INITIAL STUDY

for

Plot Plan (PP) 2017-225
Conditional Use Permit (CUP) 2017-226
Tentative Parcel Map (TPM) No. 2017-227

"Harvest Glen"

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List of Commonly Used Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AASHTO	American Association of State Highway and Transportation Officials
AB	Assembly Bill
AC	Acre
A.C.	Asphalt Concrete
ACM	Asbestos Containing Materials
ACOE	U.S. Army Corps of Engineers
ACS	US Census American Community Survey
Act	Alquist-Priolo Earthquake Fault Zoning Act
ADP	Area Drainage Plans
ADT	Average Daily Traffic
AEP	Association of Environmental Professionals
af	Acre-Feet
Afu	Undocumented Artificial Fill
AFY	Acre-Feet Per Year
AG	Agriculture
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AM	Morning
AMSL	Above Mean Sea Level
AOC	Area of Concern
APE	Area of Potential Effect
APN	Assessor's Parcel Number
APs	Area Plans
APS	Alternative Planning Strategy
AQ/GHG	Air Quality/Green House Gas
AQIA	Air Quality Impact Analysis
AQMP	Air Quality Management Plans
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BACMs	Best Available Control Measures
Basin	South Coast Air Basin
BAU	Business-As-Usual
BGS	Below Ground Surface
BMPs	Best Management Practices
BNSF	Burlington Northern Santa Fe
BP	Business Park

BUOW	Burrowing Owl
C&D	Construction and Demolition
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEEMod™	California Emissions Estimator Model™
Cal/EPA	California Environmental Protection Agency
CalFire	Riverside County Fire Department
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
Calveno	California Vehicle Noise
CAO	Cleanup and Abatement Order
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBIA	California Building Industry Association
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CD	Community Development
CDC	California Department of Conservation
CDF	California Department of Forestry
CDFW	California Department of Fish and Wildlife
CD:MDR	Community Development: Medium Density Residential
CDO	Cease and Desist Order
CDOGG	California Division of Oil, Gas and Geothermal Resources
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System list
CESA	California Endangered Species Act
CETAP	Community Environmental Transportation Acceptability Program
CFR	Code of Federal Regulations
CH_4	Methane
CHHSLs	California Human Health Screening Levels
CHP	California Highway Patrol

CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CLUP	Airport Land Use Compatibility Plan
CMA	Congestion Management Agency
CML&C	Concrete-Mortar Lined and Coated
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNUSD	Corona-Norco Unified School District
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COA	Conditions of Approval
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utilities Commission
CR	Commercial Retail
CRA	Cultural Resources Assessment
CRDEH	County of Riverside Department of Environmental Health
CRMP	Cultural Resources Management Plan
CSA	County Service Area
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CVC	California Vehicle Code
CWA	Federal Clean Water Act
CY	Cubic Yards
CZ	Change of Zone
dB	Decibel
dBA	A-Weighted Decibel
dBA CNEL	A-weighted decibel Community Noise Equivalent Level
dBA Leq	A-weighted decibel equivalent noise level
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEIR	Draft Environmental Impact Report
DG	Decomposed Granite
DIF	Development Impact Fee
DMA	Drainage Management Area
DNL	Day/Night Average Sound Level
DOT	Department of Transportation
Dt	Domino Fine Sandy Loam, Saline-Alkali
DTSC	Department of Toxic Substance Control

Dv	Domino Silt Loam, Saline-Alkali
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
ECC	Emergency Command Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMWD	Eastern Municipal Water District
EnA	Exeter Sandy Loam, 0 To 2 Percent Slopes
EO	Executive Order
EoB	Exeter Sandy Loam, Slightly Saline-Alkali, 0 To 5 Percent Slopes
EPA	Environmental Protection Agency
EpA	Exeter Sandy Loam, Deep, 0 To 2 Percent Slopes
EPD	Environmental Programs Department
EPS	Emission Performance Standard
ERCI	Emergency Responses, Complaints and Investigation
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
EwB	Exeter Very Fine Sandy Loam, 0 To 5 Percent Slopes
EyB	Exeter Very Fine Sandy Loam, Deep, 0 To 5 Percent Slopes
°F	Fahrenheit
FBFMs	Flood Boundary & Floodway Maps
FEMA	Federal Emergency Management Act
FHBM	Flood Hazard Boundary Map
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
FPER	Fire Protection and Emergency Response Services
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
GHG	Greenhouse Gas
g/m3	Micrograms Per Cubic Meter
GMZs	Groundwater Management Zones
GP	General Plan
GPA	General Plan Amendment
gpd/ac	Gallons-Per-Day Per Acre
GPEIR	General Plan Environmental Impact Report
GWP	Global Warming Potential

HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAP	Hazardous Air Pollutants
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HECW	High-Efficiency Clothes Washers
HETs	High-Efficiency Toilets
HFCs	Hydroflourocarbons
HPLV	High Pressure Low Volume
HOV	High-Occupancy Vehicle
HRA	Health Risk Assessment
HQTA	High Quality Transportation Area
HVAC	Heating, Ventilation, And Air Conditioning Units
HV/WAP	Harvest Valley/Winchester Area Plan
HWCL	Hazardous Waste Control Law
Hz	Hertz
I-15	Interstate 15
I-215	Interstate 215
IA	Implementing Agreement
IBC	International Building Code
IC/EC	Institutional Controls / Engineering Controls registries
ICLEI	International Council for Local Environmental Initiatives
IGR	Inter-Governmental Review
I-P	Industrial Park
IPCC	Intergovernmental Panel on Climate Change
IRAs	Identified Resource Areas
IS	Initial Study
IS/EA	Initial Study/Environmental Assessment
IS/NOP	Initial Study/Notice of Preparation
ITE	Institute of Transportation Engineers
JD	Jurisdictional Delineation
kW	Kilowatt
KWh	Kilowatt Hours
LAFCO	Local Agency Formation Commission
LBP	Lead Based Paint
LCA	Life-Cycle Analysis
LCC	Land Capability Classification

LE	Land Evaluation
LESA	Land Evaluation & Site Assessment
Leq	Equivalent Energy Level
LI	Light Industrial
LID	Low Impact Development
LLUMC-M	Loma Linda University Medical Center – Murrieta
LOS	Level of Service
LST	Localized Significance Thresholds
MAC	Municipal Advisory Council
MBTA	Migratory Bird Treaty Act
MD	Medium Density Residential
MDR	Medium Density Residential
MFCS	Matthew Fagan Consulting Services
MGD	Million Gallons Per Day
MGPEIR	Murrieta General Plan Environmental Impact Report
MLD	Most Likely Descendent
MM	Mitigation Measure
MMT	Million Metric Tons
MOU	Memorandum of Understanding
MPH	Miles Per Hour
MPOs	Metropolitan Planning Organizations
MRZ	Mineral Resources Zones
M-SC	Manufacturing-Service Commercial
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MUSD	Murrieta Unified School District
MUTCD	Manual on Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
MWh	Megawatt-Hour
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program Report
NDIR	Non-Dispersive Infrared Photometry
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plants Survey Area
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NEV	Neighborhood Electric Vehicle

NFIP	National Flood Insurance Program
NFRAP	No Further Assessment Planned Site List
NMTP	Non-Motorized Transportation Plan
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
NPL	National Priority List
NR	Noise Reduction
NRCS	Natural Resources Conservation Service
NPMS	National Pipeline Mapping System
NPS	Non-Point Source
O_3	Ozone
OAL	Office of Administrative Law
OEHHA	Office of Environmental Health Hazard Assessment
OES	Office of Emergency Services
OFP	Ozone Forming Potential
OHP	Office of Historic Preservation
OHWM	Ordinary High Water Mark
OPR	Office of Planning and Research
OSC-70	Open Space and Conservation Policy 70
OSHA	Occupational Safety and Health Administration
OSHPD	Office of Statewide Health Planning and Development
OS-R	Open Space - Recreation
OS-W	Open Space - Water
Pb	Lead
P-C	Production-Consumption
pc/mi/ln	Passenger Cars Per Mile Per Lane
PDA	Protector del Agua
PEIR	Program EIR
PeMS	Performance Measurement System
PFCs	Perfluorocabons
PHS	Preliminary Hydrology Study
PM	Afternoon
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter

Ppb	Parts Per Billion
Ppm	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PUHSD	Perris Union High School District
PVC	Polyvinyl Chloride
PV	Photovoltaic
Qoal	Older Alluvium
RBBD	Southwest Road and Bridge Benefit District
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Project
RCIT	Riverside County Information Technology
RC-LDR	Low Density Residential
RCLIS	Riverside County Land Information Systems
RCNM	Roadway Construction Noise Model
RCP	Reinforced Concrete Pipe
RCRA	Resource Conservation and Recovery Act
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RC-VLDR	Very Low Density Residential
RCWD	Rancho California Water District
REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Assessment
RivTAM	Riverside County Transportation Analysis Model
RMS	Root Mean Squared
ROG	Reactive Organic Gases
ROW	Right-of-Way
R-R	Rural Residential
RDA	Redevelopment Agency
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RV	Recreational Vehicle
RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SA	Site Assessment

SABER	Safeguard Artifacts Being Excavated in Riverside County
SARA	Superfund Amendments and Reauthorization Act
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SCH	State Clearinghouse
SCHWMA	Southern California Hazardous Waste Management Authority
SC/MVAP	Sun City/Menifee Valley Area Plan (also SCMVAP)
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SFP	School Facilities Program
SHMA	Seismic Hazard Mapping Act
SHS	State Highway System
SKR	Stephen's Kangaroo Rat
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigations and Cleanup
SO2	Sulfur Dioxide
SO_X	Oxides of Sulfur
SMARA	The Surface Mining and Reclamation Act of 1975
SMGB	State Mining and Geology Board
SO_2	Sulphur Dioxide
SO_x	Sulphur Oxides
SoCAB	South Coast Air Basin
SOP	Standard Operating Procedures
SP	Specific Plan
Sq. Ft.	Square Feet
SR-74	State Route 74
SRA	Source Receptor Area
STC	Sound Transmission Class
s/v	Seconds Per Vehicle
SWFP	Solid Waste Facility Permit
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan

SWRCB	State Water Resource Control Board
SZ	Scientific Resource Zone
TAC	Toxic Air Contaminant
TCAP	Temescal Canyon Area Plan
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource
TDS	Total Dissolved Solids
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study
TLMA	Transportation Land Management Agency
Tpd	Tons per day
TSD	Treatment, Storage and Disposal facility list
TTCP	Traditional Tribal Cultural Places
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
USACE	U.S. Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VPD	Vehicles Per Day
WDR	Waste Discharge Requirement
WMD	Waste Management Department
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments

CITY OF MENIFEE

I. CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Plot Plan (PP) 2017-225; Conditional Use Permit (CUP) 2017-226; and Tentative Parcel Map (TPM) No. 2017-227 – "Marketplace - Harvest Glen"

2. **Lead Agency Name and Address:** City of Menifee, Community Development Department, 29844 Haun Road, Menifee, CA 92586

3. **Contact Person and Phone Number:** Manny Baeza, Senior Planner, 951.672.6777

4. **Project Location:** The Project site is located at the northwest corner of Briggs Road and Highway 74 in the City of Menifee, County of Riverside. The Project site is located within the Menifee North Specific Plan area and the land use designation for the site is Commercial Retail (CR). Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map.***

   A. **Total Project Area:** approximately 5.04 acres

   B. **Assessor's Parcel Number(s):** portions of 327-320-019 and 327-320-016

   C. **Section, Township & Range:** USGS 7.5-minute Romoland, California quadrangle in Sections 11 & 12; Township 5 South; and Range 3 West

   D. **Latitude:** 33.744922° N

   E. **Longitude:** -117.138553° W

   F. **Elevation:** Approximately 1,512 to 1,526 feet above mean sea level (AMSL)

5.A. **Project Applicant/Owners:**
Briggs & 74, LLC
41391 Kalmia Street, Suite 200
Murrieta, CA 92562
Attn: Danny Long

5.B. **Engineer/Representative:**
Anderson Consulting Engineers, Inc.
12526 High Bluff Drive, Suite 300
San Diego, CA 92130

6. **General Plan Land Use Designation(s):** Menifee North Specific Plan.

   Reference **Figure 3, *Existing General Plan Land Use Designations***.

7. **Zoning District(s):** Specific Plan Zone (SP Zone).

   Reference **Figure 4, *Existing Zoning Classifications***.

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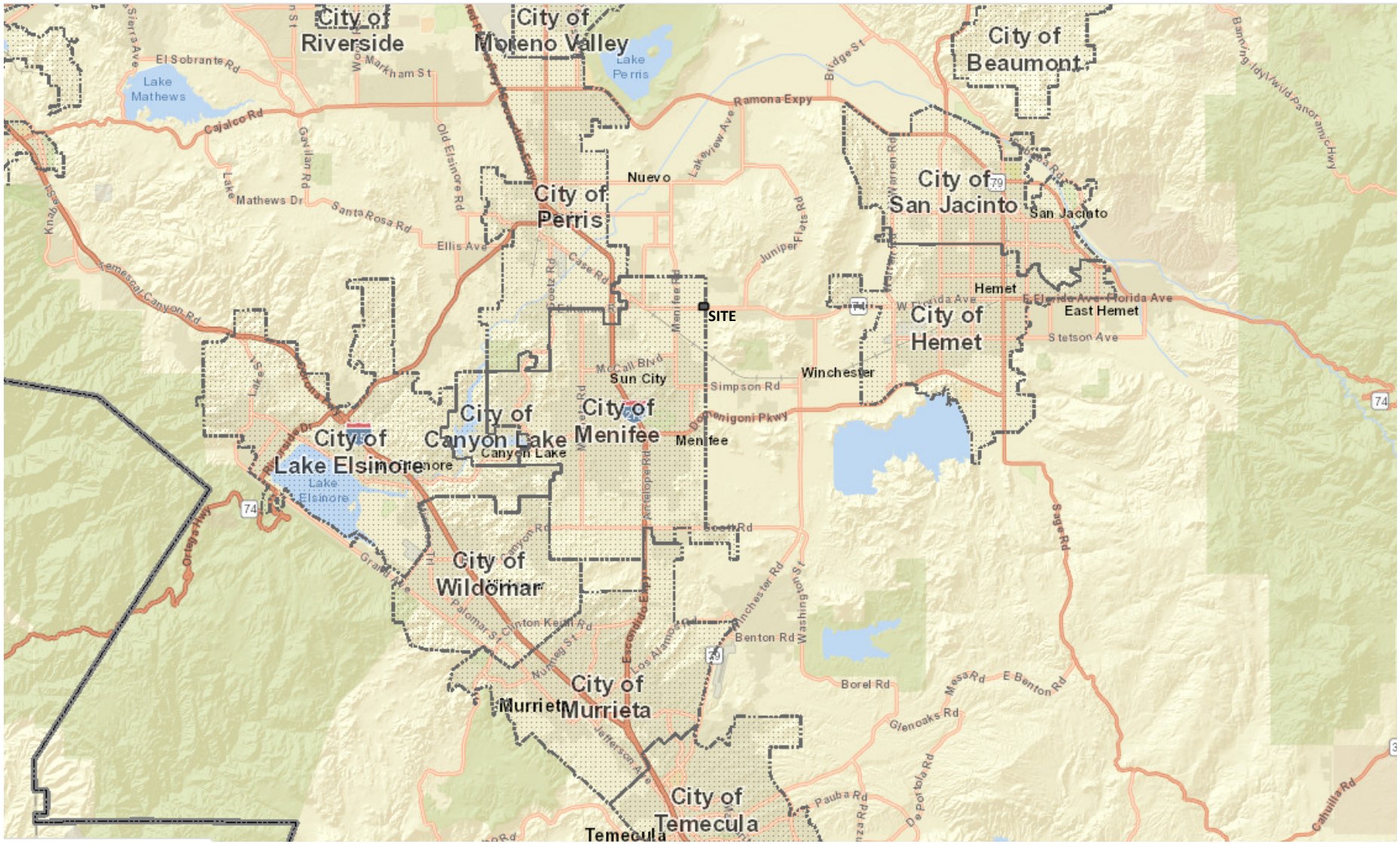
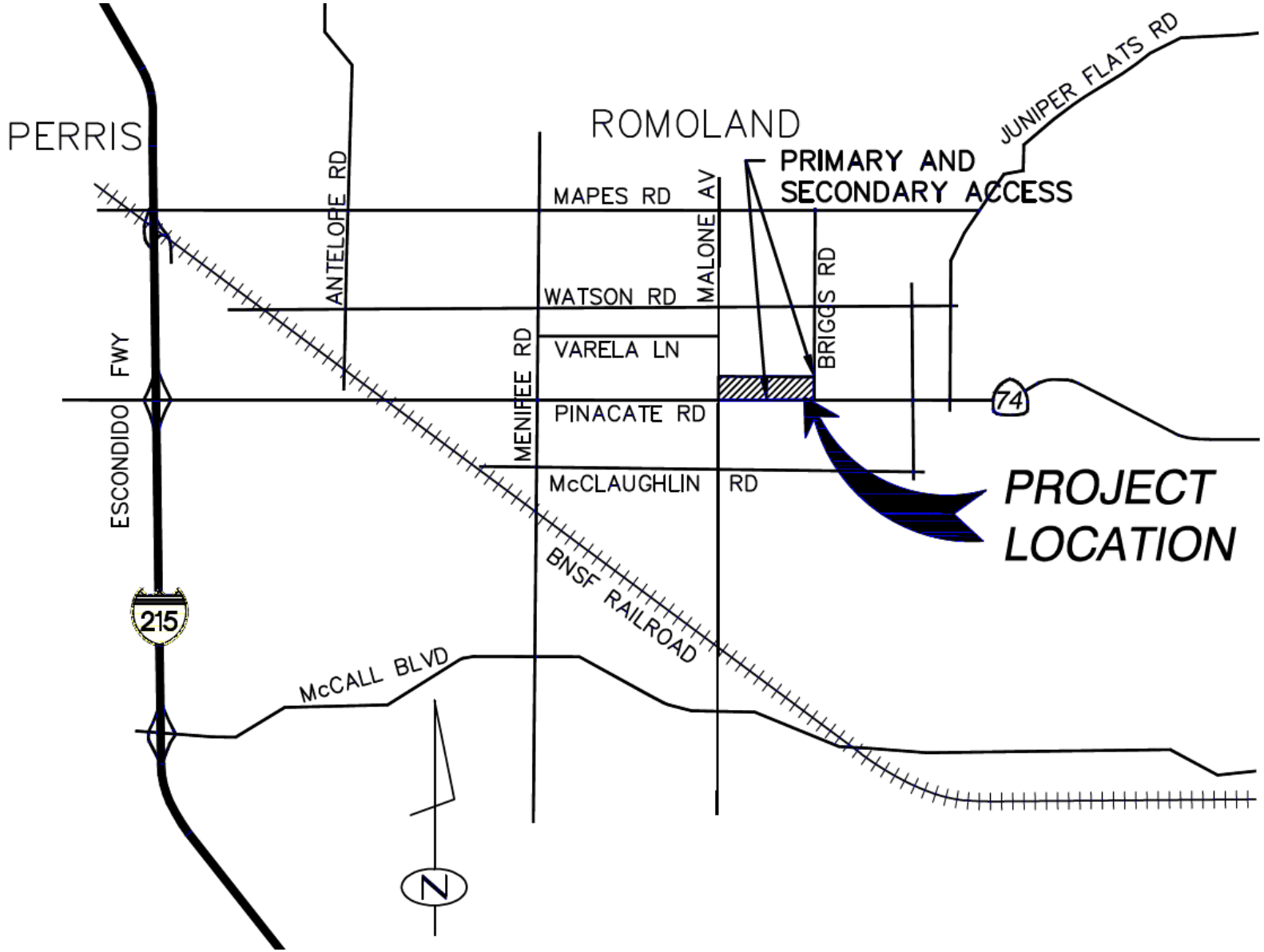
FIGURE 1
REGIONAL LOCATION MAP



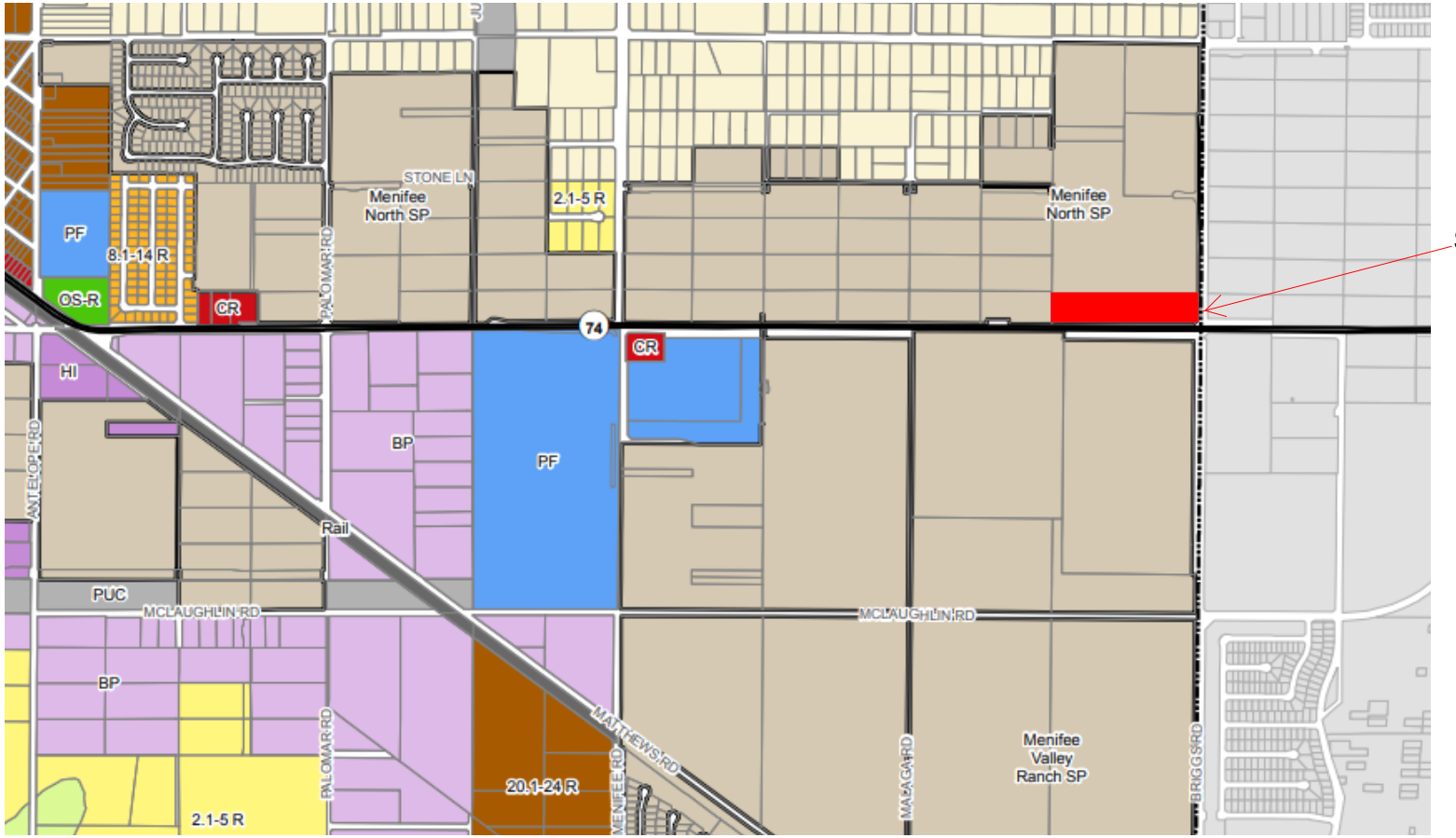
Source: Map My County – Riverside County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

FIGURE 2
VICINITY MAP



Source: Project Plans – (Appendix L)

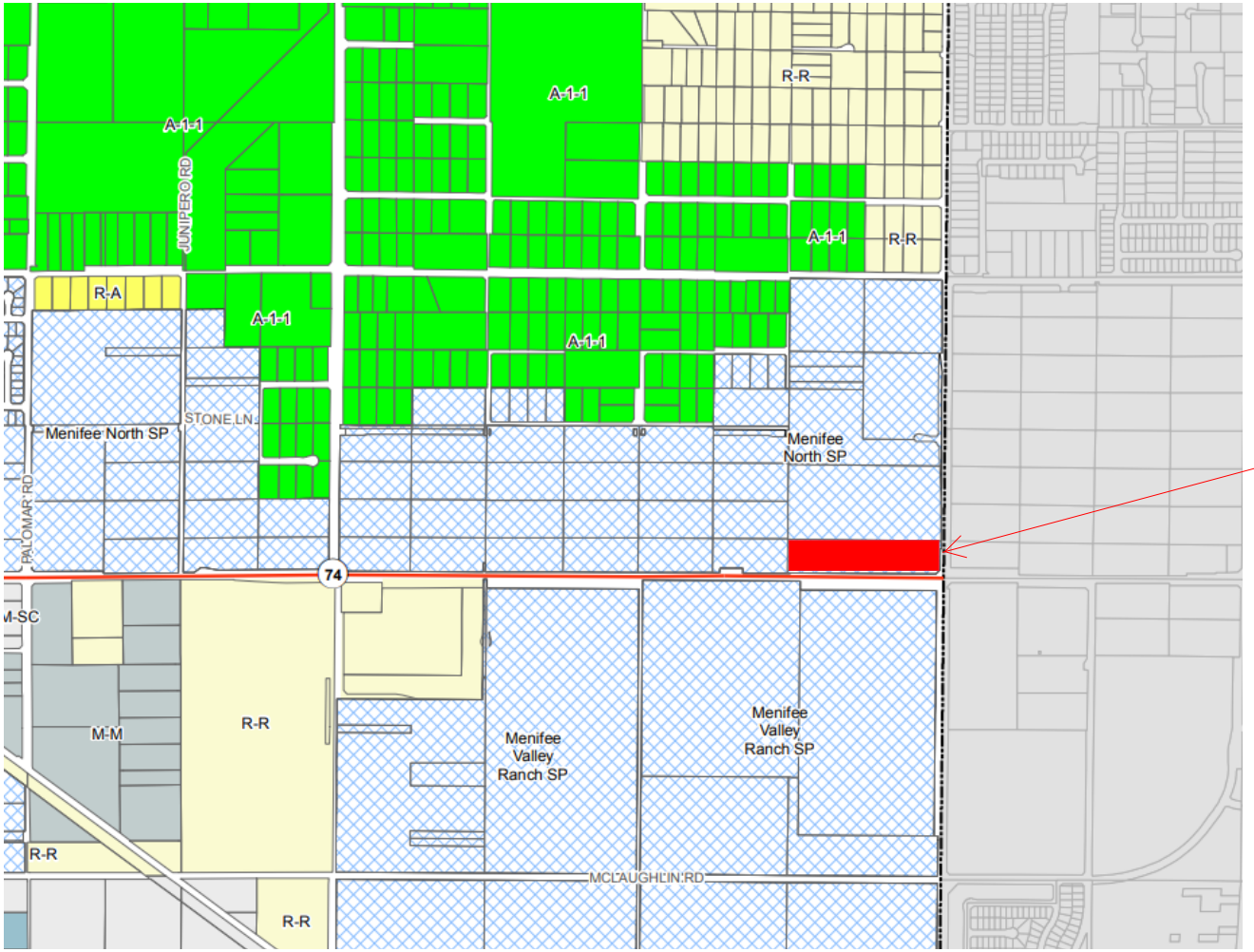
FIGURE 3
EXISTING GENERAL PLAN LAND USE



Source: City of Menifee General Plan Land Use Map https://www.cityofmenifee.us/DocumentCenter/Home/View/1013

- Rural Mountainous (RM) 10 ac min
- Rural Residential 5 ac min (RR5)
- Rural Residential 2 ac min (RR2)
- Rural Residential 1 ac min (RR1)
- Rural Residential 1/2 ac min (RR1/2)
- 2.1-5 du/ac Residential (2.1-5R)
- 5.1-8 du/ac Residential (5.1-8R)
- 8.1-14 du/ac Residential (8.1-14R)
- 14.1-20 du/ac Residential (14.1-20R)
- 20.1-24 du/ac Residential (20.1-24R)
- Commercial Retail (CR) 0.20 - 0.35 FAR
- Commercial Office (CO) 0.25 - 1.0 FAR
- Heavy Industrial (HI) 0.15 - 0.50 FAR
- Business Park (BP) 0.25 - 0.60 FAR
- Economic Development Corridor (EDC)
- Public/Quasi Public Facilities (PF)
- Public Utility Corridor (PU)
- Railroad
- Specific Plan (SP)

FIGURE 4
EXISTING ZONING DESIGNATIONS



Source: City of Menifee Zoning Map https://www.cityofmenifee.us/DocumentCenter/View/6411/Zoning-Map-as-of-May-2018?bidId=

M-M - Manufacturing - Medium
M-SC - Manufacturing - Service Commercial
A-1 - Light Agriculture
R-6 - Residential Incentive
R-A - Residential Agricultural
R-R - Rural Residential
S-P - Specific Plan
W-1 - Watercourse, Watershed and Conservation Areas
W-2 - Controlled Development Areas

8. Project Description:

The Project includes the following applications:

- Plot Plan (PP) 2017-225
- Conditional Use Permit (CUP) 2017-226
- Tentative Parcel Map (TPM 37380) No. 2017-227

The following discussion provides more detail on the Project:

Plot Plan (PP) 2017-225

The Project site is described as the eastern portion of APN 327-320-019 and a portion of the south end of APN 327-320-016, which is approximately 5.04 acres, and will consist of 3 parcels to be developed with commercial uses. PP 2017-225 proposes a commercial center with fast food/drive-thru, gas station, convenience store, and carwash. An off-site interim basin (approximately 55,000 sq. ft.) will be located on the western portion of APN 327-320-019, and will be used for storm water retention purposes, only. There are two (2) water quality treatment basins proposed on-site. There are also off-site access easements provided to allow more efficient ingress and egress to the site for customers and deliveries from merchants and vendors. Ingress and egress are provided to the site from two (2) driveways off of Highway 74 and two (2) driveways off of Briggs Road. Reference **Figure 5*, PP 2017-225***.

The commercial uses consist of the following:

- Gas Station with 16 Fueling Positions under a 6,164 sq. ft. canopy
- Convenience Store 4,967 sq. ft.
  - Attached 1,102 sq. ft. Quick Serve Restaurant with Drive-Thru
- Conveyor Belt Car Wash with outdoor vacuum stalls – 3,000 sq. ft.
- 3,268 sq. ft. Fast Food Restaurant with Drive-Thru

A total of 73 parking spaces are proposed within the Project. Municipal Code Section 17.188 (Off-Street Vehicle Parking Standards) requires 71 parking spaces.

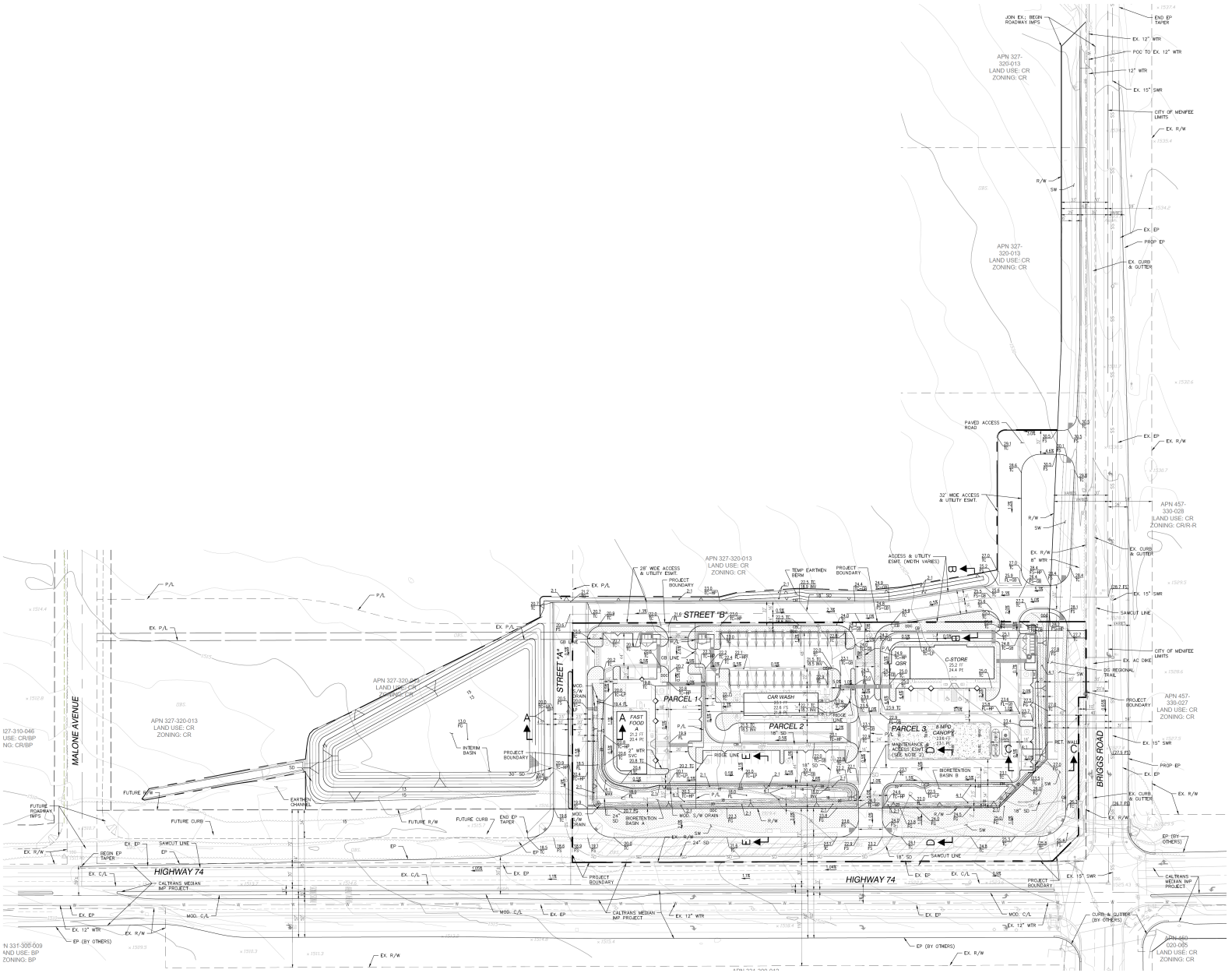
Building Architecture and Materials

There is a common architectural theme of “modern craftsman” throughout the Project. This is reflected in the use of colors, materials, roof elements, massing, detailing, lighting, and architectural elements. Buildings will range in height from 24’-6” to 29’-6” and the canopy for the gas station will be 37’-6”.

As depicted on the following elevations, the Project will utilize earth tones for base, building, and accent colors. Stone veneer will be utilized at the building base and on column features. Material will be primarily stucco with wood and metal siding and wood awnings. Storefronts will be primarily glass.

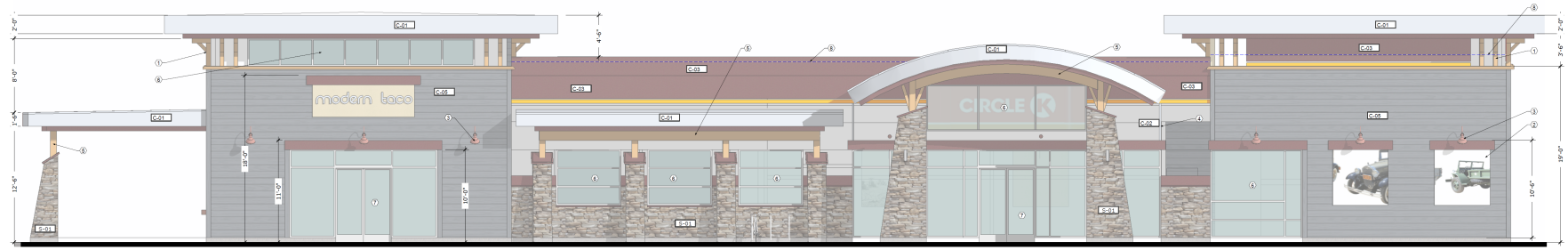
Reference **Figure 6A, *Elevations (Convenience Store)***, **Figure 6B, *Elevations (Restaurant)***, **Figure 6C, *Elevations (Gas Canopy)***, and **Figure 6D, *Elevations (Car Wash)***.

