicopter operators to implement Safety Management Systems that identify hazards and mitigate risks (FAA 2015). Future helicopter operations would also continue to comply with the requirements of United States Code Section 44730 Part 135 regulations, which provides examples and approaches that may be used by a helicopter air ambulance operator to assess, mitigate, and manage risk (FAA 2014). Furthermore, the future helicopter operations would continue to comply with the requirements of the Commission on Accreditation of Medical Transportation Systems (CAMTS), which has recommended guidelines for basic life support; advanced life support and special medical needs (CAMTS 2015). As shown in Figure 7 above, the project would include safety enhancements to the existing light standards and implement regular tree-trimming and pruning maintenance surrounding the relocated helipad to ensure compliance with FAA safety and obstruction clearance criteria. Furthermore, the FAA conducted an aeronautical study that determined the new helipad platform would not adversely affect the safe and efficient use airspace by aircraft (Appendix E). Therefore, the project would not create upset and accident conditions that could result in the release of hazardous materials, and impacts would be less than significant.

**c. No Impact**

There are no schools located within 0.25 mile of the project site or the revised flight path. Therefore, the project would not emit or handle hazardous materials within 0.25 mile of a school. No impact would occur.

**d. No Impact**

The applicant completed a search of the applicable State of California hazardous waste databases pursuant to Government Code Section 65962.5 and determined that the project site is not located on or near an identified hazardous waste site. The applicant documented the results of this search through completion of a signed a Hazardous Waste Site Disclosure Statement (Appendix F). Therefore, the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that would create a significant hazard to the public or the environment. No impact would occur.

**e. No Impact**

The nearest airport is the French Valley Airport, which is located approximately three miles to the northeast. The project site is outside the Airport Influence Area Boundary for French Valley Airport (Riverside County Airport Land Use Commission 2012). Therefore, the project site is not located within an airport land use plan or within two miles of a public airport. No impact related to a safety hazard or excessive noise would occur.

**f. Less Than Significant Impact**

Changes to the existing circulation network would be limited to improvements on Medical Center Drive that would not physically interfere with emergency access. As described in Section 4.17a below, the project would not adversely affect intersection and roadway operations on the surrounding roadway network, and therefore would not create traffic congestion that could affect emergency access. Furthermore, the new helipad platform would be constructed consistent with all FAA safety requirements and would allow for improved helicopter emergency access to RSMC. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

**g. Less Than Significant Impact**

Review of Exhibit 12-8 of the Murrieta General Plan 2035 determined that the project is not located in a High Fire Hazard Severity Zone (City of Murrieta 2011a). Furthermore, the RSMC campus is located in an urbanized area and is surrounded by urban and roadway use to the west, east and south. Vacant land to the north is isolated and surrounded by urban uses. Therefore, the project would not expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death, and impacts would be less than significant.

## 4.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that 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 on- or off-site;	<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 on- or off-site;	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>



Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

Project construction would have the potential to generate erosion/sedimentation and pollutants that could impact water quality. However, the project would implement construction BMPs consistent with the requirements of the NPDES Construction General Permit and City standards that would minimize erosion and prevent pollution from affecting water quality. The Project Specific Water Quality Management Plan completed for the project (Appendix G) documented that stormwater runoff within the project site currently sheet flows towards multiple drain inlets centrally located around the existing Women's Center and ED building. Collected runoff ultimately drains to Murrieta Creek and then to the Santa Margarita River.

Under post-project conditions, storm water would continue to generally follow the same drainage patterns. Areas along Medical Center Drive would be directed to sheet flow through the landscape parking islands and be collected in the public curb and gutter system on Medical Center Drive before entering the public storm drain system. However, the majority of the project site would drain to a new stormwater collection system consisting of an underground storm drain system, two BioPod underground biofiltration units, and an underground detention pipe system. Stormwater runoff would be collected through storm drain inlets that would route runoff into two BioPod underground biofiltration units through underground storm drain system. The two BioPod underground biofiltration units would filter runoff through a pre-engineered soil mixture, and then discharge the treated runoff into a new underground detention pipe system that would ultimately outlet into an existing 60-inch storm drain. The stormwater collection system would also utilize a FloGard + Catch Basin to improve treatment. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

**b. Less Than Significant Impact**

The project site is located within the Temecula-Murrieta Groundwater Basin which underlies several valleys in southwestern Riverside County and a portion of northern San Diego County. Water services would be provided by Eastern Municipal Water District (EMWD), which draws upon local groundwater for water supply. The 2015 Urban Water Management Plan (UWMP) prepared by EMWD anticipated that adequate water supplies would be

available to meet future demand under all water year conditions from 2020 through 2040 (EMWD 2016). The project consists of a hospital expansion and would not construct any residential, commercial, or other uses that would induce growth that could increase demand for water supply beyond what is projected in the 2015 Urban Runoff Management Plan. The existing RSMC campus is already served by EMWD, and the addition of 36,000 square feet of additional building space would represent a minimal increase demand for water supply. Therefore, the project would not substantially decrease groundwater supplies or obstruct sustainable groundwater management, and impacts would be less than significant.

The project is located within the fully developed RSMC campus. The Water Quality Management Plan prepared for the project determined that the entire project site currently consists of impervious surfaces that do not allow for groundwater percolation. The project would not increase the amount of impervious surface of the project site. Therefore, the project would not significantly interfere with groundwater recharge or obstruct sustainable groundwater management, and impacts would be less than significant.

#### **c.i. Less Than Significant Impact**

As described in Section 4.10a above, the project would implement construction BMPs consistent with the NPDES Construction General Permit and City requirements that would minimize erosion and prevent pollution from affecting water quality. The project would also introduce a stormwater collection system consisting of an underground storm drain system, two BioPod underground biofiltration units, and an underground detention pipe system that would manage stormwater flows. The Preliminary Hydrology and Hydraulics Report completed for the project calculated that peak flows during a 100-year storm event in the post-project condition would be reduced to 4.42 cubic feet per second (cfs) compared to the existing peak flow of 5.07 cfs (Appendix H). These reduced peak flows would ultimately outlet into an existing 60-inch storm drain. Therefore, the project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, runoff, impediment or redirection of flood flows, and impacts would be less than significant.

#### **c.ii. Less Than Significant Impact**

As described in Section 4.10a above, the project would introduce a stormwater collection system consisting of an underground storm drain system, two BioPod underground biofiltration units, and an underground detention pipe system that would manage stormwater flows. The Preliminary Hydrology and Hydraulics Report completed for the project calculated that peak flows during a 100-year storm event in the post-project condition would be reduced to 4.42 cfs compared to the existing peak flow of 5.07 cfs (Appendix H). Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, and impacts would be less than significant.

**c.iii. Less Than Significant Impact**

As described in Section 4.10a above, the project would implement construction BMPs consistent with the NPDES Construction General Permit and City requirements that would minimize erosion and prevent pollution from affecting water quality. The project would also introduce a stormwater collection system consisting of an underground storm drain system, two BioPod underground biofiltration units, and an underground detention pipe system that would manage stormwater flows. The Preliminary Hydrology and Hydraulics Report completed for the project calculated that peak flows during a 100-year storm event in the post-project condition would be reduced to 4.42 cfs compared to the existing peak flow of 5.07 cfs (see Appendix H). Therefore, the project would not 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, and impacts would be less than significant.

**c.iv. Less Than Significant Impact**

The project site is located within a flood zone designated by Federal Emergency Management Agency as Flood “Zone X,” which is an area of minimal flood hazard. Therefore, the project would not impede or redirect flood flows, and impacts would be less than significant.

**d. No Impact**

Review of Exhibit 12-7 of the Murrieta General Plan 2035 determined that the project site is not located within a dam inundation zone (City of Murrieta 2011a). The project site is located approximately 34 miles inland from the Pacific Ocean, and therefore is not subject to risk associated with tsunamis. The nearest body of water is Skinner Reservoir, located approximately 6.5 miles north east of the project site. Given this distance of 6.5 miles, the project would not be affected by a seiche. Therefore, the project would not result in impacts associated with flood hazard, tsunami, or seiche zones. No impact would occur.

**e. Less Than Significant Impact**

As described in Section 4.10a above, the project would implement construction and operational BMPs that would prevent erosion and pollution from affecting water quality. As described in Section 4.10b above, the project would not decrease groundwater supplies or interfere with groundwater recharge. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

## 4.11 Land Use and Planning

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping. The proposed hospital expansion, relocated helipad, and other site improvements would be constructed entirely within the existing RSMC campus and would not affect any surrounding properties or existing land use pattern. The project would introduce improvements to the RSMC campus and would not disrupt internal land uses. Changes to the existing circulation network would be limited to improvements on Medical Center Drive within the existing RSMC campus that would not affect any surrounding roadways. No new roadways or expansion of roadways would be required to accommodate the project. The project would be accommodated by utilities that are already serving the RSMC campus. Therefore, the project would not physically divide an established community, and impacts would not be significant.

