

November 24, 2020

JN: 20.2112.1

City of Menifee  
29844 Haun Road  
Menifee, CA 92586

**Attention: Ryan Fowler**

**Subject: Motte Country Plaza  
Plot Plan No. 2018-300; CUP No. 2018-301 & 320  
Parcel 1 Supplemental WQMP Memo**

The City of Menifee has required the inclusion of a supplemental Water Quality Management Plan/Memo for the Motte Country Plaza relocated train car and associated parcel improvements. This supplemental memorandum is prepared in reference to the modification to the location of the train car restaurant “Chinese Bistro”, currently located at 28490 CA-74, Romoland, CA 92585. The following quantities represent the proposed train car location and the associated improvements on the Motte’s parcel:

Train Car located in Parcel 1:	3,566 s.f.
Access Ramp:	193 s.f.
Restrooms:	539 s.f.
Utility Room:	187 s.f.
<u>Trash Enclosure:</u>	<u>403 s.f.</u>
Total:	4,888 s.f.

KWC Engineers has evaluated the site conditions and county water quality requirements to determine the impact of the addition of the train car within Parcel 1 of the existing development. The train car restaurant is 3,566 square feet and during the process of moving the restaurant to the neighboring parcel, the Motte Country Plaza project proposes the construction of 193 square feet of ADA ramp, 539 square feet of train car restrooms, a 187 square foot utility room, and a 403 square foot trash enclosure. Thus, the total impervious area being added to parcel 1 is 4,888 square feet. Additionally, approximately 637 square feet of pervious pavers are provided within the drive aisle and walkway that provide access to the proposed trash enclosure area.

According to the County of Riverside’s “Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Santa Ana River Region,” a Water Quality Management Plan is not required for any previously developed sites that have under 5,000 square feet of impervious surface area being added during redevelopment. This information can be seen on Attachment A, which is included with this report.

Based on the fact that any redevelopment currently proposed within Parcel 1 does not meet the minimum requirement for a formal WQMP application, KWC is proposing that the project proceeds to be conditioned utilizing the currently provided information within the application package as well as the information provided in this memo. In addition, based on the evaluation of the existing vs. proposed site conditions, rainwater that crosses over a train car impervious area is to drain to the neighboring landscape areas which surround the modified train car location. As a site-specific BMP, redirecting roof drains to landscape planters is a preferred site design BMP.

**Engineer of Responsibility:**

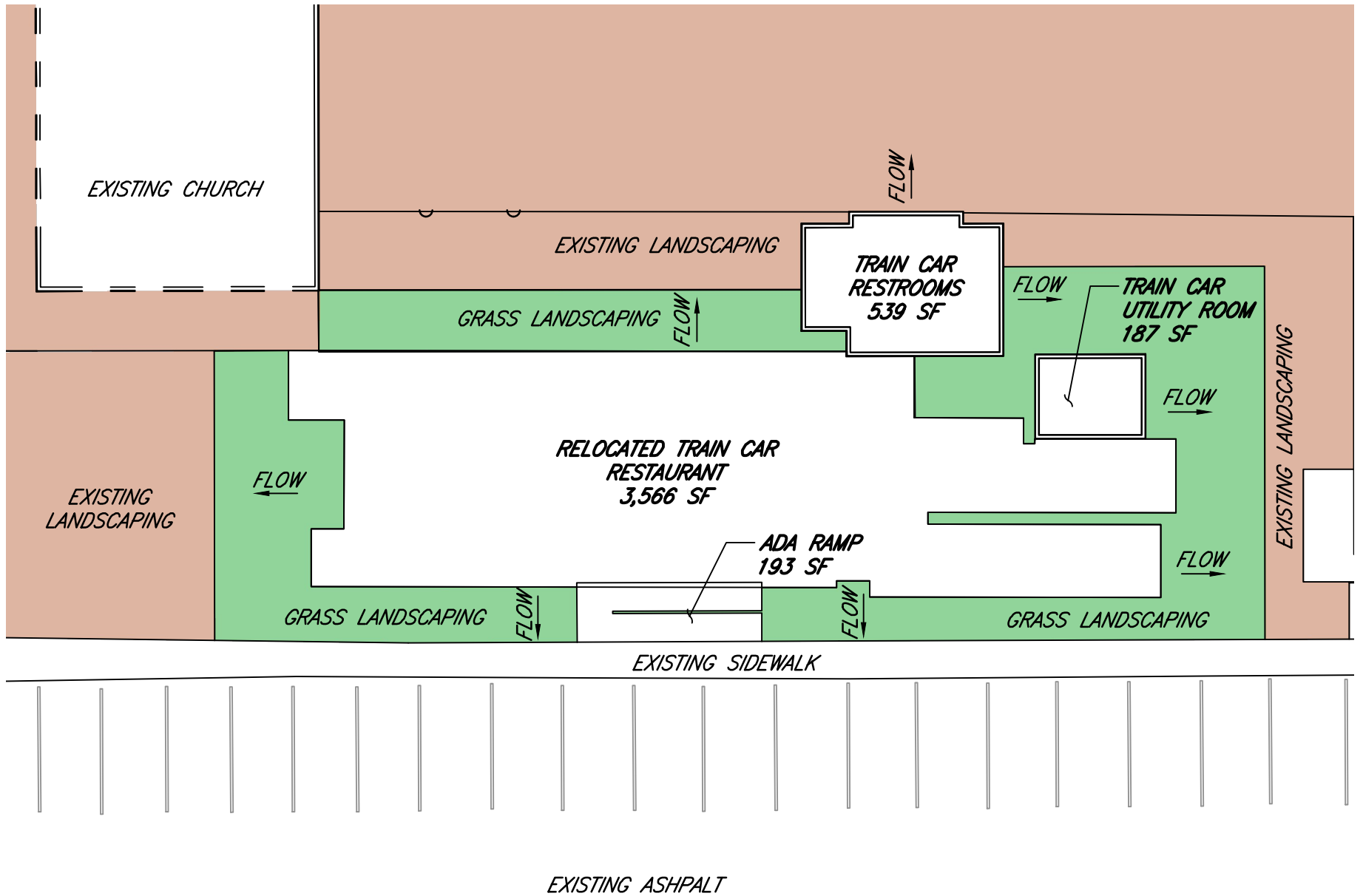


Brandon Barnett, PE, PLS  
P.E. 78472

Attachments:

Attachment A – Added Impervious Area

ATTACHMENT A – ADDED IMPERVIOUS AREA



*ATTACHMENT A – ADDED IMPERVIOUS AREA*