FIGURE 5
PP 2017-225

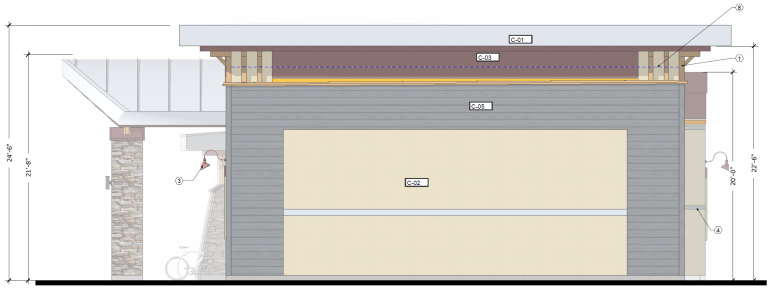


Source: Project Plans – (Appendix L)

FIGURE 6A
ELEVATIONS (CONVENIENCE STORE)

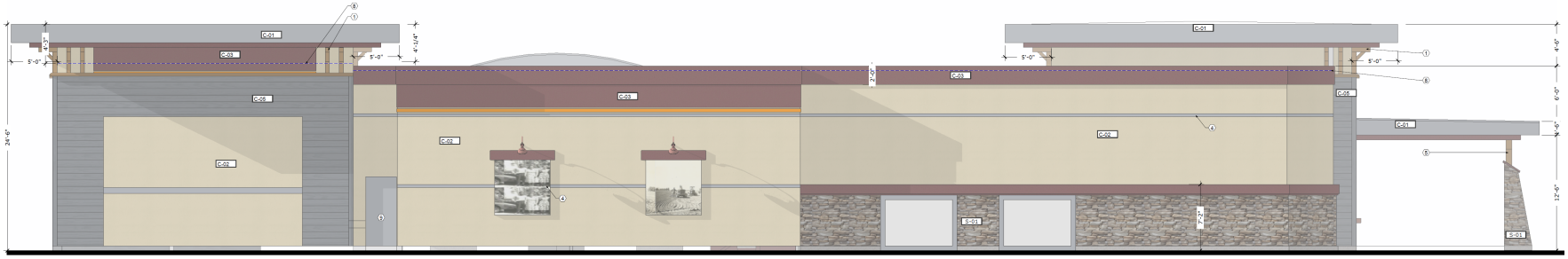


SOUTH ELEVATION - C-STORE
SCALE: 3/16"=1-0"



EAST ELEVATION - C-STORE
SCALE: 3/16"=1-0"

WEST ELEVATION - C-STORE
SCALE: 3/16"=1-0"

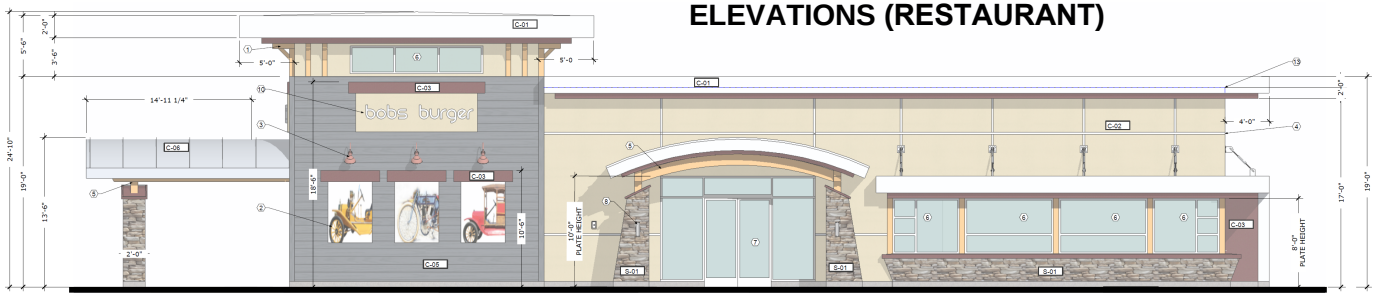


NORTH ELEVATION - C-STORE
SCALE: 3/16"=1-0"

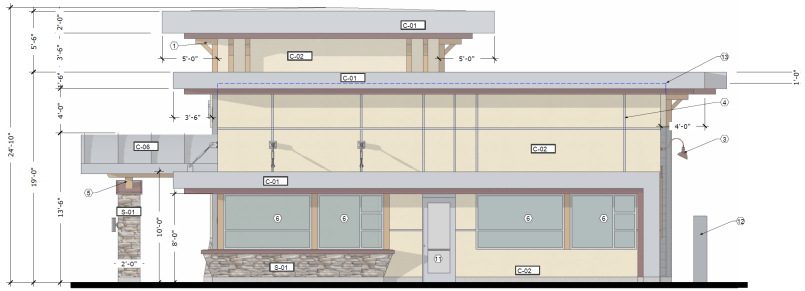
ELDORADO STONE COASTAL LEDGESTONE COLOR: SANTA CRUZ STONE S-01	DIRECT APPLIED FINISH SYSTEM-SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #40YY 74/056 ICI #A0070, "SOUTHERN SHADOW" STUCCO C-02	DIRECT APPLIED FINISH SYSTEM-SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #00YY 23/557 ICI #A0629, "CALIFORNIA COPPER" STUCCO C-04
DIRECT APPLIED FINISH SYSTEM-SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #50YY 83/029 ICI #A0050, "NATURAL WHITE" STUCCO C-01	DIRECT APPLIED FINISH SYSTEM-SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #13YR 07/157 ICI #A0301, "BABBITT BROWN" STUCCO C-03	METAL SIDING BY: EDCO, OR EQUAL SERIES: TRADITIONAL LAP SIDING COLOR: DRIFTWOOD GRAY METAL C-05

Source: Project Plans – (Appendix L)

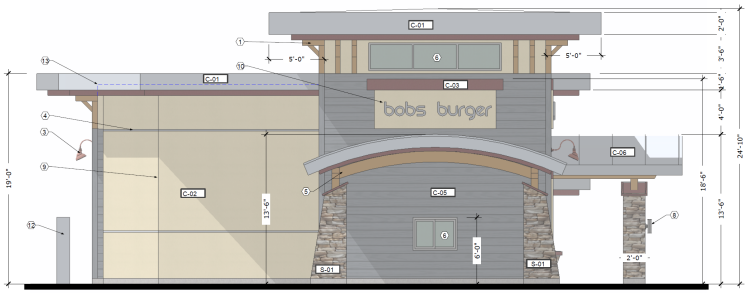
FIGURE 9B
ELEVATIONS (RESTAURANT)



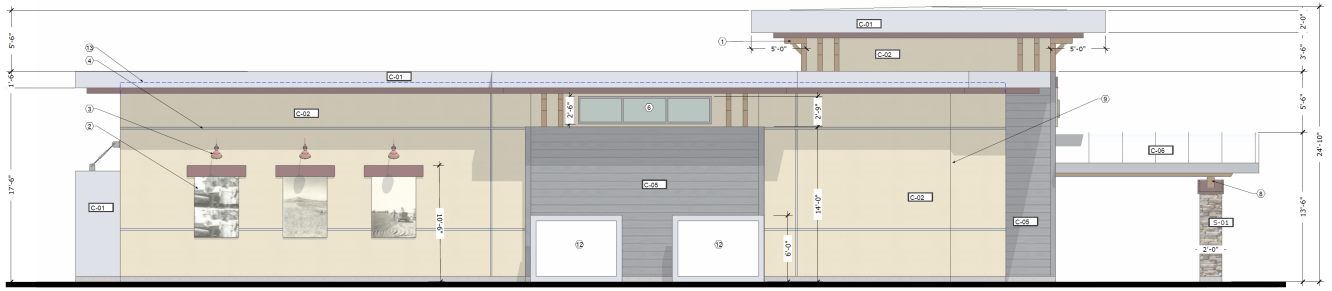
(EAST) RESTAURANT ELEVATION
SCALE: 3/16"=1-0"



(NORTH) RESTAURANT ELEVATION
SCALE: 3/16"=1-0"



(SOUTH) RESTAURANT ELEVATION
SCALE: 3/16"=1-0"

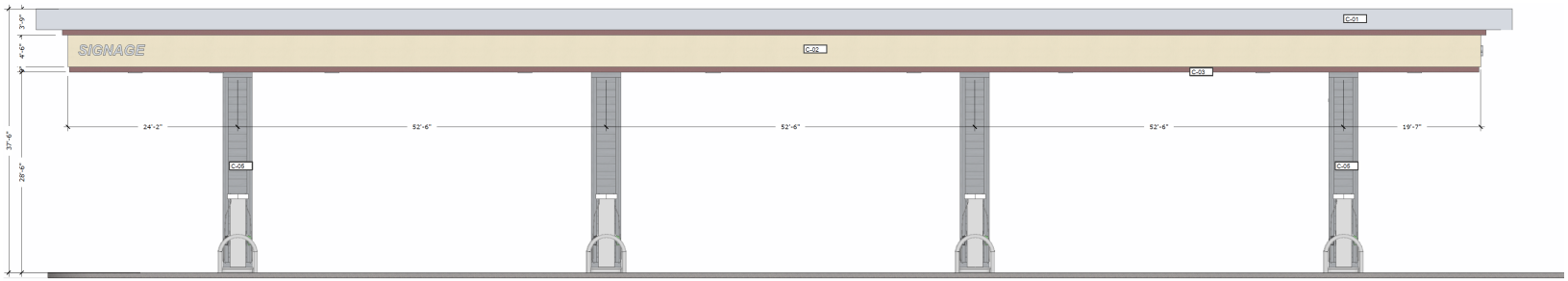


(WEST) RESTAURANT ELEVATION
SCALE: 3/16"=1-0"

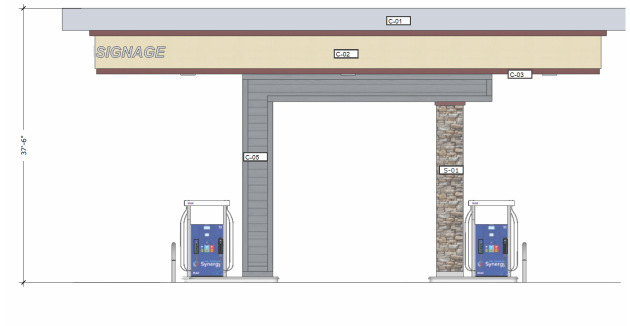
ELDORADO STONE COASTAL LEDGESTONE COLOR: SANTA CRUZ STONE S-01	DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #40YY 74/056 ICI #A0070, "SOUTHERN SHADOW" STUCCO C-02	DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #00YY 23/557 ICI #A0629, "CALIFORNIA COPPER" STUCCO C-04	STAINED CEDAR LUMBER WOOD W-01
DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #50YY 83/029 ICI #A0050, "NATURAL WHITE" STUCCO C-01	DIRECT APPLIED FINISH SYSTEM- SMOOTH TROWEL 3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER) OVER METAL LATH PROVIDE CONTROL JOINTS AS SHOWN COLOR: SPECIFY #13YR 07/157 ICI #A0301, "BABBITT BROWN" STUCCO C-03	PAINT GRADE FINISH OVER METAL SURFACES COLER: SPECIFY #90BG 41/040 ICI #A1963, "ASCOT BLUE" METAL C-05	METAL SIDING BY: EDCO, OR EQUAL SERIES: TRADITIONAL LAP SIDING COLOR: DRIFTWOOD GRAY METAL C-06

Source: Project Plans – (Appendix L)

FIGURE 9C
ELEVATIONS (GAS CANOPY)

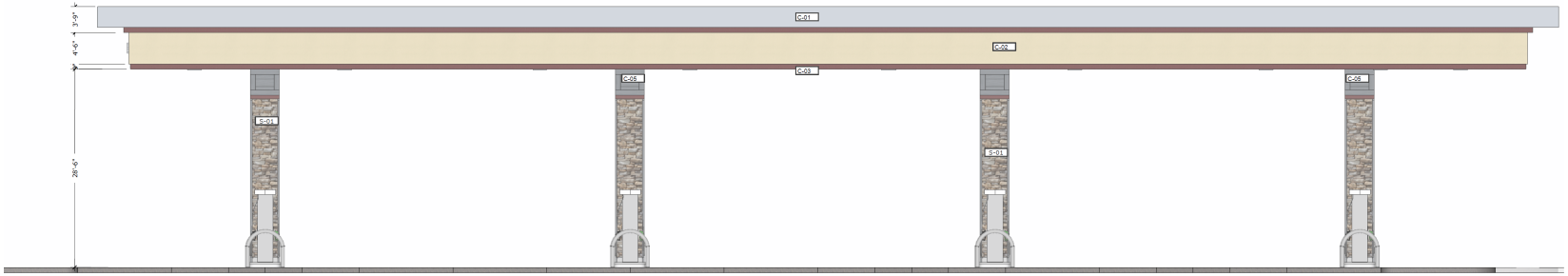


(FRONT) CANOPY ELEVATION
SCALE: 1/8"=1-0"



(RIGHT) CANOPY ELEVATION
SCALE: 3/16"=1-0"

(LEFT) CANOPY ELEVATION
SCALE: 3/16"=1-0"

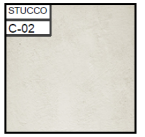


(REAR) CANOPY ELEVATION
SCALE: 1/8"=1-0"

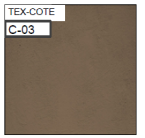
ELDORADO STONE
COASTAL LEDGESTONE
COLOR: SANTA CRUZ

DIRECT APPLIED FINISH SYSTEM-
SMOOTH TROWEL
3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER)
OVER METAL LATH PROVIDE
CONTROL JOINTS AS SHOWN
COLOR: SPECIFY #50YY 83/029
ICI #A0050, "NATURAL WHITE"

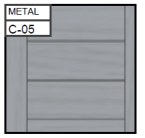
DIRECT APPLIED FINISH SYSTEM-
SMOOTH TROWEL
3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER)
OVER METAL LATH PROVIDE
CONTROL JOINTS AS SHOWN
COLOR: SPECIFY #40YY 74/056
ICI #A0070, "SOUTHERN SHADOW"



TEX-COTE OVER SHEET METAL
COLOR: SPECIFY #13YR 07/157
ICI #A0301, "BABBITT BROWN"



METAL SIDING
BY: EDCO, OR EQUAL
SERIES: TRADITIONAL LAP SIDING
COLOR: DRIFTWOOD GRAY



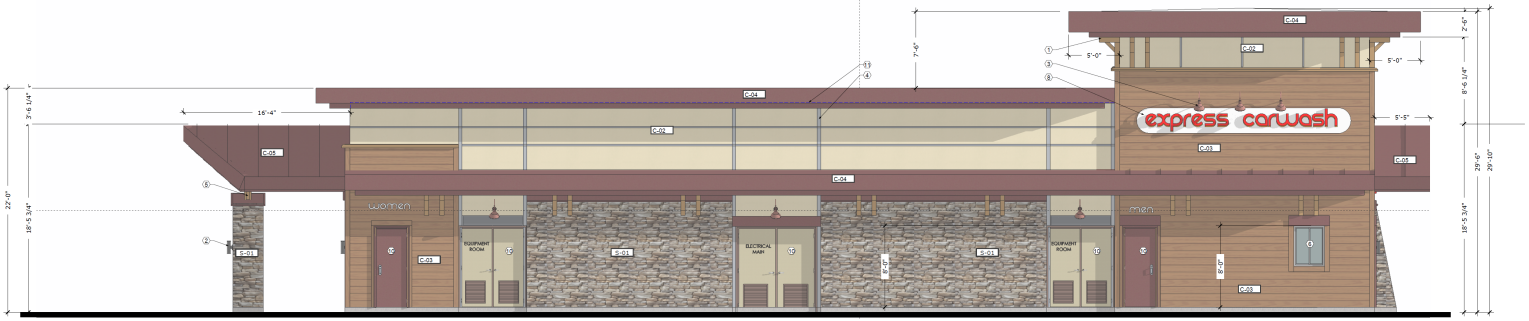
Source: Project Plans – (Appendix L)

FIGURE 9D
ELEVATIONS (CAR WASH)

SOUTH ELEVATION - CAR WASH
SCALE: 3/16"=1-0"

EAST ELEAVATION - CAR WASH
SCALE: 3/16"=1-0"

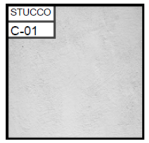
WEST ELEVATION - CAR WASH
SCALE: 3/16"=1-0"



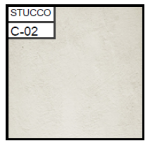
NORTH ELEVATION - CAR WASH
SCALE: 3/16"=1-0"

ELDORADO STONE
COASTAL LEDGESTONE
COLOR: SANTA CRUZ

DIRECT APPLIED FINISH SYSTEM-
SMOOTH TROWEL
3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER)
OVER METAL LATH PROVIDE
CONTROL JOINTS AS SHOWN
COLOR: SPECIFY #50YY 83/029
ICI #A0050, "NATURAL WHITE"

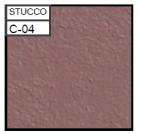


DIRECT APPLIED FINISH SYSTEM-
SMOOTH TROWEL
3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER)
OVER METAL LATH PROVIDE
CONTROL JOINTS AS SHOWN
COLOR: SPECIFY #40YY 74/056
ICI #A0070, "SOUTHERN SHADOW"

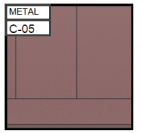


WOOD SIDING
BY: ALLURA
SERIES: TRADITIONAL LAP
COLOR: COLORMAX MAPLE

DIRECT APPLIED FINISH SYSTEM-
SMOOTH TROWEL
3 PART 7/8" STUCCO (PORTLAND CEMENT PLASTER)
OVER METAL LATH PROVIDE
CONTROL JOINTS AS SHOWN
COLOR: SPECIFY #13YR 01/157
ICI #A0301, "BABBIT BROWN"



STANDING METAL SEAM ROOF
COLOR: SPECIFY #13YR 01/157
ICI #A0301, "BABBIT BROWN"



Source: Project Plans – (Appendix L)

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Access/Circulation

Site access is provided from two (2) driveways on Highway (Hwy) 74 and from two (2) driveways off of Briggs Road, which also provides reciprocal ingress and egress to the property to the north.

The Project's central north-drive lane bisects the site and connects the northerly and southerly access points. Additional drive lanes will provide access throughout the site. Pedestrian walkways are provided throughout the site. Reference **Figure 5, *PP 2017-225***.

Landscaping

All Project landscaping is subject to the requirements of the City of Menifee municipal Section 9.86, Park Design, Landscaping and Tree Preservation, as well as Ordinance No. 348, which requires a minimum of fifteen percent (15%) landscape coverage in new development Project sites. The Project site will provide approximately 37% landscape coverage of the Project site (site area/landscaped area). Reference **Figure 7, *Landscape Plan***.

Ordinance No. 348 also requires a minimum eleven percent (11.0%) of the interior parking area to be landscaped. Much of the proposed landscaping will be located within the proposed interior parking areas of the Project. The total parking space area is 16,038 sq. ft. and the shaded parking space area provided is 11,820 sq. ft., which is greater than the 50% shade requirement of 8,019 sq. ft. Some landscaping will be located along the streets adjacent to the site. All trees, shrubs, and ground cover are of low to moderate water demand.

Grading

The Project will require approximately 7,400 cubic yards (CY) of cut and 2,200 CY of fill, which will result in an export of approximately 5,200 CY of soil. The Project will be graded in 1 phase. The emissions associated with export operations were included in the analysis contained in the *Briggs Road at Highway 74 Gas Station and Commercial Center Air Quality and GHG Impact Study,* prepared by RK Engineering Group, Inc., 4-25-2019 (**Appendix B**). The Project site consists of a generally flat topography with an elevation range from 1,512 to 1,526 feet AMSL.

When graded, the Project will range in elevation from approximately 1,528 AMSL at the northeast Project entry on Briggs Road to approximately 1,513 AMSL at the bottom of the bioretention basin in the southwestern portion of the site. Reference **Figure 8, *Grading Plan***.

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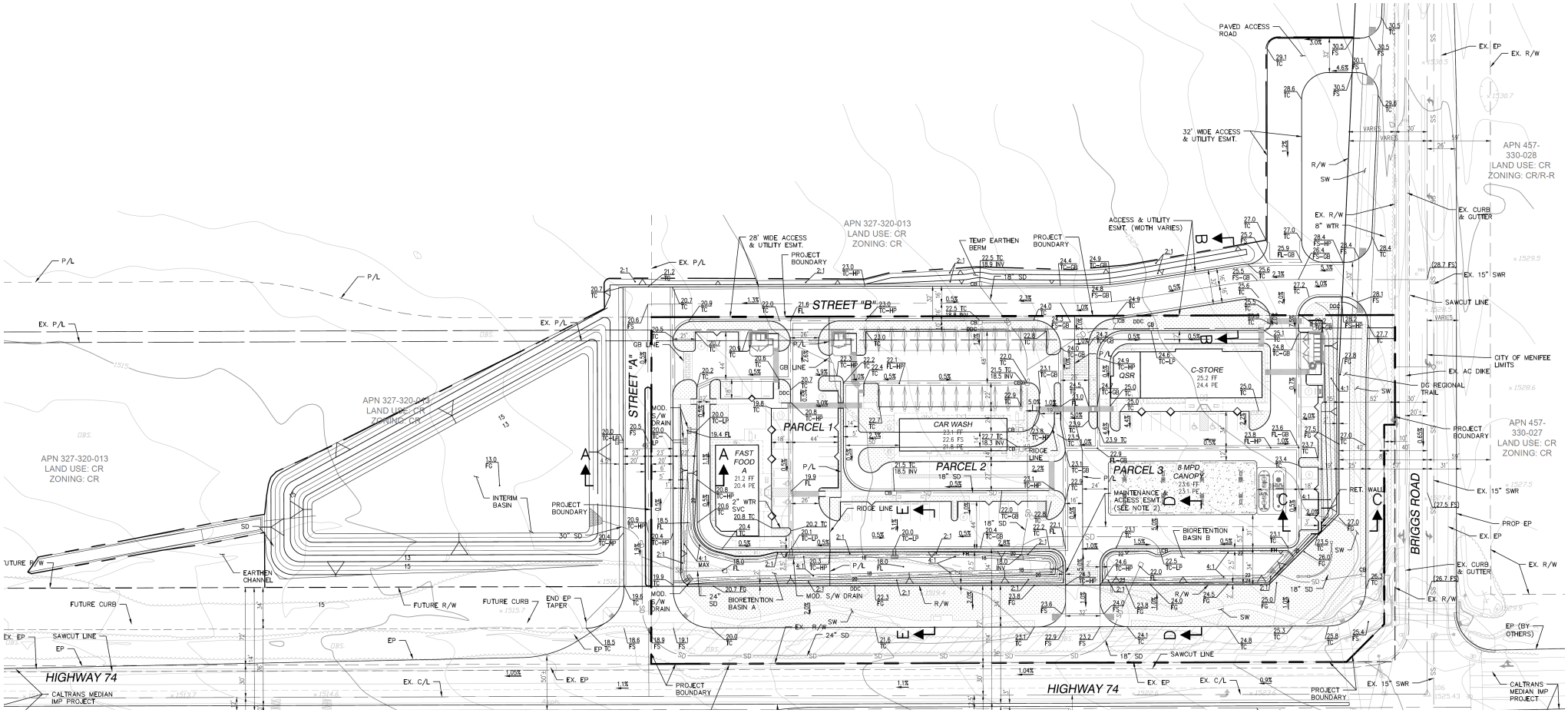
FIGURE 7
LANDSCAPE PLAN

Source: Project Plans – (Appendix L)

FIGURE 8
GRADING PLAN



Source: Project Plans – (Appendix L)

Drainage and Water Quality

The Project site is relatively flat, with existing slopes of 1% - 2% throughout the site.

The Project will construct buildings, parking lots, utility infrastructure, two bioretention basins, and an interim basin. The bioretention basins will treat for water quality purposes, and the interim basin will mitigate for increased runoff, consistent with the interim basin design criteria, as well as address the hydrologic conditions of concern as required by the Water Quality Management Plan. The Project will discharge back into the natural sheet flow condition which is tributary to the Highway 74 roadway swale. Ultimately, the Project site will discharge into the future Line A5 Master Drainage Plan Facility.

The Project is developing the easterly portion of the site and constructing an interim basin on the westerly portion. The Project site is tributary to the future Line A5 Master Drainage Plan facility, which once constructed, will convey flows to Canyon Lake through engineered and maintained facilities. The Project site would only be required to mitigate to the capacity of the facility, rather than to pre-Project conditions, however, the Project will implement the interim basin design criteria for sizing increased runoff detention facilities until the Master Drainage Plan Line A5 is constructed. Reference **Figure 9, *Hydrology - Proposed Conditions***.

The onsite hydrology analyses and offsite street areas utilized commercial land use for the calculations. The rational method hydrology analyzed on area designated as Area A, which includes the onsite area, the offsite street improvements, the offsite undeveloped area to the north, and the interim basin to the west. The onsite area and street improvements were analyzed as commercial land use, and the offsite area to the north and west were analyzed as undeveloped, poor cover.

The two bioretention basins will incorporate drop inlet structures that will have weir flow lines that are 0.5 feet above the soil media, with 0.5 foot high openings. The drop inlets have been sized to convey the peak tributary 100-year flow rates. Several parkway drains and curb openings will be utilized to intercept flows. One catch basin will be constructed on Briggs Road. The Project site will also construct subsurface storm drain to convey flows to the bioretention basins and the interim basin. The interim basin will incorporate an earthen ditch that will convey the flows discharging from the basin. Reference **Figure 10-2, *WQMP Site Plan***, in Section 10 Hydrology and Water Quality.

The required water quality volume for the Project site was determined using the Santa Ana BMP Design Volume Spreadsheet. The rainfall depth utilized was 0.65 inches and was obtained from the Isohyetal Map for the 85th Percentile 24-hour Storm Event. Since the Project site is a commercial site and street area, it is assumed that the Project is 90% impervious which is considered a conservative assumption considering the Project site includes two bioretention basins.

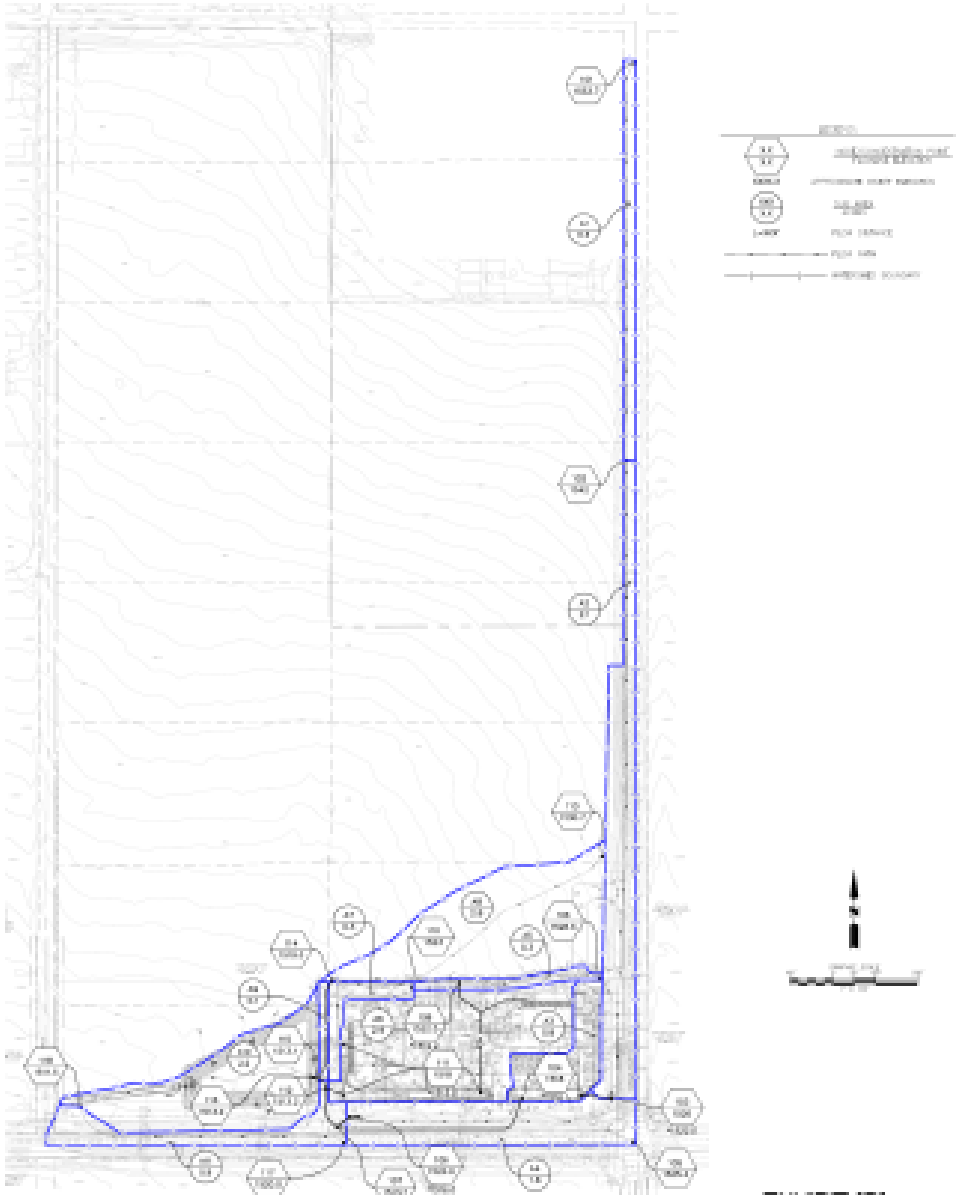
The Project site will utilize two bioretention basins with soil media depths of 2.5 feet (due to the availability of cover and the site elevations) for Bioretention Basin A and 3 feet for Bioretention Basin B. Flows will then be conveyed to the interim basin that will mitigate for the hydrologic conditions of concern. The basin is required until such a time when the MDP Line A-5 system is completed, which will then allow for the Project to discharge directly into the Line A system and be conveyed via engineered and maintained channels to Canyon Lake. However, during this phase of the development, the Line A-5 system is not being constructed, therefore addressing the hydrologic conditions of concern is required.

The bioretention basins were sized using the average top width and the Santa Ana Watershed Bioretention Design Worksheets. The spreadsheets indicate that the basins are adequately sized. The basins both utilize 36" of soil media and provide a total of 1 foot of depth (which includes 0.5 feet for the water quality volume and 0.5 feet for the 100-year flow rate discharging from the basin). The bioretention basins will incorporate 4:1 side slopes within the first 0.5 feet of depth and 2:1 side slopes above 0.5 feet of depth.

The onsite areas (with the exception of the onsite Street A) discharge into Bioretention Basin A, and the offsite street area discharges into Bioretention Basin B. This is to prevent the onsite and offsite areas from being treated in the same BMP. The Street A area will be treated within a self-retaining area adjacent to the interim basin.

In order to meet the interim basin design criteria during the preliminary stages of the Project, unit hydrograph calculations were performed for the pre-Project and post-Project conditions for the 2-year, 5-year, and 10-year storm events for the 1-hour, 3-hour, 6-hour and 24-hour storm durations. Additionally, the 100-year storm event was analyzed for the 1-hour storm duration in order to determine the peak flow rate for the 100-year storm event. Based upon the post-Project unit hydrograph calculations, the 10-year, 24-hour storm duration generates the largest volume of 1.30 ac-ft. The basin provides 2.93 ac-ft of volume (accounting for 1 foot of freeboard) which is more than sufficient to retain the entire 10-year, 24-hour volume, if needed.

FIGURE 9
HYDROLOGY - PROPOSED CONDITIONS



Source: Hydrology Report (Appendix H2)

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Conditional Use Permit No. (CUP) 2017-226

CUP 2017-226 is being processed to allow for the car wash and convenience store with the sale of motor vehicle fuel. The Project is located within the Menifee North Specific Plan (SP260) which refers back to the Scenic Highway Commercial (C-P-S) zone of Ordinance No. 348. This zone requires a Conditional Use Permit for the aforementioned uses. Reference **Figure 10*, CUP 2017-226***.

Tentative Parcel Map No. (TPM 37380) 2017-227

TPM 37380 proposes a Schedule "E" subdivision of 5.04 acres into three (3) commercial parcels. The parcels range in size as follows:

Parcel 1 - 1.25 gross acres
Parcel 2 - 1.69 gross acres
Parcel 3 - 2.10 gross acres

Reference **Figure 11*, PM 2017-227***.

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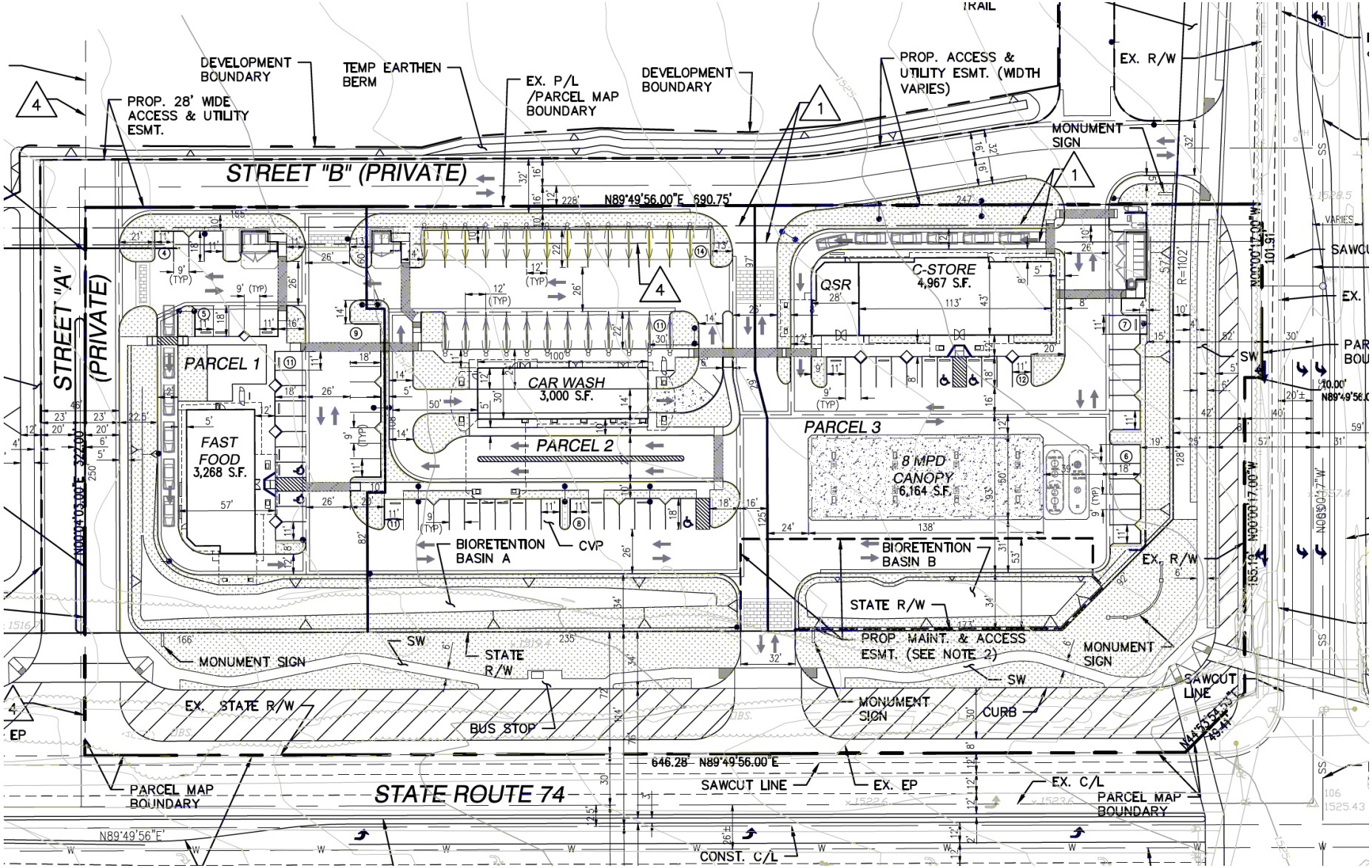
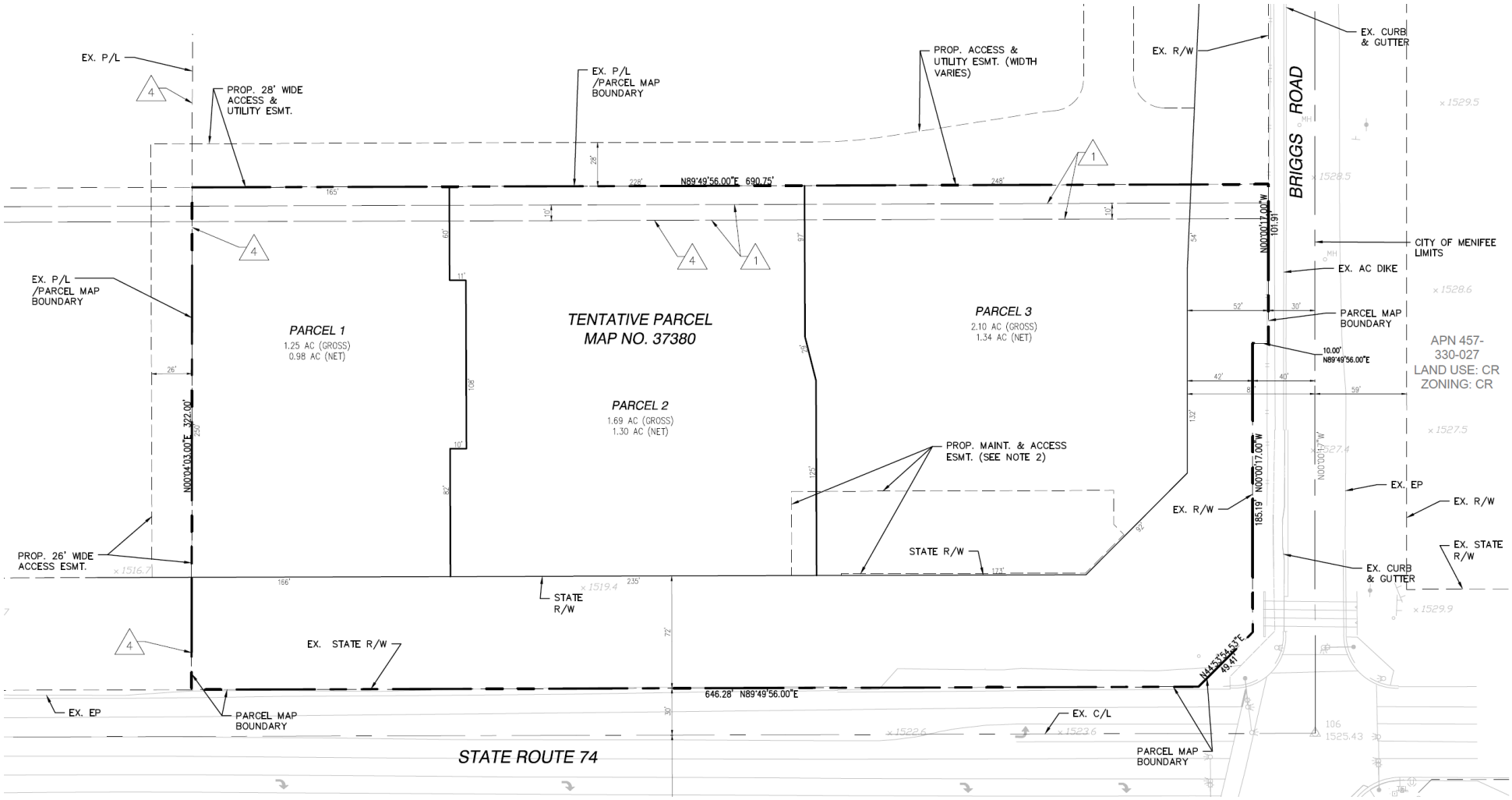
FIGURE 10
CUP 2017-226



Source: Project Plans (Appendix L)

FIGURE 11
PM 2017-227



Source: Project Plans - (Appendix L)

9. Public Services, Utilities and Service Systems

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service System providers are as follows:

Electricity:	Southern California Edison
Water:	Eastern Municipal Water District
Sewer:	Eastern Municipal Water District
Cable:	Frontier Communications or Time Warner
Gas:	Southern California Gas
Telephone:	Verizon
Cable:	Frontier Communications or Time Warner
School:	Romoland and Perris Union High School District
Police:	Riverside County Sheriff's Department
Fire:	Riverside County Fire Department

10. Surrounding Land Uses & Environmental Setting

The Project site is located in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map***.

The Project site consists of a generally flat topography with an elevation range from 1,512 to 1,526 feet AMSL. The most prominent vegetation present within the Project site consists of seasonal grasses, mustard, thistle (tumbleweed), as well as the cultivated barley and wheat. Agriculture has removed nearly all native vegetation.

Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to the west. Reference **Table 1, *Surrounding Land Uses***, **Figure 12, *Aerial Photo*** and **Figure 13, *SP 260 A2 Land Use Plan***.

Table 1
Surrounding Land Uses

Description	On-Site	North	South	East (County of Riverside Jurisdiction)	West
General Plan	Commercial Retail	Medium Density Residential	Commercial Retail	Open Space – Recreation, Commercial Retail	Medium Density Residential, Business Park
Zoning	SP-260 PA 23B Commercial	SP-260 PA 23A High Density Residential	SP-301 PA 2&9	SP-260 PA 26&27 High Density Residential & Commercial	SP-260 PA 19 Commercial/ Business Park
Land Use	Vacant	Vacant/Community Park	High School	Vacant	Vacant

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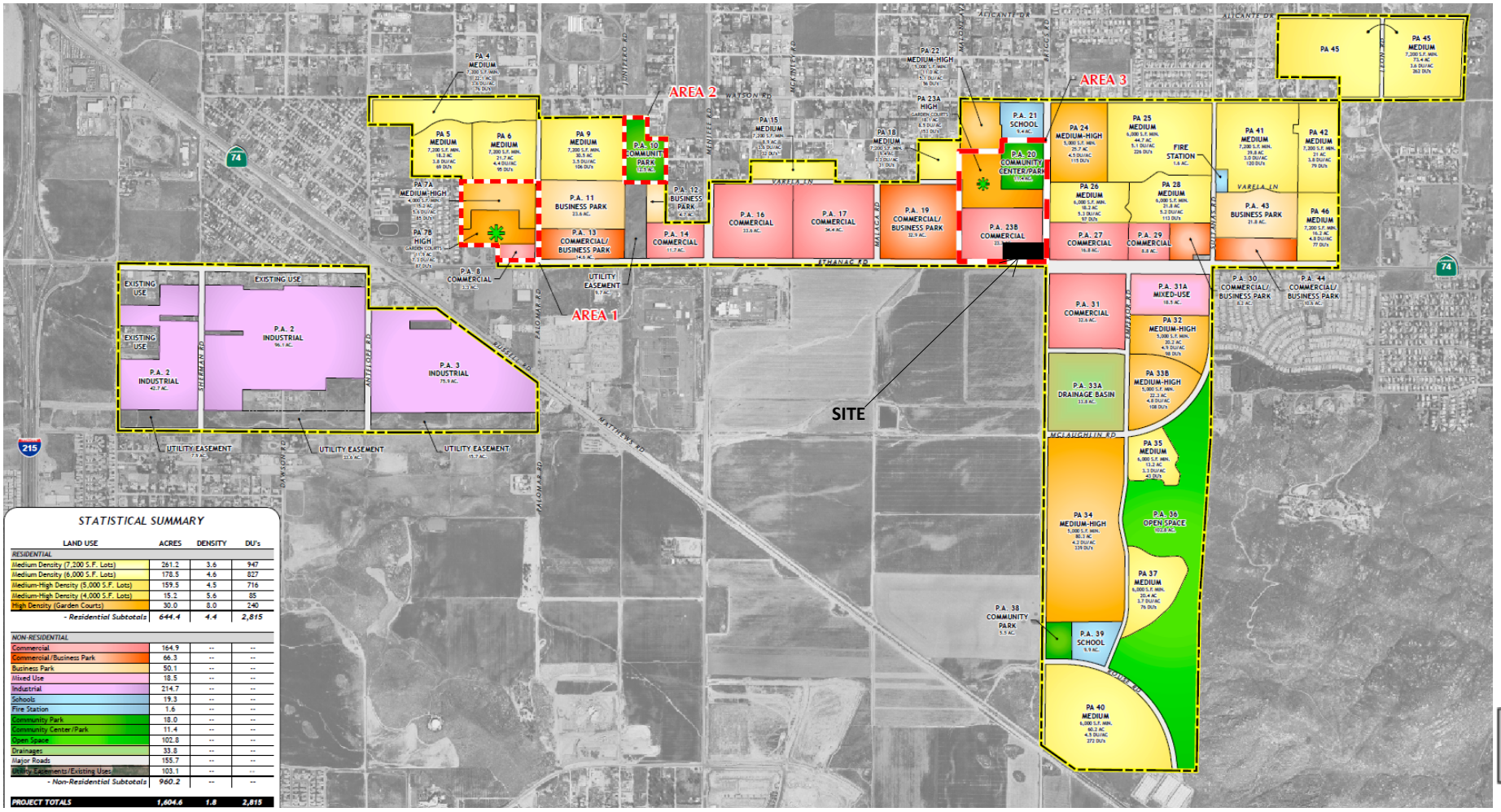
FIGURE 12
AERIAL PHOTO

Source: Map My County – Riverside County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

FIGURE 13
SP 260 A2 LAND USE PLAN



Source: SP 260 A2 (Menifee North) – https://www.dropbox.com/sh/7idqpff2gttco43/AABDbkIt2OskXOzGC4bZPyOHa?dl=0

11. Required City of Menifee approvals, and other public agencies whose approval is required.

Required approvals from the City of Menifee shall include, but not be limited to:

- Entitlements
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

Other public agency whose approval may be required:

- South Coast Air Quality Management District
- Riverside County Airport Land Use Commission
- Riverside County Flood Control and Water Conservation District
- Riverside County Transportation Department
- Eastern Municipal Water District
- Riverside County Department of Environmental
- Regional Water Quality Control Board, Santa Ana Region
- Caltrans

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

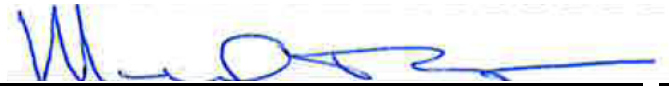
The environmental factors checked below (x) would be potentially affected by this Project, involving at least one impact that is either a "**Potentially Significant Impact**" or "**Less than Significant with Mitigation Incorporated"** to the issue area as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Population/Housing
☐ Agriculture Resources	☐ Hazards & Hazardous Materials	☐ Public Services
☐ Air Quality	☐ Hydrology/Water Quality	☐ Recreation
☒ Biological Resources	☐ Land Use/Planning	☒ Transportation
☐ Cultural Resources	☐ Mineral Resources	☐ Tribal Cultural Resources
☐ Energy	☐ Noise	☐ Utilities/Service Systems
☐ Geology/Soils	☐ Paleontological Resources	☐ Wildfire
		☐ Mandatory Findings of Significance

III. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.