#### b. Less Than Significant Impact

The project would be consistent with the existing Office and Research Park (ORP) land use and zoning designation for the project site, which is intended to allow for office, medical, and business campuses with associate research and development facilities. As described in Section 4.4a above, the project would mitigate all potential impacts on biological resources to a level less than significant. As described throughout this Draft Initial Study/Mitigated Negative Declaration, all other impacts not requiring mitigation would be less than significant or would have no impact.

The project would be consistent with the compatibility criteria of the Riverside County Airport Land Use Commission. As described in Section 4.13a below, future helicopter operations would not increase interior noise levels within the expanded hospital beyond acceptable noise limit. Therefore, the project would not establish a noise sensitive land use

that would be exposed to significant levels of aircraft noise. Helicopter pilots would strictly utilize the established flight path presented in Figure 6 above and would adhere to the safety requirements described in Section 4.9b above. The project would also remove some light poles and existing trees and implement regular tree-trimming and pruning surrounding the new helipad platform in order to ensure compliance with FAA safety and obstruction clearance criteria. Therefore, the project would minimize risk associated with an aircraft accident or emergency landing and would ensure that hazardous obstructions to the navigable airspace do not occur. Therefore, the project would be compatibility criteria of the Riverside County Airport Land Use Commission. As described in Section 4.8b above, the project would be consistent with the City's adopted CAP. Therefore, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts would be less than significant.

## 4.12 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

### EXPLANATIONS:

#### a. No Impact

The project is located within the fully developed RSMC campus, which consists of hospital buildings, paved parking lots, and landscaping that would preclude mineral resource extraction. Review of Exhibit 8-1 of the Conservation Element of the Murrieta General Plan 2035 determined there are no known mineral resources located within the project site (City of Murrieta 2011a). Therefore, the project would not result in the loss of availability of known mineral resources that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site. No impact would occur.

#### b. No Impact

The City's General Plan does not identify the project site as an existing or former mineral resource site. No impact would occur.



## 4.13 Noise

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne 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 area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

A Noise Analysis Technical Report was prepared for the project that evaluated potential impacts associated with Noise (Appendix I).

#### *Existing Conditions*

Ambient noise levels were established based on two sets of noise measurements. Table 11 presents the results of four 24-hour interval noise measurements that were conducted on September 28, 2016. These measurements represent day-to-day noise from sources near the project site. The locations of these noise measurements are presented in Figures 8a through 8d. As shown in Table 11, average ambient community noise equivalent level (CNEL) noise levels ranged from 60.4 A-weighted decibels [dB(A)] at Site 2 to 72.8 dB(A) at Site 4. Fifteen-minute noise measurements were also taken within the current EMS landing site, which determined that ambient noise levels at the project site were 55.0 dB(A).



FIGURE 8a  
Noise Monitoring Location Site 1





FIGURE 8b  
Noise Monitoring Location Site 2





FIGURE 8c  
Noise Monitoring Location Site 3



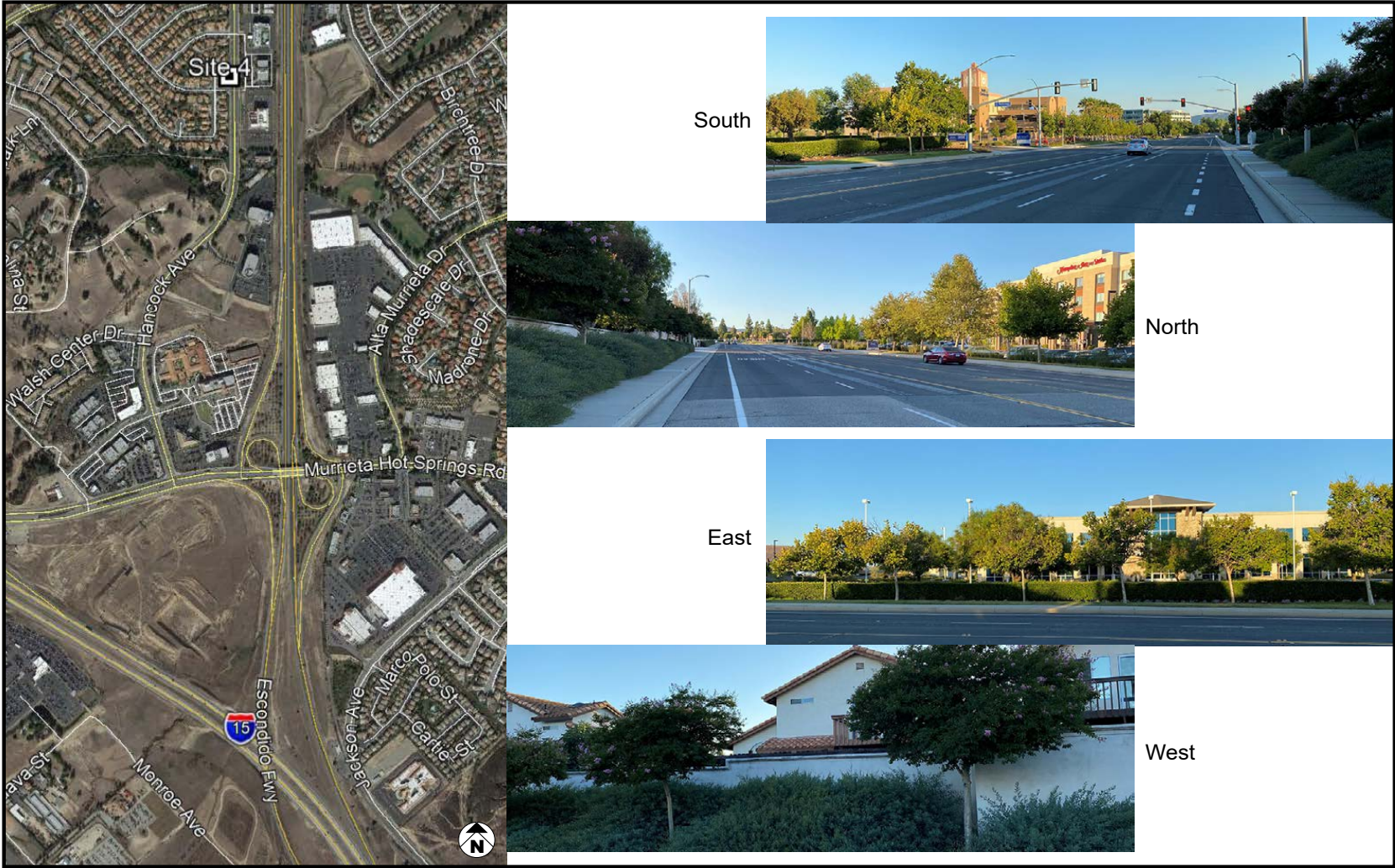


FIGURE 8d  
Noise Monitoring Location Site 4

<b>Table 11</b> <b>Noise Measurements in Project Vicinity (2016)</b>				
Measurement Site	Locations	L <sub>eq</sub> Daytime	L <sub>eq</sub> Nighttime	CNEL
dB(A)				
Site 1	Along Jackson Avenue, East of I-215 southeast of the project site	69.2	64.3	72.2
Site 2	Along Walsh Center Drive, northwest of the project site	59.1	51.1	60.4
Site 3	Along Rockcrest Drive, East of I-215, east of the project site	62.7	56.1	64.8
Site 4	Along Hancock Avenue, West of I-215, north of the project site	71.6	63.5	72.8
	project site	—	—	55.0*
I-215 = Interstate 215; L <sub>eq</sub> = hourly equivalent sound level; CNEL = community noise equivalent level; dB(A) = A-weighted decibel Source: Appendix I Site 1: Measurements were taken from 1:00 p.m. on September 27, 2016, to 1:00 p.m. on September 28, 2016. Site 2: Measurements were taken from 1:00 p.m. on September 27, 2016, to 1:00 p.m. on September 28, 2016. Site 3: Measurements were taken from 2:00 p.m. on September 27, 2016, to 2:00 p.m. on September 28, 2016. Site 4: Measurements were taken on from 1:00 p.m. on September 27, 2016, to 1:00 p.m. on September 28, 2016. *Project site measurements were taken on September 28, 2016, from 12:11 p.m. to 12:26 p.m.. Noise measurement represents 15-minute L <sub>eq</sub> .				

Table 12 presents the results of additional 10-minute short-term measurements were taken at the same four locations on July 30, 2020. As shown in Table 12, daytime ambient noise measurements ranged from a low of 55.2 dB(A) at Site 2 to a high of 69.2 dB(A) at Site 1. Additionally, nighttime ambient noise measurements ranged from a low of 41.6 dB(A) at Site 3 to a high of 56.4 dB(A) at Site 1.

Table 12 Noise Measurements in Project Vicinity (2020)					
Measurement Site	Locations	Time Period	L <sub>eq</sub> (10-minute)	L <sub>max</sub>	L <sub>min</sub>
			dB(A)		
Site 1	Along Jackson Avenue, East of I-215 southeast of the project site	Daytime	69.2	78.2	62.7
		Nighttime	56.4	73.3	53.2
Site 2	Along Walsh Center Drive, northwest of the project site	Daytime	55.2	69.4	45.8
		Nighttime	46.1	67.5	44.8
Site 3	Along Rockcrest Drive, East of I-215, east of the project site	Daytime	57.6	72.5	45.8
		Nighttime	41.6	64.8	39.8
Site 4	Along Hancock Avenue, West of I-215, north of the project site	Daytime	67.3	80.7	51.3
		Nighttime	48.4	71.4	47.3
L <sub>eq</sub> = hourly equivalent sound level; L <sub>max</sub> = maximum sound level; L <sub>min</sub> = minimum sound level; dB(A)= A-weighted decibels Site 1: Daytime measurements were taken between 5:41 p.m. – 5:51 p.m. on July 30, 2020. Nighttime measurements were taken between 10:02 p.m. – 10:12 p.m. on July 30, 2020. Site 2: Daytime measurements were taken between 5:59 p.m. – 6:09 p.m. on July 30, 2020. Nighttime measurements were taken between 10:32 p.m. – 10:42 p.m. on July 30, 2020. Site 3: Daytime measurements were taken between 6:18 p.m. – 7:28 p.m. on July 30, 2020. Nighttime measurements were taken between 10:16 p.m. – 10:26 p.m. on July 30, 2020. Site 4: Daytime measurements were taken between 6:35 p.m. – 6:45 p.m. on July 30, 2020. Nighttime measurements were taken between 10:45 p.m. – 10:55 p.m. on July 30, 2020. Source: Appendix I					

Table 13 presents existing 24-hour CNEL noise levels that were calculated for local roadways in the surrounding areas. As shown in Table 12, daytime noise levels attributed to roadway

traffic range from a low of 48.5 dB(A) along Walsh Center Drive west of Hancock Avenue, to a high of 73.3 dB(A) along Murrieta Hot Springs Road east of Hancock Avenue. Table 12 also presents noise exposure compatibility ratings for surrounding land uses based on the *State Land Use Compatibility Guidelines for Noise* that have been adopted by the City.

Table 13 Existing Roadway Noise Levels				
Roadway Segment	Adjacent Land Use	Existing Roadway Noise Level dB(A)		Existing Noise Exposure Compatibility Category
		Daytime	Nighttime	
Hancock Avenue				
Murrieta Hot Springs Road to Medical Center Drive	Hospital	68.4	60.9	Normally Acceptable/ Conditionally Acceptable
Medical Center Drive to Walsh Center Drive	Hospital	67.0	59.5	Normally Acceptable/ Conditionally Acceptable
Murrieta Hot Springs Road				
East of Hancock Avenue	Hospital	73.3	65.8	Normally Unacceptable
West of Hancock Avenue	Hospital	73.1	65.5	Normally Unacceptable
Medical Center Drive				
East of Hancock Avenue	Hospital	56.7	49.2	Normally Acceptable
West of Hancock Avenue	Hospital	56.1	48.6	Normally Acceptable
Walsh Center Drive				
West of Hancock Avenue	Residential	48.5	40.9	Normally Acceptable
dB(A) = A-weighted decibels Source: Appendix I				

### On-Site Construction Noise

Construction Noise is regulated by Section 16.30.130 of the City's Noise Ordinance, which prohibits noise generated by construction activities between the hours of 7:00 p.m. and 7:00 a.m. and on Sundays and holidays. Additionally, Section 16.30.130 of the City's Noise Ordinance establishes that construction noise shall not exceed the maximum noise levels presented in Table 14 below. Additionally, Sections 16.30.090(A)-Exterior Noise Standards and 16.30.100-Interior Noise Standards of the City's Noise Ordinance establishes exterior and interior noise standards based on "noise zones" as shown in Table 15 below.

Table 14 City of Murrieta Construction Noise Standards			
	Single-Family Residential	Multi-Family Residential	Commercial
<b>Mobile Equipment</b>			
Daily, except Sundays and holidays, 7:00 a.m. to 8:00 p.m.	75 dB(A)	80 dB(A)	85 dB(A)
Daily, except Sundays and holidays, 8:00 p.m. to 7:00 a.m.	60 dB(A)	64 dB(A)	70 dB(A)
<b>Stationary Equipment</b>			
Daily, except Sundays and holidays, 7:00 a.m. to 8:00 p.m.	60 dB(A)	65 dB(A)	70 dB(A)
Daily, except Sundays and holidays, 8:00 p.m. to 7:00 a.m.	50 dB(A)	55 dB(A)	60 dB(A)
dB(A) = A-weighted decibels Source: City of Murrieta Development Code Section 16.30.130.			



Table 15 City of Murrieta Exterior and Interior Noise Standards			
Noise Zone	Designated Land Use (Receptor Property)	Time Interval	Allowed Noise Level
Exterior Noise Limits			
I	Noise-sensitive area	Anytime	45 dB(A)
II	Residential properties	10:00 p.m. to 7:00 a.m.	45 dB(A)
		7:00 a.m. to 10:00 p.m.	50 dB(A)
III	Commercial properties	10:00 p.m. to 7:00 a.m.	55 dB(A)
		7:00 a.m. to 10:00 p.m.	60 dB(A)
IV	Industrial properties	Anytime	70 dB(A)
Interior Noise Limits			
AII	Multi-family Residential	10:00 p.m. to 7:00 a.m.	40 dB(A)
		7:00 a.m. to 10:00 p.m.	45 dB(A)
dB(A) = A-weighted decibels Source: City of Murrieta Development Code Section 16.30.090.			

Noise impacts from on-site construction and staging of construction trucks were evaluated by determining the noise levels generated by different types of construction activity, calculating the construction-related noise level at nearby noise-sensitive receptor locations, and comparing these construction-related noise levels to existing ambient noise levels (i.e., noise levels without project-related construction noise). Actual noise levels would vary, depending upon the equipment type, model, the type of work activity being performed, and the condition of the equipment.

Construction noise levels from on-site construction were modeled for each of the noise monitoring locations. Table 16 presents the modeled noise levels at the residential uses (Sites 1 through 4) that are closest to the project site, as well as the hospital use south of the project site (Site 5). The modeled construction noise levels at the residential uses range between 39 dB(A) to 60 dB(A), and modeled construction noise levels at the hospital offices south of the project site range from 62 dB(A) to 69 dB(A). The loudest anticipated phase is grading, where residential receptors could be exposed to noise levels of up to an average of 60 dB(A) at Site 2, and the hospital use south of the project could be exposed to noise levels of up to an average of 69 dB(A) at Site 5. As shown in Table 16, noise levels at the adjacent residential uses would remain within normally acceptable levels of 50 to 60 dB(A) CNEL and conditionally acceptable levels of 55 to 70 dB(A) CNEL. Similarly, noise levels at the adjacent hospital use would remain within normally acceptable levels of 50 to 70 dB(A) CNEL and conditionally acceptable levels of 60 to 70 dB(A) CNEL. Therefore, on-site construction noise would not generate a substantial temporary increase in ambient noise levels, and impacts would be less than significant.

<b>Table 16</b> <b>Construction Maximum Noise Estimates</b> <b>dB(A) CNEL</b>										
Construction Activity	Sound Level at Various Receptor Distances from Construction Activities									
	Site 1		Site 2		Site 3		Site 4		Site 5	
	L <sub>max</sub>	L <sub>eq</sub>	L <sub>max</sub>	L <sub>eq</sub>	L <sub>max</sub>	L <sub>eq</sub>	L <sub>max</sub>	L <sub>eq</sub>	L <sub>max</sub>	L <sub>eq</sub>
Utilities – Storm Drains	46	43	54	51	52	49	48	45	68	65
NICU Renovation	43	41	52	49	50	47	45	43	66	63
Helipad Construction	49	50	58	59	56	57	52	52	62	62
Kitchen Service Renovation	43	41	52	49	50	47	45	43	66	63
Grading – Expansion	50	51	59	60	57	58	53	53	68	69
Building Construction	50	51	59	59	57	57	53	53	68	69
Canopy - New	50	51	59	59	57	57	53	53	68	69
Paving – Parking	49	48	58	57	56	55	52	51	69	68
Architectural Coating	43	39	52	48	50	46	45	41	66	62
dB(A) = A-weighted decibels; L <sub>max</sub> = maximum sound level; L <sub>eq</sub> = hourly equivalent sound level										
Source: Appendix I										

### *Off-Site Construction Noise*

Project construction would require hauling and vendor truck trips to and from the site to export soil and deliver supplies. Trucks traveling to and from the project site would be required to travel along a haul route approved by the City. A maximum of 20 worker trips per day and 18 vendor trips per day would occur during construction of the building and canopy. Additionally, a total of 579 hauling trips (53 hauling trips per day) would occur during the grading and expansion phase.