Signature — Date: 7-16-2019

Manny Baeza, Senior Planner
Printed Name

For Manny Baeza, Senior Planner

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

1) The purpose of this Initial Study is to identify all, or portions of, 19 issue areas that will be either be:
    a) Dismissed at the Initial Study stage of analysis; or
    b) Further analyzed is required in an Environmental Impact Report (EIR).

2) Answers in this IS shall take into account 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. For those issues that will be analyzed in the EIR, this analysis will be contained in an EIR.

3) The checklist answers shall indicate whether the impact is potentially significant, less than significant with mitigation, less than significant or have no impact. "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) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion will identify the following:
    a) Earlier Analysis Used: Identify and state where they are available for review.
    b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
5) The explanation of each issue identifies:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significance.
    c) Whether the issue requires additional information/analysis in an EIR.

V. ENVIRONMENTAL ISSUES ASSESSMENT

1. AESTHETICS.

Source(s): Public Resources Code Section 21099; City of Menifee General Plan (*General Plan*); City of Menifee General Plan Environmental Impact (*GPEIR*); *Map My County,* (**Appendix A**); **Figure 1, *Regional Location Map***; **Figure 2, *Vicinity Map***; **Figure 3, *Existing General Plan Land Use Designations***; **Figure 4, *Existing Zoning Classifications***; **Table 1, *Surrounding Land Uses***; **Figure 8, *Grading Plan***; **Figure 12, *Aerial Photo;* Figure 13, *SP 260 A2 Land Use Plan***, all figures provided in Section I. of this Initial Study; *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis,* prepared by Principe and Associates, 7-10-2018 (*MSHCP Consistency Analysis*, **Appendix C1**); *Historical/Archaeological Resources Survey Report PP 2017-225, CUP 2017-226, and PM 2017-227*, prepared by CRM TECH, dated 4-7-19 (*H/ARSR*, **Appendix D1**); and Project Plans (**Appendix L**).

Applicable General Plan Policies:

- **Goal CD-1:** A unified and attractive community identity that complements the character of the City's distinctive communities.
- **Policy CD-1.4:** Provide special landscaping and decorative monument signage in order to highlight arrival and departure from the city.
- **Goal CD-3:** Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.
- **Policy CD-3.1:** Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
- **Policy CD-3.2:** Maintain and incorporate the City's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.
- **Policy CD-3.3:** Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).
- **Policy CD-3.5:** Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.
- **Policy CD-3.6:** Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
- **Policy CD-3.8:** Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
- **Policy CD-3.9:** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- **Policy CD-3.10:** Employ design strategies and building materials that evoke a sense of quality and permanence.
- **Policy CD-3.11:** Provide special building-form elements, such as towers and

archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.

- **Policy CD-3.12:** Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.
- **Policy CD-3.13:** Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.
- **Policy CD-3.14:** Provide variations in color, texture, materials, articulation, and architectural treatments. Avoid long expanses of blank, monotonous walls or fences.
- **Policy CD-3.16:** Avoid use of long, blank walls in industrial developments by breaking them up with vertical and horizontal facade articulation achieved through stamping, colors, materials, modulation, and landscaping.
- **Policy CD-3.17:** Encourage the use of creative landscape design to create visual interest and reduce conflicts between different land uses.
- **Policy CD-3.18:** Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting roadway, commercial, agricultural, and industrial uses.
- **Policy CD-3.19:** Design walls and fences that are well integrated in style with adjacent structures and terrain and utilize landscaping and vegetation materials to soften their appearance.
- **Policy CD-3.20:** Avoid the blocking of public views by solid walls.
- **Policy CD-3.22**: Incorporate visual buffers, including landscaping, equipment and storage area screening, and roof treatments, on properties abutting either Interstate 215 or residentially designated property.
- **Goal CD-4:** Recognize, preserve, and enhance the aesthetic value of the City's enhanced landscape corridors and scenic corridors.
- **Policy CD-4.1:** Create unifying streetscape elements for enhanced landscape streets, including coordinated streetlights, landscaping, public signage, street furniture, and hardscaping.
- **Policy CD-4.2:** Design new and, when necessary, retrofit existing streets to improve walkability, bicycling, and transit integration; strengthen connectivity; and enhance community identity through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.
- **Policy CD-4.3:** Apply special paving at major intersections and crosswalks along enhanced corridors to create a visual focal point and slow traffic speeds.
- **Policy CD-4.4:** Frame views along streets through the use of wide parkways and median landscaping.
- **Policy CD-4.8:** Preserve and enhance view corridors by undergrounding and/or screening new or relocated electric or communication distribution lines, which would be visible from the City's scenic highway corridors.

Analysis of Project Effect and Determination of Significance:

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X

No Impact

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable.

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (e.g., development on a scenic hillside). The natural mountainous setting of the Menifee area is critical to its overall visual character and provides scenic vistas for the community.

Topography and a lack of dense vegetation or urban development offer scenic views throughout the City of Menifee (City), including to and from hillside areas. Scenic features include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland and open space. Scenic vistas provide views of these features from public spaces.

Many of the scenic resources are outside the City limits. Scenic views from Menifee include the San Jacinto Mountains to the northeast and east; the San Bernardino Mountains to the north; the San Gabriel Mountains to the northwest; and the Santa Ana Mountains to the west and southwest.

Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to the west. Reference **Figure 1, *Regional Location Map***, **Figure 2, *Vicinity Map***, **Figure 12, *Aerial Photo***, and **Figure 13, *SP 260 A2 Land Use Plan***.

The Project site is relative flat and has an elevation of 1,527 feet above mean sea level (MSL) in the northeast corner and 1,519 MSL in the southwest corner.

Table 1, *Surrounding Land Uses*, lists the different uses that are located immediately adjacent to the proposed Project site. Also, please reference **Figure 3, *Existing General Plan Land Use Designations***, and **Figure 4, *Existing Zoning Classifications***.

The Project will change the visual character of the Project site by adding structures and landscaping. More specifically, upon Project completion, the proposed Project will consist of the following:

- Gas Station with 16 Fueling Positions under a 6,164 sq. ft. canopy
- Convenience Store 4,967 sq. ft.
  - Attached 1,102 sq. ft. Quick Serve Restaurant with Drive-Thru
- Conveyor Belt Car Wash with outdoor vacuum stalls – 3,000 sq. ft.
- 3,268 sq. ft. Fast Food Restaurant with Drive-Thru
- A total of 73 parking spaces are proposed within the Project

The Project will also include associated street, utility, parking, and landscaping improvements. In addition, the Project will include an earthen interim drainage facility.

The Project is located within a suburbanizing area comprised of residential, institutional, and vacant land uses, and surface street features. This Project site is not considered to be within or to comprise a portion of a scenic vista. Development of the vacant site with the proposed development, parking features, landscaping elements, and temporary drainage facility will have no effect on a scenic vista. The proposed Project will not result in any impacts to a view of a scenic vista.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**

No Impact

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable.

There are no officially designated scenic highways in or near the City. State Route 74 (SR-74) passes through the northern part of the City and is considered an "Eligible State Scenic Highway – Not Officially Designated" by the California Department of Transportation. The nearest designated state scenic highway to the City is a portion of SR-74 in the San Jacinto Mountains about 17 miles east of the City.

According to the *MSHCP Consistency Analysis,* the Project site is currently vacant and undeveloped with structures. The majority of it has been an active/in-use agricultural field without natural or remnant inclusions of native vegetation. Cultivated wheat has been the dry crop grown there for decades. The southern portion of the Project site is used for flood control, whereas a manmade drainage course developed adjacent to the south property line as the result of the construction of temporary flood control facilities by the Riverside County Flood Control and Water Conservation District.

A small area of disturbed Non-native grasslands has been growing along the site's south and east property lines for over 15 years. It is confined to rather narrow strips situated between the agricultural field and State Highway 74 and Briggs Road. It is growing in these abandoned areas, and now appears to be ruderal vegetation.

There are no rock outcroppings resources on the Project site. According to the *GPEIR*, implementation of the proposed General Plan would not result in damage to any significant rock outcroppings within a state Scenic highway. The same conclusions would apply to the Project.

There are no historic buildings, per the California Office of Historic Preservation on the Project site.

The proposed Project includes quality architecture. The Project will utilize earth tones for base, building and accent colors. Stone veneer will be utilized at the building base and on column features. Awnings and landscaped trellis elements will be utilized, along with score lines to break up the massing of the buildings. Storefronts will be primarily glass. Roof elements will be darker in color than the building. Entries and the tower element will utilize decorative bracing features which will give the appearance of supporting these elements. The Project also includes a substantial amount of landscaping, particularly along SR-74 and Briggs Road as described in the project description above. The Project is consistent with the general plan policies applicable to scenic highway corridors and enhanced landscape corridors.

Therefore, no impacts to scenic resources within view from a state scenic highway will occur.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?			**X**	

Less Than Significant Impact

According to Section 5.1.3 of the GPEIR (p. 5.1-10):

> "*Implementation of the proposed General Plan is not expected to degrade views of scenic resources in the City. At full General Plan buildout, development in many parts of the City would intensify urban development in currently undeveloped areas. Portions of the City that are currently vacant land or farmland would be developed with a mix of residential, commercial, industrial, and institutional uses.*"

Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to the west.

Construction of the Project will result in short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site. Construction activities are temporary and will not result in any permanent visual impact.

The Project will change the visual character of the Project site by adding structures and landscaping. More specifically, upon Project completion, the proposed Project will consist of the following:

- Gas Station with 16 Fueling Positions under a 6,164 sq. ft. canopy
- Convenience Store 4,967 sq. ft.
  - Attached 1,102 sq. ft. Quick Serve Restaurant with Drive-Thru
- Conveyor Belt Car Wash with outdoor vacuum stalls – 3,000 sq. ft.
- 3,268 sq. ft. Fast Food Restaurant with Drive-Thru
- A total of 73 parking spaces are proposed within the Project

The Project will also include associated street, utility, parking, landscaping improvements, and an earthen interim drainage facility. The Project also includes a free-standing, single-faced monument sign at the southeast corner of the Project site which serves to implement the City's General Plan, Community Design Element CD-1: Community Image, requirement, outlined below:

- ***CD-1.4:*** *Provide special landscaping and decorative monument signage in order to highlight arrival and departure from the city.*

The Project is consistent with the General Plan, which anticipated commercial development of this scale and character at this location. All buildings will be consistent with City design and building height requirements and limitations as contained in the Menifee North Specific Plan. The proposed Project will change the visual character of the Project site by adding structures and landscaping; however, the development will blend with the characteristics of the adjacent development (existing and proposed). With incorporation of these design features, the Project will have less than significant impacts on the visual character of the site and its surroundings and will not conflict with applicable zoning and other regulations governing scenic quality.

Except as provided in Public Resources Code Section 21099, would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**	

Less Than Significant Impact

Construction

Currently, there are no light sources at the Project site. There are exiting light sources from illumination of SR-74 (to the south) and Briggs Road (to the east), and from vehicles traveling on local, adjacent roadways. There are no existing residences in immediate proximity of the Project site. It is anticipated that future residential properties will be located 530 feet north of the Project site.

New lighting sources will be created from additional sources of light and glare associated with construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. Workers either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. These impacts will be temporary, of short-duration, and will cease when Project construction is completed. For these reasons, and because there are limited numbers of construction workers, these impacts are considered less than significant.

Operations

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). There are lighting sources adjacent to this site, including free-standing street lights, light fixtures on buildings, vehicle headlights, traffic lights and streetlights. The proposed Project will include outdoor lighting associated with operation of all of the proposed commercial facilities. By design (per the Municipal Code), lighting associated with the Project would not be directed towards any of the surrounding uses. A photometric plan has been prepared for the Project and is included in the Project Plans (**Appendix L**). This plan shows that any light sources on the site that are adjacent to future residential uses to the north are well below 1.0 foot candle and will not negatively impact adjacent uses.

Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution) indicates that low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is “allowed”, it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions. This is reflected in **Standard Condition SC-AES-1**. This is a standard condition and is not considered unique mitigation under CEQA.

The General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). The Project site is located approximately 30.94 miles from the Mt. Palomar Observatory. Lighting

proposed by the Project complies with Menifee Municipal Code Section 6.01 and General Plan goals. Accordingly, the Project will have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory.

According to Section 5.1.3 of the *GPEIR* (p. 5.1-13):

> "*Additionally, all future development projects that would be accommodated by the proposed General Plan would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires.*
>
> *Adherence to county and City regulations and implementation of the policies of the proposed General Plan would ensure that light and glare from new development and redevelopment projects accommodated by the General Plan would be minimized and that significant impacts would not occur.*"

The same requirements would apply to the Project; therefore, the same conclusions reached in the *GPEIR* would apply to the Project. The Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Any impacts will be less than significant.

Standard Conditions and Requirements

SC-AES-1 Chapter 6.01 of the Menifee Municipal Code (Dark Sky; Light Pollution). Low-pressure sodium lamps are the preferred illuminating source and all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or parcel if less than one acre shall be allowed. When lighting is "allowed", it must be fully shielded if feasible and partially shielded in all other cases and must be focused to minimize spill light into the night sky and onto adjacent properties (Section 6.01.040). The Project will be conditioned that, prior to the issuance of building permits, all new construction which introduces light sources be required to have shielding or other light pollution-limiting characteristics such as hood or lumen restrictions.

Mitigation Measures

No mitigation measures are required.

2. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Source(s): *GPEIR (Chapter 5.2 – Agriculture and Forestry Resources); Map My County,* (**Appendix A**); Public Resources Code Section 12220(g); City of Menifee General Plan Environmental Impact (*GPEIR*); City of Menifee Municipal Code.

Applicable General Plan Policies:

- **Goal OSC-6:** High value agricultural lands available for long-term agricultural production in limited areas of the City.
- **Policy OSC-6.1:** Protect both existing farms and sensitive uses around them as agricultural acres transition to more developed land uses.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			**X**	

Less Than Significant Impact

The California Department of Conservation's (CDC) Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories based on soil quality and existing agricultural uses to produce maps and statistical data. These are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this DEIR. The highest rated Important Farmland is Prime Farmland. Farmland maps are updated and released every two years. The Project site has the following designation:

- Farmland of Local Importance;

The current General Plan Land Use designation on the Project site is Menifee North Specific Plan (SP 260). The existing zoning on the site SP Zone (SP). Planning Area 23B – Commercial. Both the General Plan Land Use designation and zoning classification were anticipated and analyzed in the *GPEIR*.

The City is focusing on developing land in an economically productive way that will serve the growing population. Thus, Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. The commercial Project will be economically productive and serve the growing population. Based on the policy direction contained in the General Plan, Project impacts to Farmland will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**

No Impact

No Williamson Act contracts are active for the proposed Project site. Therefore, the Project will not conflict with a Williamson Act contract. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?				**X**

No Impact

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

No Impact

As discussed in Section 2.b, there is no forest land on the Project site. Therefore, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

Less Than Significant Impact

The current General Plan Land Use designation on the Project site is Menifee North Specific Plan (SP 260). The existing zoning on the site SP Zone (SP). Planning Area 23B – Commercial. As shown on **Table 1, *Surrounding Land Uses***, provided in Section I of this Initial Study, there are no agricultural uses adjacent to the Project site. As shown on **Figure 3, *Existing General Plan Land Use Designations***, provided in Section I of this Initial Study, there are no agriculturally designated properties in proximity of the Project site in the City of Menifee.

The City is focusing on developing land in an economically productive way that will serve the growing population. Thus, Menifee's future development emphasizes mixed-use, commercial, industrial, and residential projects rather than supporting the continuation of agricultural uses, which are becoming less economically viable. Therefore, impacts to Farmland will be less than significant.

There is no forest land on the Project site. Therefore, the Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. No impact will occur.

Standard Conditions and Requirements

No standard conditions or requirements are applicable.

Mitigation Measures

No mitigation measures are required.

3. AIR QUALITY.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Source(s): *Briggs Road at Highway 74 Gas Station and Commercial Center Air Quality and Greenhouse Gas Impact Study, City of Menifee*, prepared by RK Engineering Group, Inc., 4-25-19 (*AQ/GHG Study*, **Appendix B**).

Applicable General Plan Policies:

- **Goal OSC-9:** Reduced impacts to air quality at the local level by minimizing pollution and particulate matter.
- **Policy OSC-9.1:** Meet state and federal clean air standards by minimizing particulate matter emissions from construction activities.
- **Policy OSC-9.2:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Policy OSC-9.3:** Comply with regional, state, and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- **Policy OSC-9.4:** Support the Riverside County Regional Air Quality Task Force, the Southern California Association of Government's Regional Transportation Plan/Sustainable Communities Strategy, and the South Coast Air Quality Management District's Air Quality Management Plan to reduce air pollution at the regional level.
- **Policy OSC-9.5:** Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and Title 24 Part 6 Building and Energy Efficiency Standards.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *AQ/GHG Study*, unless otherwise noted.

The California Supreme Court recently undertook review of a certified Environmental Impact Report (EIR) in *Sierra Club v. Fresno County (December 24, 2018)—Cal.5th* (Friant Ranch). The Supreme Court's opinion discussed the standard of review a court must apply when adjudicating a challenge to the adequacy of an EIR's discussion of significant impacts and mitigation measures; whether CEQA requires an EIR to connect a project's air quality impacts to specific health consequences; whether a lead agency retains the discretion to substitute later-adopted mitigation measures in place of those proposed in the EIR or whether that is impermissible deferred mitigation; and whether a lead agency may adopt mitigation measures that reduce a project's significant and unavoidable impacts, but not to a less-than-significant level (AEP 2019. Summary of Key 2018 CEQA Court Cases).

The *AQ/GHG Study* found that Project related air pollutant emissions would be below the established thresholds set by the South Coast Air Quality Management District (SCAQMD), hence no mitigation was required. In this case, the Friant Ranch decision does not apply because the Project-generated pollutants are considered to be within the allowable limits for avoiding significant public health impacts. Friant Ranch is concerned with projects that have significant impacts and are required to disclose all potential health consequences from exposure to substantial pollution concentrations.

Therefore, by complying with the National and State AAQS and SCAQMD's air pollutant thresholds of significance that have been established for the purpose of protecting public health and welfare within a reasonable margin of safety, the Project is not expected to result in significant health impacts that would require further disclosure or evaluation.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			**X**	

Less Than Significant Impact

An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a City, County, or Region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For this Project to be consistent with the 2016 AQMP adopted by the South Coast Air Quality Management District (SCAQMD), the pollutants emitted from the Project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. A project may also be deemed as consistent with the AQMP if feasible mitigation measures are implemented and shown to reduce the impact level to less than significant.

The 2016 AQMP states that the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NO_x) emissions sufficiently to meet the upcoming ozone standard deadlines. The Plan suggests that total SCAB emissions of NO_x must be reduced to approximately 141 tons per day (tpd) in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NO_x in 2023, and an additional 55 percent NO_x reduction beyond 2031 levels.

As demonstrated in Section 3.b, the Project will comply with the applicable thresholds of significance for NO_x, as well as the other criteria pollutants. The Project is consistent with the SCAQMD 2016 AQMP. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

Less Than Significant Impact

The Project will consist of constructing and operating a 16 fueling position gas station with a 4,967 square foot convenience market and a 3,000 square foot car wash. The Project will also include one (1) 3,268 square foot free standing fast food restaurant with drive-through and one (1) attached 1,102 square foot fast food restaurant with drive-through located within the convenience market building. A total of 75 surface parking stalls will be provided on-site.

Construction

Construction activities associated with the Project will result in emissions of carbon monoxide (CO), volatile organic compounds (VOC), NO_x, sulfur oxides (SO_x), particulate matter – 10 micrometers or less (PM_{10}), and $PM_{2.5}$. Construction related emissions are expected from the following construction activities:

- Site Preparation;
- Grading;
- Building Construction;
- Paving;
- Architectural Coating; and
- Construction Workers Commuting.

Construction of the Project is estimated to begin in year 2018 and last approximately 14 months. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coating. The assessment assumes that construction phases will not overlap.

The Project is expected to export approximately 5,200 cubic yards of soil during the grading phase resulting in approximately 650 truck hauling trips. For purposes of this Initial Study, the import site will be located within a 20-mile radius of the Project site and will have all necessary environmental clearances. It is anticipated that the Project is expected to be operational by year 2019.

Should any of these dates be delayed, they still remain valid, as, due to air quality regulations, emissions continuously improve over time.

The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate criteria air pollutants and Greenhouse Gas (GHG) emissions from the construction and operation of the Project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government

agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in **Table 3-1, *Construction Equipment Assumptions Phase***.

Table 3-1
Construction Equipment Assumptions Phase

Phase	Equipment	Amount	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day)	Equipment Daily Disturbance Footprint (Acres)	Total Phase Daily Disturbance Footprint (Acres)
Site Preparation	Rubber Tired Dozers	3	8	0.5	1.5	3.5
	Tractors/Loaders/Backhoes	4	8	0.5	2.0	
Grading	Excavator	1	8	0.5	0.5	3.0
	Grader	1	8	0.5	0.5	
	Rubber Tired Dozers	1	8	0.5	0.5	
	Tractors/Loaders/Backhoes	3	8	0.5	1.5	
Building Construction	Cranes	1	7	0.0	0.0	0.0
	Forklifts	3	8	0.0	0.0	
	Generator Sets	1	8	0.0	0.0	
	Tractors/Loaders/Backhoes	3	7	0.0	0.0	
	Welders	1	8	0.0	0.0	
Paving	Pavers	2	8	0.0	0.0	0.0
	Paving Equipment	2	8	0.0	0.0	
	Rollers	2	8	0.0	0.0	
Architectural Coating	Air Compressors	1	6	0.0	0.0	0.0

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the site preparation phase. The total disturbance footprint would be 3.5 acres per 8 hour day with all equipment in use.

Project Design Features

The SCAQMD Rules, which shall be implemented as **Standard Condition SC-AQ-1**, that are currently applicable during construction activity for this Project include but are not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust);
- Rule 1186 / 1186.1 (Street Sweepers); and
- Rule 461 (Gasoline Transfer and Dispensing) – Operational.

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
  - All active construction areas shall be watered two (2) times daily.
  - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.
  - All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
  - Speed on unpaved roads shall be reduced to less than 15 mph.
  - Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
  - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
  - All operations on any unpaved surface shall be suspended if winds exceed 25 mph.
- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Use low VOC content paint wherever possible.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD Air Quality Management Plan (AQMP) and the federal and state air quality standards.

Table 3-2, *SCAQMD Regional Significance Thresholds*, lists the air quality significance thresholds for the six criteria air pollutants analyzed in this report. Lead is

not included as part of this analysis as the Project is not expected to emit lead in any significant measurable quantity.

Table 3-2
SCAQMD Regional Significance Thresholds

Pollutant	Construction (lbs./day)	Operation (lbs./day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

Regional Construction Emissions

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance.

As shown in **Table 3-3, *Regional Construction Emissions***, regional daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance. The Project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described in **Standard Condition SC-AQ-1**. Compliance with **Standard Condition SC-AQ-1** is considered a standard requirement and included as part of the Project's design features, not unique mitigation under CEQA.

By incorporating the **Standard Condition SC-AQ-1**, the daily regional emissions will be below the SCAQMD thresholds of significance. The Project's short-term construction impact to regional air resources is less than significant.

Table 3-3
Regional Construction Emissions

Maximum Daily Emissions (lbs./day)[1]						
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	4.67	48.27	23.37	0.04	9.69	6.22
Grading	3.06	39.58	18.39	0.06	4.83	2.95
Building Construction	2.81	24.31	18.59	0.03	1.74	1.48
Paving	2.16	15.30	15.33	0.02	0.99	0.80
Architectural Coating	6.42	1.85	1.97	0.00	0.16	0.14
Maximum[1]	6.42	48.27	23.37	0.06	9.69	6.22
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

[1] Maximum daily emissions during summer or winter; includes both on-site and off-site Project emissions.

Regional Operational Emissions

Operational activities associated with the proposed Project will result in emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions; and
- Energy Source Emissions.

Mobile source emissions are from motor vehicles and are the largest single long-term source of air pollutants from the operation of the Project. Emissions are also generated from *area sources* such as the consumption of natural gas for heating, hearths, landscaping equipment, consumer product usage, and architectural coatings (painting). *Energy source emissions* typically occur off-site at a power plant and are considered an indirect source of emissions. Energy source emissions are mainly used for estimating GHG's.

Long-term operational air pollutant impacts from the Project are shown in **Table 3-4, *Regional Operational Emissions***. Project operations are not expected to exceed the allowable daily emissions thresholds for criteria pollutants at the regional level. Therefore, the Project would not conflict with the current air quality plan nor violate the established air quality standards, either directly or cumulatively. The Project related long-term air quality impacts would be less than significant.

Table 3-4
Regional Operational Emissions

Maximum Daily Emissions (lbs./day)[1]						
Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	13.98	8.26	62.41	0.10	9.07	2.48
Energy Sources	0.04	0.35	0.29	0.00	0.03	0.03
Area Sources	0.29	0.00	0.01	0.00	0.00	0.00
Total[1]	14.30	8.61	62.71	0.10	9.10	2.51
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

[1] Maximum daily emissions during summer or winter; includes both on-site and off-site Project emissions.

With adherence to **Standard Condition SC-AQ-1**, the Project will not 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. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	

Less Than Significant Impact

Overview

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.).

The nearest existing sensitive receptors are the existing Marion V. Ashley Community Center located approximately 750 feet (229 meters) to the north of the Project site and the existing Heritage High School located approximately 400 feet (121 meters) south of the Project site. Potential future sensitive receptors include properties zoned for residential land uses that may be located approximately 350 feet (107 meters) north of the Project and 250 feet (76 meters) northeast of the Project site.

Localized Construction Analysis Modeling Parameters

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. The *AQ/GHG Analysis* identified the following parameters in the Project design or applicable mitigation measures in order to compare CalEEMod reported emissions against the localized significance threshold lookup tables:

1. The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2. The maximum number of acres disturbed on the peak day.
3. Any emission control devices added onto off-road equipment.
4. Specific dust suppression techniques used on the day of construction activity with maximum emissions.

Localized Significance Thresholds

Air quality emissions are analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables. **Table 3-5, *SCAQMD Localized Significance Thresholds***, lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 24 – Perris Valley. The nearest existing sensitive receptors are located approximately 121 meters to 229 meters away. Potential future residential sensitive receptors may be located approximately 107 to 76 meters away from the property line. The sensitive receptor distance for construction is assumed to be 100 meters, while the sensitive receptor distance for operation is 50 meters to account for worst case future home construction. The daily disturbance thresholds are based on a 5 acre site.

Table 3-5
SCAQMD Localized Significance Thresholds[1]

Pollutant	Construction (lbs./day)	Operational (lb.s/day)
NO_X	378	302
CO	3,437	2,178
PM_{10}	59	10
$PM_{2.5}$	16	3

[1] Source: SCAQMD Mass Rate Localized Significance Thresholds for 5 acre site in SRA-24. Construction disturbance threshold = 100 meters; operational disturbance threshold = 50 meters.

Localized Construction Emissions

Table 3-6, *Localized Construction Emissions*, illustrates the unmitigated construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in **Table 3-6**, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. The Project must follow all SCAQMD rules and requirements with regards to fugitive dust control, as contained in **Standard Condition SC-AQ-1**. Compliance with **Standard Condition SC-AQ-1** is considered a standard requirement and is not considered unique mitigation under CEQA. The Project's short-term construction impact to localized air resources is less than significant.

Table 3-6
Localized Construction Emissions

Maximum Daily Emissions (lbs./day)[1]				
Activity	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	48.20	22.48	9.49	6.17
SCAQMD Construction Threshold[2]	378	3,437	59	16
Exceeds Threshold (?)	No	No	No	No

[1] Maximum daily emissions during summer or winter; includes on-site Project emissions only.
[2] Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Tables C-1 through C-6 for a disturbance area of 5 acres and at a receptor distance of 100 meters. Source Receptor Area 24 (Perris Valley) Thresholds.

Naturally Occurring Asbestos

The Project is located in Riverside County, CA, which is not among the California counties that are found to have serpentine and ultramafic rock in their soils. Therefore, the potential risk for naturally occurring asbestos during Project construction is small. However, in the event asbestos is found on the site, the project will be required to comply with the National Emissions Standards for Hazardous Air Pollutants (NESHAP) Asbestos Program. An Asbestos NESHAP Notification Form shall be completed and submitted to the California Air Resources Board immediately upon discovery of the contaminant. The Project will be required to follow NESHAP standards for emissions control during site renovation, waste transport and waste disposal. A person certified in asbestos removal procedures will be required to supervise on-site activities. By following the required asbestos abatement protocols, the Project impact is less than significant. These protocols are not considered unique mitigation under CEQA.

Construction Traffic

Construction traffic is evaluated with regards to air quality and greenhouse gas related emissions. Construction traffic is expected to be heaviest during the grading phase, when approximately 5,200 cubic yards of soil will be hauled from the site. CalEEMod estimates emission levels during all phases of construction related to both on-road and off-road mobile sources. As shown in **Tables 3-3** and **3-6**,

emission levels associated with on-site and off-site construction traffic will be below the applicable thresholds set forth by the State of California and the SCAQMD. The Project impact is considered less than significant.

Localized Operational Emissions

Table 3-7, *Localized Operational Emissions* shows the unmitigated localized operational emissions and compares the results to SCAQMD LST thresholds of significance.

Table 3-7
Localized Operational Emissions

Maximum Daily Emissions (lbs./day)[1]				
LST Pollutants	**NO_X (lbs./day)**	**CO (lbs./day)**	**PM_{10} (lbs./day)**	**$PM_{2.5}$ (lbs./day)**
On-site Emissions[2]	4.69	4.67	0.77	0.24
SCAQMD Operation Threshold[3]	302	2,178	10	3
Exceeds Threshold (?)	No	No	No	No

[1] Maximum daily emissions in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the Project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 24, Perris Valley, disturbance area of 5-acre and receptor distance of 50 meters.

As shown in **Table 3-7**, the emissions will be below the SCAQMD thresholds of significance for localized operational emissions.

The Project will result in less than significant localized operational emissions impacts.

Toxic Air Contaminants

The Project includes a gas station which would emit benzene, a known human carcinogen. The gas station is subject to SCAQMD Rule 461 - Gasoline Transfer and Dispensing and the use will require a Permit to Operate by SCAQMD. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible.

Furthermore, the Table 2 of the CAPCOA Guidance Document, Health Risk Assessment for Proposed Land Use Projects (July 2009) recommends to "avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities." This Project includes the construction and operation of a "typical" gas station and the closest

sensitive receptor (existing or planned) is located at a distance greater than 50 feet from the project boundary. As such, the Project will not be a significant source of toxic air contaminants and sensitive receptors would not be exposed to toxic sources of air pollution.

Considering the low intensity of potential odor emissions and the distance to the nearest sensitive receptors, the Project's operational activities would not result in other emissions (such as those leading to odors) affecting a substantial number of people. No other sources of objectionable odors have been identified for the proposed Project. Any impacts will be less than significant.

Carbon Monoxide

The significance of localized Carbon Monoxide (CO) impacts depends on whether ambient CO levels in the vicinity of the Project are above or below federal or state standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of the AAQS. If ambient levels already exceed State or federal standards, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more.

Current CO levels in the SCAB are in attainment of both federal and state standards, and local air quality monitoring data indicates there have not been any localized exceedances of CO over the past three years. Therefore, the Project must not contribute to an exceedance of a federal or state ambient air quality standard.

A CO hot spot is a localized concentration of carbon monoxide (CO) that is above the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the publishing of the 1993 CEQA Air Quality Handbook, the SCAB was designated nonattainment, and projects were required to perform hot spot analyses to ensure they did not exacerbate an existing problem. Since this time, the SCAB has achieved attainment status and the potential for hot spots caused by vehicular traffic congestion has been greatly reduced. In fact, the SCAQMD AQMP found that peak CO concentrations were primarily the result of unusual meteorological and topographical conditions and not traffic congestion and the 2003 SCAQMD AQMP found that, at four of the busiest intersections in Los Angeles, there were no CO hot spots concentrations.

Additionally, based on the results of the *Marketplace at Harvest Glen Traffic Impact Study, City of Menifee*, prepared by RK Engineering Group, Inc., 6-17-19 (**Appendix J**), all nearby study area intersections were shown to operate at level of service D or better with the addition of the project and mitigation measures. It is reasonable to conclude, therefore, that the Project would not significantly contribute to the formation of CO Hot Spots in the Project vicinity.

The Project impact to CO Hot Spots is less than significant.

Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations. The Project must follow all SCAQMD rules and requirements with regards to fugitive dust control, as contained in **Standard Condition SC-AQ-1**. Compliance with **Standard Condition SC-AQ-1** is considered a standard

requirement and is not considered unique mitigation under CEQA. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?			**X**	

Less Than Significant Impact

Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed Project does not contain land uses that would typically be associated with significant odor emissions.

On-site restaurant uses may emit odors; however, these are not typically considered offensive and several standard control measures will be implemented to reduce food odors. The Project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Project related odors are not expected to meet the criteria of being a nuisance. The vehicle trips generated by the Project would occur throughout the day, so the exhaust would not be heavily concentrated for extended periods. The Project could also result in odor from dispensing gasoline. The gas pumping areas are located over 350 feet from the nearest sensitive receptors; therefore, the odors from dispensing gasoline are not expected to be detectible to off-site sensitive receptors.

Reference **Standard Condition SC-AQ-2**.

As discussed in 3.b, the Project will not be a significant source of toxic air contaminants and sensitive receptors would not be exposed to toxic sources of air pollution.

Considering the low intensity of potential odor emissions and the distance to the nearest sensitive receptors, the Project's operational activities would not result in other emissions (such as those leading to odors) affecting a substantial number of people. No other sources of objectionable odors have been identified for the proposed Project. Any impacts will be less than significant.

Standard Conditions and Requirements

SC-AQ-1: The Project shall comply with SCAQMD Rules (that are currently applicable during construction activity and operations for this Project) including but not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust); and
- Rule 1186 / 1186.1 (Street Sweepers).
- Rule 461 (Gasoline Transfer and Dispensing)

More specifically, the following, excerpted from the above referenced Rules (as contained in the *AQ/GHG Study)*, shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
  - All active construction areas shall be watered two (2) times daily.
  - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.
  - All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
  - Speed on unpaved roads shall be reduced to less than 15 mph.
  - Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
  - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
  - All operations on any unpaved surface shall be suspended if winds exceed 25 mph.
- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Use low VOC content paint wherever possible.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

SC-AQ-2: The Project is required to comply with Rule 402 during construction and operations, which states that a person shall not discharge from any

source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

No mitigation measures are required.

4. BIOLOGICAL RESOURCES.

Source(s): *Revised Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis,* prepared by Principe and Associates, 7-10-2018 (*MSHCP Consistency Analysis*, **Appendix C1**); *MSHCP 30-Day Pre-Construction Burrowing Owl Survey,* prepared by Principe and Associates, 10-5-2016 (*BUOW Survey*, **Appendix C2**); and Section 9.86.110 of the Menifee Municipal Code (Tree Preservation Regulations).

Applicable General Plan Policies:

- **Goal OSC-8:** Protected biological resources, especially sensitive and special status wildlife species and their natural habitats.
- **Policy OSC-8.1:** Work to implement the Western Riverside County Multiple Species Habitat Conservation Plan in coordination with the Regional Conservation Authority.
- **Policy OSC-8.2:** Support local and regional efforts to evaluate, acquire, and protect natural habitats for sensitive, threatened, and endangered species occurring in and around the City.
- **Policy OSC-8.4:** Identify and inventory existing natural resources in the City of Menifee.
- **Policy OSC-8.5:** Recognize the impacts new development will have on the City's natural resources and identify ways to reduce these impacts.
- **Policy OSC-8.8:** Implement and follow MSHCP goals and policies when making discretionary actions pursuant to Section 13 of the Implementing Agreement.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		

Less Than Significant Impact with Mitigation Incorporated

The Project site is relative flat and has an elevation of 1,527 feet above mean sea level (MSL) in the northeast corner and 1,519 MSL in the southwest corner.

The Project site is currently vacant and undeveloped with structures. The majority of it has been an active/in-use agricultural field without natural or remnant inclusions of native vegetation. Cultivated wheat has been the dry crop grown there for decades. The southern portion of the Project site is used for flood control, whereas a manmade drainage course developed adjacent to the south property line as the

result of the construction of temporary flood control facilities by the Riverside County Flood Control and Water Conservation District. Two storm drain facilities have been constructed in the southeast corner of the site, including both box and pipe culverts. The bottom and sides of the drainage course have been stabilized with concrete and rip-rap around the intersection of State Highway 74 and Briggs Road.

A small area of disturbed Non-native grasslands has been growing along the site's south and east property lines for over 15 years. It is confined to rather narrow strips situated between the agricultural field and State Highway 74 and Briggs Road. It is growing in these abandoned areas, and now appears to be ruderal vegetation.

Based on the final Western Riverside County MSHCP (adopted June 17, 2003), the portion of the parcel of land comprising the Project site is 'Not A Part' of cell criteria under the MSHCP. As such, the Project is not located within a Cell, Cell Group or Sub Unit of the Harvest Valley/Winchester Area Plan.

In addition, the Project site is not located within or along the boundaries of Western Riverside County Regional Conservation Agency (RCA) Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands.

The Project site is located approximately 1.7 miles southwest of the most proximate land with cell criteria under the MSHCP – Cell #3295 of an Independent Cell Group of the Lakeview Mountains West Subunit (2) of the Lakeview/Nuevo Area Plan.

During any of the surveys conducted on the Project site or in any areas where the Project will be responsible for improvements located off the Project site, no evidence of vernal pools or other wetland features were recorded on Project site. The site and surrounding areas have been active/in-use agricultural fields without natural or remnant inclusions of native vegetation for decades. The surface of the agricultural fields consists of loose and unconsolidated Exeter, Greenfield and Ramona sandy loams. During the winter and spring when the site and surrounding agricultural areas are prepared for dry crop farming, discing makes it difficult to walk in most areas without sinking deep into the sandy loams and impossible to walk in other areas. This kind of soil texture has a high percolation rate because the sandy loams do not retain and pond water. As the dry crop begins to grow, the sandy loams are still not able to retain and pond water to provide suitable fairy shrimp habitat. During all the surveys conducted on and or in any areas where the Project will be responsible for improvements located off the site, no standing water or other sign of areas that pond water (e.g., depressions, mud cracks, tire ruts, drainages, etc.) were observed on the Project site. No features are present that would support fairy shrimp.

Other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the Project site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.).

Pursuant to the Burrowing Owl Survey Instructions for MSHCP Area (Instructions) (March 29, 2006), the site was resurveyed for the seventh time. Based on the Instructions, the site was walked to identify the presence/absence of burrowing owl habitat. Because burrowing owls use a variety of natural and modified habitats for nesting and foraging including fallow fields and agricultural use areas, a survey was

conducted on the site and in a 150-meter (500 feet) buffer zone around the Project boundary on April 9, 2018, between 8:45 and 10:00 AM PDT. Weather conditions included mostly clear skies, temperatures between 68 and 73°F with 1-3 miles per hour winds. The methodology involved conducting a complete visual and walk-over field survey to determine if the site and/or buffer zone were occupied by burrowing owls at this time. The survey was conducted by walking through and around the site and the buffer zone and included all areas that will be disturbed on and off the site permanently and temporarily. Formal survey transects were not used because of the presence of the dry crop and disced areas, but 100 percent visual coverage of the ground surfaces was nevertheless achieved.

The survey determined that the site and buffer zone were not occupied by the burrowing owl and were not providing suitable habitats for this species. Burrowing owls were not observed during the survey and are not expected to occur at that location. Burrows were not discovered on the Project site. This is likely due to the loose and unconsolidated soils that make digging burrows by fossorial mammals like California ground squirrels impossible. In addition, the site is located adjacent to State Highway 74, a heavily traveled roadway that provides access to Interstate 215. The strike potential for burrowing owls crossing the highway during foraging activities is high. It is also located adjacent to the intersection of State Highway 74 and Briggs Road, which provides primary local access to schools and single-family residential areas. During school hours, a percentage of the Heritage High School student population is crossing the highway by foot and by vehicle at this intersection.

Since the last survey was conducted on the site on October 1, 2016, an increased number of natural burrows dug by California ground squirrels were discovered in the raised area located between the site's south property line and State Highway 74 (off the site). This area was carefully surveyed, and both natural burrows and manmade structures (e.g., pipe and box culverts) were examined for diagnostic burrowing owl signs.

During the 2018 survey, natural burrows or manmade structures capable of being used for roosting or nesting were not being used. Animal signs diagnostic of burrowing owls that are sometimes overlooked were not discovered (e.g., molted feathers, cast pellets, prey remains, eggshell fragments, and/or excrement at or near a burrow entrance). There was no evidence of either active habitats presently being used by burrowing owls, or habitats abandoned on the site or in the buffer zone within the last two years.

Implementation of **Mitigation Measure MM-BIO-1** will ensure that potential impacts to burrowing owls are reduced to less than significant levels by requiring that a preconstruction survey for burrowing owl is prepared no more than 30 days prior to ground disturbance, in accordance with MSHCP survey requirements. Pre-construction take avoidance surveys shall be proposed in accordance with MSHCP requirements and is included as **Mitigation Measure MM BIO-2**.

Lastly, the Project site does not contain vernal pools or riparian habitat and would not affect any resources under the jurisdiction of the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service.