Noise associated with construction vehicle trips were estimated using the California Department of Transportation Federal Highway Administration Traffic Noise Model based on the maximum number of worker and hauling trips in a day. Thirty-eight trips per day (20 worker and 18 vendor) would generate roadway noise levels of approximately 38.6 dB(A) CNEL measured at a distance of 75 feet. The 53 hauling trips per day would generate roadway noise levels ranging from 49.6 dB(A) to 54.5 dB(A) at a distance of 75 feet, depending on the use of medium or heavy-duty trucks. As shown in Table 12 above, daytime ambient noise measurements ranged from a low of 55.2 dB(A) at Site 2 to a high of 69.2 dB(A) at Site 1. The off-site construction noise levels associated with construction vehicle trips would be less than the existing ambient noise environment presented in Table 12. Therefore, off-site construction noise would not generate a substantial temporary increase in ambient noise levels, and impacts would be less than significant.

### *Operational Roadway Noise*

A doubling of sound energy results in a 3 dB(A) increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dB(A) are not noticed by the human ear (U.S. Department of Transportation 1980). Changes from 3 to 5 dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB(A) is readily noticeable, while the human ear

perceives a 10 dB(A) increase in sound level to be a doubling of sound volume. Table 17 presents the significance thresholds for changes in operational noise based on the level of increase in comparison to existing ambient noise levels.

<b>Table 17</b> <b>Significance of Change in Operational Noise Exposure</b>	
Ambient Noise Level with Project (L <sub>dn</sub> or CNEL)	Significant Impact
< 60 dB	+5.0 dB or more
60–65 dB	+3.0 dB or more
> 65 dB	+1.5 dB or more
L <sub>dn</sub> = day-night average sound level; CNEL = community noise equivalent level; dB = decibels	

Table 18 presents future roadway noise levels that were then modeled for 2023 without the project and with the project. As shown in Table 19, the maximum noise level increase during the daytime and nighttime period along analyzed roadways would be 0.4 dB along Medical Center Drive east of Hancock Avenue. Consequently, increases in operational traffic noise associated with the project would be less than the significance thresholds presented in Table 17 above. Therefore, operational roadway noise would not generate a substantial permanent increase in ambient noise levels, and impacts would be less than significant.

Table 18 Future (Year 2023) Plus Project					
Roadway Segment	Time Period	Future (Year 2023)		Difference	Significant Impact?
		Without Project	With Project		
Hancock Avenue					
Murrieta Hot Springs Road to Medical Center Drive	Daytime	69.5	69.6	+0.1	No
	Nighttime	62.0	62.1	+0.1	No
Medical Center Drive to Walsh Center Drive	Daytime	69.1	69.1	0.0	No
	Nighttime	61.6	61.6	0.0	No
Murrieta Hot Springs Road					
East of Hancock Avenue	Daytime	73.7	73.7	0.0	No
	Nighttime	66.1	66.2	+0.1	No
West of Hancock Avenue	Daytime	73.4	73.4	0.0	No
	Nighttime	65.8	65.8	0.0	No
Medical Center Drive					
East of Hancock Avenue	Daytime	56.7	57.1	+0.4	No
	Nighttime	49.2	49.6	+0.4	No
West of Hancock Avenue	Daytime	56.4	56.4	0.0	No
	Nighttime	48.9	48.9	0.0	No
Walsh Center Drive					
West of Hancock Avenue	Daytime	54.2	54.2	0.0	No
	Nighttime	46.6	46.6	0.0	No
Source: Appendix I					

*Operational Helicopter Noise*

On-ground sound measurements of the most common helicopters that would be operated by the project were conducted on the RSMC campus on September 28, 2016. Table 19 presents the results of the four measurements taken at different locations around an EC-135 helicopter with the engine(s) running at maximum revolutions per minute and the rotors engaged.

<b>Table 19</b>		
<b>EC-135 Helicopter Noise Levels</b>		
Location	Distance (feet)	Maximum (dB[A])
Behind Tail Rotor	75	92.5
West	75	86.0
North	75	82.6
East	75	89.5
Source: Appendix I		

Data provided regarding previous helicopter flight operations at the RSMC campus documented that a maximum of two flights have taken place between the daytime hours of 7:00 a.m. to 10:00 p.m. on any given day and a maximum of one flight has taken place between the nighttime hours of 10:00 p.m. to 7:00 a.m. on any given day. Therefore, to simulate worst-case scenario helicopter approach/departure impacts, it was assumed four events (two approaches and two departures) would take place during the daytime period and two events (one approach and one departure) would take place during the nighttime period on the same day.

Noise levels associated future helicopter operations were modeled at residential (Sites 1 through 4) and hospital (Site 5) noise-sensitive land uses within the project vicinity using the SoundPLAN noise model, which depicts noise contours at varying distances and accounts for various inputs to analyze topography, vegetation, propagation from buildings, and existing and proposed noise sources and barriers. Tables 20 and 21 present future noise levels that were modeled for the EC-135 and EC-145 helicopters that would utilize the relocated helipad. As shown in Table 20, operation of the EC-135 helicopter would result in a maximum increase of 0.1 dB(A) during the nighttime period (10:00 p.m. to 7:00 a.m.) at the northern approach/departure, while operation of the EC-145 helicopter would result in a maximum increase of 0.2 dB(A) during the nighttime period (10:00 p.m. to 7:00 a.m.) at the northern approach/departure. Table 20 shows that operation of both the EC-135 and EC-145 during the daytime period would not result in any noise increase at northern approach/departure. As shown in Table 20, operation of both the EC-135 and EC-145 helicopter would result in a maximum increase of 0.1 dB(A) during the nighttime period (10:00 p.m. to 7:00 a.m.) at southern approach/departure. Table 21 shows that operation of both the EC-135 and EC-145 during the daytime period would not result in any noise increase at southern approach/departure. Therefore, future helicopter operations would not generate a substantial permanent increase in ambient noise levels, and impacts would be less than significant.

Table 20 Exterior Noise Levels – Flight Path to the North						
ID	Time Period	Ambient Noise Levels	Modeled Noise Levels	Ambient plus Modeled Noise Levels	Increase Above Ambient	Significant Impact?
dB(A)						
<b>EC 135</b>						
Site 1	Daytime	69.2	19.0	69.2	0.0	No
	Nighttime	56.4	15.2	56.4	0.0	No
Site 2	Daytime	55.2	25.0	55.2	0.0	No
	Nighttime	46.1	21.2	46.1	0.0	No
Site 3	Daytime	57.6	28.8	57.6	0.0	No
	Nighttime	41.6	25.0	41.7	+0.1	No
Site 4	Daytime	67.3	30.1	67.3	0.0	No
	Nighttime	48.4	26.3	48.4	0.0	No
Site 5	Daytime	55.0	29.7	55.0	0.0	No
	Nighttime	55.0	25.9	55.0	0.0	No
<b>EC 145</b>						
Site 1	Daytime	69.2	21.6	69.2	0.0	No
	Nighttime	56.4	17.8	56.4	0.0	No
Site 2	Daytime	55.2	27.6	55.2	0.0	No
	Nighttime	46.1	23.8	46.1	0.0	No
Site 3	Daytime	57.6	31.4	57.6	0.0	No
	Nighttime	41.6	27.6	41.8	+0.2	No
Site 4	Daytime	67.3	32.7	67.3	0.0	No
	Nighttime	48.4	28.9	48.4	0.0	No
Site 5	Daytime	55.0	34.0	55.0	0.0	No
	Nighttime	55.0	30.2	55.0	0.0	No
dB(A) = A-weighted decibels; EC = Eurocopter Source: Appendix I						

Table 21 Exterior Noise Levels – Flight Path to the South						
ID	Time Period	Ambient Noise Levels	Modeled Noise Levels	Ambient plus Modeled Noise Levels	Increase Above Ambient	Significant Impact?
dB(A)						
<b>EC 135</b>						
Site 1	Daytime	69.2	29.8	69.2	0.0	No
	Nighttime	56.4	26.0	56.4	0.0	No
Site 2	Daytime	55.2	25.7	55.2	0.0	No
	Nighttime	46.1	21.9	46.1	0.0	No
Site 3	Daytime	57.6	27.7	57.6	0.0	No
	Nighttime	41.6	23.9	41.7	+0.1	No
Site 4	Daytime	67.3	20.7	67.3	0.0	No
	Nighttime	48.4	16.9	48.4	0.0	No
Site 5	Daytime	55.0	32.3	55.0	0.0	No
	Nighttime	55.0	28.5	55.0	0.0	No
<b>EC 145</b>						
Site 1	Daytime	69.2	32.4	69.2	0.0	No
	Nighttime	56.4	28.6	56.4	0.0	No
Site 2	Daytime	55.2	28.3	55.2	0.0	No
	Nighttime	46.1	24.5	46.1	0.0	No
Site 3	Daytime	57.6	30.3	57.6	0.0	No
	Nighttime	41.6	26.5	41.7	+0.1	No
Site 4	Daytime	67.3	23.3	67.3	0.0	No
	Nighttime	48.4	19.5	48.4	0.0	No
Site 5	Daytime	55.0	36.6	55.1	+0.1	No
	Nighttime	55.0	32.8	55.0	0.0	No
dB(A) = A-weighted decibels; EC = Eurocopter Source: Appendix I						

*Interior Hospital Noise Levels*

The hospital expansion would be required to comply with California's noise insulation standards that are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. For hospitals, the acceptable interior noise limit for new construction is 45 dB(A) CNEL. The existing helipad is located with a direct line of sight to the south entrance of Women's Center and ED building, and current interior noise levels do not exceed the interior noise limit of 45 dB(A) CNEL. The new helipad platform would be located east of the Women's Center and ED building and adjacent to I-215, which would further reduce interior noise levels because the landing site would not be located within a direct line of sight. Therefore, future helicopter operations would not increase interior noise levels within the expanded hospital beyond acceptable noise limit, and impacts would be less than significant.