Therefore, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts will be reduced to a less than significant level with the incorporation of mitigation.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				**X**

No Impact

No evidence of vernal pools or other wetland features were recorded on Project site. The site and surrounding areas have been active/in-use agricultural fields without natural or remnant inclusions of native vegetation for decades. The surface of the agricultural fields consists of loose and unconsolidated Exeter, Greenfield and Ramona sandy loams. During the winter and spring when the site and surrounding agricultural areas are prepared for dry crop farming, discing makes it difficult to walk in most areas without sinking deep into the sandy loams and impossible to walk in other areas. This kind of soil texture has a high percolation rate because the sandy loams do not retain and pond water. As the dry crop begins to grow, the sandy loams are still not able to retain and pond water to provide suitable fairy shrimp habitat. During all the surveys conducted on and or in any areas where the Project will be responsible for improvements located off the site, no standing water or other sign of areas that pond water (e.g., depressions, mud cracks, tire ruts, drainages, etc.) were observed on the Project site. No features are present that would support fairy shrimp.

Other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the Project site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.).

Therefore, implementation of the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U. S. Fish and Wildlife Service (USFWS). No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

The U.S. Army Corps of Engineers (USACE), under Section 404 of the Federal Clean Water Act (CWA), regulates discharges of dredged or fill material into "waters of the United States." These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign commerce. This connection may be direct (through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce) or it may be indirect (through a connection identified in USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark (OHWM). In order to be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology.

The California Department of Fish and Wildlife (CDFW), under Sections 1600 et seq. of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The CDFW also regulates habitat associated with the streambed, such as wetland, riparian shrub, and woodlands.

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to "waters of the State," including wetlands, under the California Porter-Cologne Water Quality Control Act.

During any of the surveys conducted on the Project site or in any areas where the Project will be responsible for improvements located off the Project site, no evidence of vernal pools or other wetland features were recorded on Project site. The site and surrounding areas have been active/in-use agricultural fields without natural or remnant inclusions of native vegetation for decades. The surface of the agricultural fields consists of loose and unconsolidated Exeter, Greenfield and Ramona sandy loams. During the winter and spring when the site and surrounding agricultural areas are prepared for dry crop farming, discing makes it difficult to walk in most areas without sinking deep into the sandy loams and impossible to walk in other areas. This kind of soil texture has a high percolation rate because the sandy loams do not retain and pond water. As the dry crop begins to grow, the sandy loams are still not able to retain and pond water to provide suitable fairy shrimp habitat. During all the surveys conducted on and or in any areas where the Project will be responsible for improvements located off the site, no standing water or other sign of areas that pond

water (e.g., depressions, mud cracks, tire ruts, drainages, etc.) were observed on the Project site. No features are present that would support fairy shrimp.

Other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the Project site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.).

Therefore, implementation of the Project will not 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. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less than Significant Impact with Mitigation Incorporated

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

The Project site, and areas in the immediate vicinity of the Project contains trees, shrubs, and grasslands that provide suitable nesting habitat for a number of migratory bird species known to nest in the Project area.

Impacts to nesting bird species must be avoided at all times. The period from approximately 15 February to 31 August is the expected breeding season for bird species occurring in the Project area. Under **Mitigation Measure MM-BIO-2**, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measure MM-BIO-2**, impacts to nesting birds will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

No Impact

There are no trees that currently exist on-site that would be impacted as a result of implementation of the Project. Therefore, the proposed Project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?		X		

Less than Significant Impact with Mitigation Incorporated

Based on the final Western Riverside County MSHCP (adopted June 17, 2003), the portion of the parcel of land comprising the Project site is 'Not A Part' of cell criteria under the MSHCP. As such, the Project is not located within a Cell, Cell Group or Sub Unit of the Harvest Valley/Winchester Area Plan.

In addition, the Project site is not located within or along the boundaries of Western Riverside County Regional Conservation Agency (RCA) Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands.

The Project site is located approximately 1.7 miles southwest of the most proximate land with cell criteria under the MSHCP – Cell #3295 of an Independent Cell Group of the Lakeview Mountains West Subunit (2) of the Lakeview/Nuevo Area Plan.

<u>Cell #3295</u>

"Conservation within this Cell will contribute to assembly of Proposed Noncontiguous Habitat Block 5. Conservation within this Cell will focus on coastal sage scrub and grassland habitat. Areas conserved within this Cell will be connected to coastal sage scrub habitat proposed for conservation in Cell #3292 to the east and to chaparral and coastal sage scrub habitat proposed for conservation in Cell #3186 to the north and #3188 to the northeast. Conservation within this Cell will range from 65%-75% of the Cell focusing in the northern portion of the Cell."

The discussions below provide a summary demonstrating how the Project is consistent with MSHCP requirements for each of the above-listed issue areas.

MSHCP Reserve Assembly Requirements

The Project site is located approximately two miles southwest of the northern portion of Cell #3295 where conservation will contribute to the assembly of Proposed Noncontiguous Habitat Block 5 (Lakeview Mountains). The Project site then has no relationship to MSHCP Reserve Assembly.

Section 6.1.1 - Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS)

The Project site is not located within a designated Cell, Cell Group or Sub Unit of the Harvest Valley/Winchester Area Plan. The Project site is not then located within an area that has been identified in the MSHCP as an area where conservation potentially needs to occur. A HANS Application will not then have to be submitted and reviewed by City of Menifee Community Development Department pursuant to the MSHCP and the City's General Plan. Conservation has not been described for the Project site.

The Project is consistent with Section 6.1.1 of the MSHCP.

MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

Natural watercourses or riparian vegetation and habitat of any kind are not present on the Project site. Therefore, based on the MSHCP definition of Riparian/Riverine Areas: "lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year", the biological functions and values of Riparian/Riverine Areas do not exist. Suitable habitats for the species listed under 'Purpose' in Volume 1, Section 6.1.2 of the MSHCP are not present there.

As Riparian/Riverine Areas do not exist on the Project site or in any areas where the Project will be responsible for improvements located off the Project site, suitable habitats for MSHCP-covered riparian birds including least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) are not present there.

Kinds of natural-occurring or manmade seasonal aquatic features that could provide suitable habitats for endangered and threatened species of fairy shrimp are not present on the Project site (e.g., wetlands, vernal pools, vernal pool-like ephemeral ponds, stock ponds, other human-modified depressions, tire ruts, etc.). Therefore, biological functions and values of Vernal Pools do not exist. Suitable habitats for the species listed under 'Purpose' in Volume 1, Section 6.1.2 of the MSHCP are not present there.

During any of the surveys conducted on the Project site or in any areas where the Project will be responsible for improvements located off the Project site, no evidence

of vernal pools or other wetland features were recorded on Project site. The site and surrounding areas have been active/in-use agricultural fields without natural or remnant inclusions of native vegetation for decades. The surface of the agricultural fields consists of loose and unconsolidated Exeter, Greenfield and Ramona sandy loams. During the winter and spring when the site and surrounding agricultural areas are prepared for dry crop farming, discing makes it difficult to walk in most areas without sinking deep into the sandy loams and impossible to walk in other areas. This kind of soil texture has a high percolation rate because the sandy loams do not retain and pond water. As the dry crop begins to grow, the sandy loams are still not able to retain and pond water to provide suitable fairy shrimp habitat. During all the surveys conducted on and or in any areas where the Project will be responsible for improvements located off the site, no standing water or other sign of areas that pond water (e.g., depressions, mud cracks, tire ruts, drainages, etc.) were observed on the Project site. No features are present that would support fairy shrimp.

Other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the Project site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.).

The site does not have a relationship to existing wetland regulations.

The Project is consistent with Section 6.1.2 of the MSHCP.

MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

Based on Figure 6-1 of the MSHCP, the site is not located within a Narrow Endemic Plant Species Survey Area. The Project is consistent with Section 6.1.3 of the MSHCP.

MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface)

The Guidelines Pertaining to the Urban/Wildlands Interface are intended to address indirect effects associated with locating development in proximity to the Proposed MSHCP Conservation Area, where applicable. Prior to the approval of any project, the City of Menifee will issue a list of conditions that must be satisfied. Existing local regulations are generally in place that address the same issues presented in the Guidelines Pertaining to the Urban/Wildlands Interface section of the MSHCP such as drainage/urban runoff, toxics, lighting, noise, invasives, barriers and grading/land development. Specifically, the City of Menifee has an approved General Plan, Building Codes and Zoning Ordinances and polices that include mechanisms to regulate the development of land. In addition, project review and impact mitigation that are currently provided through the California Environmental Quality Act (CEQA) process also addresses the same issues that regulate land development. Therefore, a project will not be approved that would result in direct or indirect effects to a MSHCP Conservation Area.

The Project site is located approximately two miles southwest of the northern portion of Cell #3295 where conservation will contribute to the assembly of Proposed Noncontiguous Habitat Block 5 (Lakeview Mountains). It has been determined that the Project site has no relationship to MSHCP Reserve Assembly.

The Project will not result in Edge Effects that will adversely affect the Habitat Block in affected areas from maintaining high quality sage scrub habitat, particularly for Bell's sage sparrow. The Project site is not located within the 250-foot buffer used in the MSHCP to complete an edge analysis for indirect effects of land uses located adjacent to a MSHCP Conservation Area. The Project will not be subject to Guidelines Pertaining to the Urban/Wildlands Interface for the treatment and management of edge conditions along this Habitat Block such as lighting, urban runoff, toxics, and domestic predators as presented in *Section 6.1.4 of the MSHCP, Volume 1, The Plan*.

The Project will include measures to reduce the potential of adverse effects from drainage, toxics, etc. with the implementation of the SWPPP, and WQMP (reference **Standard Conditions SC-HYD-2** and **SC-HYD-3**). These standard conditions are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes.

The Project is consistent with Section 6.1.4 of the MSHCP.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

Based on Figures 6-2 (Criteria Area Species Survey Areas), 6-3 (Amphibian Species Survey Areas) and 6-5 (Mammal Species Survey Areas) of the MSHCP, the Project site is not located in an area where additional surveys are needed for certain species in conjunction with MSHCP implementation in order to achieve coverage for these species. Also, the Project site is not located in a Special Linkage Area.

The Project site is located within the Burrowing Owl (BUOW) Survey Area, Figure 6-4 of the MSHCP. Previous habitat assessments were made of the presence and/or absence of burrowing owl habitats on the subject parcel and two adjacent parcels and the buffer zones in the past. Recorded sizes for the three parcels total 55.84 acres. The Project site was previously included in the general and burrow surveys conducted in the buffer zone for Tentative Tract Map 33738 (January 4 and April 4 and 14, 2006) and Tentative Tract Map 34600 (January 4, April 4 and June 5, 2006). Surveys were conducted before and after the wheat was harvested. The Plot Plan 22628 Project site included the Project site. That burrow survey was conducted on June 12, 2008. It was also previously included in the MSHCP 30-Day Pre-Construction Burrowing Owl Survey conducted for the 55.84-acre Stockpile Plan GP16-025SP site that included the Project site. That survey was conducted on October 1, 2016. From April 2006 to the present, approximately 54 of the 55.84 acres was either an active in-use agricultural field without natural or remnant inclusions of natural vegetation any or unvegetated bare soils. All six surveys concluded that the sites and buffer zones were not occupied by the burrowing owl and also did not provide suitable and/or required habitats for this species.

With completion of the previous three habitat assessments, the development projects proposed on parcels including this site and those located adjacent to the Project site were determined to be consistent with Species Conservation Objective 5 of the MSHCP that was developed for the burrowing owl. With completion of the previous MSHCP 30-Day Pre-Construction Burrowing Owl Survey, the Project was determined to be consistent with Species Conservation Objective 6 of the MSHCP.

Pursuant to the Burrowing Owl Survey Instructions for MSHCP Area (Instructions) (March 29, 2006), the site was resurveyed for the seventh time. Based on the Instructions, the site was walked to identify the presence/absence of burrowing owl habitat. Because burrowing owls use a variety of natural and modified habitats for nesting and foraging including fallow fields and agricultural use areas, a survey was conducted on the site and in a 150-meter (500 feet) buffer zone around the Project boundary on April 9, 2018, between 8:45 and 10:00 AM PDT. Weather conditions included mostly clear skies, temperatures between 68 and 73°F with 1-3 miles per hour winds. The methodology involved conducting a complete visual and walk-over field survey to determine if the site and/or buffer zone were occupied by burrowing owls at this time. The survey was conducted by walking through and around the site and the buffer zone and included all areas that will be disturbed on and off the site permanently and temporarily. Formal survey transects were not used because of the presence of the dry crop and disced areas, but 100 percent visual coverage of the ground surfaces was nevertheless achieved.

The survey determined that the site and buffer zone were not occupied by the burrowing owl and were not providing suitable habitats for this species. Burrowing owls were not observed during the survey and are not expected to occur at that location. Burrows were not discovered on the Project site. This is likely due to the loose and unconsolidated soils that make digging burrows by fossorial mammals like California ground squirrels impossible. In addition, the site is located adjacent to State Highway 74, a heavily traveled roadway that provides access to Interstate 215. The strike potential for burrowing owls crossing the highway during foraging activities is high. It is also located adjacent to the intersection of State Highway 74 and Briggs Road, which provides primary local access to schools and single-family residential areas. During school hours, a percentage of the Heritage High School student population is crossing the highway by foot and by vehicle at this intersection.

Since the last survey was conducted on the site on October 1, 2016, an increased number of natural burrows dug by California ground squirrels were discovered in the raised area located between the site's south property line and State Highway 74 (off the site). This area was carefully surveyed, and both natural burrows and manmade structures (e.g., pipe and box culverts) were examined for diagnostic burrowing owl signs.

During the 2018 survey, natural burrows or manmade structures capable of being used for roosting or nesting were not being used. Animal signs diagnostic of burrowing owls that are sometimes overlooked were not discovered (e.g., molted feathers, cast pellets, prey remains, eggshell fragments, and/or excrement at or near a burrow entrance). There was no evidence of either active habitats presently being used by burrowing owls, or habitats abandoned on the site or in the buffer zone within the last two years.

The proposed Project is also consistent with Species Conservation Objective 5 of the MSHCP that was developed for the burrowing owl.

Implementation of **Mitigation Measure MM-BIO-1** will ensure that potential impacts to burrowing owls are reduced to less than significant levels by requiring that a preconstruction survey for burrowing owl is prepared no more than 30 days prior to ground disturbance, in accordance with MSHCP survey requirements. Pre-

construction take avoidance surveys shall be proposed in accordance with MSHCP requirements and is included as **Mitigation Measure MM BIO-2**. Impacts will be reduced to a less than significant level with the incorporation of mitigation.

The proposed Project is consistent with MSHCP Section 6.3.2.

MSHCP Section 6.4 - Fuels Management

Fuels management focuses on hazard reduction for humans and their property. Fuels management for human safety must continue in a manner that is compatible with public safety and conservation of biological resources. Fuels management for human hazard reduction involves reducing fuel loads in areas where fire may threaten human safety or property, suppressing fires once they have started, and providing access for fire suppression equipment and personnel. It is recognized that brush management to reduce fuel loads and protect urban uses and public health and safety shall occur where development is adjacent to the MSHCP Conservation Area.

The site is not located adjacent to a MSHCP Conservation Area. Based on existing fuels management policies, it does not appear that fuels management will be required for future development at the site.

The Project is consistent with Section 6.4 of the MSHCP.

As outlined in Section 6 of the MSHCP, "Payment of the mitigation fee and compliance with the requirements of Section 6.0 are intended to provide full mitigation under CEQA, the National Environmental Policy Act (NEPA), Federal Endangered Species Act, and California Endangered Species Act for impacts to the species and habitats covered by the MSHCP pursuant to agreements with the U.S. Fish and Wildlife Service, the California Department of Fish and Wildlife and/or any other appropriate participating regulatory agencies and as set forth in the Implementing Agreement for the MSHCP."

The Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. All building permit applicants may pay their Western Riverside County MSHCP mitigation fees at any time after having an approved land development permit for the City of Menifee Planning Division (ex: conditional use permit, public use permit, plot plan) and have also paid for building permit plan review or permit fees. Payment of this fee is included as **Standard Condition SC-BIO-1**. This is not considered unique mitigation under CEQA.

The proposed Project is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA). The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The proposed Project is located within the SKR HCP area and will be required to comply with applicable provisions of this plan, specifically, payment of fees. Payment of this fee is a standard condition (**Standard Condition SC-BIO-2**) and is not considered unique mitigation under CEQA.

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to **Standard Conditions SC-BIO-1** and **SC-BIO-2**, and implementation of **Mitigation Measures MM BIO-1** and **MM BIO-2**, ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with adherence to standard conditions and mitigation measures.

Standard Conditions and Requirements

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-BIO-1 MSHCP Fee Fees. Prior to the issuance of a building permit, the Project applicant shall pay the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (established to provide mitigation for biological impacts from projects within the MSHCP area).

SC-BIO-2 SKR Fees. Prior to the issuance of a grading permit, the Project applicant shall pay the SKR Fee (established to provide mitigation for impacts to the SKR from projects within the SKR Fee area).

Mitigation Measures

MM-BIO-1: Pursuant to Objective 6 and Objective 7 of the Species Account for the Burrowing Owl included in the Western Riverside County Multiple Species Habitat Conservation Plan, within 30 days prior to the issuance of a grading permit, a pre-construction presence/absence survey for the burrowing owl shall be conducted by a qualified biologist and the results of this presence/absence survey shall be provided in writing to the Community Development Department. If it is determined that the project site is occupied by the Burrowing Owl, take of "active" nests shall be avoided pursuant to the MSHCP and the Migratory Bird Treaty Act. However, when the Burrowing Owl is present, relocation outside of the nesting season (March 1 through August 31) by a qualified biologist shall be required. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise

grading plans so that take of "active" nests is avoided or alternatively, a grading permit may be issued once the species has been actively relocated.

If the grading permit is not obtained within 30 days of the survey a new survey shall be required.

No ground disturbance, including disking, blading, grubbing or any similar activity shall occur within the site until the burrowing owl study is reviewed and approved.

For any ground disturbance activities during the general bird nesting season (February 1-September 15), a survey for nesting birds shall be conducted by a qualified biologist prior to any such activities during the general bird nesting season and the results of the survey shall be provided in writing to the Environmental Programs Department.

MM-BIO-2: If grading is to occur during the nesting season (February 15 – August 31), a nesting bird survey shall be conducted within ten (10) days prior to grading permit issuance. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. The findings shall be submitted to the City of Menifee Community Development Department for review and approval.

5. CULTURAL RESOURCES.

Source(s): *Historical/Archaeological Resources Survey Report PP 2017-225, CUP 2017-226, and PM 2017-227*, prepared by CRM TECH, dated 4-7-19 (*H/ARSR*, **Appendix D1**); *City of Menifee Planning Application "Harvest Glen Marketplace Revision" AB 52 Letters*, prepared by City of Menifee, 8-18-2017 and Conclusions 2019, (including Responses from Tribes) (**Appendix D2**); *Map My County,* (**Appendix A**); and City Geologist.

Applicable General Plan Policies:

- **Goal OSC-5:** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
- **Policy OSC-5.1:** Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
- **Policy OSC-5.3:** Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
- **Policy OSC-5.5:** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.

Please note that this Section primarily addresses historical, archaeological and cultural resources not associated with tribal cultural resources. For a comprehensive discussion on tribal cultural resources, please refer to Section 18, Tribal Cultural Resources, of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				**X**

No Impact

According to Public Resources Code (PRC) §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California

Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

The proposed Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines.

With the exception of agricultural fields and the predecessors to present-day Briggs Road and State Route 74, historical sources consulted for the *H/ARSR* show no notable man-made features in or near the Project area between the 1850s and the 1970s.

In the 1960s-1970s, the Project area and the surrounding properties were used solely as agricultural fields. While State Route 74 has been a designated highway since at least the 1930s, Briggs Road remained an unpaved dirt road until sometime between 1978 and 1996.

Some residential development began to take place in the area surrounding the Project site during the late 20th century. The nearest buildings to the Project area, such as the Marion V. Ashley Community Center and the Heritage High School, date only to the current century. Meanwhile, the Project area itself has continued to be vacant to the present time. Based on these sources, the Project area appears to be relatively low in sensitivity for cultural resources from the historic period.

The Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places.

As such, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			**X**	

Less Than Significant Impact

According to Eastern Information Center (EIC), University of California, Riverside records, various portions of the Project area have been included in a number of previous cultural resources surveys. In particular, a 1989 survey (#2475) covered the entire Project area, and a 2006 survey (#6795) covered the main Project site. No cultural resources were previously identified within or adjacent to the Project boundaries. Since all of the existing studies involving the Project area are now well over 10 years old, a systematic resurvey of the Project area was deemed necessary for this Project.

Outside the Project area but within the one-mile scope of the records search, EIC records show more than 40 additional studies on various tracts of land and linear features, including adjacent land to all four directions. In all, more than 75 percent of the land within the scope of the records search has been surveyed, resulting in the identification of 33 historical/archaeological sites and four isolates—i.e., localities with fewer than three artifacts.

Twenty-six of the known sites and all four of the isolates were of prehistoric—i.e., Native American—origin. The majority of the sites consisted mainly of bedrock milling features, the most common type of prehistoric cultural remains in western Riverside County. Other sites included lithic scatters and rock cairns. The nearest among these was located roughly a half-mile southeast of the Project location and was recorded as a bedrock milling feature with one slick on a boulder outcrop. The four isolates consisted of various groundstone and flaked-stone artifacts. The other seven sites dated to the historic period and included several roads and a single-family residence.

None of these sites or isolates was found in the immediate vicinity of the Project area, and thus none of them required further consideration during the *H/ARSR*.

According to the *H/ARSR* (**Appendix D1**)*, a* field survey conducted encountered no potential “historical resources” or “tribal cultural resources” within or adjacent to the Project area. Although State Route 74 has been present through the Project area since at least the 1930s, its current configuration and appearance represent the results of repeated upgrading and constant maintenance during the modern era. As a working component of the modern transportation infrastructure, it exhibits no particularly historical characteristics, and is not considered a potential “historical resource. The ground surface in the entire Project area has been disturbed in the past. Some modern refuse was observed on the property, but none of the items was of any historical/archaeological interest.

Because the Project site has experienced severe ground disturbances in the past, any buried archaeological resources would have already been uncovered or destroyed. However, in the event that archeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-1** through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. **SC-CUL-1** requires non-disclosure of Native American human remains. **SC-CUL-2** pertains to procedures required due to any inadvertent finds during ground disturbance activities. **SC-CUL-3** pertains to procedures for final disposition of inadvertent discoveries requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. **SC-CUL-4** requires that a qualified archaeological monitor be present during all construction activities. **SC-CUL-5** requires the presence of Pechanga Tribal monitors during all ground disturbing activities. **SC-CUL-6** requires the presence of Soboba Tribal monitors during all ground disturbing activities. **SC-CUL-7** requires the procedures for the preparation of a Phase II and Phase IV archaeological report, if needed. **Standard Condition SC-CUL-8** is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level.

Furthermore, General Plan policies are in place to preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the City (OCS-5.1).

The Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. With implementation of **SC-CUL-1** through **SC-CUL-8**, impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?			**X**	

Less Than Significant Impact

Because the Project site has been previously disturbed, no human remains, or cemeteries, are anticipated to be disturbed by the proposed Project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within one mile of the Project site, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

Standard Condition SC-CUL-8 is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level. **SC-CUL-8** requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. The Project will not disturb any human remains, including those interred outside of formal cemeteries. With compliance with the above-referenced state laws will reduce impacts to less than significant levels.

Standard Conditions and Requirements

SC-CUL-1 (Non-Disclosure of Location Reburials) It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

SC-CUL-2 (Inadvertent Archeological Find) If during ground disturbance activities, unique cultural resources are discovered that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, the following procedures shall be followed. Unique cultural resources are defined, for this condition only, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance as determined in consultation with the Native American Tribe(s).

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal

representative(s) and the Community Development Director to discuss the significance of the find.

ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.

iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through Project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

v. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the Project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

SC-CUL-3 (Cultural Resources Disposition) In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:

   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.

   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area

from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

SC-CUL-4 (Archeologist Retained) Prior to issuance of a grading permit the Project applicant shall retain a Riverside County qualified archaeologist to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

The developer/permit holder shall submit a fully executed copy of the contract to the Community Development Department to ensure compliance with this condition of approval. Upon verification, the Community Development Department shall clear this condition.

In addition, the Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation

pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the Project site. A consulting tribe is defined as a tribe that initiated the AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project grading and development scheduling;
b. The Project archeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

SC-CUL-5 (Native American Monitoring [Pechanga]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseño Mission Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the Project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-6 (Native American Monitoring [Soboba]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract

between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the Project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-7 (Archeology Report - Phase III and IV) Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. Both reports shall be prepared in consultation with Consulting Tribe(s). The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

SC-CUL-8 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Mitigation Measures

No mitigation measures are required.

6. ENERGY.

Source(s): *General Plan; GPEIR (Section 5.17 Utilities and Service Systems)*; and *Briggs Road at Highway 74 Gas Station and Commercial Center Energy Conservation Analysis City of Menifee, California*, prepared by RK Engineering Group, Inc., dated 4-25-2019 (*ECA*, **Appendix M**).

Applicable General Plan Policies:

- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
- **Policy OSC-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **Policy OSC-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- **Policy OSC-4.3:** Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.
- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
- **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- **Policy LU-3.2:** Work with utility provides to increase service capacity as demand increases.
- **Policy LU-3.3:** Coordinate public infrastructure improvements through the City's Capital Improvement Program.
- **Policy LU-3.4:** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.
- **Policy LU-3.5:** Facilitate the shared use of right-of-way, transmission corridors, and other appropriate measures to minimize the visual impact of utilities infrastructure throughout Menifee.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *ECA*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?				**X**

No Impact

Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels.

Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources.

A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy.

Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas.

The EIA defines the five energy consuming sectors within the United States as follows:

- **Industrial Sector:** Includes facilities and equipment used for manufacturing, agriculture, mining, and construction.
- **Transportation Sector:** Includes vehicles that transport people or goods, such as cars, trucks, buses, motorcycles, trains, aircraft, boats, barges, and ships.
- **Residential Sector**: Includes homes and apartments.
- **Commercial Sector:** Includes offices, malls, stores, schools, hospitals, hotels, warehouses, restaurants, and places of worship and public assembly.
- **Electric Power Sector**: Consumes primary energy to generate most of the electricity the other four sectors consume.

Energy sources are measured in different physical units: liquid fuels are measured in barrels or gallons, natural gas in cubic feet, coal in short tons, and electricity in kilowatts and kilowatt-hours. In the United States, British thermal units (Btu), a measure of heat energy, is commonly used for comparing different types of energy to each other.

Project Energy Consumption

According to the *ECA*, the three (3) main types of energy expected to be consumed by the Project include electricity, natural gas, and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project is calculated based on the *Briggs Road at Highway 74 Gas Station and Commercial Center Air Quality and GHG Impact Study City of Menifee, California*, prepared by RK Engineering Group, Inc., dated 4-25-2019 (*AQ/GHG Study*, **Appendix B**). The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) is used to calculate energy usage from Project construction and operational activities.

- Electricity Consumption

The Project will use electricity for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison.

Temporary electricity usage for construction activities may include lighting, electric equipment and mobile office uses. CalEEMod does not calculate electricity usage during construction as electricity consumption during construction is short-term and relatively minor compared to the operational demand. Therefore, electricity usage during construction is not counted in this analysis.

Table 6-1, *Project Electricity Consumption*, shows the Project's estimated operational electricity consumption in kilowatt-hours per year (kWh/year) and millions of Btu per year.

Table 6-1
Project Electricity Consumption

Land Use/Activity	Electricity Consumption[1]	
	(kWhr/yr.)[2]	(MBtu/yr.)[2]
Car Wash (Automobile Care Center)	30,450	103.895
Convenience Market with Gas Pumps	62,733	214.045
Fast Food Restaurant with Drive-Thru	207,488	707.949
Parking Lot	10,500	35.826
Water Supply and Treatment[3]	68,605	234.080
Electric Vehicle Service Equipment (EVSE)[4,5]	45,112	153.922
Total	424,888	1,449.718

[1] Source: *AQ/GHG Study (***Appendix B**).
[2] kWhr/yr. = Kilowatt Hours per Year; MBtu/yr = Million British Thermal Units per Year.
[3] Water supply and treatment includes indirect electricity for supply, treatment and distribution of water and wastewater.
[4] EVSE electricity estimates based on U.S. Department of Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, November 2015, Appendix C, Electricity Consumption Examples. https://afdc.energy.gov/files/u/publication/evse_cost_report_2015.pdf
[5] Assumes 18 charging spaces per CALGreen requirements, Section 5.106.5.3.3.

- Natural Gas Consumption

The Project will use natural gas for building heating and cooling, cooking and kitchen appliances and water heating. Natural gas is not expected to be used during construction in any significant quantities and is not included in the overall calculation of the Project's natural gas consumption. **Table 6-2, *Project Natural Gas Consumption***, shows the Project's estimated operational natural gas consumption in millions of Btu per year.

Table 6-2
Project Natural Gas Consumption

Land Use/Activity	Propane Consumption[1] (MBtu/yr.)[2]
Car Wash (Automobile Care Center)	97.470
Convenience Market with Gas Pumps	11.027
Fast Food Restaurant with Drive-Thru	1,194.933
Total	1,303.430

[1] Source: *AQ/GHG Study* (**Appendix B**).
[2] MBtu/yr. = Million British Thermal Units per Year.

- Petroleum Consumption

The Project's energy consumption from petroleum products is primarily associated with transportation related activities. This includes gasoline and diesel fuel used for auto and truck trips and off-road equipment during construction and operation and off-road equipment usage during construction.

1. Construction

Construction of the Project is estimated last approximately 14 months and consist of site preparation, grading, building construction, paving, and architectural coating phases. Construction activities will consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. Vehicle trips include workers and vendors traveling to and from the job-site, as well as from truck trips associated with the hauling of approximately 5,200 cubic yards of soil to be removed during excavation. **Table 6-3, *Construction Off-Road Equipment Energy Consumption***, shows the Project's energy consumption for all off-road equipment during construction. For purposes of this analysis, all off-road equipment is assumed to run on diesel fuel. **Table 6-4, *Construction On-Road Trips Energy Consumption***, shows the Project's energy consumption from on-road vehicle trips during construction.

Table 6-3
Construction Off-Road Equipment Energy Consumption

Phase[1]	Phase Duration (Days)[1]	Equipment[1]	Amount[1]	Hours/ Day[1]	Horspower (HP)[1]	Load Factor[1]	HP-hrs[2]	Fuel Consumption Rate[3] (hp-hr/gal)	Diesel Fuel Consumption (gal.)	Diesel Fuel Consumption by Phase (gal.)	MBtu[4]
Site Preparation	10	Rubber Tired Dozers	3	8	247	0.40	23,712.0	18.5	1,281.7	1,902.5	261.371
		Tractors/Loaders/Backhoes	4	8	97	0.37	11,484.8		620.8		
Grading	20	Excavator	1	8	158	0.38	9,606.4		519.3	2,968.0	407.753
		Grader	1	8	187	0.41	12,267.2		663.1		
		Rubber Tired Dozers	1	8	247	0.40	15,808.0		854.5		
		Tractors/Loaders/Backhoes	3	8	97	0.37	17,227.2		931.2		
Building Construction	230	Cranes	1	7	231	0.29	107,853.9		5,829.9	28,752.5	3,950.045
		Forklifts	3	8	89	0.20	98,256.0		5,311.1		
		Generator Sets	1	8	84	0.74	114,374.4		6,182.4		
		Tractors/Loaders/Backhoes	3	7	97	0.37	173,348.7		9,370.2		
		Welders	1	8	46	0.45	38,088.0		2,058.8		
Paving	20	Pavers	2	8	130	0.42	17,472.0		944.4	2,292.2	314.910
		Paving Equipment	2	8	132	0.36	15,206.4		822.0		
		Rollers	2	8	80	0.38	9,728.0		525.8		
Architectural Coating	20	Air Compressors	1	6	78	0.48	4,492.8		242.9	242.9	33.364
								Total Energy Requirements		**36,158.2**	**4,967.443**

1 Source: *AQ/GHG Study* (**Appendix B**). (CalEEMod v.2016.3.2)
2 HP-hrs = Horsepower Hours.
3 Source: Carl Moyer Program Guidelines. 2017 Revisions. Table D-21. https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm
4 Mbtu = Millions of Btu; assuming 1 gallon of diesel fuel = 137,381 Btu.

Table 6-4
Construction On-Road Trips Energy Consumption

Construction Phase[1]	Phase Duration (Days)[1]	Trips /Day[1]	Trip Length[1]	Phase VMT	Vehicle Class[1]	Vehicle Mix[1]	Average Fuel Economy (MPG)[2]	Gasoline			Diesel			Total MBtu[3]
								Fuel Split[2]	Fuel Consumption by Class (gal.)	Fuel Consumption by Phase (gal.)	Fuel Split[2]	Fuel Consumption by class	Fuel Consumption by Phase	
Worker Trips														
Site Preparation	10	18	14.7	2,646	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	45.96 28.41 31.87	106.24	0.0074 0.0009 0.0014	0.34 0.03 0.04	0.41	12.85
Grading	20	15	14.7	4,410	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	76.61 47.36 53.11	177.07	0.0074 0.0009 0.0014	0.57 0.04 0.07	0.69	21.42
Building Construction	230	17	14.7	57,477	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	998.45 617.21 692.19	2,307.86	0.0074 0.0009 0.0014	7.44 0.56 0.97	8.97	279.17
Paving	20	15	14.7	4,410	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	76.61 47.36 53.11	177.07	0.0074 0.0009 0.0014	0.57 0.04 0.07	0.69	21.42
Architectural Coating	20	3	14.7	882	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	15.32 9.47 10.62	35.41	0.0074 0.0009 0.0014	0.11 0.01 0.01	0.14	4.28
Sub-Total Worker Trips Energy Consumption								Gasoline (gal.)		2,803.66	Diesel (gal.)		10.90	339.14
Vendor Trips														
Building Construction	230	7	6.9	11,109	MHDT HHDT	0.50 0.50	8.50 5.85	0.1403 0.0097	91.68 9.21	100.89	0.8597 0.9903	561.79 940.28	1,502.07	218.51
Hauling Trips														
Grading	15	43.33	20.0	13,000	HHDT	1.00	5.85	0.0097	21.56	21.56	0.9903	2,200.67	2,200.67	304.93
Total On-Road Construction Trips Energy Usage								**Gasoline (gal.)**		**2,926.11**	**Diesel (gal.)**		**3,713.63**	**862.57**

[1] Source: *AQ/GHG Study* (**Appendix B**). (CalEEMod v.2016.3.2)
[2] Source: EMFAC2014 Web Database. https://www.arb.ca.gov/emfac/2014/. (See Appendix B of the *ECA* for more details.)
[3] Mbtu = Millions of Btu; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

2. Operation

The *ECA* also explains that the Project is expected to consume energy from the generation of operational auto and truck trips based on the land use mix described in the *Marketplace at Harvest Glen Project Traffic Impact Study City of Menifee, California*, prepared by RK Engineering Group, Inc., dated 6-17-19 (**Appendix J**) and the *AQ/GHG Study* (**Appendix B**). Vehicle trips are associated with workers, customers and vendors/non-workers (i.e. delivery, service and maintenance vehicles, etc.) traveling to and from the site. **Table 6-5, *Operational Trips Energy Consumption***, shows the Project's energy consumption for all operational trips generated by the Project on an annual basis.

Table 6-5
Operational Trips Energy Consumption

Vehicle Class[1]	Vehicle Mix[1]	Average Fuel Economy (MPG)[2]	Annual VMT[1]	Gasoline		Diesel		MBtu/yr[3]
				Fuel Split[2]	Fuel Consumption (gal./yr)	Fuel Split[2]	Fuel Consumption (gal./yr)	
LDA	80.0%	28.57		0.9926	92,565.88	0.0074	690.09	11,242.42
LDT1	8.0%	23.26		0.9991	11,444.22	0.0009	10.31	1,379.63
LDT2	6.0%	20.73		0.9986	9,625.88	0.0014	13.50	1,161.09
MDV	4.0%	15.42	3,330,404	0.9875	8,531.19	0.0125	107.99	1,042.24
MHD	0.9%	8.50		0.1403	494.74	0.8597	3,031.57	476.06
HHD	0.1%	5.85		0.0097	5.52	0.9903	563.78	78.12
MCY	1.0%	35.36		1.0000	941.86	0.0000	0.00	113.43
Total Operational Energy Usage From Transportation				**Gasoline (gal.)**	**123,609.29**	**Diesel (gal.)**	**4,427.24**	**15,492.99**

[1] Source: *AQ/GHG Study (***Appendix B**).
[2] Source: EMFAC2014 Web Database. https://www.arb.ca.gov/emfac/2014/. (See Appendix B of the *ECA* for more details.)
[3] MBtu/yr = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

- **Total Project Energy Consumption**

The Project's total energy consumption is calculated in MBtu and shown in **Table 6-6, *Total Project Energy Consumption***. Total Project energy consumption includes electricity, natural gas and petroleum usage during construction and operation.

Table 6-6
Total Project Energy Consumption

Activity	Total Energy Consumption (MBtu)[1]
Construction[2]	**5,830.01**
Off-Road Equipment	4,967.44
On-Road Vehicle Trips	862.57
Operational	**18,246.14**
Electricity	1,449.72
Natural Gas	1,303.43
Petroleum	15,492.99

[1] MBtu = Millions of Btu
[2] MBtu/yr = Millions of Btu per year
[3] Assumes all construction activity will occur within one year timespan.

The Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy efficiency standards are some of the strictest in the nation and the Project's compliance with California's building code will ensure that wasteful, inefficient or unnecessary consumption of energy is minimized. The building standards code is designed to reduce the amount of energy needed to heat or cool a building, reduce energy usage for lighting and appliances and promote usage of energy from renewable sources. In addition, the Project will be required to comply with **Standard Condition SC-AQ-1** and **Standard Condition SC-GHG-1**. With adherence to **Standard Condition SC-AQ-1** and **Standard Condition SC-GHG-1**, the Project will not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Any impacts will be reduced to a less than significant level.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			**X**	

Less Than Significant Impact

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). SB 100 is the most stringent and current energy legislation in California; requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

The Project will further comply with the mandatory requirements of California's Green Building and Building Energy Efficiency standards that promote renewable energy and energy efficiency. Therefore, the Project will not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. Any impacts are considered less than significant.

Standard Conditions and Requirements

SC-AQ-1: The Project shall comply with SCAQMD Rules (that are currently applicable during construction activity and operations for this Project) including but not limited to:

- Rule 1113 (Architectural Coatings);
- Rule 403 (Fugitive Dust); and
- Rule 1186 / 1186.1 (Street Sweepers).
- Rule 461 (Gasoline Transfer and Dispensing)

More specifically, the following, excerpted from the above referenced Rules (as contained in the *AQ/GHG Study)*, shall apply to the Project (Rules which apply specifically to Energy Resources are in bold, italics):

- ***All construction equipment shall be maintained in proper tune.***
- ***All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.***
- ***Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.***
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:
  - All active construction areas shall be watered two (2) times daily.
  - All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.
  - All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.
  - Speed on unpaved roads shall be reduced to less than 15 mph.
  - Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
  - Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
  - All operations on any unpaved surface shall be suspended if

winds exceed 25 mph.
- ***Carpooling shall be encouraged for construction workers.***
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Use low VOC content paint wherever possible.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

SC-GHG-1: The following, as contained in the *AQ/GHG Study*, shall apply to the Project (Rules which apply specifically to Energy Resources are in bold, italics):

- ***All construction equipment shall be maintained in proper tune.***
- ***All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.***
- ***Carpooling shall be encouraged for construction workers.***
- ***Comply with the mandatory requirements of California's Building Energy Efficiency Standards and Green Building (CALGreen) Standards, including mandatory installation of electric vehicle service equipment (EVSE).***
- ***Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.***
- ***Use electric landscaping equipment, such as lawn mowers and leaf blowers, wherever possible.***

Mitigation Measures

No mitigation measures are required.

7. GEOLOGY AND SOILS.

Source(s): *Map My County* (**Appendix A**)**;** *Geotechnical Investigation and Percolation Testing, MR 56 Commercial Site, NWC Hwy 74 and Briggs Rd, Menifee, CA,* prepared by Geocon West, Inc., dated April 24, 2017 (*Geo Investigation*, **Appendix F1**); and *Paleontological Resources Assessment Report, PP 2017-225, CUP 2017-226, and PM 2017-227*, prepared by CRM TECH, dated (*PRAP*, **Appendix E**).

Applicable General Plan Policies:

- **Goal S-1:** A community that is minimally impacted by seismic shaking and earthquake-induced or other geologic hazards.
- **Policy S-1.1:** Require all new habitable buildings and structures to be designed and built to be seismically resistant in accordance with the most recent California Building Code adopted by the City.
- **Goal S-2:** A community that has used engineering solutions to reduce or eliminate the potential for injury, loss of life, property damage, and economic and social disruption caused by geologic hazards such as slope instability; compressible, collapsible, expansive or corrosive soils; and subsidence due to groundwater withdrawal.
- **Policy S-2.1:** Require all new developments to mitigate the geologic hazards that have the potential to impact habitable structures and other improvements.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**	

Less Than Significant Impact

Although the Project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the San Jacinto Fault, which is located approximately eight (8) miles east of the Project site.

Based on this information, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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. Impacts associated with rupture of a fault are considered less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			**X**	

Less Than Significant Impact

The proposed Project will be subject to ground shaking impacts should a major earthquake in the area occur. Potential impacts include injury or loss of life and property damage. The Project site is subject to strong seismic ground shaking as are virtually all properties in Southern California.

Standard Condition SC-GEO-1 is required to reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level. **SC-GEO-1** requires Project design to be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC) as adopted by the City of Menifee.

The 2016 California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life.

Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life.

Table 6.3.1 of the *Geo Investigation* identifies relevant CBC seismic design parameters for the Project site. **Standard Condition SC-GEO-2** requires the Project to comply to recommendations listed in the *Geo Investigation* to address strong seismic ground shaking and how it will reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. With adherence to **SC-GEO-1** and **SC-GEO-2** the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts related to ground shaking are considered less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			**X**	

Less Than Significant Impact

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" and "Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

Based on the dense nature of the old alluvial deposits, the potential for liquefaction and seismically induced settlement at the site is considered negligible.

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Impacts are considered less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				**X**

No Impact

The site is located at the northwest intersection of Highway 74 and Briggs Road, in the city of Menifee, California. The area of proposed construction is bound on the south by Highway 74, on the east by Briggs Road, and of the north and west by vacant parcels, currently being used as agricultural land. The site is relative flat and

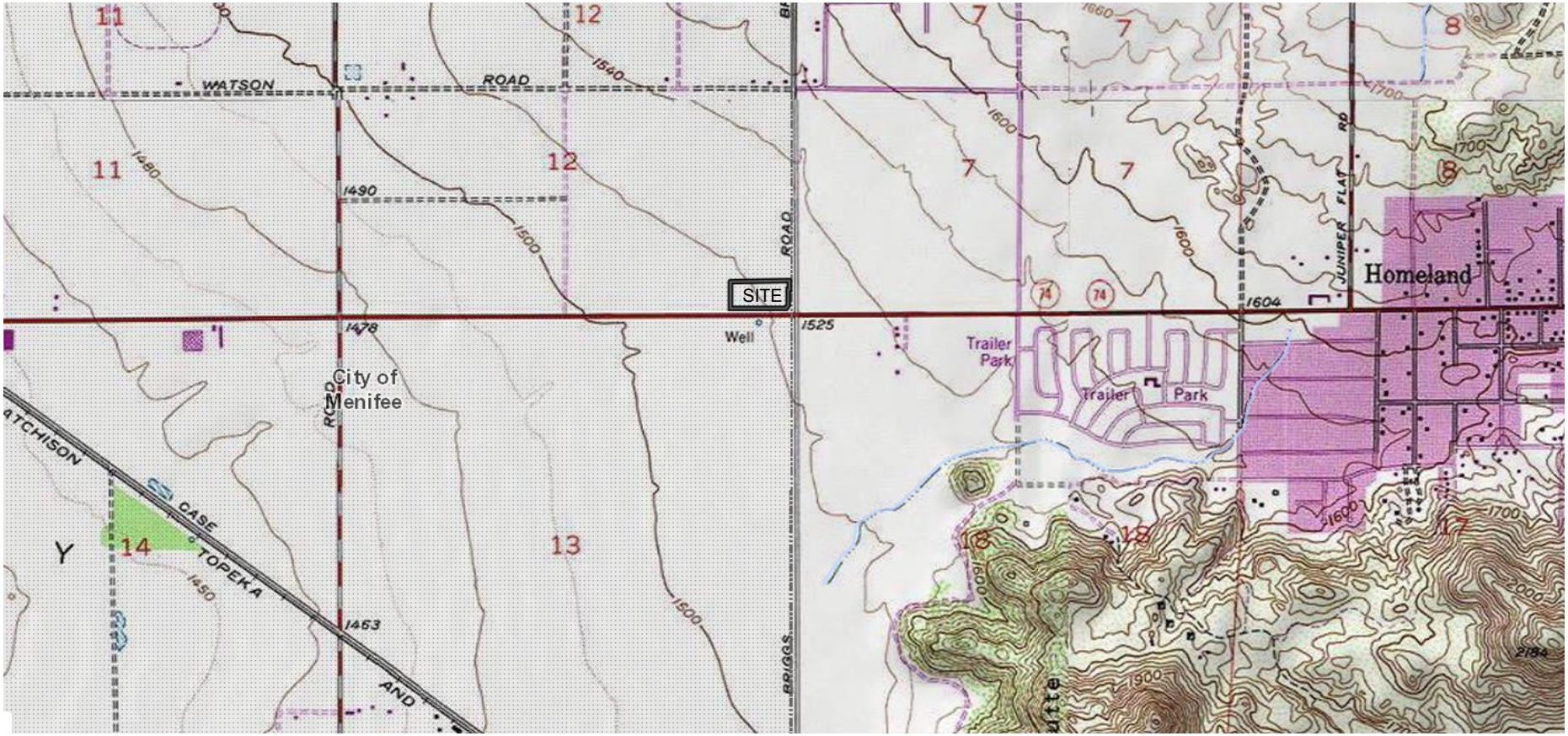
has an elevation of 1,527 feet above mean sea level (MSL) in the northeast corner and 1,519 MSL in the southwest corner.

There are no steep slopes on or adjacent to the site. Therefore, landslides are not a design consideration for the site.

According to **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately over one-half (1/2) mile southeasterly of the Project site.

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts will occur.

FIGURE 7-1
SURROUNDING TOPOGRAPHY



Source: Map My County – Riverside County https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

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Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	

Less Than Significant Impact

The Project site is in the Romoland area (recently incorporated into the city of Menifee) of southwestern Riverside County within the Peninsular Ranges Geomorphic Province (Province). Geologic units within the Peninsular Ranges consist of granitic and metamorphic bedrock highlands and deep and broad alluvium filled valleys. Specifically, the site is located on an old alluvial fan emanating from the surrounding Lakeview Mountains. The site is underlain by older alluvial fan deposits observed underlying a thin layer of topsoil.

Topsoil was encountered to depths between 2½ and 5 feet below existing ground surface. The topsoil generally consists of dark brown silty sand that is loose to medium dense, and slightly moist to moist. Deeper topsoil may exist between excavations and in other portions of the site outside the Project 4-acre development envelope that were not directly explored.

Old alluvial fan deposits were encountered beneath the topsoil in all the borings. The old alluvial deposits consist of brown silty sand that is medium to very dense, and slightly moist to moist. Trace amounts of clay and calcium carbonate stringers were observed.

The Project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering (see **Standard Condition SC-AQ-1**). Water erosion will be prevented through the City's standard, mandated, erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags (See **Standard Condition SC-HYD-1**). After the Project is constructed, the site will be covered completely by paving, structures, and landscaping (See **Standard Condition SC-HYD-2**). Impacts related to soil erosion will be less than significant with implementation of existing regulations.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			**X**	

Less Than Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 6.a.iii, and 6.a.iv, above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. As discussed in 6.a.ii, the Project will be required to comply with **SC-GEO-1** and **SC-GEO-2**. These are standard conditions and are not considered unique mitigation under CEQA.

Therefore, the Project would not potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?			**X**	

Less Than Significant Impact

According to the *Geo Investigation*, the Project site is located within an area of expansive soils.

Based on the material classifications and laboratory testing by Geocon, site soils consisting of topsoil and older alluvial fan deposits generally possess a low expansion potential (EI = 0 to 49) and are considered “expansive” as defined by 2016 California Building Code (CBC) Section 1803.5.3.

Based on the material classifications and laboratory testing, site soils are generally anticipated to possess a low expansion potential (EI of 50 or less). If any medium to highly expansive soils are encountered or imported to the site, they should not be placed within four feet of the proposed foundations, flatwork or paving improvements.

Additional testing for expansion potential should be performed once final grades are achieved.

The topsoil and upper portion of the older alluvial fan deposits are considered unsuitable for the support of compacted fill or settlement-sensitive improvements. Remedial grading of the upper soils will be required. Newly placed engineered fill is considered suitable to support additional fill, proposed structures, and improvements. Any topsoil and unsuitable old alluvial fan deposits within the limits of grading should be removed to expose competent older alluvial fan deposits. Depth of removals is anticipated to be generally about 4 feet in depth below existing ground surface based on the subsurface excavation logs. However, excavations of up to 5 feet may be required in localized areas to remove all topsoil and/or loose soils. All removals will be replaced from elsewhere on the Project site and recompacted for use within the site to the satisfaction of the engineering geologist. The actual depth of removal should be evaluated by the engineering geologist during grading operations. In general, removals should extend to a depth at which moderately dense soils with no visible porosity are encountered. For the purposes of this Project moderately dense soils are defined as in-situ, natural soils which have a dry density of at least 85 percent of maximum density based on ASTM D1557. Where over excavation and compaction is to be conducted, the excavations should be extended laterally a minimum distance of 5 feet beyond the building footprint or for a distance equal to the depth of removal, whichever is greater. Where the lateral over-excavation is not possible, structural setbacks or deepened footings may be required. Removals in pavement and sidewalk areas should extend at least 1 foot beneath the pavement or flatwork subgrade elevation. The bottom of the excavations should be scarified to a depth of at least 1 foot, moisture conditioned as necessary, and properly compacted.

The proposed single-story commercial structures (gas station, convenience store, car wash, and fast food restaurant) may be supported on conventional shallow foundations with a concrete slab-on-grade.

Sections 8.2 to 8.13 of *Geo Investigation* contain design considerations to minimize potential impacts from the expansive soils on-site.

As discussed in 6.a.ii, the Project will be required to comply with **SC-GEO-1** and **SC-GEO-2**. These are standard conditions and are not considered unique mitigation under CEQA. Therefore, the Project would not be located on expansive soil creating substantial risks to life or property. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**

No Impact

The Project proposes to connect to the existing Eastern Municipal Water District sewer system and will not require use of septic tanks. This threshold is not applicable to the Project. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Less Than Significant Impact

According to *Map My County* (**Appendix A**) the Project site is mapped as a "High B" sensitivity area, denoting a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

According to the *PRAP* (**Appendix E**), the results of research procedures indicate that the proposed Project's potential to impact significant paleontological resources appears to be low in the coarse-grained and disturbed surface sediments but high in the finer-grained, older Pleistocene sediments potentially present. Based on available information, older sediments that may be present beneath the surface should occur deeper than 4 to 5 feet below ground surface.

Since the Project site is mapped as having a high potential for paleontological resources (fossils), the proposed Project site grading/earthmoving activities should be monitored for potential impacts to this resource and, therefore, the Project will include a standard condition to prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit. **Standard Condition SC-GEO-3** is required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level. **SC-GEO-3** requires that a qualified paleontologist be retained and approved by the City. The paleontologist will participate in a pre-construction Project meeting and monitor earthmoving activities. **SC-GEO-3** also provides guidance for instances where fossil remains are found and requires that the paleontologist prepare a report of findings during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). With implementation of **SC-GEO-3**, impacts to paleontological resources will be less than significant. Upon implementation of **SC-GEO-3**, the likelihood that the Project will directly or indirectly destroy unique paleontological resources on site, or a unique geologic feature will be less than significant.

Standard Conditions and Requirements

SC-GEO-1 All Project design shall be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC), as adopted by the City of Menifee.

SC-GEO-2 The Project shall comply with the recommendations listed in the *Geo Investigation* as it pertains to impacts arising from unstable soils (seismic ground shaking, on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse), and/or expansive soils.

SC-AQ-1: The Project shall comply with SCAQMD Rules (that are currently applicable during construction activity and operations for this Project) including but not limited to:

- Rule 1113 (Architectural Coatings);
- ***Rule 403 (Fugitive Dust)***; and
- Rule 1186 / 1186.1 (Street Sweepers).
- Rule 461 (Gasoline Transfer and Dispensing)

More specifically, the following, excerpted from the above referenced Rules (as contained in the *AQ/GHG Study)*, shall apply to the Project (Rules which apply specifically to Geology and Soils are in bold, italics):

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.
- The use of heavy construction equipment shall be suspended during first stage smog alerts.
- "Clean diesel" equipment shall be used when modified engines (catalyst equipped, or newer Moyer Program retrofit) are available at a reasonable cost.
- ***The Project must follow SCAQMD rules and requirements with regards to fugitive dust control, which include but are not limited to the following:***
  - ***All active construction areas shall be watered two (2) times daily.***
  - ***All haul trucks shall be covered or shall maintain at least two (2) feet of freeboard.***
  - ***All unpaved parking or staging areas shall be paved or watered a minimum of two (2) times daily.***
  - ***Speed on unpaved roads shall be reduced to less than 15 mph.***
  - ***Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.***

- ***Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.***
- ***All operations on any unpaved surface shall be suspended if winds exceed 25 mph.***

- Carpooling shall be encouraged for construction workers.
- Any dirt hauled off-site shall be wet down or covered.
- Access points shall be washed or swept daily.
- Construction sites shall be sandbagged for erosion control.
- Use low VOC content paint wherever possible.
- The Project shall comply with all SCAQMD Rule 461 requirements regarding gasoline transfer and dispensing.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-GEO-3 Paleontologist Required. This site is mapped as having a high potential for paleontological resources (fossils) at shallow depth. Therefore, PRIOR TO ISSUANCE OF GRADING PERMITS:

The permittee shall retain a qualified paleontologist approved by the City of Menifee to create and implement a Project-specific plan for monitoring site grading/earthmoving activities (Project paleontologist).

The Project paleontologist retained shall review the approved development plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the Project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the Community Development Department for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standard and Society of Vertebrate Paleontology standards, are as follows:

A. The Project paleontologist shall participate in a pre-construction Project meeting with development staff and construction operations to ensure an understanding of any mitigation measures required during construction, as applicable.

B. Paleontological monitoring of earthmoving activities will be conducted on an as-needed basis by the Project paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the Project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The Project paleontologist or his/her assign will have the authority to reduce monitoring once he/she determines the probability of encountering fossils has dropped below an acceptable level.

C. If the Project paleontologist finds fossil remains, earthmoving activities will be diverted temporarily around the fossil site until the remains have been evaluated and recovered. Earthmoving will be allowed to proceed through the site when the Project paleontologist determines the fossils have been recovered and/or the site mitigated to the extent necessary.

D. If fossil remains are encountered by earthmoving activities when the Project paleontologist is not onsite, these activities will be diverted around the fossil site and the Project paleontologist called to the site immediately to recover the remains.

E. If fossil remains are encountered, fossiliferous rock will be recovered from the fossil site and processed to allow for the recovery of smaller fossil remains. Test samples may be recovered from other sampling sites in the rock unit if appropriate.

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.
* The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Community Development Department for review and approval prior to building final inspection as described elsewhere in these conditions.

All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g. Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Community Development Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

Mitigation Measures

No mitigation measures are required.

8. GREENHOUSE GAS EMISSIONS.

Source(s): *Briggs Road at Highway 74 Gas Station and Commercial Center Air Quality and GHG Impact Study City of Menifee, California*, prepared by RK Engineering Group, Inc., dated 4-25-2019 (*AQ/GHG Study*, **Appendix B**).

Applicable General Plan Policies:

- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.
- **Policy OSC-4.1:** Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.
- **Policy OSC-4.2:** Evaluate public and private efforts to develop and operate alternative systems of energy production, including solar, wind, and fuel cell.
- **Goal OSC-10:** An environmentally aware community that is responsive to changing climate conditions and actively seeks to reduce local greenhouse gas emissions.
- **Policy OSC-10.1:** Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- **Policy OSC-10.2:** Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- **Policy OSC-10.3:** Participate in regional greenhouse gas emission reduction initiatives.
- **Policy OSC-10.4:** Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *AQ/GHG*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			**X**	

Less Than Significant Impact

Greenhouse Gas (GHG) emissions for the Project were analyzed in the *AQ/GHG Analysis* to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO_2e), measured in metric tons (MT) or, $MTCO_2e$. They are analyzed for both the construction and operational phases of the Project.

The South Coast Air Quality Management District (SCAQMD) describes a five-tiered approach for determining GHG Significance Thresholds. The City of Menifee utilizes

the Tier 3 Thresholds. Tier 3 consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$/year, commercial projects to 1,400 MTCO2e/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO^2e$/year. The current staff recommendation is to use option #2 but allows lead agencies to choose option #1 if they prefer. Regardless of which option a lead agency chooses to follow, it is recommended that the same option is consistently uses for all projects.

Table 8-1, *SCAQMD Tier 3 GHG Screening Values*, shows the screening levels described in option #2, which has been used previously in the City of Menifee.

Table 8-1
SCAQMD Tier 3 GHG Screening Values

Land Use	Screening Value
Industrial Projects	10,000 $MTCO_2e$/Yr.
Residential/Commercial Projects	3,000 $MTCO_2e$/Yr.

By complying with the SCAQMD GHG thresholds of significance, the Project is considered to be in compliance with the applicable State GHG legislation.

Construction Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site construction activity using California Emissions Estimator Model® (CalEEMod). **Table 8-2, *Construction Greenhouse Gas Emissions***, shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long term operational emissions, pursuant to SCAQMD recommendations.

Table 8-2
Construction Greenhouse Gas Emissions

Activity	Emissions ($MTC0_2e$)[1]		
	On-site	Off-site	Total
Demolition	0.00	0.00	0.00
Site Preparation	17.52	0.88	18.40
Grading	27.32	25.54	52.86
Building Construction	272.50	38.67	311.17
Paving	20.64	1.43	22.07
Architectural Coating	2.56	0.29	2.85
Total	340.54	66.81	407.35
Averaged over 30 years[2]	11.35	2.23	13.58

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).
[2] The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD recommendations.

Reduction Measures General Plan EIR Table 5.7.9

The following are GHG reduction measures provided in Table 5.7.9 of the General Plan EIR that could be implemented city-wide to reduce GHG emissions and are being proposed by the Project applicant to reduce GHG emissions associated with the Project.

Circulation/Land Use Policies

- C 1.1: Require roadways to:
  - Comply with federal, state, and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.

  Discussion. All off site and on site street/road and access improvements would be designed to meet all applicable regulatory criteria and standards. The City has determined Project roadways and on site circulation pathways and sidewalks are consistent with Policy C 1.1.

- C 2.1: Require on and off street pathways to:
  - Comply with federal, state, and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.

  Discussion. All off site and on site street/road and access improvements would be designed to meet all applicable regulatory criteria and standards. The City has determined Project roadways and on site circulation pathways and sidewalks are consistent with Policy C 2.1.

- C 2.2: Provide off street multipurpose trails and on street bike lanes as our primary paths of citywide travel and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.

  Discussion. The Project would be conditioned to improve Briggs Road along the Project frontage to its ultimate half-section which will include a Class II bicycle lane. This would facilitate connectivity to the citywide circulation system and use of alternative modes of transportation. The Project would be consistent with Policy C 2.2.

- C 2.3: Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.

  Discussion. The Project would be required to install frontage improvements along Briggs Road and Hwy 74. These improvements would facilitate safe and convenient pedestrian and bicycle connectivity to/from the site and neighboring destinations. Additionally, on-site pedestrian improvements would be provided throughout the site and connect the future planned residential development to the north with the commercial areas of the Project site to facilitate on-site pedestrian circulation. The Project would be consistent with Policy C 2.3.

- C 3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

  Discussion. The Project would provide bus stop amenities for a bus stop along Highway 74, adjacent to the site. The Project would be consistent with Policy C 3.2

Circulation/Land Use Implementation Actions

- C 13: Encourage developers to provide bikeway and pedestrian connections between developed land uses, as well as bicycle parking accommodations for employees and customers.

  Discussion. The Project would install a Class II bicycle lane on Briggs Road along the Project frontage. Additionally, on-site pedestrian improvements would be provided throughout the site and connect the future planned residential development to the north with the commercial areas of the Project site to facilitate on-site pedestrian circulation. This would facilitate connectivity to the citywide circulation system and promote the use of alternative modes of transportation. Further bicycle parking and facilities would also be provided on-site to accommodate employees and customers that elect to use alternative modes of transportation. The Project would be consistent with Action C 13.

- C 14: Require Subregional and Community Off-Road Bike Trail dedications from new development projects that are consistent with the alignments identified in Exhibit C-4: Bikeway and Community Pedestrian Network.

  Discussion. The Project would provide the necessary dedication and make improvements to Briggs Road to accommodate a Class II bicycle lane along the Project frontage. This would facilitate bicycle access to/from the Project site and neighboring areas. The Project would not conflict with the planned bicycle alignments, causing existing alignments to be rerouted or otherwise disrupt bicycle access along either

Briggs Road or Hwy 74. The Project would be consistent with Action C 14.

- C 21: Require bus shelters, transit bays and turnouts, where appropriate, from new development projects along the existing and potential future transit service routes identified in Exhibit C-4.

  Discussion: The Project would provide bus stop amenities for a bus stop along Highway 74, adjacent to the site. The Project would be consistent with Policy C 21.

- C 24: Participate in and influence regional transportation programs that seek new and creative solutions in public transportation, transportation systems, and traffic management.

  Discussion: The Project will contribute TUMF and DIF to support city-wide and regional improvements to public transportation, transportation systems, and traffic management.

- C 29: Prepare a Neighborhood Electric Vehicle (NEV) Plan that supports flexible travel options, promotes vehicle emission reductions, integrates with other alternative transportation modes, and incorporates parking standards that recognize the reduced footprint needs inherent with NEVs and golf carts.

  Discussion. The Project would provide approximately four (4) electric vehicle charging stations consistent with Table 5.106.5.3.3 of the CalGreen Code. The Project would be consistent with Action C 29.

- OSC75: Create a program to incentivize new and existing commercial, industrial, public, school and medical facilities/developments to install shared vehicle parking, car pool parking, additional bike racks, and bus stop shelters. Components of the plan could include reduced permit fees, expedited processing, reduced parking requirements, etc.

  Discussion: The Project would provide approximately four (4) electric vehicle charging stations, six (6) parking spaces designated for clean air vehicles, bicycle racks, and enhanced bus shelters and benches. The Project would be consistent with Action OSC75.

Building and Energy Efficiency Policies

- OSC-9.5 Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Energy Efficiency Standards.

  Discussion: The Project would be conditioned to implement the applicable elements of the California Energy Code, Title 24, Part 6 Building Energy Efficiency Standards and Part 11 CalGreen Standards. The Project would be consistent with OSC-9.5.

Building and Energy Efficiency Implementation Actions

- OSC67: Create a Solar Plan that provides incentives and coordinates financing for city residences and businesses to invest in solar energy.

  Discussion: The Project will provide solar ready infrastructure for investment in on-site generated renewable energy sources. The Project would be consistent with OSC67.

- OSC74: Work with EMWD to create a public outreach campaign to reduce energy use and conserve water. Campaign components can include workshops, brochures, mailers, website links, etc. Topics to highlight include: changes in Menifee's Building Code, how to implement whole house energy upgrades or other energy efficiency improvements for residents and businesses, the WRCOG HERO financing program and other subregional energy conservation efforts, as well as the City's the Solar Plan when complete.

  Discussion: The Project will Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf. The Project would be consistent with OSC74.

- OSC77: Adopt a Green Building Ordinance that requires energy efficient design, in excess of Title 24 standards, for all new residential and non-residential buildings. Require 30 percent above the 2008 Building Energy Efficiency standards in Title 24 to coincide with the Voluntary Tier 2 standards for the 2010 California Green Building Code (CALGreen).

  Discussion: The Project will be required to comply with the latest California Building Standards Code and City of Menifee adopted standards, which currently provide for greater energy savings than previously required in 2008 code, The current 2016 standards will soon be updated with the 2019 code requirements, which become effective January 1, 2020, and will provide for even greater energy savings. The Project would be consistent with OSC77.

General GHG Reduction Polices

- OSC-10.1: Align the City's local GHG reduction targets to be consistent with the statewide GHG reduction target of AB 32.
- OSC-10.2: Align the City's long-term GHG reduction goal consistent with the statewide GHG reduction goal of Executive Order S-03-05.
- OSC-10.3: Participate in regional greenhouse gas emissions reductions initiatives.
- OSC-10.4: Consider impacts to climate change as a factor in evaluation of policies, strategies, and projects.

  Discussion: The Project would not exceed the SCAQMD's recommended GHG emissions thresholds, which have been used by the City to determine the significance of GHG emissions generated by the Project. Furthermore, California buildings standards and fuel economy standards have been established to help meet the State's latest GHG reduction target goals through energy and mobile emissions reductions. The Project's impact to climate change has been assessed in a detailed greenhouse gas impact analysis to be used for evaluation of the Project under CEQA. The Project would be consistent with OSC-10.1, OSC-10.2, OSC-10.3, and OSC-10.4.

General GHG Reduction Implementation Actions

- OSC62: Require new development projects and substantial redevelopment projects subject to CALGreen to provide proof of submittal of a Construction Waste Management Plan (CWMP). Project applicants should work with Riverside County Waste Management Department to prepare the CWMP. Require the CWMP to include control measures that will also protect air quality such as but not be limited to:
  - Minimizing simultaneous operation of multiple construction equipment units.
  - Implementation of South Coast Air Quality Management Plan (AQMP).

- Fugitive Dust Control Measures.
- Construction vehicle and equipment emissions standards and controls.

Discussion: The Project will prepare a CWMP that will include control measures for reducing air quality emissions; including minimizing simultaneous operation of multiple construction equipment units, fugitive dust control measures, and the latest construction vehicle equipment emissions standards. The Project will also comply with the emissions thresholds and requirements established by SCAQMD to ensure compliance with the South Coast AQMP. The Project would be consistent with OSC62.

Operational Greenhouse Gas Emissions

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Operational emissions associated with the Project would include GHG emissions from the following sources:

- Mobile sources (transportation);
- Energy;
- Water use and treatment;
- Waste disposal; and
- Area sources.

Mobile sources include emissions from the additional vehicle miles generated from the proposed Project. Energy usage includes emissions from the generation of electricity and natural gas used on-site. Water use and treatment includes the water used for the interior of the building as well as for landscaping and is based on the GHG emissions associated with the energy used to transport and filter the water. Waste disposal includes the GHG emissions generated from the processing of waste from the proposed Project as well as the GHG emissions from the waste once it is interred into a landfill. Area sources include emissions from consumer products, landscape equipment and architectural coatings.

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are shown in **Table 8-3, *Operational Greenhouse Gas Emissions***.

Table 8-3
Operational Greenhouse Gas Emissions

Emission Source	GHG Emissions ($MTCO_2e$)[1]
Mobile Source	1,194.63
Energy Source	169.47
Area Source	0.00
Water	21.66
Waste	38.59
Construction (30 year average)	13.58
Total Annual Emissions	**1,437.93**
SCAQMD Tier 3 Screening Threshold[2]	3,000
Exceed Tier 3 Threshold?	No

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents
[2] Per South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008

The analysis compares the Project's GHG emissions to the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$. As shown in **Table 8-3**, project GHG emissions are expected to be below the 3,000 $MTCO_2e$.

In addition, the Project must follow all standard SCAQMD rules and requirements, as described in **Standard Condition SC-GHG-1**. Compliance with **Standard Condition SC-GHG-1** is considered a standard requirement and included as part of the Project's design features, not unique mitigation under CEQA.

Therefore, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Less Than Significant Impact

The Project is consistent with the land use designation and zoning requirements for this site. Additionally, the Project will comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code and Title 24 Part 6 Building and Energy Efficiency Standards. The Project will be consistent with all the applicable plans, policies and regulation for the purpose of reducing GHG gases. Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

the Project must follow all standard SCAQMD rules and requirements l, as described in **Standard Condition SC-GHG-1**. Compliance with **Standard Condition SC-GHG-1** is considered a standard requirement and included as part of the Project's design features, not unique mitigation under CEQA. Any impacts will be less than significant.

Standard Conditions and Requirements

SC-GHG-1:

The following, as contained in the *AQ/GHG Study*, shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Carpooling shall be encouraged for construction workers.
- Comply with the mandatory requirements of California's Building Energy Efficiency Standards and Green Building (CALGreen) Standards, including mandatory installation of electric vehicle service equipment (EVSE).
- Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Use electric landscaping equipment, such as lawn mowers and leaf blowers, wherever possible.

Mitigation Measures

No mitigation measures are required.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *GPEIR (Section 5.8 – Hazards and Hazardous Materials);* **Figure 3, *Existing General Plan Land Use Designations*** **Figure 12, *Aerial Photo***; **Figure 13, *SP 260 A2 Land Use Plan***, all figures provided in Section I of this Initial Study; *Phase I Environmental Site Assessment MR56 Commercial Site Northwest of Highway 74 and Briggs Road, Menifee, California*, prepared by Geocon West, Inc., April, 2017 (*Phase I ESA*, **Appendix G**); *Riverside County Airport Land Use Commission*, dated August 9, 2017 (*ALUC Letter*, **Appendix N**); Romoland School District website; Perris Union High School District website; Google Maps; and *Map My County* (**Appendix A**).

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
- **Policy S-4.2:** Ensure to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the city.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal S-5:** A community that has reduced the potential for hazardous materials contamination.
- **Policy S-5.2:** Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.
- **Policy S-5.4:** Ensure that all facilities that handle hazardous materials comply with federal and state laws pertaining to the management of hazardous wastes and materials.
- **Policy S-5.5:** Require facilities that handle hazardous materials to implement mitigation measures that reduce the risks associated with hazardous material production, storage, and disposal.
- **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
- **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

Less Than Significant Impact

The proposed Project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials.

The Project is not located in an existing or planned industrial area. The proposed Project does not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications.

During construction, there would be the transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to Project operation, the proposed commercial retail component includes a gas station/convenience store. The gas station would be expected to transport, use, store, or dispose of substantial amounts of hazardous materials. However, it is common for small amounts of materials that may be considered hazardous to be used daily in the fast-food restaurant uses as well. Widely used hazardous materials common at commercial uses include cleaners, pesticides, and food waste. The remnants of these and other products are disposed of as commercial hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the commercial uses would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances.

Exclusive of the gas station component, use of common commercial hazardous materials and their disposal does not present a substantial health risk to the community and impacts associated with the routine transport and use of these aforementioned hazardous materials or wastes will be less than significant.

The Proposed Project's gas station would result in the storage of gasoline and diesel fuels. Fuel storage on the Project site would include the use of underground storage tanks. Typical incidents that could result in accidental release of hazardous materials involve leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and

completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water, and ground water. Depending on the nature and extent of the contamination, ground water supplies could become unsuitable as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

Hazardous materials regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes physical and mechanical controls of fueling operations, including automatic shut-off valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emission controls; leak detection systems; and regular testing and inspection of fueling stations.

Chemicals and wastes stored in underground storage tanks would be required to follow guidelines mandated by federal and state agencies. Above ground tanks storing hazardous chemicals must have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping must be double-walled and have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with federal and state standards. Applicable existing standards include the California Environmental Protection Agency's Aboveground Petroleum Storage Act, Cal/OSHA operational requirements, California Health and Safety Code Section 25270 regarding above ground storage tanks and Section 25290 regarding underground storage tanks, and local Fire Department regulations regarding the installation and operation of aboveground and underground tanks. Compliance with all applicable federal and state laws related to the storage of hazardous materials would be required to maximize containment and provide prompt and effective cleanup, if an accidental release occurs.

Businesses that sell and store hazardous materials are regulated by the Riverside County Department of Environmental Health (RCDEH) as a part of the Certified Unified Program. The program requires the preparation of a document that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees and safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on actions to be taken if materials are inadvertently released. The RCDEH require that all businesses in the county file a Hazardous Material Business Plan which includes a Business Emergency Plan with the RCDEH (Riverside County 2015).

Based on the uses that would be a part of the proposed Project, inclusive of the gas station use, and the existing regulatory structure related to these materials, the proposed Project would not cause a threat to public safety during Project construction or operation. Therefore, because the transport, use, storage, and disposal of hazardous materials pertaining to the proposed Project would be relatively minor and subject to extensive regulatory oversight, the impact is considered less than significant. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			**X**	

Less Than Significant Impact

The proposed Project is not located on a site listed on the state Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses. The Project site is vacant. Thus, there will be no impacts related to structures with asbestos containing materials or lead-based paint. Therefore, the potential for the Project to 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 can be considered relatively low.

According to the *Phase I ESA*, the Project site was utilized for agricultural purposes from at least 1938 until the present. Environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied at the Project site. Based upon the length of time that has elapsed since agricultural usage has occurred; it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions. Any impacts are considered less than significant.

The potential still exists for an unseen event to occur, both during construction, and operations. Please reference the discussion in Section 8.a, as it pertains to gas stations. With adherence to existing local, state and federal regulations, as they pertain to the treatment of hazardous materials, the proposed Project will not 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. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			**X**	

Less Than Significant Impact

The Project site is located within the boundaries of the Romoland School District (RSD) for elementary and middle school, and Perris Unified High School District (PUHSD) for high school.

The closest existing schools to the Project site are shown in **Table 9-1**, ***Existing Schools Closest to Project Site***.

Table 9-1
Existing Schools Closest to Project Site

School Facility	Proximity to Project Site
Heritage High School	Adjacent, south across Highway 74
Harvest Valley Elementary School	±⅓ mile north
Romoland Elementary School	±1¾ miles west
Mesa View Elementary School	±1¾ miles southwest
Calvary Chapel Christian Academy	±2.0 miles west-northwest
Ethan Chase Middle School	±2.0 miles south
Boulder Ridge Elementary School	±2¼ miles southwest
Hans Christensen Middle School	±3.0 miles southwest

PUHSD has identified a site for a high school (High School #4). This school is currently proposed on 52-acres, located at the northwest corner of Wickerd and Leon Road, approximately 6.5 miles south-southwest of the Project site. There aren't any other known, proposed elementary or middle schools within proximity of the Project.

Heritage High School is located adjacent south of the Project site and Harvest Valley Elementary School is located approximately one-third of a mile north of the Project site. No other, elementary, middle school, or high school exists, or is proposed within one-quarter mile of the Project site.

As discussed in Sections 9.a, and 9.b, above, the potential exists for the Project to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; and/or, create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during both construction and operations.

Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and

clean-up, etc. would be employed. With adherence to existing local, state and federal regulations, as they pertain to the treatment of hazardous materials, the proposed Project will not 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. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control maintains a list of hazardous materials sites (Cortese List). EnviroStor is the Department of Toxic Substances Control's data management system for tracking our cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including: Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites.

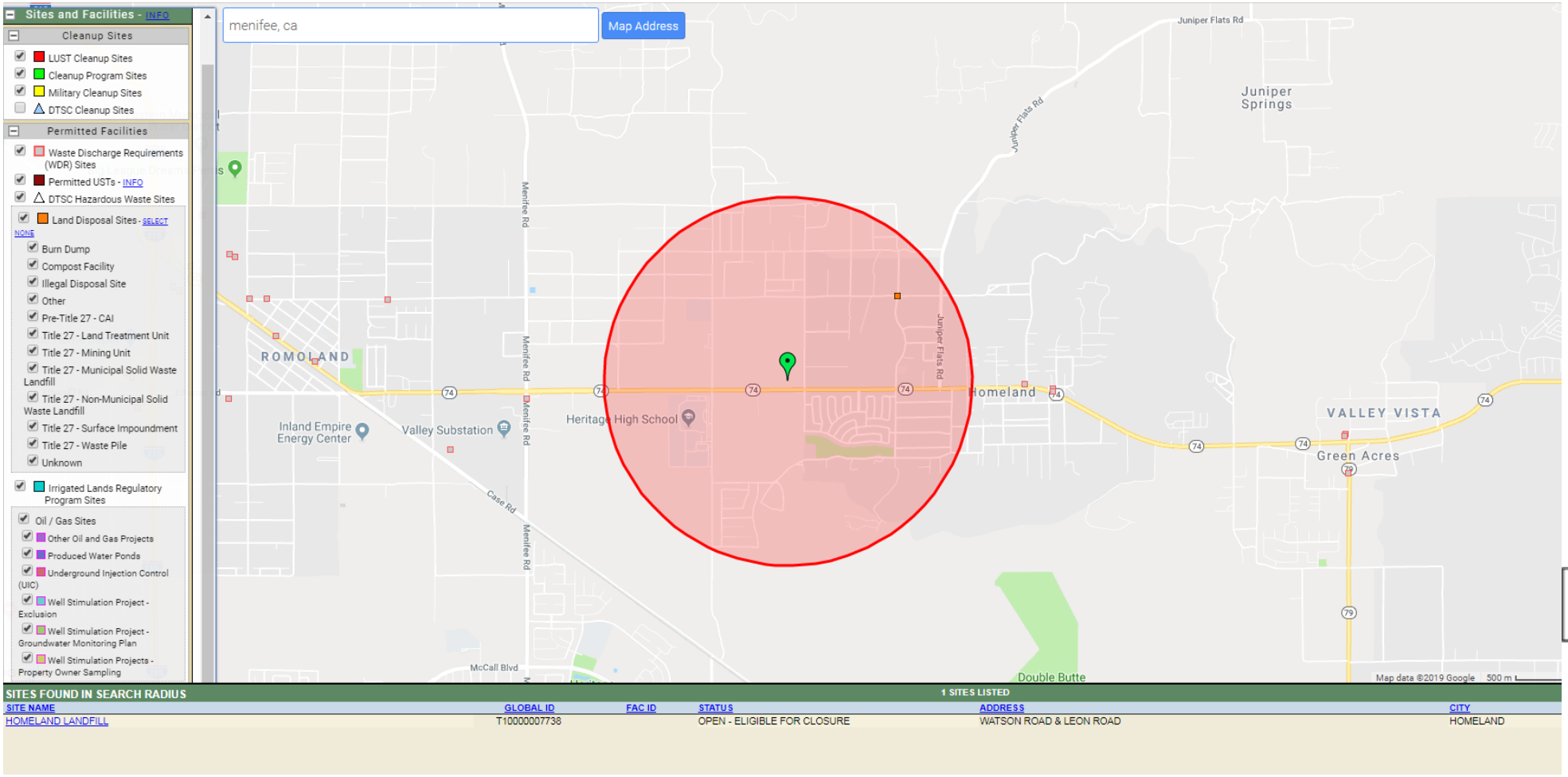
The proposed Project is not located on a site listed on the state Cortese List, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.

The Project site is not:

- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);
- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB);
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

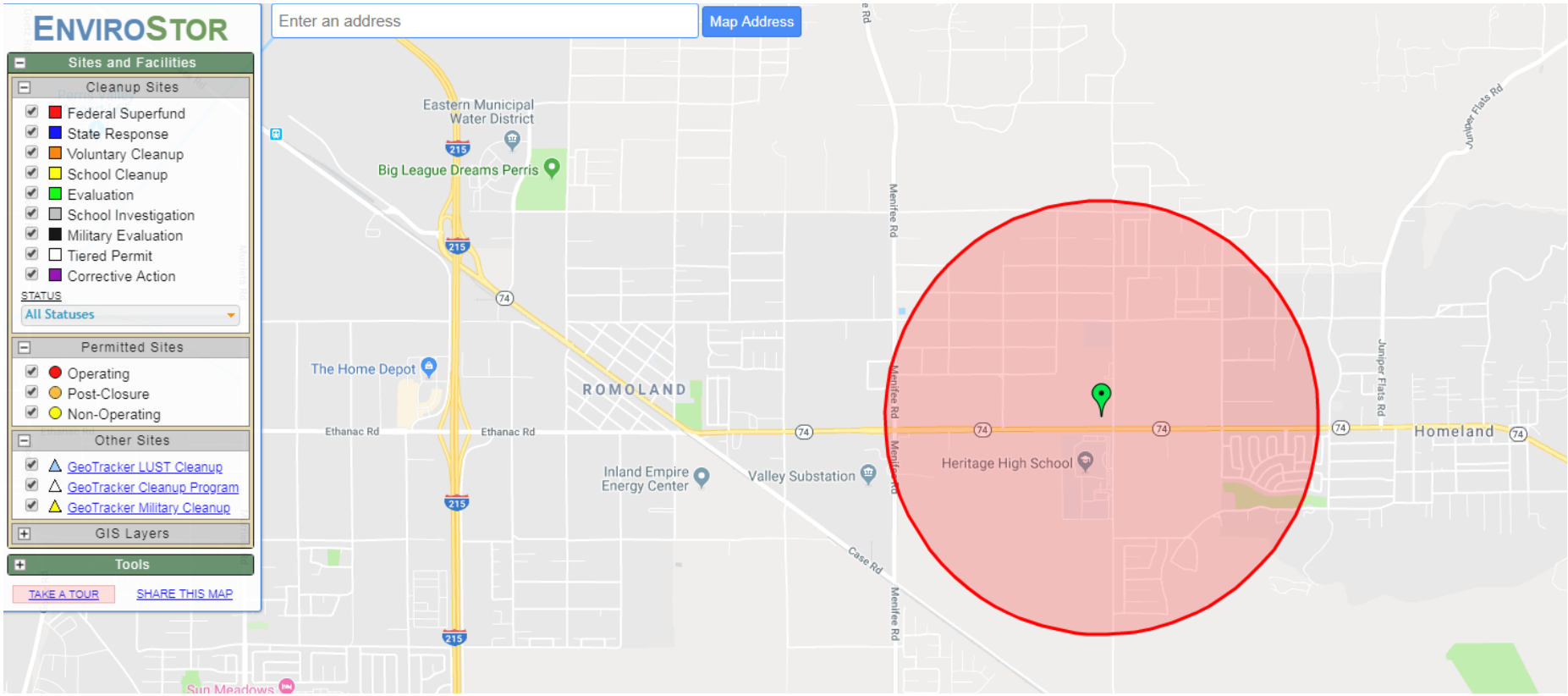
Reference **Figure 9-1, *GeoTracker***; and **Figure 9-2, *EnviroStor***. No impacts will occur.

FIGURE 9-1
GEOTRACKER



Source: GEOTRACKER https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=menifee%2C+ca

FIGURE 9-2
ENVIROSTOR



Source: ENVIROSTOR https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=menifee%2C+ca

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

The entire Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The runway for March Air Reserve Base/Inland Port Airport is located approximately 10.4 miles to the northwest of the Project site.