*General Plan Land Use Compatibility for Community Noise Environments*

The City has established Noise Land Use Compatibility Guidelines in the City's adopted General Plan Noise Element. These guidelines identify acceptable noise levels for exterior use areas associated various land use types. For hospitals, exterior noise levels between 50 and 60 CNEL are considered normally acceptable; exterior noise levels between 60 and 70 CNEL are considered conditionally acceptable if noise insulation features have been included in the design; exterior noise levels between 70 and 80 CNEL are considered normally unacceptable and is developed discouraged; exterior noise levels above 80 CNEL are considered clearly unacceptable.

The hospital expansion would not include an exterior use area that could increase ambient noise levels. As shown in Table 18 above, operational roadway traffic would increase noise by a maximum of 0.4 dB. As shown in Tables 20 and 21 above, helicopter operations would increase noise by a maximum of 0.2 dB(A) at the northern approach/departure and 0.1 dB(A) at the southern approach/departure. Therefore, the project would comply with the Noise Land Use Compatibility Guidelines in the City's adopted General Plan Noise Element, and impacts would be less than significant.

**b. Less Than Significant Impact**

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. While ground vibrations from construction activities do not often reach the levels that can damage structures, fragile buildings must receive special consideration. Impacts due to construction activities were evaluated by identifying vibration sources (i.e., construction equipment) and measuring the distance between vibration sources and surrounding structure locations.

The City currently does not have a significance threshold to assess vibration impacts. However, the Federal Transit Administration (FTA) guidelines set forth in the *Transit Noise and Vibration Assessment guidance document* are used to evaluate potential impacts related

to construction vibration (FTA 2018). According to FTA guidelines, impacts relative to ground-borne vibration associated with potential building damage would be considered significant if any of the following future events were to occur:

- Project construction activities cause ground-borne vibration levels to exceed 0.5 peak particle velocity (PPV) at the nearest off-site reinforced-concrete, steel, or timber building.
- Project construction activities cause ground-borne vibration levels to exceed 0.3 PPV at the nearest off-site engineered concrete and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.2 PPV at the nearest off-site non-engineered timber and masonry building.
- Project construction activities cause ground-borne vibration levels to exceed 0.12 PPV at buildings extremely susceptible to vibration damage, such as historic buildings.

Based on FTA guidance, construction vibration impacts associated with human annoyance would be significant if the following were to occur (applicable to frequent events; 70 or more vibration events per day):

- Project construction activities cause ground-borne vibration levels to exceed 72 vibration decibels (VdB) at off-site sensitive uses (i.e., residential and hotel uses).

Additionally, the City's Development Code Section 16.30.130(K) prohibits the operation of any device that creates vibration above the City's established perception threshold of 0.01 inch per second over the range of one to 100 hertz.

#### *On-Site Construction Vibration*

Table 22 shows that vibration due to on-site construction activities would not exceed the building damage significance threshold of 0.12 PPV inch per second for all structures surrounding the project site. Similarly, Table 23 shows that vibration due to on-site construction activities would not exceed human annoyance significance threshold of 72 VdB. Therefore, on-site construction would not generate excessive ground borne vibration or groundborne noise, and impacts would be less than significant.

Table 22 On-Site Construction Vibration Impacts – Building Damage								
Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment						Significance Threshold (PPV in/sec)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack-hammer	Small bulldozer		
FTA Reference Vibration Levels at 25 feet								
	0.210	0.089	0.089	0.076	0.035	0.003	—	
Site 1	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 2	0.001	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 3	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 4	0.000	0.000	0.000	0.000	0.000	0.000	0.12	No
Site 5	0.002	0.001	0.001	0.001	0.000	0.000	0.12	No
PPV = peak particle velocity; in/sec = inch per second; FTA = Federal Transit Administration Source: Appendix I								



Table 23 On-Site Construction Vibration Impacts – Human Annoyance								
Nearest Off-Site Building Structures	Estimated Vibration Velocity Levels at the Nearest Off-Site Structures from the Project Construction Equipment						Significance Threshold (VdB)	Exceeds Threshold?
	Vibratory Roller	Large Bulldozer	Caisson Drilling	Loaded Trucks	Jack- hammer	Small bulldozer		
FTA Reference Vibration Levels at 25 feet								
	94	87	87	86	79	58	—	
Site 1	33	26	26	25	18	-4	72	No
Site 2	46	39	39	38	31	9	72	No
Site 3	43	36	36	35	28	7	72	No
Site 4	37	29	29	28	21	0	72	No
Site 5	67	60	60	58	52	30	72	No
PPV = peak particle velocity; in/sec = inch per second; FTA = Federal Transit Administration Source: Appendix I								

### *Off-Site Construction Vibration*

Construction delivery/haul trucks would generate ground-borne vibration as they travel along the project's anticipated off-site truck travel routes. Based on the FTA data, the vibration generated by a typical loaded truck would be approximately 0.0076 PPV at a distance of 25 feet from the truck, which would be well below the most stringent building damage criteria of 0.12 PPV (FTA 2018). The nearest vibration sensitive uses (e.g., residential) are located west of the RSMC campus along Walsh Center Drive, which are located more than 25 feet from the truck travel pathway that would traverse Murrieta Hot Springs Road to I-215. Therefore, off-site construction would not generate excessive ground borne vibration or groundborne noise, and impacts would be less than significant.

### **c. No Impact**

The project site is not located within the vicinity of a private airstrip. The nearest airport is the French Valley Airport, which is located approximately three miles to the northeast; the project site is outside the Airport Influence Area Boundary for French Valley Airport (Riverside County Airport Land Use Commission 2012). Therefore, the project site is not located within an airport land use plan or within two miles of a public airport. No impact related to the exposure of people residing or working in the area to excessive noise levels would occur.

## 4.14 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

### EXPLANATIONS:

#### a. No Impact

The project consists of a hospital expansion and would not construct any residential, commercial, or other uses that would induce growth. The proposed hospital expansion would serve the existing population and future growth that would occur within the city independent of the project. Therefore, the project would not directly or indirectly result in substantial population growth within the city. No impact would occur.

#### b. No Impact

The project site is located within the existing RSMC campus that does not include any housing. Therefore, the project would not displace any existing people or housing. No impact would occur.

## 4.15 Public Services

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a.i. Less Than Significant Impact

Fire protection services would be provided by the Murrieta Fire Department. Fire Station Number 1 is located 1.4 miles east of the project site at 41825 Juniper Street. The two-story, 36,000-square-foot hospital expansion project would incrementally increase the need for fire protection service in the area. However, the existing RSMC campus is already served by the Murrieta Fire Department, and the addition of 36,000 square feet of additional building space would represent a minimal increase demand for fire protection services. Existing response times from Fire Station Number 1 to the RSMC campus would remain unchanged. Therefore, the project would not result in the need for new or altered fire protection facilities, and impacts would be less than significant.

#### a.ii. Less Than Significant Impact

RSMC has security staff on site. In addition, police services would be provided by the Murrieta Police Department. The two-story, 36,000-square-foot hospital expansion project would incrementally increase the need for police protection service in the area. However, the existing RSMC campus is already served by its own RSMC security staff as well as the

Murrieta Police Department, and the addition of 36,000 square feet of additional building space would represent a minimal increase demand for police protection services. Existing police response times to the RSMC campus would remain unchanged. Therefore, the project would not result in the need for new or altered police protection facilities, and impacts would be less than significant.

**a.iii. No Impact**

The project consists of a hospital expansion and would not construct any residential uses that would generate any new student enrollment that would increase demand for school services. The proposed hospital expansion would serve the existing population and future growth that would occur within the city independent of the project. Therefore, the project would not require new or expanded school facilities. No impact would occur.

**a.iv. No Impact**

The project consists of a hospital expansion and would not construct any residential uses that would increase demand for park facilities. The proposed hospital expansion would serve the existing population and future growth that would occur within the city independent of the project. Therefore, the project would not require new or expanded park facilities. No impact would occur.

**a.v. No Impact**

The project consists of a hospital expansion and would not construct any residential, commercial, or other uses that would require additional public services. No impact would occur.