The City of Menifee transmitted the Project to the Riverside County Airport Land Use Commission (ALUC); Paul Rull, ALUC Urban Regional Planner IV, replied with a letter dated August 9, 2017 (**Appendix N**). The *ALUC Letter* states that ALUC staff determined that the Project is located within Compatibility Zone E of March Air Reserve Base/Inland Port Airport Influence Area which does not restrict non-residential intensity. There will be no impacts.

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The Project site is located within the limits of Zone E. According to Table MA-1, Compatibility Zone Factors of the *MAR Comp. Plan*, the noise impact from the March Air Reserve Base/Inland Port Airport is considered “low”, and beyond the 55-CNEL contour. Table MA-1 also states that occasional overflights have a “low impact” in terms intrusion into some outdoor activities.

According to *GPEIR* Table 5.12-3, *Land Use and Compatibility for Community Noise Environments*, the commercial land uses within the Project site are considered *normally acceptable* with noise levels between 50 dBA CNEL and 70 dBA CNEL. Commercial land uses noise levels between 67.5 dBA CNEL and 77.5 dBA CNEL are considered *conditionally acceptable*. This is consistent with the 55-CNEL produced by the March Air Reserve Base/Inland Port Airport. No impacts are anticipated as it pertains to noise.

As shown on Map PV-1, Compatibility Map – Perris Valley Airport, (Perris Valley Airport Land Use Compatibility Plan, p. 3-39); the Project site is not located within any Compatibility Zones of the Perris Valley Airport. The runway is located approximately 4.7 miles northwesterly of the Project site. Also, as shown on Map PV-3, Ultimate Noise Impacts – Perris Valley Airport, the Project site is located beyond the 55-CNEL contour. No impacts are anticipated.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	

Less Than Significant Impact

The proposed Project will replace vacant land with commercial development. Primary and secondary access to the Project site will be provided via driveways off of SR 74, Briggs Road, and the future construction of Street "A" along the west boundary of the proposed Project site.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (**Standard Condition SC-TR-1**). The traffic control plan (TCP) is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed.

Project impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

No Impact

The proposed Project site is not located within, or adjacent to a fire hazard zone (Local Responsibility Area, or State Responsibility Area). There are no wildland

conditions in the suburbanized area where the Project site is located. No impacts will occur.

Standard Conditions and Requirements

SC-TR-1 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures

No mitigation measures are required.

10. HYDROLOGY AND WATER QUALITY.

Source(s): *Geotechnical Investigation and Percolation Testing – MR 56 Commercial Site, NWC Highway 74 and Briggs Road, Menifee, CA*, prepared by Geocon West, Inc., April 24, 2017 (*Geo Investigation*, **Appendix F1**); *Limited Soils Assessment – Briggs & 74 Property, Northwest of Highway 74 and Briggs Road, Menifee, CA*, prepared by Geocon, Inc., October 4, 2018 (*Soils Study*, **Appendix F2**); *Project Specific Water Quality Management Plan – MR 56 Commercial Site*, prepared by JLC Engineering & Consulting, Inc., July 31, 2017, Revised January 31, 2018, September 12, 2018, and December 17, 2018 (*WQMP*, **Appendix H1**); *Preliminary Hydrology and Hydraulics Study for the MR 56 Commercial Site, City of Menifee, CA,* prepared by JLC Engineering & Consulting, Inc., July 31, 2017, Revised January 31, 2018 (*Hydrology Study*, **Appendix H2**); *SAN 53 – Will Serve TPM 37380 Harvest Glen Marketplace*, issued by Eastern Municipal Water District (EMWD), July 25, 2018 (Will Serve Letter, **Appendix K**); Eastern Municipal Water District *2015 Urban Water Management Plan* (*2015 UWMP*); Metropolitan Water District *2015 Urban Water Management Plan* (*2015 RUWMP*); City of Menifee Municipal Code, Chapter 4.2, *Floodplain Management for Noncoastal Communities*, and Chapter 15.01, *Storm Water/Urban Runoff*; Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program, adopted by the City of Menifee); City of Menifee General Plan, Safety Element, Exhibit S-5 *Flood Hazards*; City of Menifee General Plan, Draft Environmental Impact Report (*GPDEIR*), Chapter 5.9, *Hydrology and Water Quality*; and *Map My County, (***Appendix A**).

Applicable General Plan Policies:

- **Goal S-3:** A community that is minimally disrupted by flooding and inundation hazards.
- **Policy OSC-7.9:** Ensure that high quality potable water resources continue to be available by managing stormwater runoff, wellhead protection, and other sources of pollutants.
- **Policy OSC-7.10:** Preserve natural floodplains, including Salt Creek, Ethanac Wash, Paloma Wash, and Warm Springs Creek, to facilitate water percolation, replenishment of the natural aquifer, proper drainage, and prevention of flood damage.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			X	

Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program.

A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body.

Relative to this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

On January 29, 2010 the Santa Ana Regional Water Quality Control Board (SARWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Menifee and other applicable Permittees.

All new development in the City of Menifee is required to comply with provisions of the NPDES program, including Waste Discharge Requirements (WDR), and the City's Municipal Separate Sewer Permit (MS4), Order No. R8-2010-0033, NPDES Permit No. CAS618033, as enforced by the SARWQCB.

All design submittals and construction projects are required to conform to the permit requirements. Furthermore, all projects are required to install Best Management Practices (BMPs) in compliance with the 2010 SARWQCB permit.

The Project site, along with nearly all the City of Menifee, is located in the San Jacinto Sub-basin of the larger Santa Ana Watershed.

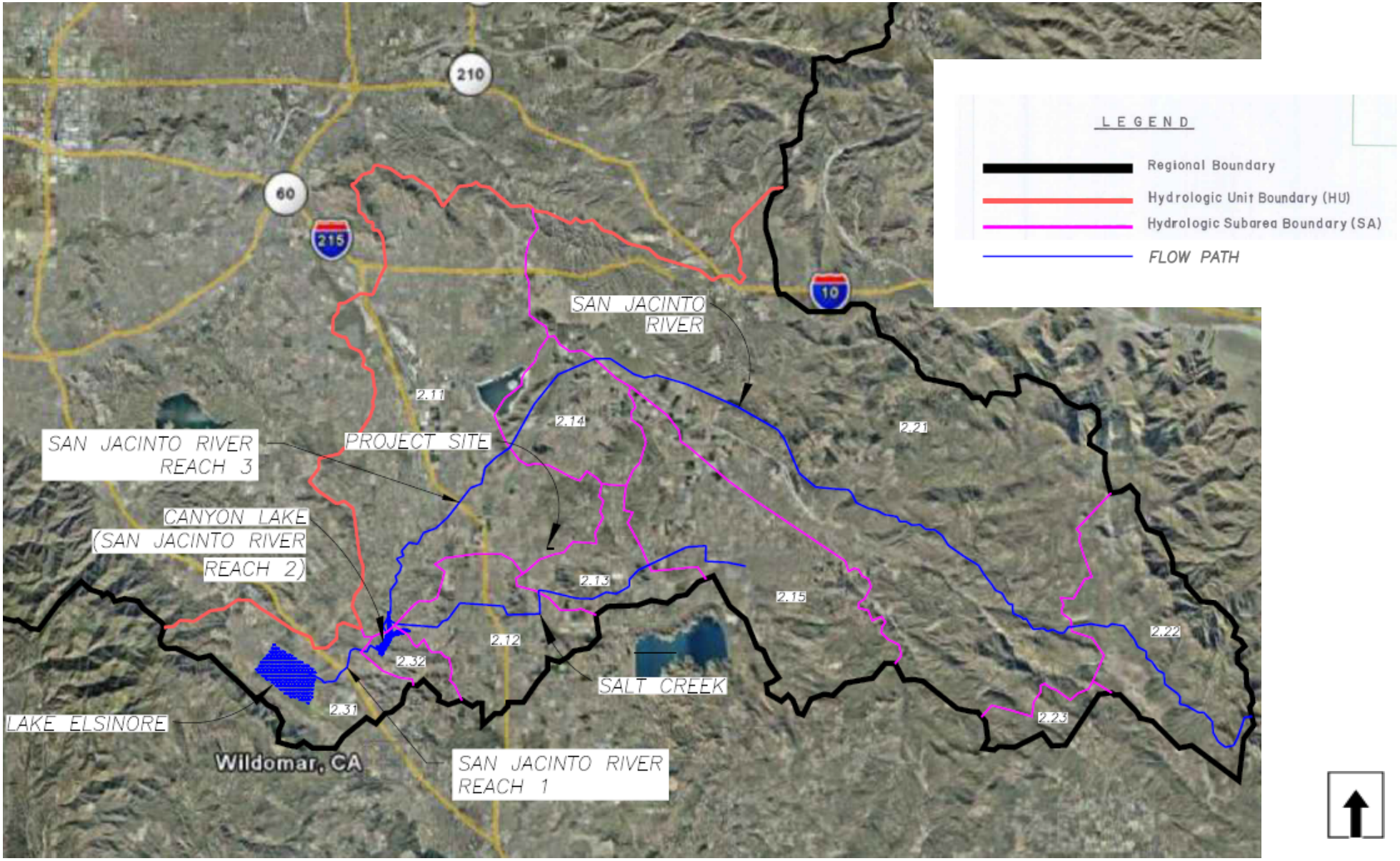
- The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Mohave watershed to the north, the Santa Margarita watershed to the

south, the Salton Sea and Southern Mohave watersheds to the east, and the San Gabriel watershed to the west. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries.

- The San Jacinto River originates in the San Jacinto Mountains and flows some 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River which ultimately discharges into the Pacific Ocean.
- A relatively small area at the southeast corner of the City of Menifee is located in the Warm Springs Creek Sub-basin of the larger Santa Margarita Watershed.

An exhibit of the regional drainage flows relative to the Project site is included on the following page as **Figure 10-1, *Project Site - Receiving Waters Map*.**

FIGURE 10-1
PROJECT SITE - RECEIVING WATERS MAP



Source: WQMP - (Appendix H1)

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The Project site is relatively flat and at street grade, with existing slopes of approximately 1% to 2% across the site.

At present, the Project site is vacant, undeveloped land with a 100% pervious earthen surface. On-site stormwater runoff currently surface flows in a south-southwest direction towards Highway 74 where an on-site channelized drainage (dirt) carries flows west of the site. In addition, an on-site channelized drainage (dirt) is located along the east boundary of the site contiguous to Briggs Road, and a concrete drainage culvert adjacent to the southeast corner of the site carries flows originating east of the Project site under Briggs Road connecting to the onsite channelized drainage.

Construction Impacts

The Project site clearing and grading phases would disturb surface soils along with a modest amount of low lying vegetation, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil would be subject to wind and water erosion.

Operational Impacts

The Project includes the proposed construction of a fast food restaurant with drive through, a gas station and convenience store, and a 100 foot long tunnel car wash, along with paved parking areas, street improvements, utility infrastructure, two (2) bioretention basins, and an interim basin. The building structures and associated site improvements will be located at the southeast corner portion of an existing parcel fronting along Highway 74 and Briggs Road. Project ownership lands adjacent north and west will be developed at a later date. The Project will be required to prepare a site drainage plan (reference **Standard Condition SC-HYD-1**).

Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP) (reference **Standard Condition SC-HYD-2**). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

The Project has been reviewed and conditioned by the City of Menifee Engineering Department, and the City of Menifee Building and Safety Department, among others, to mitigate any potential impacts as listed above through site design, the preparation of a WQMP, and adherence to the requirements of the NPDES (reference **Standard Condition SC-HYD-3**).

The Project will also be required to pay Development Impact Fees (DIF). DIF for nonresidential development shall be paid prior to the issuance of a building permit (reference **Standard Condition SC-HYD-4**). Lastly, all wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant (reference **Standard Condition SC-HYD-5**).

These are standards conditions for the City of Menifee and are not considered mitigation for CEQA implementation purposes. At Project completion, the Project site will be covered with commercial retail building structures, asphalt paved access drives and automobile parking areas, two bioretention basins, an interim infiltration basin, and landscaping. This will also ensure that there will be no erosion or siltation on- or off-site.

Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			X	

Less Than Significant Impact

The Eastern Municipal Water District (EMWD) provides water to the Project site. EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health.

The proposed Project site development will connect to the EMWD water supply system via an existing 12" EMWD water line located in Highway 74.

Presently, EMWD has four sources of water supply: 1) Potable groundwater; 2) Desalinated groundwater; 3) Recycled water; and 4) Imported water from MWD. According to 2015 figures, imported water (treated, locally treated & raw) accounted for approximately 46% of the total water supply, while local potable groundwater accounted for approximately 12%, desalted groundwater was approximately 6%, and recycled water was approximately 36%.

The Project site is located within the San Jacinto River Sub-Watershed of the larger Santa Ana Region Watershed. The Santa Ana Region basin is one of nine watershed basins within the state and encompasses an area of approximately 2,800 square miles including much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. In very broad terms, the Santa Ana Region watershed is a group of connected inland basins and open coastal basins drained by surface streams flowing generally southwestward to the Pacific Ocean.

The Project site, as a part of the San Jacinto River Sub-Watershed, drains to the San Jacinto River (Reach 3) into Canyon Lake, and then via the San Jacinto River (Reach 1) into Lake Elsinore. The San Jacinto River originates in the San Jacinto

Mountains and flows approximately forty-two (42) miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek/Temescal Wash, which flows northwest approximately sixteen (16) miles to its confluence with the Santa Ana River at the Prado Dam adjacent to the northwest side of the City of Corona, and thence west/southwest within the Santa Ana River across the Orange County coastal plain approximately 26 miles into the Pacific Ocean northerly of the Newport Bay.

The San Jacinto Groundwater Basin, which encompasses most all of the City of Menifee, includes two management zones: 1) the Perris South Management Zone, and 2) the Menifee Management Zone. The Project site is a part of the Menifee Management Zone.

The Perris South and Menifee Management Zones are parts of the West San Jacinto Basin Water Management Area. Groundwater in this area is affected by high levels of total dissolved solids (TDS). The high TDS groundwater is migrating into the Lakeview portion of the Lakeview/Hemet North management zone, an area of good quality groundwater. The Eastern Municipal Water District operates two desalination facilities that recover high TDS groundwater from the Menifee and Perris South Management Zones and the Lakeview portion of the Lakeview/Hemet North Management Zone, for potable use. The Menifee Desalter and Perris I Desalter have a combined capacity of 7,500 acre-feet per year, or about 6.7 million gallons per day.

The Water Quality Control Plan for the Santa Ana River Basin, updated in February 2016, establishes water quality standards for groundwater and surface water in the basin; that is, standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The basin plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region, along with causes, where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

A groundwater recharge/storage program within the San Jacinto Basin has been developed by EMWD. It was concluded that the average percolation rate in these basins is 6.30 feet/day and it was determined that imported water can be successfully stored seasonally.

As stated above, local potable groundwater accounted for approximately 12% of the EMWD water supply in 2015, desalted groundwater was approximately 6%, and recycled water was approximately 36%. Most of the remaining water demands are met with imported water purchased from Metropolitan Water District of Southern California. According to the *2015 RUWMP*, over 90% of the groundwater used in Metropolitan's service area is produced from adjudicated or managed groundwater basins.

As set forth in Table 7.1 (Infiltration Test Rates) of the Project *Geo Investigation* (p. 9), the Project site has infiltration rates ranging from 0.01 to 0.06 inches per hour.

The Project will preserve the natural infiltration capacity that currently exists through the implementation of the PWQMP which proposes two bioretention basins (Bioretention Basin A and Bioretention Basin B) and an interim increased runoff basin. In addition, to the extent possible, the proposed Project plan utilizes a minimum impervious area design.

The Project will construct buildings, parking lots, utility infrastructure, two bioretention basins and an interim basin. The bioretention basins will treat for water quality purposes, and the interim basin will mitigate for increased runoff, consistent with the interim basin design criteria, as well as address the hydrologic conditions of concern as required by the Water Quality Management Plan. The Project will discharge back into the natural stream. Ultimately, the Project site will discharge into the future Line A5 Master Drainage Plan Facility.

The Project site is approximately 7 acres, and is bounded by Briggs Road to the east, Highway 74 to the south, Malaga Road to the west, and Marion V. Ashley Community Center to the north.

The Project proposes the development of the easterly portion of the Project site and constructing an interim basin on the westerly portion. The Project site is tributary to the EMWD's future Line A5 Master Drainage Plan facility, which once constructed, will convey flows to Canyon Lake through engineered and maintained facilities.

The Project site would only be required to mitigate to the capacity of the facility, rather than to pre-Project conditions, however, the Project will implement the interim basin design criteria for sizing increased runoff detention facilities until the Master Drainage Plan Line A5 is constructed.

The PWQMP delineates four Drainage Management Areas (DMA's), DMA A, DMA B, DMA C, and DMA-D. A summary of the DMA's is included in **Table 10-1, *Proposed Project Runoff Characteristics*** and the location of the DMA's are shown on **Figure 10-2, *PWQMP Site Plan***.

Table 10-1
Proposed Project Runoff Characteristics

Drainage Management Area	Area		Proposed BMP	Required Design Capture Volume (ft^3)	Proposed Capture Volume (ft^3)	Minimum Design Capture Volume (ft^3) Met?
	sq. ft.	Acres				
DMA A	150,853	3.463	Bioretention Basin A	6,650	8,138	Yes
DMA B	27,878	0.640	Bioretention Basin A	1,229	8,138	Yes
DMA C	121,532	2.790	Bioretention Basin B	5,119	5,292	Yes
DMA D	5,032	0.116	Type B & C (self-retaining & drains to self-retaining area)	N/A (limited impervious area)	N/A	N/A
DMA D-1	2,635	0.060	Natural/drought tolerant landscaping Type B (self-retaining)	--	--	--
DMA D-2	5,032	0.116	Asphalt/Concrete Type C (drains to self-retaining area)	--	--	--

ft^3 = cubic feet
Source: Tables C-1, C-2, C-3, C4, C-5, and D-8, *PWQMP* (**Appendix H1**)

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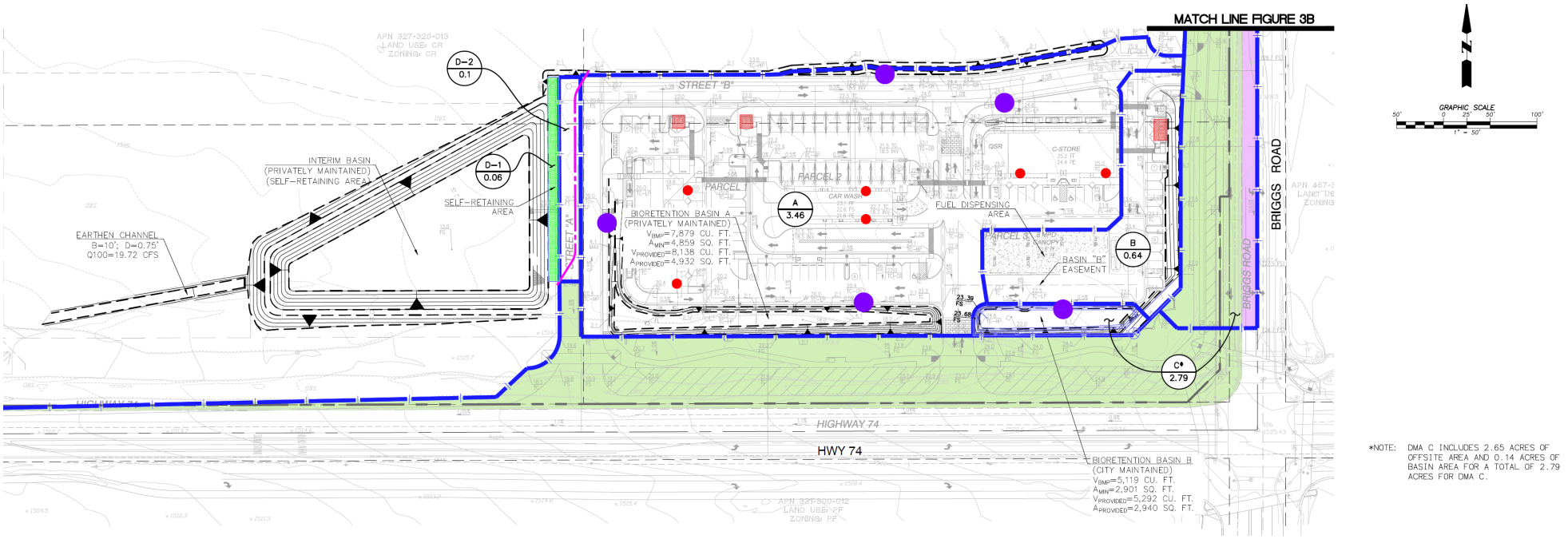
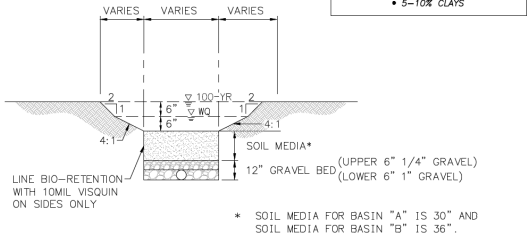
FIGURE 10-2
PWQMP SITE PLAN



*NOTE: DMA C INCLUDES 2.65 ACRES OF OFFSITE AREA AND 0.14 ACRES OF BASIN AREA FOR A TOTAL OF 2.79 ACRES FOR DMA C.



SOIL MEDIA SPEC.

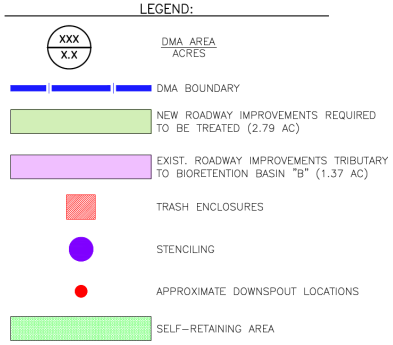
- 85% CLASS "A" TOP SOIL
- 15% TYPE 1 ORGANIC SOIL AMENDMENT

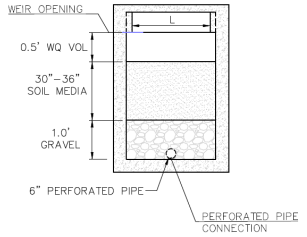
CLASS "A" TOP SOIL SHALL CONFORM TO THE FOLLOWING:

- 70-80% SAND
- 15-20% SILTS
- 5-10% CLAYS

TYPICAL BIORETENTION BASIN SECTION

SCALE: 1"=3'



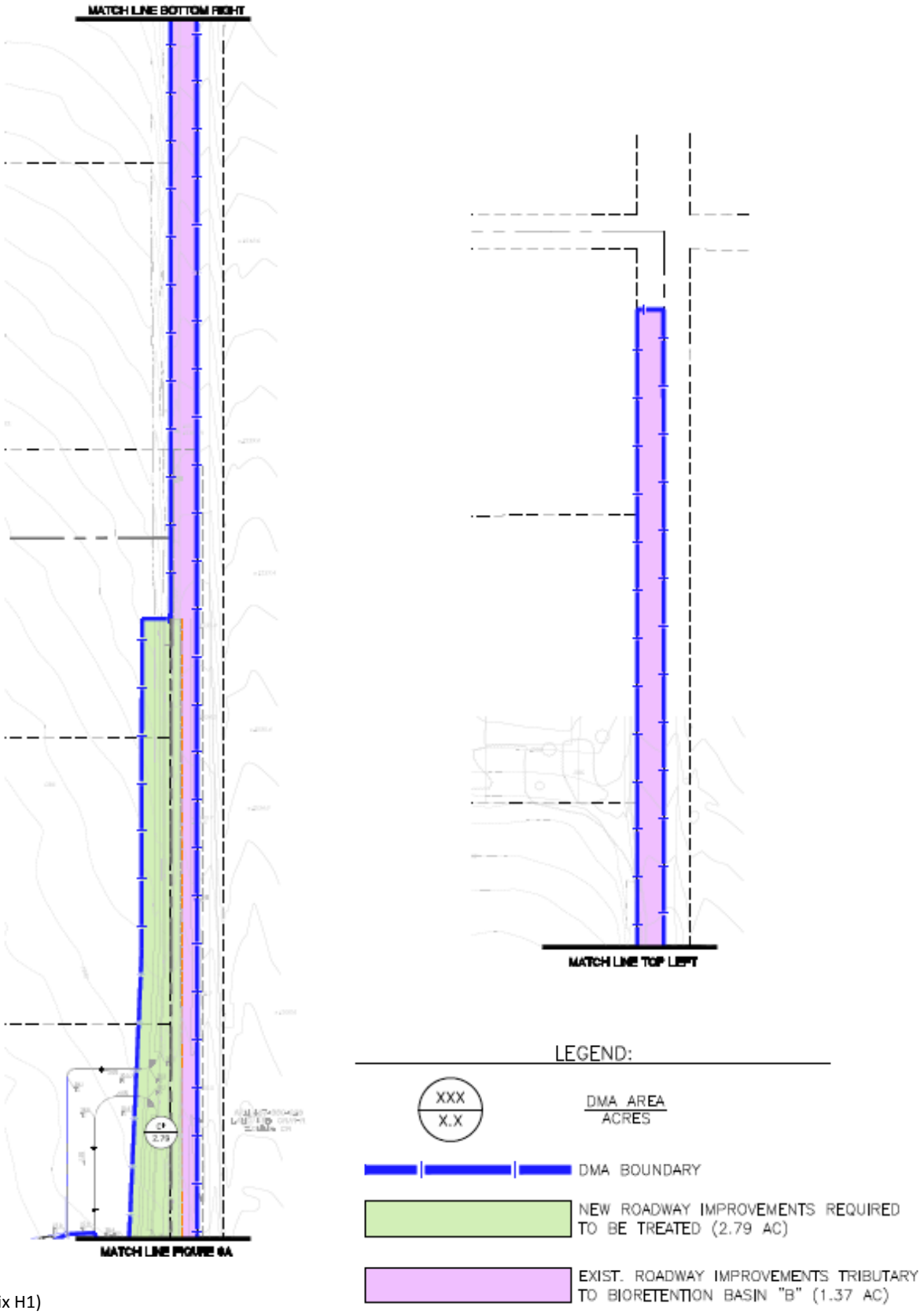


TYPICAL BIORETENTION BASIN OUTLET DETAIL

NTS

Source: WQMP - (Appendix H1)

FIGURE 10-2, continued
PWQMP SITE PLAN



Source: WQMP - (Appendix H1)

A summary of the DMAs is also set forth below:

- DMA A consists of 150,853 square feet (3.463 acres) comprising all of the proposed enclosed commercial retail building area, concrete walkways, asphalt/paving, and landscaping. DMA A will be served by Bioretention Basin A;
- DMA B consists of 27,878 square feet (0.640 acres) comprising the fuel dispensing area (inclusive of the canopy/roof), paved access drive and parking area at the southeast portion of the site. DMA B will be served by Bioretention Basin A (it is noted, more than one drainage management area can drain to a single LID BMP; however, one drainage management area may not drain to more than one BMP);
- DMA C consists of 121,532 square feet (2.790 acres) including 2.65 acres of offsite Highway 74 and Briggs Road street right-of-way comprised of asphalt paving, concrete sidewalk, and landscaping; and 0.14 acres of basin area. DMA C is identified on the PWQMP Site Plan as the area highlighted in light green. These new roadway improvements are required to be treated for water quality purposes in conjunction with the Project development plan. DMA C will be served by Bioretention Basin B.
    - Note: DMA A and DMA B will drain to Bioretention Basin A, and DMA C will drain to Bioretention Basin B. This is to ensure that onsite and offsite flows do not comingle; and
- DMA D is a small portion of onsite area that cannot be treated within either Bioretention Basin. It consists of 5,032 square feet (0.116 acres) located along the west property line, adjacent east of the interim basin, comprising the future Street "A" on-site access drive (DMA D1), plus the contiguous strip of land area (DMA D2) that will be retained in a natural condition with drought tolerant landscaping for use as a "self-retaining" area.

Bioretention Basin A

Bioretention Basin A, a water quality treatment basin, extends along the westerly two-thirds (⅔) of the Project site's proposed south property line, contiguous north of the proposed new (widened) Highway 74 right-of-way and DMA C. Bioretention Basin A is designed with a 2½-foot soil media depth to ensure that the flows discharging from the underdrains will be able to enter the interim basin. Bioretention Basin A will have a total depth of one (1) foot, including one-half (½) foot for the water quality volume, and one-half (½) foot to accommodate the 100-year flow rate to discharge from the basin.

Bioretention Basin B

Bioretention Basin B, also a water quality treatment basin, extends along the easterly one-third (⅓) of the Project site's proposed south property line, contiguous north of the proposed new (widened) Highway 74 right-of-way and DMA C. Bioretention Basin B is designed with a three (3) foot soil media depth to ensure that the flows discharging from the underdrains will be able to enter the interim basin. Similar to Bioretention Basin A, Bioretention Basin B will have a total depth of one (1) foot, including one-half (½) foot for the water quality volume, and one-half (½) foot to accommodate the 100-year flow rate to discharge from the basin.

Interim Basin

The interim basin, located at the west end of the Project site, will mitigate for increased runoff, consistent with the interim basin design criteria, as well as address the hydrologic conditions of concern as required by the Water Quality Management Plan. On an interim basis, the Project will discharge back into the natural drainage/stream extending west of the site. Ultimately, the Project site will discharge into the future Line A5 Master Drainage Plan Facility. In the meantime, flows exiting Bioretention Basin A and Bioretention Basin B will be conveyed to the interim basin that has been designed to mitigate the hydrologic conditions of concern.

As a part of the minimum impervious area Project design, driveways and access roadways will be constructed to the minimum widths required and on-site parking is being held to minimum requirements. Paved walkways are being limited to those areas in the vicinity of the proposed commercial retail buildings. Where feasible, the runoff from the building roof will be directed to landscaped areas prior to entering the on-site storm drain system.

The onsite hydrology analyses and offsite street areas utilized commercial land use for the calculations. The rational method hydrology analyzed on area designated as Area A, which includes the onsite area, the offsite street improvements, the offsite undeveloped area to the north, and the interim basin to the west. The onsite area and street improvements were analyzed as commercial land use, and the offsite area to the north and west were analyzed as undeveloped, poor cover.

The two bioretention basins will incorporate drop inlet structures that will have weir flow lines that are 0.5 feet above the soil media, with 0.5 foot high openings. The drop inlets have been sized to convey the peak tributary 100-year flow rates. Several parkway drains and curb openings will be utilized to intercept flows. One catch basin will be constructed on Briggs Road. The Project site will also construct subsurface storm drain to convey flows to the bioretention basins and the interim basin. The interim basin will incorporate an earthen ditch that will convey the flows discharging from the basin.

The required water quality volume for the Project site was determined using the Santa Ana BMP Design Volume Spreadsheet. The rainfall depth utilized was 0.65 inches and was obtained from the Isohyetal Map for the 85th Percentile 24-hour Storm Event. Since the Project site is a commercial site and street area, it is assumed that the Project is 90% impervious which is considered a conservative assumption considering the Project site includes two bioretention basins.

The Project site will utilize two bioretention basins with soil media depths of 2.5 feet (due to the availability of cover and the site elevations) for Bioretention Basin A and 3 feet for Bioretention Basin B. Flows will then be conveyed to the interim basin that will mitigate for the hydrologic conditions of concern. The basin is required until such a time when the MDP Line A-5 system is completed, which will then allow for the Project to discharge directly into the Line A system and be conveyed via engineered and maintained channels to Canyon Lake. However, during this phase of the development, the Line A-5 system is not being constructed, therefore addressing the hydrologic conditions of concern is required.

The bioretention basins were sized using the average top width and the Santa Ana Watershed Bioretention Design Worksheets. The spreadsheets indicate that the basins are adequately sized. The basins both utilize 36" of soil media and provide a total of 1 foot of depth (which includes 0.5 feet for the water quality volume and 0.5 feet for the 100-year flow rate discharging from the basin). The bioretention basins will incorporate 4:1 side slopes within the first 0.5 feet of depth and 2:1 side slopes above 0.5 feet of depth.

The onsite areas (with the exception of the onsite Street A) discharge into Bioretention Basin A, and the offsite street area discharges into Bioretention Basin B. This is to prevent the onsite and offsite areas from being treated in the same BMP. The Street A area will be treated within a self-retaining area adjacent to the interim basin.

In order to meet the interim basin design criteria during the preliminary stages of the Project, unit hydrograph calculations were performed for the pre-Project and post-Project conditions for the 2-year, 5-year, and 10-year storm events for the 1-hour, 3-hour, 6-hour and 24-hour storm durations. Additionally, the 100-year storm event was analyzed for the 1-hour storm duration in order to determine the peak flow rate for the 100-year storm event. Based upon the post-Project unit hydrograph calculations, the 10-year, 24-hour storm duration generates the largest volume of 1.30 ac-ft. The basin provides 2.93 ac-ft of volume (accounting for 1 foot of freeboard) which is more than sufficient to retain the entire 10-year, 24-hour volume, if needed.

In conclusion, as set forth in the *Hydrology Study*, Section VII. Findings:

1. The proposed bioretention basins will adequately treat the required BMP Design Volume;
2. The preliminary onsite storm drain systems will adequately convey the peak 100-year flow rates; and
3. The proposed interim basin provides more than sufficient volume to meet the interim basin design criteria and will be reduced to the required size during final engineering when detailed basin routing calculations are performed.

No component of the proposed Project will deplete groundwater supplies. The Project design, as depicted on the Project plans and Project-specific WQMP (reference **Standard Condition SC-HYD-3**), will allow for water to percolate back into the ground and allow for groundwater recharge. This will offset any impacts from the other non-pervious elements contained in the proposed Project.

Therefore, implementation of the proposed Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). Any impacts are considered less than significant
.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) 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 result in substantial erosion or siltation on- or off-site?			**X**	

Less Than Significant Impact

Please reference the discussion set forth in Section 10.b, relative to the Project design which will not substantially alter the existing drainage pattern of the site or the area.

There are no streams or rivers within, contiguous to, or adjacent to the Project site.

As depicted on the Topography Map, there is a blue line stream located approximately one-half (½) mile southeast of the Project site at the base of the Double Butte hillsides. Reference **Figure 10-3, *USGS Topography Map***.

Potential impacts include both construction and operational phases of the Project.

During construction activities 1) soil would be exposed and disturbed, 2) drainage patterns would be temporarily altered during grading and other construction activities, and 3) there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate.

In comparison with existing conditions, the proposed Project development plan would cause the Project site surface area to be more impervious than the current site condition. Under current conditions, the Project site consists of 100% pervious surfaces. It is assumed, the proposed commercial Project will reduce the pervious surface area from 100% to 10% of the Project site area. Any decrease in pervious area would change (increase) the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters.

On-site stormwater runoff currently surface flows in a south-southwest direction towards Highway 74 where an on-site channelized drainage (dirt) carries flows west of the site. In addition, an on-site channelized drainage (dirt) is located along the east boundary of the site contiguous to Briggs Road, and a concrete drainage culvert adjacent to the southeast corner of the site carries flows originating east of the Project site under Briggs Road connecting to the onsite channelized drainage.

The proposed improvements will preserve the current flow patterns. It is noted, the Project will provide drainage facility improvements that will result in a benefit to on- and off-site erosion and siltation conditions, as no such facilities currently exist on the Project site.

The Project site development plan proposes construction of a fast food restaurant with drive through, a gas station and convenience store, and a 100 foot long tunnel car wash, along with paved parking areas, street improvements, storm drain and utility infrastructure, two (2) bioretention basins, and an interim basin. The building structures and associated site improvements will be located at the southeast corner portion of an existing parcel fronting along Highway 74 and Briggs Road. Project ownership lands adjacent north and west will be developed at a later date.

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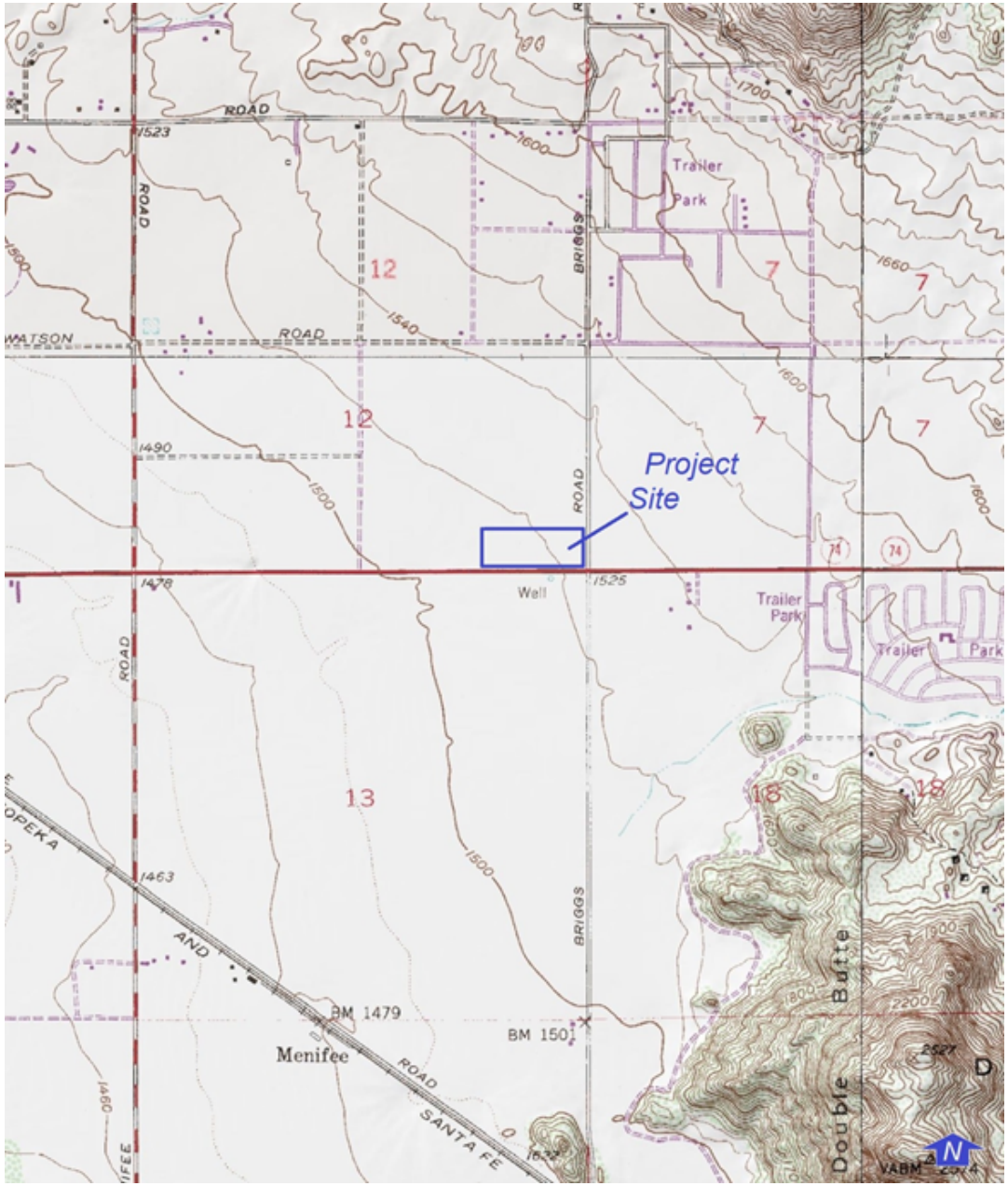
FIGURE 10-3
USGS TOPOGRAPHY MAP



Source: MyTopo.com https://www.mytopo.com/maps/?lat=33.7423&lon=-117.1397&z=13

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For purposes of the *Hydrology Study*, the actual site improvements area consists of approximately 7.4 acres, with 14.6 acres being included as a part of the study area. The Project site includes the development of the easterly portion of the study area and constructing the interim basin on the westerly portion.

The proposed Project will utilize storm drain, bioretention basins and an interim basin to flood protect the site and convey tributary flows. The required water quality volume will be treated in the on-site bioretention basins.

The Project site is tributary to the future Line A5 Master Drain Plan facility, which once constructed, will convey flows to Canyon Lake through engineered and maintained facilities.

The Project site would only be required to mitigate to the capacity of the facility, rather than to pre-Project conditions, however, the Project will implement the interim criteria for sizing increased runoff detention facilities until the Master Drain Plan Line A5 is constructed.

The two (2) bioretention basins will include soil media depths ranging from 2.5 feet to 3 feet (due to the availability of cover and the site elevations). Flows will then be conveyed to the interim basin that will mitigate for the hydrologic conditions of concern. This basin is required until such a time when the MDP Line A-5 system is completed, which will then allow for the Project to discharge directly into the Line A system and be conveyed via engineered and maintained channels to Canyon Lake. However, during this phase of the development, the Line A-5 system is not being constructed, therefore addressing the hydrologic conditions of concern is required.

There are no streams or rivers within, contiguous to, or adjacent to the Project site, and through implementation of the Project *WQMP* (reference **Standard Condition SC-HYD-3**) which provides for two (2) on-site bioretention basins and the interim basin, the proposed Project, would not substantially increase runoff that could contribute to downstream erosion or siltation.

Therefore, the Project will not 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 result in substantial erosion or siltation on- or off-site. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.ii) 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			**X**	

Less Than Significant Impact

Development of the proposed Project on the Project site would increase of the impervious surface area from 0% at present, to 90% upon completion of construction.

As set forth in the *Hydrology Study*, a total of 14.6 acres of area is included in the rational method hydrology analyses for this Project, however, only 11.5 acres of area is included in the unit hydrograph analyses. The 11.5 acres is the area tributary to the interim basin.

The Project site will mitigate flows from the total 11.5 acres of area, which includes offsite area and existing undeveloped area. This will ensure that the Project will not adversely impact downstream properties.

The required water quality volume to be treated was determined using the Santa Ana BMP Design Volume Spreadsheet. The rainfall depth utilized was 0.65 inches and was obtained from the Isohyetal Map for the 85th Percentile 24-hour Storm Event.

The two on-site bioretention basins were sized using the average top width and the Santa Ana Watershed Bioretention Design Worksheets. Detailed outlet structure analyses will be performed during final engineering, however, the design as proposed will be sufficient to function from a water quality perspective and a 100-year outflow perspective.

The interim basin will incorporate an earthen ditch that will convey the flows discharging from the basin. The channel will have a 10 foot wide base, and a slope of 0.55%. Using these parameters and a flow rate of 20.50 ft3/s (which is the post-Project condition flow existing unit hydrograph flow rate for the area tributary to the basin), the depth will be 0.74 feet. The existing flow rate for the 100-year unit hydrograph calculations was utilized during the preliminary stages since the post-Project flow rate will not exceed this flow rate. During final engineering, detailed basin routing calculations will be performed to determine the peak basin outflow and the channel calculations will be adjusted accordingly.

With implementation of infiltration BMPs (reference **Standard Condition SC-HYD-1** through **Standard Condition SC-HYD-4**) and the interim basin as part of the Project design, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant.

It is noted that the Project will result in a benefit to water quality, as no such facilities currently exist on the Project site.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iii) 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 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?			**X**	

Less Than Significant Impact

While development of the proposed Project would increase the impervious area on the Project site from 0% to 90%, the Project *WQMP* hydrology improvements (reference **Standard Condition SC-HYD-1** and **Standard Condition SC-HYD-3**) have been designed such that the Project will not 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 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. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) 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 impede or redirect flood flows?			**X**	

Less Than Significant Impact

In the existing undeveloped condition, storm water runoff at the Project site sheet flows generally south-southwest direction towards Highway 74 where an on-site channelized drainage (dirt) carries flows west of the site. In addition, an on-site channelized drainage (dirt) is located along the east boundary of the site contiguous to Briggs Road, and a concrete drainage culvert adjacent to the southeast corner of the site carries flows originating east of the Project site under Briggs Road connecting to the onsite channelized drainage. Upon completion of the Project site development plan in accordance with the WQMP which provides for four drainage management areas (DMA A, DMA B, DMA C, and DMA D), two (2) bioretention basins, and an interim basin, post-development storm water run-off does not exceed pre-development storm water runoff, nor does it impede or redirect flood flows as Project flows will ultimately discharge into the future Line A5 Master drain facility, which once constructed will convey flows to Canyon Lake through engineered and maintained facilities. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?				X

No Impact

The Project site is not located within a FEMA designated flood hazard area or a local City/County designated "Flood Hazard Area." Reference **Figure 10-4, *FEMA Firmette Map***.

The Project site is located approximately 36 miles east of the nearest coastline (Pacific Ocean); therefore, the risk associated with tsunamis is negligible.

Similarly, the Project site not located adjacent to a body of water; a seiche is a run-up of water within a lake or embayment triggered by fault- or landslide induced ground displacement. The Project site is located approximately seven (7) miles south of Lake Perris and six (6) miles northwest of Diamond Valley Lake. Therefore, the risk associated with a seiche is negligible.

Based on the above, the risk of pollutant release due to Project inundation caused by a flood, tsunami, or seiche is not applicable. There will be no impact.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			X	

Less Than Significant Impact

The Project *WQMP* has been prepared specifically to comply with the requirements of the City of Menifee and the County of Riverside for Ordinance No. 754.2 which includes the requirement for the preparation and implementation of a Project-Specific WQMP (*PWQMP*, p. 3).

The Project site is located in the Santa Ana Region Watershed, within the jurisdiction of the Santa Ana Regional Board, where discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act.

With adherence to, and implementation of the conclusions and recommendations set forth in the *WQMP* (reference **Standard Condition SC-HYD-3**) the Project site development plan will not conflict with or obstruct implementation of a water quality

control plan or sustainable groundwater management plan. Any impacts will be less than significant.

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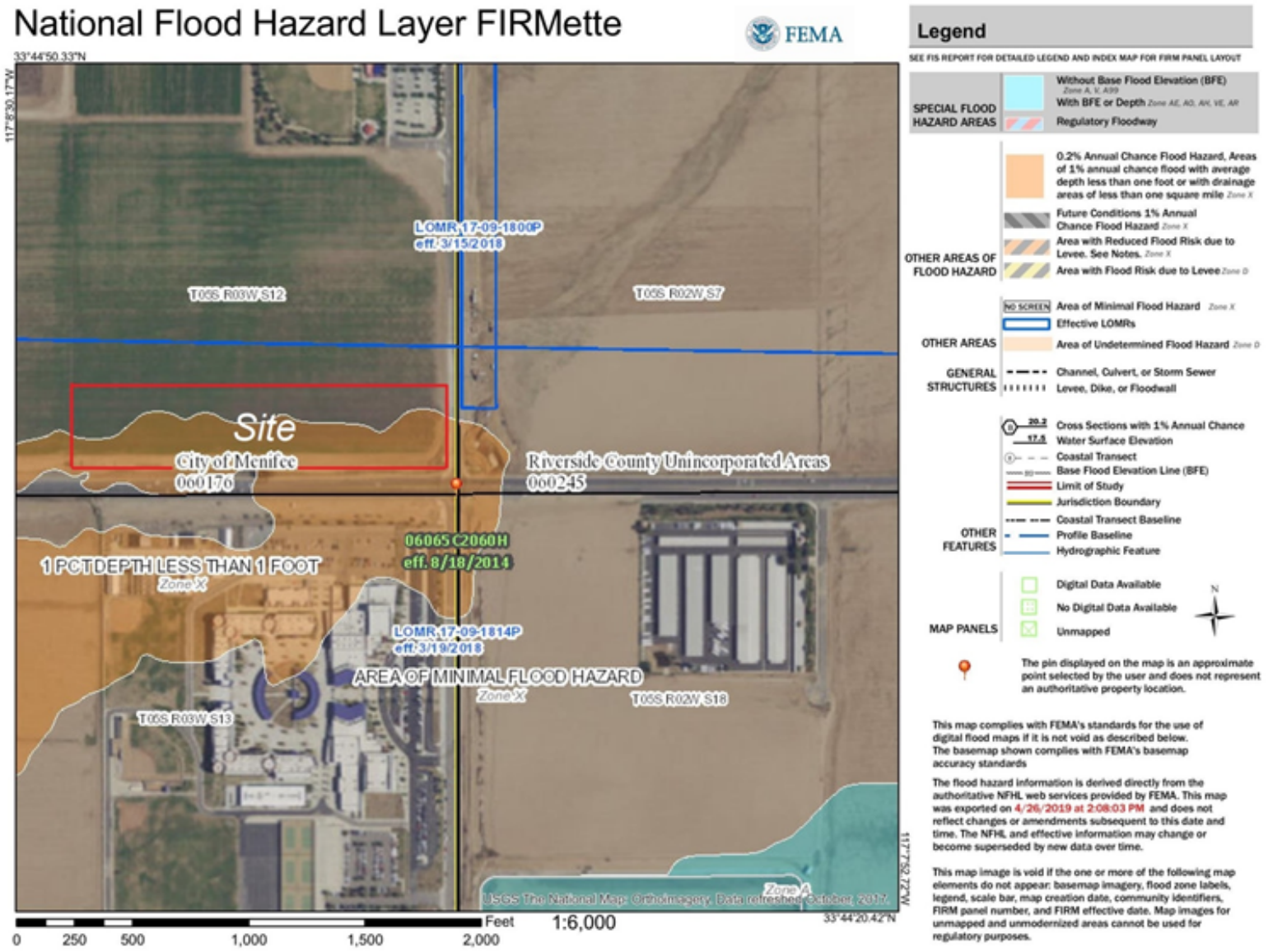
FIGURE 10-4
FEMA FIRMETTE MAP



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Standard Conditions and Requirements

SC-HYD-1 Site Drainage Plan. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-4 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF). DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-HYD-5 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Mitigation Measures

No mitigation measures are required.

11. LAND USE AND PLANNING.

Source(s): *Map My County*, (**Appendix A**); **Table 1, *Surrounding Land Uses***; **Figure 12, *Aerial Photo***; **Figure 13, *SP 260 A2 Land Use Plan*; Figure 3**, ***Existing General Plan Land Designations;*** **Figure 4**, ***Existing Zoning Classifications***, all figures provided in Section I. of this Initial Study; Menifee North Specific Plan; and City of Menifee General Plan website.

Applicable General Plan Policies:

- **Goal LU-1:** Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
- **Policy LU-1.1:** Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
- **Policy LU-1.4:** Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
- **Policy LU-1.5:** Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
- **Policy LU-1.6:** Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- **Policy LU-1.9:** Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
- **Policy LU-1.10:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Policy LU-2.1:** Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
- **Goal ED-1:** A diverse and robust local economy capable of providing employment for all residents desiring to work in the City.
- **Policy ED-1.2:** Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.
- **Goal ED-2:** A variety of retail shopping areas distributed strategically throughout the City and regional retail, dining, and entertainment destinations in key locations with freeway access.
- **Policy ED-2.1:** Promote retail development by locating needed goods and services in proximity to where residents live to improve quality of life, retain taxable spending by Menifee residents, and attract residents from outside the City to shop in Menifee.
    - Locate businesses providing convenience goods and services in retail centers

that are on arterials adjacent to neighborhoods and communities throughout the City but not in rural residential areas.

- **Policy ED-2.2:** Require regional retail districts to provide entertainment and dining in addition to retail sales and services to create destinations prepared to withstand e-commerce's increasing capture of retail spending. These districts should create a pedestrian-friendly human-scale atmosphere with street furniture, shading, and gathering spaces that enhance the experience of shopping and socializing.
  Local retail centers (primarily intended to serve Menifee residents) need not necessarily provide dining and entertainment but shall provide street furniture, shading, pedestrian-circulation, and gathering spaces that enhance the experience of shopping.
- **Goal ED-3:** A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.
- **Policy ED-3.1:** Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision making.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**

No Impact

The Project site consists of a generally flat topography with an elevation range from 1,512 to 1,526 feet AMSL. The most prominent vegetation present within the Project site consists of seasonal grasses, mustard, thistle (tumbleweed), as well as the cultivated barley and wheat. Agriculture has removed nearly all native vegetation.

Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to the west. The proposed Project is consistent and compatible with the existing and proposed surrounding land uses in terms of height, massing, intensity of development, and nature of development and will not divide an established community. Reference **Table 1, *Surrounding Land Uses***, **Figure 12, *Aerial Photo***, and **Figure 13, *SP 260 A2 Land Use Plan***.

Lastly, the Project does not propose construction of any roadway, permanent flood control channel, or other structure that will physically divide any portion of the community. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

No Impact

The Project site is located within Planning Area 23B of the Menifee North Specific Plan (SP260), with a land use classification of commercial. SP260 refers back to the Scenic Highway Commercial (C-P-S) zone of Ordinance No. 348.

The commercial uses consist of the following:

- Gas Station with 16 Fueling Positions under a 6,164 sq. ft. canopy
- Convenience Store 4,967 sq. ft.
  - Attached 1,102 sq. ft. Quick Serve Restaurant with Drive-Thru
- Conveyor Belt Car Wash with outdoor vacuum stalls – 3,000 sq. ft.
- 3,268 sq. ft. Fast Food Restaurant with Drive-Thru

A total of 73 parking spaces are proposed within the Project. Municipal Code Section 17.188 (Off-Street Vehicle Parking Standards) requires 71 parking spaces.

The car wash and convenience store with the sale of motor vehicle fuel require a conditional use permit. All other uses require a Plot Plan.

The City's General Plan also contains goals and policies that are applicable to the proposed Project. These applicable goals and policies from the City's General Plan were listed above and are listed within the individual sections of this Initial Study (where applicable). The City, through exercising its independent review, has determined that the proposed Project would be consistent with these applicable policies in the City's General Plan.

Therefore, the Project will not result in a land use significant environmental and use impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect. No impacts will occur.

Standard Conditions and Requirements

No standard conditions or requirements are applicable.

Mitigation Measures

No mitigation measures are required.

12. MINERAL RESOURCES.

Source(s): *GPEIR*, Section 5.11 (Mineral Resources); and *Map My County* (**Appendix A**).

Applicable General Plan Policies:

- **Goal OSC-4:** Efficient and environmentally appropriate use and management of energy and mineral resources to ensure their availability for future generations.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?				**X**

No Impact

The California Geological Survey Mineral Resources Project provides information about California's non-fuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act (SMARA) of 1975. Non-fuel mineral resources include metals such as gold, silver, iron, and copper; industrial metals such as boron compounds, rare-earth elements, clays, limestone, gypsum, salt and dimension stone, and construction aggregate, including sand, gravel, and crushed stone. Development generally results in a demand for minerals, especially construction aggregate. Urban preemption of prime deposits and conflicts between mining and other uses throughout California led to passage of the SMARA, which requires all cities and counties to incorporate in their general plans the mapped designations approved by the State Mining and Geology Board.

The classification process involves the determination of Production-Consumption (P-C) Region boundaries, based on identification of active aggregate operations (production) and the market area served (Consumption). The P-C regional boundaries are modified to include only those portions of the region that are urbanized or urbanizing and are classified for their aggregate content. An aggregate appraisal further evaluates the presence or absence of significant sand, gravel, or stone deposits that are suitable sources of aggregate. The classification of these mineral resources is a joint effort of the state and the local governments. It is based on geologic factors and requires that the State Geologist classify the mineral resources area as one of the four Mineral Resource Zones (MRZs), Scientific Resource Zones (SZ), or Identified Resource Areas (IRAs), described below:

- **MRZ-1:** A Mineral Resource Zone where adequate information indicates that no significant mineral deposits are present or likely to be present.

- **MRZ-2:** A Mineral Resource Zone where adequate information indicates that significant mineral deposits are present, or a likelihood of their presence and development should be controlled.
- **MRZ-3:** A Mineral Resource Zone where the significance of mineral deposits cannot be determined from the available data.
- **MRZ-4:** A Mineral Resource Zone where there is insufficient data to assign any other MRZ designation.
- **SZ Areas:** Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone.
- **IRA Areas:** County or State Division of Mines and Geology Identified Areas where adequate production and information indicates that significant minerals are present.

As part of the classification process, an analysis of site specific conditions is utilized to calculate the total volume of aggregates within individually identified Resource Sectors. Resource Sectors are those MRZ-2 areas identified as having regional or statewide significance. Anticipated aggregate demand in the P-C Regions for the next 50 years is then estimated and compared to the total volume of aggregate reserves identified within the P-C Region.

The City of Menifee is in the San Bernardino P-C Region, in which aggregate mineral resource zones were last mapped by the California Geological Survey in 2008. The following MRZs are mapped in the City of Menifee (reference Figure 5.11-1, Mineral Resource Zones of the *GPEIR*).

- MRZ-1: 308 acres in northwest part of City near the northwest corner of Sun City.
- MRZ-3: 22,017 acres, almost three-quarters of the City. Most of the eastern, southern, and northwestern parts of the City are designated MRZ-3.
- Urban Area: 7,488 acres consisting of most of the central and north-central and parts of the western portion of the City. Urban areas are not defined as mineral resource zones because mining in these areas is already precluded by urban development.

The proposed Project site is located in a predominately-suburbanized area to the north, south, and west, and agricultural uses to the east. As stated in the *GPEIR*, no known significant mineral resources have been designated in the City of Menifee. The Project site is located in the MR-Z-3 Zone. The only areas in the San Jacinto Basin that have been designated MRZ-2—that is, where significant mineral resources are known to exist or are considered very likely to exist—are two areas northwest of Lake Elsinore totaling approximately 465 acres, approximately six miles west of the City's western boundary.

There are no mineral extraction or process facilities on or near the site. No mineral resources are known to exist within the vicinity. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X

No Impact

Please reference the discussion in Section 12.a. There are no mineral extraction or process facilities on or near the site. No mineral resources are known to exist within the vicinity. No impacts will occur.

Standard Conditions and Requirements

No standard conditions or requirements are applicable.

Mitigation Measures

No mitigation measures are required.

13. NOISE.

Source(s): **Table 1, *Surrounding Land Uses*** in Section I. of this Initial Study; *GPEIR (Section 5.13 – Noise)*; *Briggs Road at Highway 74 Gas Station and Commercial Center Noise Impact Study*, prepared by RK Engineering Group, Inc., dated 6-21-18 (*NIS*, **Appendix I**); **Figure 12, *Aerial Photo*** in Section I. of this Initial Study; *Map My County*, (**Appendix A**); *March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MAR Comp. Plan)*, Table MA-1, Compatibility Zone Factors (p. 3); *Perris Valley Airport Land Use Compatibility Plan*, Map PV-1, Compatibility Map – Perris Valley Airport (p. 3-39) and Map PV-3, Ultimate Noise Impacts – Perris Valley Airport (p. 3-41); and *GPEIR* Appendix A – Notice of Preparation and Initial Study.

Applicable General Plan Policies:

- **Goal N-1:** Noise-sensitive land uses are protected from excessive noise and vibration exposure.
  - **Policy N-1.1:** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing development project applications.
  - **Policy N-1.2:** Require new projects to comply with the noise standards of local, regional, and state building code regulations, including but not limited to the City's Municipal Code, Title 24 of the California Code of Regulations, the California Green Building Code, and subdivision and development codes.
  - **Policy N-1.3:** Require noise abatement measures to enforce compliance with any applicable regulatory mechanisms, including building codes and subdivision and zoning regulations, and ensure that the recommended mitigation measures are implemented.
  - **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources adjacent to sensitive receptors:

Table N-1
Stationary Noise Standards

Land Use	Interior Standards	Exterior Standards
Residential		
10:00 p.m. to 7:00 a.m.	40 Leq (10 minute)	45 Leq (10 minute)
7:00 a.m. to 10:00 p.m.	55 Leq (10 minute)	65 Leq (10 minute)

  - **Policy N-1.8:** Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review.
  - **Policy N-1.9:** Limit the development of new noise-producing uses adjacent to noise-sensitive receptors and require that new noise-producing land be are designed with adequate noise abatement measures.
  - **Policy N-1.11:** Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation.
  - **Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- **Goal N-2:** Minimal Noise Spillover. Minimal noise spillover from noise-generating

uses, such as agriculture, commercial, and industrial uses into adjoining noise-sensitive uses.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Noise Study*, unless otherwise noted.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with 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?			**X**	

Less Than Significant Impact

Overview

The Project will not result in a substantial temporary or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project during construction. These impacts are of short duration and will terminate once the construction phase of the Project is completed. In addition, construction shall not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and between the hours of 6:00 p.m. and 7:00 p.m. during the months of October through May. No construction activity shall occur on Sundays or nationally recognized holidays.

During operations the Project shall not create a substantial permanent increase of 3 dBA or more to the daytime ambient noise level, or nighttime ambient noise levels and there will be no significant operational noise impacts with the incorporation of **Design Features DF-1** through **DF-5** as best management practices. **Design Features DF-1** through **DF-5,** listed below are part of the Project design and/or conditions of approval, and are not considered mitigation measures. These design measures would be implemented regardless of the results of the *NIS* during operation of the Project.

- **Design Feature DF-1:** Limit engine idling time for all delivery vehicles and moving trucks to 5 minutes or less (see **Standard Condition SC-AQ-1**).
- **Design Feature DF-2:** Trash truck operations shall be limited to daytime hours only (7 a.m. to 10 p.m.).
- **Design Feature DF-3:** Install a minimum 3-foot parapet wall along the rooftop of all buildings to shield HVAC equipment.
- **Design Feature DF-4:** The Project shall incorporate best available noise reducing technology such as mufflers, shrouds, acoustic baffles, acoustic silencers and/or variable frequency drives for the blow dryer system for the car wash. Car wash operations shall be limited to daytime hours only (7:00 a.m. to

10:00 p.m.).

- **Design Feature DF-5:** The speakerphone system should incorporate automatic volume control (AVC) into the design. The AVC will adjust the outbound volume based on the outdoor ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system.

Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used in this Section.

- **Sound, Noise, and Acoustics**

  The sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. The sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

- **Frequency and Hertz**

  A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

- **Sound Pressure Levels and Decibels**

  The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases, as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated as dB.

- **Addition of Decibels**

  Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two (2) sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3dB increase. If two (2) sounds differ by approximately 10 dB the higher sound level is the predominant sound.

- **Human Response to Changes in Noise Levels**

  In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. The A-scale weighing is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

- **Noise Descriptors**

  Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. Following are the most commonly used noise descriptors along with brief definitions.

  A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

  Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

  Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

  Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-Pascal's.

  dB(A): A-weighted sound level (see definition above).

  Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

  Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets,

pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90, and L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dBA level which, if it lasted for one (1) second, would produce the same A-weighted sound energy as the actual event.

- **Traffic Noise Prediction**

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 – 6 wheels) and heavy truck percentage (3 axles and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume of noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

- **Sound Propagation**

  As sound propagates from a source it spreads geometrically. The sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

  As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use the hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at an additional rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 6.0 dB per doubling of distance for a point source.

  Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity, and turbulence can further impact how far sound can travel.

  City of Menifee Noise Regulations

  The City of Menifee outlines their noise regulations and standards within the Noise Element from the General Plan and Municipal Code (see Appendix A of the *NIS*). For purposes of the *NIS* analysis, the City's Noise Ordinance (Section 9.09.050) is used to evaluate the stationary noise impacts from the Project. Section 9.09.050 outlines the applicable noise standards for the Project.

- *Stationary Noise Regulation*

  Section 9.09.050(A) from the Municipal Code discusses the noise standards for stationary noise sources and states the following:

  "No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards shown below."

Time	Interior Standards	Exterior Standards
10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	40 Leq (10 minute) 55 Leq (10 minute)	45 Leq (10 minute) 65 Leq (10 minute)

- Land Use Compatibility

The City of Menifee General Plan Noise Element Draft Environmental Impact Report (EIR) describes the Noise/Land Use Compatibility Standards for the site. These requirements classify exterior noise levels for land uses in four (4) categories. The four (4) noise ranges described are the following:

1. **Normally Acceptable.** Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. **Conditionally Acceptable**. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.
3. **Normally Unacceptable.** New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design.
4. **Clearly Unacceptable.** New construction or development generally should not be undertaken.

The following table notes the exterior noise level ranges for land use compatibility for the Project site and the various land uses surrounding the Project site:

Land Use	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Commercial	Below 70 dB CNEL	67.5-77.5 dB CNEL	Above 75 dB CNEL	- -
Residential – Low Density	Below 60 dB CNEL	55-70 dB CNEL	70-75 dB CNEL	Above 75 dB CNEL
Residential – Multiple Family	Below 65 dB CNEL	60-70 dB CNEL	70-75 dB CNEL	Above 75 dB CNEL
Schools	Below 70 dB CNEL	60-70 dB CNEL	70-80 dB CNEL	Above 80 dB CNEL

A copy of the City of Menifee General Plan Noise Element Draft EIR is included in Appendix B of the *NIS*.

- *Construction Noise Regulation*

Construction noise sources are regulated within the City of Menifee (reference **Standard Conditions SC-NOI-1** through **Standard Condition SC-NOI-3**):

Study Method and Procedures

The following discussion describes the measurement procedures, measurement locations, and noise modeling procedures and assumptions used in the noise analysis.

- Measurement Procedures and Criteria

To determine the existing noise level environment, four (4) short-term noise measurements were conducted at the Project study area. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses;
- Locations that are acoustically representative and equivalent of the area of concern;
- Human land usage; and
- Sites clear of major obstruction and contamination.

Sound level measurements were conducted in accordance with County of Riverside and Caltrans technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed five (5) feet above the ground for all short-term noise measurements;
- Sound level meters were calibrated before and after each measurement;
- Following the calibration of equipment, a windscreen was placed over the microphone;
- Frequency weighting was set on “A” and slow response;
- Results of the short-term noise measurements were recorded on field data sheets;
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawn mowers, or aircraft fly-overs were noted; and
- Temperature and sky conditions were observed and documented.

Noise measurements were conducted October 4, 2017 using a Larson Davis 700 type II sound level meter. The Leq, Lmin, Lmax, L2, L8, L25 and L50 were recorded over a 10- minute interval. The information was utilized to define the existing noise characteristics for the Project.

Noise Measurement Locations

The noise monitoring locations were selected based on the proximity to the location to adjacent roadway noise sources and sensitive receptors. **Figure 13-1, *Noise Monitoring Locations*** graphically illustrates the location of the short-term measurements.

- **Short-Term Noise Monitoring Location 1 (ST-1)** was taken along the western property line, approximately 300 feet north of the edge of pavement of Highway 74, and approximately 700 feet west of the edge of pavement of Briggs Road.
- **Short-Term Noise Monitoring Location 2 (ST-2)** was taken along the northern property line, approximately 300 feet north of the edge of pavement

of Highway 74, and approximately 350 feet west of the edge of pavement of Briggs Road.

Short term noise monitoring locations represent the existing ambient noise levels on the Project site near the adjacent land uses

FIGURE 13-1
NOISE MONITORING LOCATIONS

Source: Noise Study - (Appendix I)

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Noise Measurement Timing and Climate

The short-term noise measurements were recorded during daytime hours on October 4, 2017. Noise measurements were conducted in 10-minute intervals during the indicated time schedule.

Nighttime noise levels were estimated by applying a 5 decibel reduction to daytime noise levels. Nighttime noise levels are estimated based on typical changes in roadway volume, the ambient environment and the resulting day/night leq noise levels. Roadway noise calculations for existing conditions along Highway 74 west of Briggs Road indicate that the daytime Leq would experience a reduction of approximately 7.0 dBA in noise level for the nighttime Leq based on the roadway mix/vehicle distribution provided by the County of Riverside and the ADT counts. However, this estimate strictly takes into account roadway noise and does not account for other potential noise sources and activities in the area that may also contribute to the ambient noise environment. The 5 decibel reduction is a generally accepted reference for nighttime noise levels and is considered an adequate estimate of nighttime conditions for purposes of the analysis in the *NIS*.

The climate data was noted during the measurements and is indicated in the field sheets within Appendix C of the *NIS*. Measurements were not taken during abnormal weather conditions such as high wind or rain.

- Stationary Noise Modeling

The stationary noise was projected using a computer program that replicates the FHWA Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the reference energy noise level. For each stationary source, the referenced noise level was applied to the model. The model outputs the projected noise level based on the following key parameters:

- Measured referenced noise level – (e.g. how loud a source is at a specific distance);
- Vertical and horizontal distances (sensitive receptor distance from noise source);
- Noise barrier vertical and horizontal distances (noise barrier distance from sound source and receptor);
- Typical noise source spectra; and
- Topography.

Tables 13-1, *Reference & Adjusted Stationary Noise Level Measurements Future Residential Properties to the North*, **13-2, *Daytime Exterior Noise Levels From Stationary Sources – Future Residential Properties to the North (dBA)***, **13-3, *Nighttime Exterior Noise Levels From Stationary Sources – Future Residential Properties to the North (dBA)***, and **13-4, *Mitigated Nighttime Exterior Noise Levels From Stationary Sources – Future Residential Properties to the North (dBA)*** indicate the referenced and adjusted noise level measurements conducted along the northern property line. The reference noise levels provide sample data of similar noise sources as the ones being proposed by

the Project. The distance from the reference source indicates the distance the microphone was placed from the noise source.

Table 13-1
Reference & Adjusted Stationary Noise Level Measurements Future Residential Properties to the North

Reference Stationary Noise Level Measurements [2]

Source[1]	Referenced Measured Noise Levels (dBA)						
	Distance from Reference Source (feet)	L_{eq}	L_{max}	L_2	L_8	L_{25}	L_{50}
Car Wash Tunnel	3.0	96.2	96.2	96.2	96.2	96.2	96.2
Car Wash Vacuums (25 units)	3.0	88.0	88.0	88.0	88.0	88.0	88.0
Drive Thru Speakerbox	3.0	82.8	85.9	85.7	84.9	84.0	82.5
Parking Lot	6.0	63.8	79.5	68.5	65.5	64.5	63.0
Rooftop HVAC Equipment	3.0	87.3	87.3	87.3	87.3	87.3	87.3
Trash Truck Activity	6.0	66.3	84.0	78.5	68.0	61.5	58.5

Adjusted Stationary Noise Level Measurements[2]

Source	Future Residential Properties (North) – Adjusted Noise Levels (dBA)						
	Distance from Reference Source (feet)	L_{eq}	L_{max}	L_2	L_8	L_{25}	L_{50}
Parking Lot	605.0	23.7	39.4	28.4	25.4	24.4	22.9
Fast Food Building – HVAC	690.0	23.5	23.5	23.5	23.5	23.5	23.5
Fast Food Building – DT Speaker	745.0	34.9	38.0	37.8	37.0	36.1	34.6
Fast Food Building – Trash Truck	580.0	26.6	44.3	38.8	28.3	21.8	18.8
Car Wash – Trash Truck	580.0	26.6	44.3	38.8	28.3	21.8	18.8
Car Wash – Vacuums	610.0	41.8	41.8	41.8	41.8	41.8	41.8
Car Wash – Equipment Tunnel	675.0	36.0	36.0	36.0	36.0	36.0	36.0
Convenience Market – HVAC	595.0	26.7	26.7	26.7	26.7	26.7	26.7
Convenience Market – DT Speaker	590.0	36.9	40.0	39.8	39.0	38.1	36.6
Convenience Market – Trash Truck	590.0	26.4	44.1	38.6	28.1	21.6	18.6

[1] RK conducted stationary noise measurements for the sources above.
[2] Adjusted noise levels (dBA) were calculated based on the distance of the stationary noise sources to the future residential properties to the north.

Table 13-2
Daytime Exterior Noise Levels from Stationary Sources – Future Residential Properties to the North (dBA)[1]

	Source	Adjusted Noise Levels (dBA)[2,3]						
		Distance from Reference Source (feet)	L_{eq}	L_{max}	L_2	L_8	L_{25}	L_{50}
Daytime (7:00 AM – 10:00 PM)	Parking Lot	605	23.7	39.4	28.4	25.4	24.4	22.9
	Fast Food Building – HVAC	690	23.5	23.5	23.5	23.5	23.5	23.5
	Fast Food Building – DT Speaker	745	34.9	38.0	37.8	37.0	36.1	34.6
	Fast Food Building – Trash Truck	580	26.6	44.3	38.8	28.3	21.8	18.8
	Car Wash – Trash Truck	580	26.6	44.3	38.8	28.3	21.8	18.8
	Car Wash – Vacuums	610	41.8	41.8	41.8	41.8	41.8	41.8
	Car Wash – Equipment Tunnel	675	36.0	36.0	36.0	36.0	36.0	36.0
	Convenience Market – HVAC	595	26.7	26.7	26.7	26.7	26.7	26.7
	Convenience Market – DT Speaker	590	36.9	40.0	39.8	39.0	38.1	36.6
	Convenience Market – Trash Truck	590	26.4	44.1	38.6	28.1	21.6	18.6
	Project Exterior Noise Level		44.7	51.0	7.7	45.5	44.9	44.4
	City of Menifee Noise Level Criteria		65.0	- -	- -	- -	- -	- -
	Does Projected Noise Level Exceed City of Menifee Standards?		NO	- -	- -	- -	- -	- -
	Existing Adjusted Ambient Measurement		46.8	65.9	56.0	49.2	44.5	42.5
	Total Combined Exterior Noise Impact		48.9	66.0	56.6	50.7	47.7	46.6
	Change in Noise Level as a Result of Project		2.1	- -	- -	- -	- -	- -
	Does Project Create Substantial Permanent Increase of 3 dB or More?		NO	- -	- -	- -	- -	- -

[1] Exterior noise levels projected to future residential homes to the north.
[2] See **Table 13-1** for adjusted noise level.
[3] See Appendix D of *NIS* for dBA calculations.

Table 13-3
Nighttime Exterior Noise Levels from Stationary Sources – Future Residential Properties to the North (dBA)[1]

	Source	Adjusted Noise Levels (dBA)[2,3]						
		Distance from Reference Source (feet)	L_{eq}	L_{max} (max)	L_2 (1 min)	L_8 (5 min)	L_{25} (15 min)	L_{50} (30 min)
Nighttime (10:00 PM – 7:00 AM)	Parking Lot	605	23.7	39.4	28.4	25.4	24.4	22.9
	Fast Food Building – HVAC	690	23.5	23.5	23.5	23.5	23.5	23.5
	Fast Food Building – DT Speaker	745	34.9	38.0	37.8	37.0	36.1	34.6
	Fast Food Building – Trash Truck	580	26.6	44.3	38.8	28.3	21.8	18.8
	Car Wash – Trash Truck	580	26.6	44.3	38.8	28.3	21.8	18.8
	Car Wash – Vacuums	610	41.8	41.8	41.8	41.8	41.8	41.8
	Car Wash – Equipment Tunnel	675	36.0	36.0	36.0	36.0	36.0	36.0
	Convenience Market – HVAC	595	26.7	26.7	26.7	26.7	26.7	26.7
	Convenience Market – DT Speaker	590	36.9	40.0	39.8	39.0	38.1	36.6
	Convenience Market – Trash Truck	590	26.4	44.1	38.6	28.1	21.6	18.6
	Project Exterior Noise Impact		44.7	51.0	47.7	45.5	44.9	44.4
	City of Menifee Noise Level Criteria		45.0	- -	- -	- -	- -	- -
	Does Projected Noise Level Exceed City of Menifee Standards?		NO	- -	- -	- -	- -	- -
	Existing Adjusted Ambient Measurement		41.8	60.9	51.0	44.2	39.5	37.5
	Total Combined Exterior Noise Impact		46.5	61.3	52.7	47.9	46.0	45.2
	Change in Noise Level as a Result of Project		4.7	- -	- -	- -	- -	- -
	Does Project Create Substantial Permanent Increase of 3 dB or More?		YES	- -	- -	- -	- -	- -

[1] Exterior noise levels projected to future residential homes to the north.
[2] See **Table 13-1** for adjusted noise level.
[3] See Appendix D of the *NIS* for dBA calculations.

Table 13-4
Mitigated Nighttime Exterior Noise Levels from Stationary Sources – Future Residential Properties to the North (dBA)[1]

	Source	Adjusted Noise Levels (dBA)2,3						
		Distance from Reference Source (feet)	L_{eq}	L_{max} (max)	L_2 (1 min)	L_8 (5 min)	L_{25} (15 min)	L_{50} (30 min)
Nighttime (10:00 PM – 7:00 AM)	Parking Lot	605	23.7	39.4	28.4	25.4	24.4	22.9
	Fast Food Building – HVAC	690	23.5	23.5	23.5	23.5	23.5	23.5
	Fast Food Building – DT Speaker	745	34.9	38.0	37.8	37.0	36.1	34.6
	Convenience Market – HVAC	595	26.7	26.7	26.7	26.7	26.7	26.7
	Convenience Market – DT Speaker	590	36.9	40.0	39.8	39.0	38.1	36.6
	Project Exterior Noise Impact		39.5	4.1	42.3	41.5	40.6	39.2
	City of Menifee Noise Level Criteria		45.0	- -	- -	- -	- -	- -
	Does Projected Noise Level Exceed City of Menifee Standards?		NO	- -	- -	- -	- -	- -
	Existing Adjusted Ambient Measurement		41.8	60.9	51.0	44.2	39.5	37.5
	Total Combined Exterior Noise Impact		43.8	61.0	51.6	46.1	43.1	41.5
	Change in Noise Level as a Result of Project		2.0	- -	- -	- -	- -	- -
	Does Project Create Substantial Permanent Increase of 3 dB or More?		NO	- -	- -	- -	- -	- -

[1] Exterior noise levels projected to future residential homes to the north.
[2] See **Table 13-1** for adjusted noise level.
[3] See Appendix D of the *NIS* for dBA calculations.

The following stationary noise sources have been analyzed:

1. *Trash Truck Activity Noise*

The Project would have three (3) trash collection areas, all along the northern edge of the property, adjacent to Street "B", as indicated on the site plan. During trash pick-up activities, noise would be generated by the trucks' engines, exhaust systems, braking, backing up, and dropping down ramps and moving

materials or dumpsters. Reference noise levels are shown in **Table 13-1** and include the noise levels of one (1) truck collecting and emptying a dumpster.

Noise impacts associated with trash collection are considered short-term and infrequent occurrences. Trash truck activity should be limited to daytime hours only (reference **Design Feature DF-2**).

2. *HVAC Equipment Noise*

The Project would have rooftop heating, ventilation, and air conditioning (HVAC) or condenser equipment for each building on-site. In order to ensure HVAC equipment noise levels do not adversely impact the adjacent land uses, all rooftop equipment should be securely installed. A minimum 3-foot noise shielding wall should be installed around rooftop HVAC equipment (reference **Design Feature DF-3**). Referenced noise levels for HVAC equipment are based on from information gathered from manufacturer's specifications and are shown in **Table 13-1**.

3. *Car Wash Equipment Noise*

The Project would have a car wash within Parcel 2 of the Project site. The car wash tunnel length is approximately 100 feet and runs parallel to Highway 74. Also included with the car wash center are 25 vacuum stations. Peak hour operations will occur during typical retail peak hour operations. Referenced noise levels for car wash equipment are based on from information gathered from manufacturer's specifications and are shown in **Table 13-1**. **Design Feature DF-4** states that the Project shall incorporate best available noise reducing technology such as mufflers, shrouds, acoustic baffles, acoustic silencers and/or variable frequency drives for the blow dryer system for the car wash. Car wash operations shall be limited to daytime hours only (7:00 a.m. to 10:00 p.m.).

4. *Drive-Thru Noise*

The Project will have two (2) drive-thru aisles located at: (1) the southwest corner of the site, and (2) the northeast corner of the site. Stationary source noise would be generated by the speakerphone ordering system. In order to maintain a noise level in accordance with the City of Menifee standards, the speakerphone system should incorporate AVC into the design. The AVC will adjust the outbound volume based on the outdoor ambient noise level. When ambient noise levels naturally decrease at night, AVC will reduce the outbound volume on the system. The measured speakerphone noise, used as referenced noise levels, did not include noise control or AVC technology (reference **Design Feature DF-5**). Therefore, the projected noise levels represent worst-case assumptions and the recommendation to use noise control technology can further reduce noise levels.

5. *Parking Lot Noise*

Parking lot noise would be generated throughout the site by vehicle-related activities such as: cars idling, doors shutting, cars honking, and tires screeching. Reference

noise levels are shown in **Table 13-1** and include the noise levels of typical parking lot operations.

6. *Combined Noise Levels*

As part of the *NIS* analysis, all stationary sources were combined and projected towards the nearest sensitive receptors. The nearest sensitive receptors include future residential properties to the north and an existing high school to the south.

It should be noted that projected noise levels to the school were preliminarily reviewed. During daytime hours, the ambient noise generated within the vicinity of the school, as well as the traffic noise generated from Highway 74 would be greater than the impact from the proposed stationary sources at the Project site. In addition, the sensitive receptors (students and staff) would be indoors during most of the daytime hours. During nighttime hours, the school would not be considered a sensitive receptor since it is only in operation during daytime hours. According to the Land Use Compatibility Matrix for the City of Menifee, CNEL noise levels up to 70 dBA CNEL are classified as Normally Acceptable for school land use.

For noise levels projected to the future residential properties to the north, the combined noise level calculation includes the existing ambient noise level plus all stationary noise sources associated with the Project. It should be noted that ST-2 was adjusted to reflect existing ambient noise levels approximately 530 feet north of the Project site at the southern property line of the future residential properties. This is based on the roadway noise from Highway 74 and Briggs Road calculated at a distance from the centerline.

The combined noise level analysis is conservative because the analysis assumes that all noise sources will be operating simultaneously and continuously, but in reality most noise sources will operate intermittently throughout the daily operation.

To estimate the future Project operational noise level impacts at the nearest property lines, the reference noise levels are adjusted based on the modeling parameters described above. **Tables 13-1** through **13-4** indicate the adjusted noise level measurements. Stationary noise calculation worksheets are located in Appendix D of the *NIS*. The noise levels assume that the stationary sources are operating simultaneously and continuously when in reality all noise sources will operate intermittently throughout the daily operation.

- Traffic Noise Modeling

Traffic noise from vehicular traffic was projected using a version of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the key input parameters.

Table 13-5, *Roadway Parameters and Vehicle Distribution* (2) indicates the roadway parameters and vehicle distribution utilized for the *NIS*. The following outlines the key adjustments made to the computer model for the roadway inputs:

- Roadway classification – (e.g. expressway, urban arterial, arterial, major, mountain arterial, secondary, collector, etc.);
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway);
- Average Daily Traffic (ADT) Volumes, Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks;
- Roadway grade and angle of view;
- Site Conditions (e.g. soft vs. hard); and
- Percentage of total ADT which flows each hour throughout a 24-hour period.