## 4.16 Recreation

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a. No Impact**

The project consists of a hospital expansion and would not construct any residential, commercial, or other uses that would induce growth. The proposed expansion would serve the existing population and future growth that would occur within the city independent of the project. Therefore, the project would not result in an increase in population that would cause substantial physical deterioration of recreational facilities through increased use. No impact would occur.

**b. No Impact**

The project consists of a hospital expansion and does not include the provision of recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

**4.17 Transportation/Traffic**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

A Transportation Impact Analysis (TIA) was prepared for the project that evaluated potential impacts consistent with the requirements of the *2020 City of Murrieta Traffic Impact Analysis Preparation Guidelines* (Appendix J).

## Vehicular Transportation

Through consultation with the City, a traffic study area was developed for the TIA that included the following intersections and roadway segments:

### Intersections

1. Hancock Avenue / Murrieta Hot Springs Road
2. Hancock Avenue / Medical Center Drive
3. Hancock Avenue / Walsh Center Drive

### Segments

- Hancock Avenue: Murrieta Hot Springs Road to Medical Center Drive
- Hancock Avenue: Medical Center Drive to Walsh Drive

A description of the existing roadways that comprise these intersections and roadway segments is provided below:

- Hancock Avenue is classified as a 4-Lane Major Road in the City. It is currently built as a four-lane road with a center two-way-left-turn-lane. Curb, gutter, and sidewalks are provided along both curbs. Bike lanes are provided north of Medical Center Drive. The posted speed limit is 45 miles per hour.
- Medical Center Drive is an unclassified roadway in the City. It is currently built as a two-lane undivided road providing access east of Hancock Avenue to the Rancho Springs Medical Center and to commercial/employment opportunities west of Hancock Avenue.
- Walsh Center Drive is an unclassified roadway in the City. It is currently built as a two-lane undivided road providing access to multi-family residential and commercial retail uses via its intersection with Hancock Avenue in the east and Sparkman Court in the west.
- Murrieta Hot Springs Road is classified as an augmented Urban Arterial in the City Circulation Element. Currently it is built as a 7-lane divided road with three lanes westbound and four lanes eastbound and a raised median. Curb, gutter, and sidewalks are provided along both curbs. The posted speed limit is 45 miles per hour.

Table 24 presents existing intersection operations within the traffic study area, which all operate at Level of Service (LOS) C or better in both the AM and PM Peak Hour. Table 25 presents existing roadway segment operations within the traffic study area, which both operate at LOS C+.

Table 24 Existing Intersection Operations				
Intersection	Control Type	Peak Hour	Delay <sup>a</sup>	LOS <sup>b</sup>
Hancock Avenue / Murrieta Hot Springs Road	Signal	AM	11.4	B
		PM	10.3	B
Hancock Avenue / Medical Center Drive	Signal	AM	16.2	B
		PM	21.4	C
Hancock Avenue / Walsh Center Drive	TWSC <sup>c</sup>	AM	17.1	C
		PM	17.1	C
<sup>a</sup> Average delay expressed in seconds per vehicle.				
<sup>b</sup> Level of Service.				
<sup>c</sup> TWSC = Two-Way Stop Controlled intersection. Minor street left turn delay is reported.				

Table 25 Existing Street Segment Operations					
Street Segment	Classification	Capacity (LOS E) <sup>a</sup>	ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>
Hancock Avenue					
Murrieta Hot Springs Road to Medical Center Drive	4-lane Major Road	34,100	14,927	C+	0.438
Medical Center Drive to Walsh Drive	4-lane Major Road	34,100	13,193	C+	0.387
<sup>a</sup> Capacities based on City of Murrieta Roadway Classification Table.					
<sup>b</sup> Average Daily Traffic Volumes.					
<sup>c</sup> Level of Service. "C+" represents a LOS of C or better.					
<sup>d</sup> Volume to Capacity.					

Trip generation for the project was based on the "Hospital" land use generation rate identified in the *Institute of Transportation Engineer Trip Generation Manual, 10th Edition*. It should be noted that following completion of this trip generation, the conceptual site plan was reduced from 43,000 square feet to 36,000 square feet. Therefore, project trip generation represents a conservative assessment that is approximately 16 percent higher than would occur. Table 26 presents project trip generation, which is estimated to generate approximately 461 average daily trips, with 38 AM peak hour trips (26 inbound/12 outbound), and 42 PM peak hour trips (13 inbound/29 outbound).

Table 26 Project Trip Generation									
Land Use	Size	Daily Trip Ends (ADTs) <sup>a</sup>		Peak Hour	Rate <sup>b</sup>	In:Out	Volume		
		Rate <sup>b</sup>	Volume			% Split <sup>b</sup>	In	Out	Total
Hospital	43 KSF	10.72/KSF	461	AM	0.89	68:32	26	12	38
				PM	0.97	32:68	13	29	42
Footnotes:									
<sup>a</sup> ADT = Average Daily Traffic.									
<sup>b</sup> Rates taken from the Institute of Transportation Engineers Trip Generation Handbook, 10 <sup>th</sup> Ed.									
General Notes:									
KSF = Thousand square feet.									

Through consultation with the City, the TIA identified future projects within the traffic study area that may be generating traffic when the project is anticipated to open in 2023. The TIA added traffic that would be generated by these future projects to existing traffic to develop Opening Year 2023 traffic volumes. Table 27 compares Opening Year 2023 peak hour



intersection volumes to Opening Year 2023 + project peak hour intersection volumes. As shown in Table 27, all intersections would operate at the same LOS under the Opening Year 2023 and Opening Year 2023 + project scenarios. The unsignalized intersection of Hancock Avenue/Walsh Center Drive would operate at LOS F conditions under both the under the Opening Year 2023 and Opening Year 2023 + project scenarios. Although the project would not add any measurable traffic or delay to this intersection, signalization may provide operational improvements to the secondary access by enhancing vehicle platooning/gaps. Therefore, if warranted and deemed beneficial to overall vehicle operations by the City engineer, the project may contribute to towards future signalization of the Hancock Avenue/Walsh Center Drive intersection. The TIA calculated that the project's fair share contribution for this signalization would be 0.39 percent. However, if the project provides 100 percent cost participation, any cost above the fair share contribution may offset other development fees.

As shown in Table 28, both traffic study area roadway segments would operate at LOS C+ under the Opening Year 2023 and Opening Year 2023 + project scenarios. Therefore, impacts related to roadway segment operations would be less than significant.

Table 27 Near-Term Opening Year 2023 Intersection Operations										
Intersection	Control Type	Peak Hour	Existing		Near-Term Opening Year 2023		Near-Term Opening Year 2023 + Project		Δ <sup>c</sup>	LOS Threshold Exceeded?
			Delay <sup>a</sup>	LOS <sup>b</sup>	Delay	LOS	Delay	LOS		
Hancock Avenue / Murrieta Hot Springs Road	Signal	AM	11.4	B	15.3	B	15.6	B	0.3	No
		PM	10.3	B	16.6	B	17.6	B	1.1	No
Hancock Avenue / Medical Center Drive	Signal	AM	16.2	B	18.8	B	19.8	B	1.0	No
		PM	21.4	C	24.6	C	29.3	C	4.7	No
Hancock Avenue / Walsh Center Drive	TWSC <sup>d</sup>	AM	17.1	C	32.9	D	32.9	D	0.0	No
		PM	17.1	C	61.2	F	61.2	F	0.0	No
Footnotes:										
<sup>a</sup> Average delay expressed in seconds per vehicle.										
<sup>b</sup> Level of Service.										
<sup>c</sup> Increase in delay due to project traffic										
<sup>d</sup> TWSC – Two-Way Stop Controlled intersection. Minor critical movement delay is reported.										

Table 28 Near-Term Opening Year 2023 Street Segment Operations												
Street Segment	Capacity (LOS E) <sup>a</sup>	Existing			Near-Term Opening Year 2023			Near-Term Opening Year 2023 + Project			Δ <sup>e</sup>	LOS Threshold Exceeded?
		ADT <sup>b</sup>	LOS <sup>c</sup>	V/C <sup>d</sup>	ADT	LOS	V/C	ADT	LOS	V/C		
Hancock Avenue												
Murrieta Hot Springs Road to Medical Center Drive	34,100	14,927	C+	0.438	18,887	C+	0.554	19,325	C+	0.567	0.013	No
Medical Center Drive to Walsh Center Drive	34,100	13,193	C+	0.387	17,253	C+	0.506	17,276	C+	0.507	0.001	No
Footnotes: <sup>a</sup> Capacities based on City of Murrieta Roadway Classification Table. <sup>b</sup> Average Daily Traffic Volumes. <sup>c</sup> Level of Service. “C+” represents a LOS of C or better. <sup>d</sup> Volume to Capacity. <sup>e</sup> Increase in delay due to project traffic												

*Active Transportation*

Continuous sidewalks are provided along both sides of Hancock Avenue, Medical Center Drive, and Murrieta Hot Springs Road. Americans with Disabilities Act-compliant curb ramps are provided at the signalized intersections of Murrieta Hot Springs Road/Hancock Avenue and Medical Center Drive/Hancock Avenue. The signalized intersection of Murrieta Hot Springs Road/Hancock Avenue currently only allows pedestrian crossing along the north leg of the intersection. There are no land uses on the south side of Murrieta Springs Road that pedestrians are currently destined to or oriented from that would necessitate a crossing along Murrieta Hot Springs Road. A flashing pedestrian signal is provided for the existing striped crosswalk. The signalized intersection of Medical Center Drive/Hancock Avenue provides striped pedestrian crossings on all four legs of the intersection controlled by flashing pedestrian signals. The project would not impact any of these pedestrian facilities, and would improve pedestrian mobility by making the following improvements:

- Restripe the existing crosswalks at the Hancock Avenue/Medical Center Drive intersection with high visibility continental markings to the satisfaction of the City engineer.
- Reconstruct the existing curb returns at the Hancock Avenue/Secondary Access Driveway intersection to meet Americans with Disabilities Act compliance standards.

Hancock Avenue has an existing Class II bike lane from Medical Center Drive to Los Alamos Road. South of Medical Center Drive, there are no bike lanes approaching Murrieta Hot Springs Road. Per the City of Murrieta General Plan, Class II bike lanes are planned for the entirety of Hancock Avenue (City of Murrieta 2011a). Additionally, a Class II bike lane is planned for Murrieta Hot Springs Road. The project would not impact any of these existing or proposed bike lanes, and would improve bicycle mobility by making the following improvements:

- If feasible within the existing curb-to-curb roadway width, stripe a Class II bike lane along Hancock Avenue between Medical Center Drive and Murrieta Hot Springs Road.
- Provide short-term bicycle parking on-site to current City standards.

Bus stops providing route signage and benches are located near the Hancock Avenue/Medical Center Drive intersection on both sides of the street. Routes 23 and 61 serve the project study area along Hancock Avenue. Route 23 operates hourly between 7:00 a.m. and 8:00 p.m. on weekdays. Route 61 operates hourly between 5:00 a.m. and 7:30 p.m. on weekdays. Based on information provided by the Riverside Transit Authority, ridership at these stops is low with a daily average of five boardings/five alightings northbound along the route and six boardings/six alightings in the southerly direction. The project would not impact these bus stops, and would improve transit mobility by making the following improvement:

- Enhance the existing bus stop located along the project frontage with a bus shelter and trash receptacle consistent with Riverside Transit Authority design standards outside the sidewalk area.

Based on the impact analysis for vehicular and active transportation presented above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

**b. Less Than Significant Impact**

In September 2013, the Governor's Office signed Senate Bill 743 into law, starting a process that identified VMT as the most appropriate CEQA transportation metric. Effective July 1, 2020, the VMT guidelines became applicable statewide, and are documented in CEQA Guidelines *Section 15064.3 Determining the Significance of Transportation Impacts*. The City selected VMT thresholds of significance based on the guidance/substantial evidence prepared in the City's General Plan Update and EIR, as well as the Western Riverside Council of Governments Implementation Study. These thresholds are presented in the *2020 City of Murrieta Traffic Impact Analysis Preparation Guidelines*. Per the City's guidelines, the first step in the process is to conduct a screening assessment to determine if a VMT analysis would be required. Based on the City's VMT screening criteria, the project falls under the "office and other employment-related land uses reducing commutes outside the local area" category that would result in a less than significant related to VMT. The RSMC expansion would provide additional employment opportunities for residents that may otherwise commute farther distances outside the region for employment. Although the project is not located within a Transit Priority Area, there are two bus stops serving two routes in the area that are within 0.25-mile walking distance of the site access which have the potential for increased ridership and/or service in the future that would further reduce project VMT. Additionally, Figure 9 presents the Western Riverside Council of Governments VMT Screening Map that was prepared for the project, which identifies the project as having a lower VMT per service population than the jurisdictional average for the County. Based on the results of this analysis, the project would be screened out of the requirement for a VMT analysis, and it is expected that the project would result in a less than significant impact related to VMT without conducting a detailed study. Per CEQA Section 15064.3 "projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact." Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

**c. Less Than Significant Impact**

The project includes several design features that would improve safety at existing access points. The project would improve Medical Center Drive in order to formalize turning movements as drivers approach the terminus of the cul-de-sac. The project would also reconfigure the main hospital entrance to provide better line of site and more efficient circulation. A new entry monument sign would also provide clear wayfinding for visitors.

The project would not make any other changes to the existing circulation network. Therefore, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses, and impacts would be less than significant.





FIGURE 9  
Vehicle Miles Traveled  
Screening Map

**d. Less Than Significant Impact**

Changes to the existing circulation network would be limited to improvements on Medical Center Drive that would not physically interfere with emergency access. As described in Section 4.17a above, the project would not adversely affect intersection and roadway operations on the surrounding roadway network, and therefore would not create traffic congestion that could affect emergency access. Additionally, the applicant would verify that Emergency Vehicle Preemption equipment is installed and operational at the signalized Hancock Avenue/Murrieta Hot Springs Road and Hancock Avenue/Medical Center Drive intersections. Emergency Vehicle Preemption technology is utilized to override signal operations and provide priority to approaching emergency responders and is typically a requirement for all traffic signals. Furthermore, the new helipad platform would be constructed consistent with all FAA safety requirements and would allow for improved helicopter emergency access to RSMC. Therefore, the project would not result in inadequate emergency access to or from the project site, and impacts would be less than significant.

**4.18 Tribal Cultural Resources**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a.i. No Impact**

The City initiated consultation with the following Native American tribes consistent with the requirements of Assembly Bill 52 who are traditionally and culturally affiliated with the geographic area of the project regarding potential impacts to tribal cultural resources:

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

The Pechanga Band of Luiseño Indians and Rincon Band of Mission Indians requested consultation. Both tribes concurred with the findings of the Draft IS/MND and did not request any further consultation. As described in Section 4.5a above, review of the Cultural Resources Assessment prepared in support of the Murrieta General Plan Update determined that there are no historic resources on, or within 0.25-mile of the RSMC campus (LSA 2010). Therefore, the project would not cause a substantial adverse change to a tribal cultural resource that would qualify or be eligible for listing in the California Register of Historical Resources or the local register of historical resources in accordance with the Public Resources Code Section 5020.1(k). No impact would occur.

**a.ii. No Impact**

As described in Section 4.5b above, the project site and surrounding areas were subject to grading and excavation during construction of the existing RSMC campus. Any buried

archaeological resources that may have existing on-site at that time would have been discovered during these previous construction activities. Furthermore, project construction would not require grading and excavation to depths greater than occurred during construction of the existing RSMC campus. As described in Section 4.5c above, if Native American human remains are encountered during construction, Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 will be followed. If human remains are encountered, 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 coroner shall contact the NAHC within 24 hours. Subsequently, the NAHC shall identify the person or persons it believes to be the “most likely descendant.” The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Adherence to these regulatory requirements in the event of an unanticipated discovery would ensure that the project would not cause a substantial adverse change to a tribal cultural resource. No impact would occur.

## 4.19 Utilities and Service Systems

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water 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"/>



Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

Water services would be provided by EMWD. The 2015 UWMP prepared by EMWD anticipated that adequate water supplies would be available to meet future demand under all water year conditions from 2020 through 2040 (EMWD 2016). The project consists of a hospital expansion and would not construct any residential, commercial, or other uses that would induce growth that could increase demand for water supply beyond what is projected in the 2015 UWMP. The existing RSMC campus is already served by EMWD, and the addition of 36,000 square feet of additional building space would represent a minimal increase demand for water supply.

Wastewater treatment services would be provided by EMWD. Flows generated by the project would be conveyed to the Temecula Valley Regional Water Reclamation Facility (TVRWRF) for treatment. According to the Murrieta General Plan EIR, EMWD plans to expand the capacity of the TVRWRF to accommodate additional flows associated with projected growth (City of Murrieta 2011c). The existing RSMC campus is already served by EMWD, and the addition of 36,000 square feet of additional building space would represent a minimal increase demand for wastewater treatment.

As described in Section 4.10c.i, the project would introduce a stormwater collection system consisting of an underground storm drain system, two BioPod underground biofiltration units, and an underground detention pipe system that would manage stormwater flows. The Preliminary Hydrology and Hydraulics Report completed for the project calculated that peak flows during a 100-year storm event in the post-project condition would be reduced to 4.42 cfs

compared to the existing peak flow of 5.07 cfs (see Appendix H). These reduced peak flows would ultimately outlet into an existing 60-inch storm drain.

The addition of 36,000 square feet of additional building space would not exceed existing capacity for electric power, natural gas, or telecommunications. Therefore, the project would not require or result in the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, and impacts would be less than significant.

**b. Less Than Significant Impact**

As described in Section 4.19a above, the incremental increase in water demand generated by the hospital expansion would not exceed the existing capacity of EMWD. Therefore, the project would have sufficient water supplies available to serve the project, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in Section 4.19a above, the incremental increase in wastewater demand generated by the hospital expansion would not exceed the existing capacity of EMWD or TVRWRF. Therefore, the project would not exceed existing wastewater treatment capacity, and impacts would be less than significant.

**d. Less Than Significant Impact**

The Murrieta General Plan EIR determined that the combined remaining capacities of landfills serving the City would be adequate to accommodate the buildout of the proposed General Plan 2035 (City of Murrieta 2011c). The project would be consistent with the approved Murrieta General Plan Land Use Map and would not generate additional solid waste beyond what was anticipated in the General Plan. The City participates in a number of programs that promote recycling that are intended to help achieve the goal to divert 50 percent of solid waste from landfills. Solid waste and debris generated by the project would be disposed of consistent with City standards, and the addition of 36,000 square feet of additional building space would represent a minimal increase in landfill demand. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, and impacts would be less than significant.

**e. Less Than Significant Impact**

As described in Section 4.19d above, Murrieta General Plan EIR determined that the combined remaining capacities of landfills serving the City would be adequate to accommodate the buildout of the proposed General Plan 2035 (City of Murrieta 2011c). Solid waste and debris generated by the project would be disposed of consistent with City standards, and the addition of 36,000 square feet of additional building space would represent a minimal increase in landfill demand. Therefore, the project would comply with federal, state, and local statutes and regulation related to solid waste, and impacts would be less than significant.

## 4.20 Wildfire

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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 a 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

### EXPLANATIONS:

#### a. Less Than Significant Impact

Changes to the existing circulation network would be limited to improvements on Medical Center Drive that would not physically interfere with emergency access. As described in Section 4.17a above, the project would not adversely affect intersection and roadway operations on the surrounding roadway network, and therefore would not create traffic congestion that could affect emergency access. Furthermore, the new helipad platform would be constructed consistent with all FAA safety requirements and would allow for improved helicopter emergency access to the RSMC campus. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

**b. Less Than Significant Impact**

As described in Section 4.9g above, review of Exhibit 12-8 of the Murrieta General Plan 2035 determined that the project is not located in a High Fire Hazard Severity Zone (City of Murrieta 2011a). The project site and surrounding area are relatively flat and do not possess any slopes that could result in post-fire landslides. Furthermore, the RSMC campus is located in an urbanized area and is surrounded by urban and roadway use to the west, east and south. Vacant land to the north is isolated and surrounded by urban uses. Therefore, there are no characteristics of the surrounding environment that would exacerbate wildfire risks, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in Section 4.19a above, the project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Additionally, the project would not require construction or maintenance of any other infrastructure facilities. Therefore, the project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk, and impacts would be less than significant.

**d. No Impact**

The project site is located within a flood zone designated by Federal Emergency Management Agency as Flood “Zone X,” which is an area of minimal flood hazard. Review of Exhibit 12-7 of the Murrieta General Plan 2035 determined that the project site is not located within a dam inundation zone (City of Murrieta 2011a). Furthermore, the project site and surrounding area are relatively flat and do not possess any slopes that could result in post-fire landslides. Therefore, the project would not expose people or structures to significant risks from runoff, post-fire slope instability, or drainage changes. No impact would occur.

## 4.21 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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 futures projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### EXPLANATIONS:

#### a. Potentially Significant Unless Mitigation Incorporated

As described in Section 4.4a, implementation of mitigation measure MM-BIO-1 would reduce the potential impacts to nesting birds or raptors to a level less than significant. The project does not have the potential to result in any other impacts that would substantially degrade

the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As described in Section 4.5a, the project would not impact any historical resources.

**b. Potentially Significant Unless Mitigation Incorporated**

Project impacts requiring mitigation are limited to biological resources. As described in Section 4.4a, implementation of mitigation measure MM-BIO-1 would reduce impacts related to nesting bird or raptor species to a level less than significant. Implementation of MM-BIO-1 would also ensure consistency with the MSHCP. By mitigating project-level impacts to a level less than significant, the project would not contribute to existing cumulative impact to biological resources. As described throughout the Draft IS/MND, all other project-level impacts would be less than significant without mitigation. Therefore, the project would not result in any project-level significant impacts that could contribute to an existing cumulative impact on the environment.

**c. Less Than Significant Impact**

As described in Sections 4.1 through 4.20, the project would not result in any substantial adverse direct or indirect impacts to human beings. Therefore, impacts would be less than significant.

## 5.0 Preparers

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## 6.0 Sources Consulted

### **Agriculture and Forest Resources**

Murrieta, City of

- 2011a Murrieta General Plan. Adopted July 19, 2011.  
<https://www.murrietaca.gov/303/General-Plan-2035>.

State of California, Department of Conservation

- 2016 California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>.

### **Air Quality**

California Air Pollution Control Officers Association (CAPCOA)

- 2008 CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act, January.
- 2017 California Emissions Estimator Model (CalEEMod). User's Guide Version 2016.3.2. October.

California Air Resources Board (CARB)

- 2017 Emission FACtors (EMFAC) 2017. Version 1.0.2.

Linscott, Law & Greenspan (LLG)

- 2021 Transportation Impact Analysis, Rancho Springs Medical Center Expansion. January 29.

South Coast Air Quality Management District (SCAQMD)

- 1993 SCAQMD CEQA Air Handbook. November.
- 2008 Final Localized Significance Threshold Methodology. July.
- 2015 SCAQMD Air Quality Significance Thresholds. Updated March 2015.



**Biological Resources**

## Meridian Consultants

- 2017 Rancho Springs Medical Center Emergency Medical Services Landing Site Final IS/MND.

## Western Riverside County Regional Conservation Authority (WRCRCA)

- 2003 Final Western Riverside County Multiple Species Habitat Conservation Plan (Western Riverside County MSHCP). <https://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/>.

**Cultural Resources**

## LSA

- 2010 Cultural Resources Assessment. City of Murrieta General Plan Update.

**Energy**

## Linscott, Law &amp; Greenspan (LLG)

- 2021 Transportation Impact Analysis, Rancho Springs Medical Center Expansion. January 29.

**Geology and Soils**

## Murrieta, City of

- 2011a Murrieta General Plan. Adopted July 19, 2011.  
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**Greenhouse Gas Emissions**

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## California Public Utilities Commission (CPUC)

- 2020 2020 California Renewables Portfolio Standard Annual Report. November 2020.

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- 2020 Sustainability Report 2019.  
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## Murrieta, City of

- 2011b Climate Action Plan. Adopted July 19, 2011.  
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## Pacific Institute

- 2003 Waste Not, Want Not: The Potential for Urban Water Conservation in California. November.

## South Coast Air Quality Management District (SCAQMD)

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2009 Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group 14.  
<http://www.aqmd.gov/ceqa/handbook/GHG/2009/nov19mtg/ghgmtg14.pdf>.  
 November 19.

2010 Greenhouse Gas CEQA Significance Thresholds Stakeholder Working Group 15.  
 September 28.

U.S. Environmental Protection Agency (EPA)

1998 AP-42 Emission Factors, Chapter 1.4 Natural Gas Combustion. July.

### **Hazards and Hazardous Materials**

Commission on Accreditation of Medical Transport Systems (CAMTS)

2015 Tenth Edition Accreditation Standards, revised October.

Federal Aviation Administration (FAA)

2014 Helicopter Air Ambulance, Commercial Helicopter, and Part 91 Helicopter  
 Operations; Final Rule February 21.

2015 Advisory Circular (AC), Safety Management Systems for Aviation Service  
 Providers. January 8.

Murrieta, City of

2011a Murrieta General Plan. Adopted July 19, 2011.  
<https://www.murrietaca.gov/303/General-Plan-2035>.

Riverside County Airport Land Use Commission

2012 Riverside County Airport Land Use Compatibility Plan.

### **Hydrology/Water Quality**

Murrieta, City of

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<https://www.murrietaca.gov/303/General-Plan-2035>.

### **Mineral Resources**

Murrieta, City of

2011a Murrieta General Plan. Adopted July 19, 2011.  
<https://www.murrietaca.gov/303/General-Plan-2035>.

### **Noise**

Federal Transit Administration (FTA)

2018 Transit Noise and Vibration Impact Manual. September. Accessed September,  
 2020: [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123\\_0.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf).

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**Transportation/Traffic**

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- 2011a Murrieta General Plan. Adopted July 19, 2011.  
<https://www.murrietaca.gov/303/General-Plan-2035>.

**Tribal Cultural Resources**

LSA

- 2010 Cultural Resources Assessment. City of Murrieta General Plan Update.

**Utilities and Service Systems**

Eastern Municipal Water District (EMWD)

- 2016 Final 2015 Urban Water Management Plan. June.

Murrieta, City of

- 2011c Murrieta General Plan EIR. Adopted July 19, 2011.  
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**Wildfire**

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