Table 13-5
Roadway Parameters and Vehicle Distribution

Roadway Parameters[1]

Roadway	Segment Limits	Classification	Lanes	Opening Year ADT (2019)	Speed (MPH)	Site Conditions
Highway 74	East of Menifee Road	Expressway	8	32,234	50	Hard
Highway 74	West of Briggs Road	Expressway	8	31,064	50	Hard
Highway 74	East of Briggs Road	Expressway	8	30,646	50	Hard
Briggs Road	North of Highway 74	Major Arterial	4	5,296	45	Hard
Briggs Road	South of Highway 74	Major Arterial	4	5,830	45	Hard

Road Vehicle Distribution (Truck Mix) – Expressways and Major/Arterial Highways[2]

Motor-Vehicle Type	Daytime % (7 AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles	69.50	12.90	9.60	92.00
Medium Trucks	1.44	0.06	1.50	3.00
Heavy Trucks	2.4	0.10	2.50	5.00

Road Vehicle Distribution (Truck Mix) – Secondary/Collector Roadways[2]

Motor-Vehicle Type	Daytime %(7 AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles	73.60	13.60	10.22	97.42
Medium Trucks	0.90	0.04	0.90	1.84
Heavy Trucks	0.35	0.04	0.35	0.74

[1] All roadway parameters referenced from City of Menifee General Plan (Appendix E). Opening Year Without Project ADT volumes referenced from *Marketplace at Harvest Glen Traffic Impact Study,* prepared by RK Engineering Group, Inc., 6-17-2019 (**Appendix J**).
[2] Vehicle percentages are based on Riverside County roadway mix (Appendix E of the *NIS*).

The following outlines key adjustments to the computer model for the Project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source);
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor);
- Traffic noise source spectra; and
- Topography.

In addition, the Riverside County Department of Environmental Health has issued a memo noting the County's required traffic noise modeling parameters. A copy of the requirements used for this Project can be found in Appendix E of the NIS.

The traffic noise was modeled along study area roadways. In the *NIS*, the traffic noise levels are more general, as the noise model does not take into account the changes in topography, distance of the nearest building façade, and several other factors. The Project noise calculation worksheet outputs are provided in Appendices F-I of the *NIS*.

- Construction Noise Modeling

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, and baseline parameters for the Project site. The *NIS* evaluates the potential exterior noise impacts during each phase of construction. Noise levels were projected approximately 340 feet to the nearest sensitive receptor property line. This was based on the average distance from the center of the Project site to the northern property line of the existing school to the south for construction equipment used over an 8-hour day. The construction noise calculation output worksheets are located in Appendix J of the *NIS*.

Existing Noise Environment

To determine the existing noise level environment at the Project site, noise monitoring was conducted on October 4, 2017 at two (2) specific locations using a Larson Davis 700 type II sound level meter. Noise measurement locations are shown in **Figure 13-1**. Noise measurement data indicates that traffic noise propagating from the nearby roadways is the main source of noise impacting the Project site and surrounding land uses.

The Project is located south of residential land uses and will be required to demonstrate that it does not generate noise levels in excess of the residential standards at the property line or create a substantial permanent increase in existing noise levels at adjacent residential properties.

- Short-Term Noise Measurement Results

Noise levels on-site range from 50.8 dBA Leq to 55.7 dBA Leq during daytime hours. Nighttime noise levels were estimated by reducing daytime noise levels by 5 dB and are approximately 45.8 dBA Leq to 50.7 dBA Leq during nighttime hours. Based on the results of the existing noise measurements, the Project is compatible, from a noise standpoint, with the commercial land use designation.

The existing ambient noise levels will be used as the baseline noise environment and the Project shall not create a substantial permanent increase above existing ambient levels. Noise generated on-site will be required to comply with the City's residential noise standard at the adjacent residential property lines.

It should also be noted that noise level measurements from ST-2 were adjusted to reflect existing ambient noise levels at the future residential properties, approximately 530 feet north of the Project site, for the purposed of assessing future Project noise level impacts. Existing ambient noise level adjustments are based on the roadway noise levels from Highway 74 and Briggs Road, calculated at the receptor distance from the centerline. Short-term noise measurement results are also included in Appendix C of the *NIS*.

- Modeled Existing Traffic Noise Levels

The noise contours of the nearby existing roadways were calculated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108) in order to provide a baseline of the existing traffic noise levels. The distances to the 55, 60, 65, 70 dBA CNEL noise contours were calculated. In addition, the noise level at 100 feet from the centerline was calculated and represents the frontage area of adjacent properties most impacted by roadway noise.

Table 13-6, *Roadway Noise Impact Analysis (dBA CNEL) Existing Conditions* indicates the existing without Project roadway noise levels and **Table 13-7, *Roadway Noise Impact Analysis (dBA CNEL) Existing With Project Conditions*** indicates the existing with Project noise levels along the adjacent roadways. **Table 13-8, *Summary of Roadway Noise Impact Analysis (dBA CNEL) Existing Conditions*** compares the change in roadway noise level as a result of the Project. The Project is anticipated to have a minimal impact on existing traffic noise levels. Noise levels are expected to increase by a maximum of 2.1 dBA CNEL as a result of the Project in existing conditions. Typically, the human ear can barely perceive the change in noise level of 3 dB, which is considered the threshold of significance for CEQA purposes, and therefore the minor increase in noise is considered less than significant.

Table 13-6
Roadway Noise Impact Analysis (dBA CNEL)[1]
Existing Conditions

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	East of Menifee Road	26,700	70.6	114	360	1139	3603
Highway 74	West of Briggs Road	26,700	70.6	114	360	1139	3603
Highway 74	East of Briggs Road	25,200	70.3	108	340	1075	3401
Briggs Road	North of Highway 74	4,800	61.0	13	40	125	396
Briggs Road	South of Highway 74	4,800	61.0	13	40	125	396

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix F of the *NIS* for projected noise level calculations.

Table 13-7
Roadway Noise Impact Analysis (dBA CNEL)[1]
Existing with Project Conditions

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft (dBA)	Distance to Contour (Ft)3			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	East of Menifee Road	29,296	71.0	125	395	1250	3963
Highway 74	West of Briggs Road	29,440	71.0	126	397	1256	3973
Highway 74	East of Briggs Road	27,796	70.7	119	375	1186	3751
Briggs Road	North of Highway 74	7,828	63.1	20	65	204	646
Briggs Road	South of Highway 74	5,088	61.2	13	42	133	420

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix G of the *NIS* for projected noise level calculations.

Table 13-8
Summary of Roadway Noise Impact Analysis (dBA CNEL)[1] Existing Conditions

Roadway[2]	Segment	CNEL at 100 Feet (dBA)[3]			Does Project Generate a Significant Impact (3 dBA or more)?
		Existing	Existing With Project	Change as a Result of Project	
Highway 74	East of Menifee Road	70.6	71.0	0.4	NO
Highway 74	West of Briggs Road	70.6	71.0	0.4	NO
Highway 74	East of Briggs Road	70.3	70.7	0.4	NO
Briggs Road	North of Highway 74	61.0	63.1	2.1	NO
Briggs Road	South of Highway 74	61.0	61.2	0.2	NO

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendices F & G for projected noise level calculations.

The calculated existing noise contours in **Table 13-6** demonstrate that the noise level at 100 feet from the centerline for the analyzed roadways, range from 61.0 to 70.6 dBA CNEL.

The modeled existing traffic noise conditions along Highway 74 are in exceedance of the City's 65 dBA CNEL residential standard. Therefore, the existing traffic noise levels will be used as the baseline noise environment and the Project shall not create a substantial permanent increase above existing conditions.

Construction Noise Impact

This section provides analysis and discussion of temporary construction noise impacts from the Project. The degree of construction noise will vary depending on the phase of construction and type of construction activity. The closest

sensitive receptors to the Project site include future residential homes to the north and an existing school to the south.

- Construction Noise

During construction, the contractors would be required to comply with the Noise Ordinance from the City of Menifee Noise Ordinance, as described in Appendix A of the *NIS*. The City provides exemptions for construction activity operation during certain times. In order to ensure construction activity does not violate the City's noise standards, all construction activities shall comply with **Standard Conditions SC-NOI-1** through **SC-NOI-3**..

Although construction activity may be exempt from the noise standards in the City's Municipal Code, CEQA requires that potential noise impacts still be evaluated for significance. For purposes of the analysis in the *NIS*, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2006) criteria will be used to establish significance thresholds. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA Leq for an 8-hour period. For institutional uses, the daytime noise threshold is 83 dBA Leq. In compliance with the City's Municipal Code, it is assumed construction would not occur during the noise-sensitive nighttime hours.

The Environmental Protection Agency (EPA) has compiled data regarding the noise generation characteristics of typical construction activities. The data is presented in **Table 13-9, *Typical Construction Noise Levels*** and shows that typical construction equipment can have noise impacts over 90 decibels.

Table 13-9
Typical Construction Noise Levels[1]

EQUIPMENT POWERED BY INTERNAL COMBUSTION ENGINES

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 – 76
Front Loaders	73 – 84
Backhoes	73 – 92
Tractors	75 – 95
Scrapers, Graders	78 – 92
Pavers	85 – 87
Trucks	81 – 94
Materials Handling	
Concrete Mixers	72 – 87
Concrete Pumps	81 – 83
Cranes (Movable)	72 – 86
Cranes (Derrick)	85 – 87
Stationary	
Pumps	68 – 71
Generators	71 – 83
Compressors	75 – 86

IMPACT EQUIPMENT

Type	Noise Levels (dBA) at 50 Feet
Pneumatic Wrenches	82 – 87
Jack Hammers, Rock Drills	80 – 99
Pile Drivers (Peak)	95-105

OTHER

Type	Noise Levels (dBA) at 50 Feet
Vibrators	68 – 82
Saws	71 – 82

c Referenced Noise Levels from the Environmental Protection Agency (EPA)

The potential short-term noise impacts of construction activity have been calculated in **Table 13-10, *Construction Related Noise Levels (dBA)***. The estimated construction noise levels are calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. Noise levels are calculated based on the average distance of equipment over an 8-hour period near the center of site; approximately 340 feet from the nearest sensitive

receptor (existing school to the south). The construction related noise levels are shown for each phase of construction.

Table 13-10
Construction Related Noise Levels (dBA)[1]

Phase	Equipment	Quantity	Calculated Noise Level at 340 ft. (dBA)		Combined Noise Level at 340 ft. (dBA)	
			Lmax	Leq	Lmax	Leq
Site Preparation	Rubber Tired Dozers	3	65.0	61.0	74.9	71.0
	Tractors/Loaders/Backhoes	4	67.3	63.4		
Grading	Excavators	1	64.1	60.1	74.6	70.6
	Graders	1	68.3	64.4		
	Rubber Tired Dozers	1	65.0	61.0		
	Tractors/Loaders/Backhoes	3	67.3	63.4		
Building Construction	Cranes	1	63.9	55.9	73.7	69.5
	Forklifts	3	58.0	51.1		
	Generator Sets	1	64.0	61.0		
	Tractors/Loaders/Backhoes	3	67.3	63.4		
	Welders	1	57.3	53.4		
Paving	Cement and Mortar Mixers	2	62.1	58.2	77.2	71.0
	Pavers	1	60.6	57.6		
	Paving Equipment	2	72.8	65.9		
	Rollers	2	63.3	56.4		
	Tractors/Loaders/Backhoes	1	67.3	63.4		
Architectural Coating	Air Compressors	1	61.0	57.0	61.0	57.0

c Construction noise levels calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1

As shown in **Table 13-10**, average noise levels (Leq) are expected to be loudest during the paving phase of construction. The peak 8-hour Leq noise level will be 71.0 dBA, and the estimated Lmax noise level will be 77.2 dBA. Based on the results of the analysis, construction noise levels are expected to be less than 83 dBA Leq over an 8-hour period and the Project would result in a less than substantial temporary increase in noise. During the construction period, the contractors would be required to comply with all applicable City Ordinances.

Future Noise Impacts

- Traffic Source Noise

Traffic noise along the adjacent roadways will be a main source of noise impacting the Project site and the surrounding area. The Project was analyzed based on the change of Project opening year (2019) with and without Project roadway noise.

Table 13-11, *Roadway Noise Impact Analysis (dBA CNEL) Existing Plus Ambient Growth Plus Cumulatives Without Project Conditions (2019)* indicates the Project opening year (2019) without Project roadway noise levels and **Table 13-12, *Roadway Noise Impact Analysis (dBA CNEL) Existing Plus Ambient Growth Plus Cumulatives With Project Conditions (2019)*** indicates the Project opening year (2019) with Project noise levels along the adjacent roadways. **Table 13-13, *Summary of Roadway Noise Impact Analysis (dBA CNEL) Opening Year (2019) Conditions*** compares the change in roadway noise level as a result of the Project.

Table 13-11
Roadway Noise Impact Analysis (dBA CNEL)[1]
Existing Plus Ambient Growth Plus Cumulatives Without Project Conditions (2019)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft. (dBA)	Distance to Contour (Ft)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	East of Menifee Road	32,234	71.4	138	435	1376	4350
Highway 74	West of Briggs Road	31,064	71.2	133	419	1326	4192
Highway 74	East of Briggs Road	30,646	71.2	131	414	1308	4136
Briggs Road	North of Highway 74	5,296	61.4	14	44	138	437
Briggs Road	South of Highway 74	5,830	61.8	15	48	152	481

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix H of the *NIS* for projected noise level calculations.

Table 13-12
Roadway Noise Impact Analysis (dBA CNEL)[1]
Existing Plus Ambient Growth Plus Cumulatives With Project Conditions (2019)

Roadway[2]	Segment	Scenario ADT	CNEL at 100 Ft. (dBA)	Distance to Contour (Ft.)[3]			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Highway 74	East of Menifee Road	34,830	71.7	149	470	1486	4700
Highway 74	West of Briggs Road	33,804	71.6	144	456	1443	4562
Highway 74	East of Briggs Road	33,242	71.5	142	449	1419	4486
Briggs Road	North of Highway 74	8,324	63.4	22	69	217	687
Briggs Road	South of Highway 74	6,118	62.0	16	51	160	505

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix I of the *NIS* for projected noise level calculations.

Table 13-13
Summary of Roadway Noise Impact Analysis (dBA CNEL)[1] Opening Year (2019) Conditions

Roadway[2]	Segment	CNEL at 100 Feet (dBA)[3]			Does Project Generate a Significant Impact (3 dBA or more)?
		Existing Plus Ambient Growth Plus Cumulatives (2019)	Existing Plus Ambient Growth Plus Cumulatives With Project (2019)	Change as a Result of Project (2019)	
Highway 74	East of Menifee Road	71.4	71.7	0.3	NO
Highway 74	West of Briggs Road	71.2	71.6	0.4	NO
Highway 74	East of Briggs Road	71.2	71.5	0.3	NO
Briggs Road	North of Highway 74	61.4	63.4	2.0	NO
Briggs Road	South of Highway 74	61.8	62.0	0.2	NO

[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.
[3] Refer to Appendix H and I of the *NIS* for projected noise level calculations.

The Project is anticipated to have a minimal impact on future traffic noise levels. Noise levels are expected to increase by a maximum of 2.0 dBA CNEL as a result of the Project in Project opening year (2019) conditions. Typically, the human ear can barely perceive the change in noise level of 3 dB, which is considered the threshold of significance for CEQA purposes, and therefore the minor increase in noise is considered less than significant. Roadway noise calculation worksheets for the Project opening year scenarios are included in Appendix H and I of the *NIS*.

- Noise Levels from Stationary Sources

On-site stationary noise must comply with the City of Menifee Noise Control Regulations, Section 9.09.050, General Sound Level Standards, which states that "no person shall create any sound, or allow the creation of any sound, on any property that causes the exterior and interior sound level on any other occupied property to exceed the sound level standards set forth in **Table 13-14, *City of Menifee Stationary Source Noise Standards for Residential Land Use***.

Table 13-14
City of Menifee Stationary Source Noise Standards for Residential Land Use

Time	Interior Standards	Exterior Standards
10:00 PM to 7:00 AM 7:00 AM to 10:00 PM	40 Leq (10 minute) 55 Leq (10 minute)	45 Leq (10 minute) 65 Leq (10 minute)

The operational stationary noise impacts associated with the proposed Project would include car wash equipment, HVAC equipment, trash truck activities, drive-thru speakerphones, and parking lot noise. Noise levels are projected to the future residential properties to the north.

The daytime and nighttime stationary noise levels associated with operations at the site to receptor locations to the north are indicated in **Tables 13-1** through **13-4**.

1. *Future Residential Properties to the North*

Table 13-1 lists the reference and adjusted stationary noise levels for each source on-site. Stationary noise levels are adjusted based on the distance to the future residential properties to the north, topography, and any applicable shielding, such as from buildings. The anticipated distance of each noise source to the sensitive receiver is shown in **Table 13-1**. **Table 13-2** through **13-4** demonstrate the estimated noise level per stationary source and provides a final noise level at the future residential properties to the north. Noise sources projected towards the future residential properties to the north include HVAC units, car wash operations, drive-thru operations, trash truck operations, as well as parking lot noise.

The combined noise level analysis is conservative because the analysis assumes that all noise sources will be operating simultaneously and continuously, but in reality, most noise sources will operate intermittently throughout the daily operation. It should be noted that the property directly to the north of the Project site is vacant and is zoned for commercial use. The future residential properties are approximately 530 feet to the north of the Project site. Therefore, the conservative analysis does not take into account future walls and buildings resulting from future development to the north of the Project site.

2. *Future Residential Properties to the North – Daytime*

Per **Table 13-2**, the combined daytime exterior noise level of all stationary sources operating simultaneously is projected to be 44.7 dBA Leq at the future residential properties to the north. Therefore, the Project noise levels are not expected to exceed the City of Menifee standard of 65 dBA Leq. The adjusted daytime existing ambient noise level is 46.8 dBA Leq. The combined noise level of the existing ambient conditions and the Project is approximately 48.9 dBA Leq, resulting in an increase of 2.1 dBA. Therefore, the Project is not expected to create a substantial permanent increase of 3 dBA or more.

3. *Future Residential Properties to the North – Nighttime*

Per **Table 13-3**, the combined nighttime exterior noise level of all stationary sources operating simultaneously is projected to be 44.7 dBA Leq at the future residential properties to the north. This is assuming that all on-site stationary noise sources will operate during nighttime hours. The adjusted nighttime existing ambient noise level is 41.8 dBA Leq. The combined noise level of the existing ambient conditions and the Project is approximately 46.5 dBA Leq, resulting in an increase of 4.7 dBA. However, with the implementation of **Design Features DF-1 through DF-5** as best management practices, the Project is not expected to create a substantial permanent increase of 3 dBA or more.

4. *Future Residential Properties to the North – Nighttime with Design Features and Standard Conditions ~~Mitigation~~*

Per **Table 13-4**, the combined nighttime exterior noise level of all allowable stationary sources operating simultaneously is projected to be 39.5 dBA Leq at the future residential properties to the north. This is assuming that all on-site stationary noise sources will operate during nighttime hours, with the exception of all car wash and trash truck activities. In order to comply with nighttime noise limits, no car wash and trash truck operations shall be allowed during nighttime hours (10:00 PM to 7:00 AM). With the recommended noise reduction measures, the Project noise levels are expected to remain below the City of Menifee standard of nighttime noise standard of 45 dBA Leq.

The adjusted nighttime existing ambient noise level is 41.8 dBA Leq. The combined noise level of the existing ambient conditions and the Project is approximately 43.8 dBA Leq, resulting in an increase of 2.0 dBA. Therefore, with the incorporation of **Design Features DF-1 through DF-5** as best management practices, the Project is not expected to create a substantial permanent increase of 3 dBA or more.

Therefore, the Project will not result in the 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. With the incorporation of **Design Features DF-1 through DF-5** as best management practices, and **Standard Conditions SC-NOI-1** through **Standard Condition SC-NOI-3**, Project impacts will remain less than significant.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	

Less Than Significant Impact

The Project is not expected to consist of major vibratory inducing activities during construction, such as pile driving or blasting, which may cause potential impacts to structures and sensitive uses surrounding the Project site. There are currently no existing structures or sensitive uses located immediately adjacent to the Project site that would be impacted by vibration. The nearest existing structures are located approximately 400 feet to the south of the Project and are well beyond the expected range of potential vibration impacts from typical construction activities.

The main sources of vibration impacts during construction of the Project would be from bulldozer activity during earthwork and grading operations and load drops during truck loading activities. Typical vibration levels from these construction activities may range from approximately 0.076 peak particle velocity (PPV) to 0.089 PPV at approximately 85 feet. The Caltrans Transportation and Construction Induced Vibration Guidance Manual finds that damage to older structures may occur

as a result of continuous vibratory events when vibration levels reach 0.3 PPV at the structure. Based on the Caltrans criteria, the Project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Any impacts will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				**X**

No Impact

The Project site is not located within any Compatibility Zones of the Perris Valley Airport. The runway is located approximately 4.7 miles to the northwesterly of the Project site. No impacts are anticipated.

The Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The Project site is located within the limits of Zone E. According to Table MA-1, Compatibility Zone Factors of the *MAR Comp. Plan*, the noise impact from the March Air Reserve Base/Inland Port Airport is considered "low", and beyond the 55-CNEL contour. Table MA-1 also states that occasional overflights have a "low impact" in terms intrusion into some outdoor activities.

According to *GPEIR* Table 5.12-3, *Land Use and Compatibility for Community Noise Environments*, the commercial land uses within the Project site are considered *normally acceptable* with noise levels between 50 dBA CNEL and 70 dBA CNEL. Commercial land uses noise levels between 67.5 dBA CNEL and 77.5 dBA CNEL are considered *conditionally acceptable*. This is consistent with the 55-CNEL produced by the March Air Reserve Base/Inland Port Airport. No impacts are anticipated as it pertains to noise.

Standard Conditions and Requirements

SC-NOI-1 All construction activities should take place during daytime hours, Monday through Saturday, between 6:00 AM and 6:00 PM, June through September, and 7:00 AM to 6:00 PM, October through May. No construction activity shall occur on Sundays or nationally recognized holidays.

SC-NOI-2 During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices and equipment shall be maintained so that vehicles and their loads are secured from rattling and banging. Idling equipment shall be turned off when not in use.

SC-NOI-3 Locate staging area, generators and stationary construction equipment as far from the southern property line, as reasonably feasible.

Mitigation Measures

No mitigation measures are required.

14. POPULATION AND HOUSING.

Source(s): *GPEIR (Chapter 5.13 – Population and Housing)*; Project Site Visit – February 19, 2019 by Matthew Fagan; *Map My County* (**Appendix A**); Department of Finance population estimate; Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and **Figure 12, *Aerial Photo*** and **Figure 13, *SP 260 A2 Land Use Plan*** in Section I. of this Initial Study.

Applicable General Plan Policies:

N/A

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with 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)?			**X**	

Less Than Significant Impact

According to the Department of Finance population estimates, the City of Menifee had a population of 90,660 as of January 1, 2017. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast projects an estimated population of 121,100 by the year 2040. According to the SCAG RTP/SCS, Menifee had an employment base of 10,300 in 2012 and is projected to increase to 23,500 by the year 2040. The Project is consistent with the General Plan Land Use designation and zoning classification for the site. Any direct increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of Menifee General Plan. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

No Impact

The Project site is currently vacant. There is no existing housing (and residents) on the Project site. Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

Standard Conditions and Requirements

No standard conditions or requirements are applicable.

Mitigation Measures

No mitigation measures are required.

15 PUBLIC SERVICES.

Source(s): *GPEIR (Chapter 5.14 – Public Services); and Map My County* (**Appendix A**); Google Maps; Menifee Municipal Code Chapter 8.02 (Development Impact Fees); Menifee Municipal Code Chapter 8.20 (Fire Code); City of Menifee website; E-mail correspondence with Lieutenant Scott Forbes with the Perris Station/Menifee Police on May 7, 2019; Menifee Union School District website; and Perris Union High School District website.

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
- **Policy S-4.2:** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal OSC-1:** A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
- **Policy OSC-1.7:** Ensure that parks and recreational facilities are well-maintained by the responsible agency.

Analysis of Project Effect and Determination of Significance:

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Fire protection?			**X**	

Less Than Significant Impact

There are four Riverside County Fire Department (RCFD) fire stations in the City and one additional station about 0.5 miles west of the City boundary. In the City are the following stations:

- Quail Valley Station #5, 28971 Goetz Road
- Sun City Station #7, 27860 Bradley Road
- Menifee Station #68, 26020 Wickerd Road
- Menifee Lakes Station #76, 29950 Menifee Road

The Canyon Lake Station, Station #60, is at 28730 Vacation Drive in the City of Canyon Lake about 0.5 miles west of the Menifee City boundary.

The proposed Project is not anticipated to require additional fire protection, as the Project site is already within a developed area currently served by the Fire Department. The site is serviced by Sun City Station #7, located at 27860 Bradley Road, Menifee, which is located approximately 3.6 miles southwesterly of the Project site.

Prior to the issuance of building permits all construction documents will be reviewed and approved by the City of Menifee's Fire Department as contracted through CalFire for consistency with the Uniform Fire Code (Menifee Municipal Code Chapter 8.20, see **Standard Condition SC-PS-1**). Compliance with SC-PS-1 is a standard condition and is not considered unique mitigation under CEQA. The development will be required to provide fully operational fire suppression equipment including hydrants prior to the arrival of any building material being delivered to the Project site. The proposed structures will have fire sprinklers throughout the buildings as well as a dedicated fire protection water line.

Lastly, pursuant to Menifee Municipal Code Chapter 8.02 (Development Impact Fees – DIF), new development is required to pay impact fees that can go toward purchasing land and construction of new fire facilities. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see **Standard Condition SC-PS-2**). Additional commercial development into this area will not 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 fire protection. Any impacts are considered less than significant impact.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Police protection?			**X**	

Less Than Significant Impact

The City of Menifee contracts with the Riverside County Sheriff's Department (RCSD) to provide police service for the City. The Menifee Police Department is located at 137 N. Perris Boulevard in Perris, California approximately 5.6 miles northwesterly of the proposed Project site. In April 2019, the Menifee Station was staffed with 51 sworn deputies; the average response time to Priority 1 emergency calls is 8.72 minutes and average response times for Priority 2-4 non-emergency

calls are 23.54, 49.08, and 86.04 minutes, respectively. Additionally, a new Menifee Police Substation recently opened in March of 2018 and the storefront is located at 28115 Bradley Road, Suite 4, Menifee (Sun City), CA 92586.

The sheriff's department provides a crime prevention program to the City of Menifee, consisting of support to the Neighborhood Watch program in the City and officer visits to schools and churches with presentations on topics including drug education and personal safety.

The proposed Project is not anticipated to require additional police services, as the Project site is already within a developed area currently served by the RCSD. The Project itself is not expected to adversely affect police services as it would not increase population, and the development of the proposed Project is not likely to substantially increase crime potential.

It should be noted that On November 7, 2018, the Menifee City Council unanimously approved Resolution No. 18-739 authorizing and directing the City manager to begin the formation of a municipal (City) police department. The new police department will take over July 1, 2020.

Per Menifee Municipal Code Chapter 8.02 (DIF), new development is required to pay impact fees that can go toward purchasing land and construction of new police service facilities. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see **Standard Condition SC-PS-3**). Additional commercial development into this area will not 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 police protection. Any impacts are considered less than significant impact.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Schools?			**X**	

Less Than Significant Impact

The proposed Project is located within the Menifee Union School District (MUSD) and Perris Union High School District (PUHSD). The proposed Project is subject to development fees for school facilities pursuant to Senate Bill 50 (see **Standard Condition SC-PS-4**). Payment of these fees are a standard condition and are not considered unique mitigation under CEQA. The commercial rate is lower than the residential rate, as commercial developments do not place a large demand on school

facilities. With the payment of these development fees, less than significant impacts will occur.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?				X

No Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed commercial Project will not generate residents that will demand off-site recreational facilities. The Project will not create additional demand for parkland. No impacts will occur.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other public facilities?			X	

Less Than Significant Impact

The expansion of public services such as libraries or hospitals will not be required. The proposed development will result in an incremental, yet not significant increase the demand of such services.

As the City's population grows, new medical facilities will be required to provide health and medical services for an expanded population. Since the Project as proposed is consistent with the existing City's General Plan Land Use Plan designation of Commercial Retail (CR), the proposed Project would not impact the City/County-wide health and medical facilities to a greater degree than was anticipated in the General Plan. Residential development places a much larger burden on these public services.

Impacts to library services are typically attributable to residential development. Therefore, the proposed commercial Project will result in a very limited impact to library services.

A less than significant impact will occur to libraries and health services as a result of the Project.

Standard Conditions and Requirements

SC-PS-1 Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.

SC-PS-2 Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-PS-3 Development Impact Fee (DIF)/Police Protection Services. The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-PS-4 Prior to the issuance of a building permit for any each residential unit, the Project applicant shall pay the most recent developer fee to MUSD and PUHSD which is applicable at the time of building permit issuance.

Mitigation Measures

No mitigation measures are required.

16. RECREATION.

Source(s): *GPEIR (Chapter 5.16 – Recreation)*; Municipal Code Section 9.55 and 9.56; and Development Impact Fees per Ordinance No. 17-232

Applicable General Plan Policies:

N/A.

Analysis of Project Effect and Determination of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X

No Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project is commercial. No Development Impact Fees are assessed on commercial Project for recreation facilities (Parks – Land Acquisition, and Parks Improvements). Therefore, the proposed Project will not 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. No impacts will occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

No Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project is commercial. Therefore, the proposed Project will not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impacts will occur.

Standard Conditions and Requirements

No standard conditions or requirements are applicable.

Mitigation Measures

No mitigation measures are required.

17. TRANSPORTATION.

Source(s): *GPEIR (Chapter 7.17 – Transportation and Traffic)*; Development Impact Fees per Ordinance No. 17-232; Ordinance No. 2009-62 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2009"; *Marketplace at Harvest Glenn Project Traffic Impact Study* prepared by RK Engineering Group, Inc., 6-17-2019 (*TIA*, **Appendix J**); City of Menifee Citywide Trails Map; **Table 1, *Surrounding Land Uses*** in Section I. of this Initial Study; **Figure 3, *Existing General Plan Land Use Designations*** and **Figure 4, *Existing Zoning Classifications*** in Section I. of this Initial Study; and Riverside Transit Agency website.

Applicable General Plan Policies:

- **Goal C-1:** A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
- **Policy C-1.1:** Require roadways to:
  - Comply with federal, state and local design and safety standards.
  - Meet the needs of multiple transportation modes and users.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-1.2:** Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
- **Policy C-1.5:** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- **Goal C-2:** A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
- **Policy C-2.1:** Require on- and off-street pathways to:
  - Comply with federal, state and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-2.2:** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
- **Policy C-2.3:** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
- **Policy C-2.4:** Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.
- **Goal C-3:** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.
- **Policy C-3.2:** Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.

- **Goal C-5:** An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.
- **Policy C-5.3:** Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

Note: Any tables or figures in this section are from the *TIS*, unless otherwise noted.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?		**X**		

Less Than Significant with Mitigation Incorporated

Overview

Pursuant to County of Riverside requirements, a traffic study was prepared for the Project (*Marketplace at Harvest Glenn Project Traffic Impact Study* prepared by RK Engineering Group, Inc., 6-17-2019 – *Tis*, **Appendix J**). The purpose of the *TIS* is to evaluate the Project from a traffic circulation standpoint.

The *TIS* objectives include the following:

1. Documentation of existing traffic conditions in the vicinity of the site;
2. Evaluation of traffic conditions for Existing With and Without Project conditions;
3. Evaluation of traffic conditions in the Project Completion (Year 2019) With and Without the Proposed Project;
4. Evaluation of traffic conditions in the long range (Year 2040) With and Without the Proposed Project and
5. Determination of on-site and off-site improvements needed to achieve County of Riverside and City of Menifee level of service requirements.

Figure 17-1, *Location Map* illustrates the Project site location and *TIA* study area.

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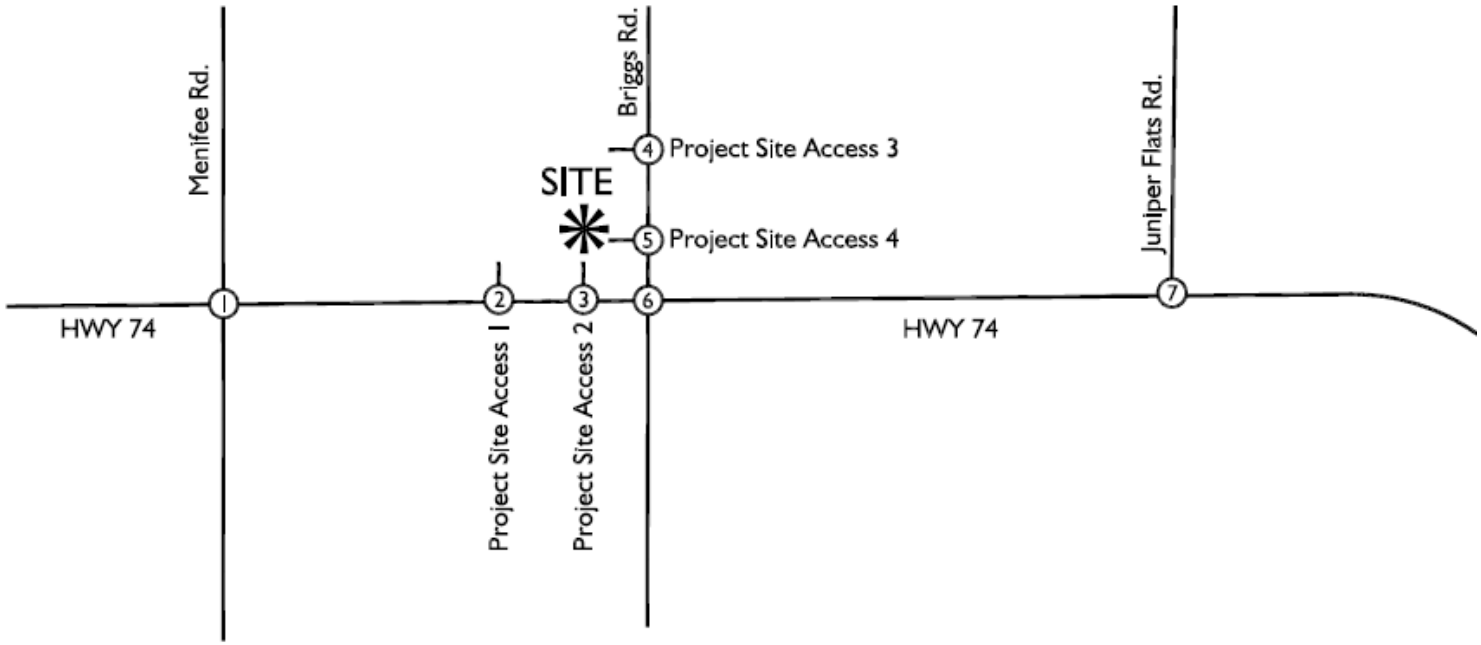
FIGURE 17-1
LOCATION MAP



Legend:

(1) = Study Area Intersection

Source: Traffic Study - (Appendix J)

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The *TIS* evaluates the following study scenarios consistent with the City of Menifee requirements for evaluation of potential traffic impacts and the approved scope of work contained in Appendix A of the *TIS*. A long-range (2040) analysis has also been prepared, as requested by Caltrans:

- Existing Conditions;
- Existing Plus Project Conditions;
- Opening Year (2019) Without Project Conditions;
- Opening Year (2019) With Project Conditions;
- Long Range (2040) Without Project Conditions; and
- Long Range (2040) With Project Conditions.

The *TIS* evaluates the following peak periods. A mid-day peak period analysis has been included to capture traffic conditions associated with the school release time for the schools near the Project site:

- AM peak period (7:00 AM to 9:00 AM);
- Mid-Day peak period (2:15 PM to 4:15 PM); and
- PM peak period (4:00 PM to 6:00 PM).

Table 17-1, *Study Area Intersections* shows the seven (7) study area intersections:

Table 17-1
Study Area Intersections

	North-South Street	East-West Street
1.	Menifee Road	Highway 74
2.	Project Driveway 1	Highway 74
3.	Project Driveway 2	Highway 74
4.	Briggs Road	Project Driveway 3
5.	Briggs Road	Project Driveway 4
6.	Briggs Road	Highway 74
7.	Juniper Flats Road	Highway 74

Analysis Methodologies, Performance Criteria, and Thresholds of Significance

1. *Intersection Peak Hour Level of Service Analysis Methodology*

Level of service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection.

Consistent with City of Menifee and Caltrans requirements, the methodology used to assess the operation of the study area intersections is the 2010 Highway Capacity

Manual (*2010 HCM*). Synchro analysis software was used to calculate the HCM methodology at the study intersections.

The HCM defines level of service as a qualitative measure which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate LOS (Level of Service) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service in this study are determined using the HCM methodology.

For signalized intersections, average control delay per vehicle is used to determine the level of service. For all way stop controlled intersections, the level of service is also determined based on the average control delay per vehicle. For intersections with stop control on the minor street only, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street, and the level of service is determined based on the worst individual movements or movements sharing a single lane.

The *2010 HCM* analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding ranges of stopped delay experienced per vehicle for signalized and unsignalized intersections.

LOS for the various analysis methodologies are defined in **Table 17-2, *HCM Intersection LOS & Delay Ranges***.

Table 17-2
HCM Intersection LOS & Delay Ranges

LOS	Average Total Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	0.00 – 10.00	0.00 – 10.00
B	10.01 – 20.00	10.01 – 15.00
C	20.01 – 35.00	15.01 – 25.00
D	35.01 – 55.00	25.01 – 35.00
E	55.01 – 80.00	35.01 – 50.00
F	>80.01	>50.01

2. *Study Intersection Level of Service Performance Criteria & Thresholds of Significance*

LOS "D" is generally considered acceptable at intersections within the City of Menifee. LOS "E" may be allowed in designated Economic Development Corridors to the extent that it would support transit-oriented development and pedestrian communities. The LOS criteria recognizes the physical and financial limitations of providing additional infrastructure to satisfy peak hour traffic demands considering that traffic congestion itself encourages the use of alternative modes oftransportation.

LOS "E" may also be used at constrained intersections in close proximity to I-215.

Therefore, the *TIS* utilizes the following LOS Standards at each study intersection based on direction from the City of Menifee staff:

1. Menifee Road / Highway 74 – LOS D
2. Project Site Right-in Right-out Access / Highway 74 – LOS D
3. Briggs Road / Highway 74 – LOS D
4. Juniper Flats Road / Highway 74 – LOS D
5. Briggs Road / Project Site Full Access – LOS D

In accordance with the *City of Menifee Traffic Impact Analysis Guidelines (Revised August 2015*), the following type of traffic impacts may be considered to be "significant" under CEQA:

- If the pre-Project condition is at or better than the minimum acceptable and the addition of project trips results in unacceptable, a significant impact is forecast to occur.

- If the pre-Project condition is operating at a deficient LOS and the Project adds 50 or more peak hour trips to the intersection, then a significant impact is forecast to occur.

Existing Conditions

- *Study Area Existing Geometry & Traffic Controls*

Figure 17-2, *Existing Lane Geometry and Intersection Controls* identifies the existing roadway conditions for the Project study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

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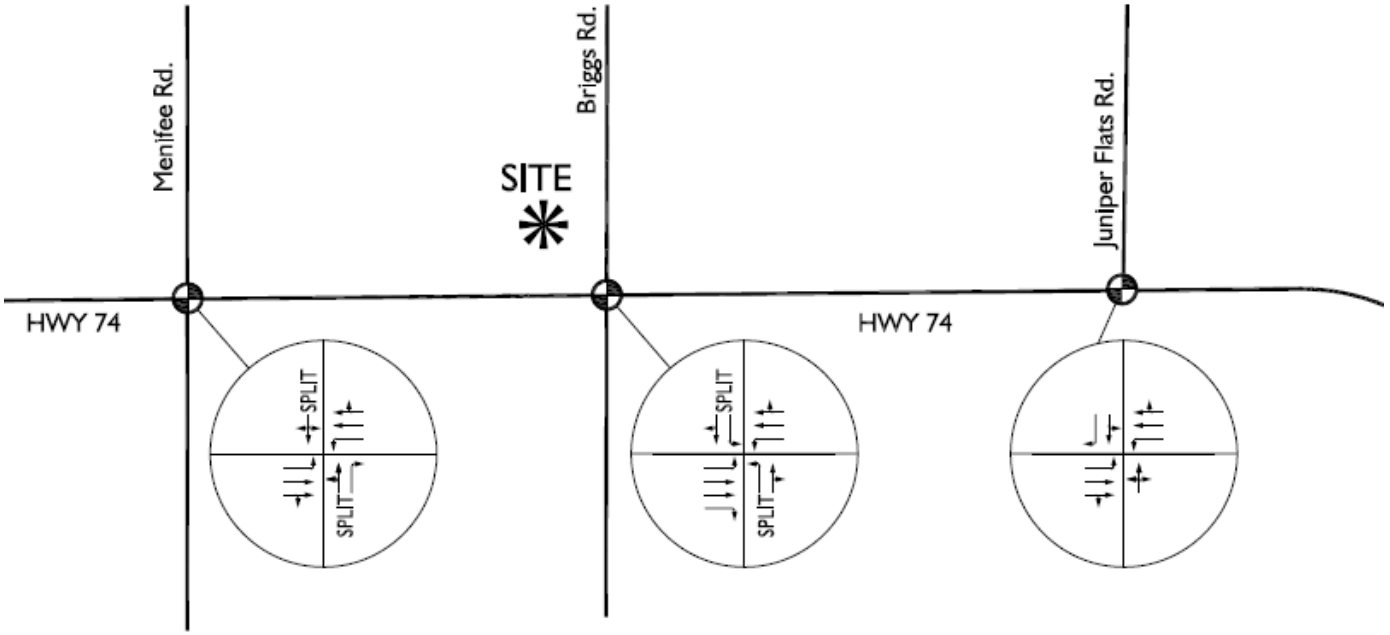
FIGURE 17-2
EXISTING LANE GEOMETRY AND INTERSECTION CONTROLS



Legend:

= Traffic Signal

SPLIT = Split Phase

Source: Traffic Study - (Appendix J)

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- *Existing Traffic Volumes*

Existing peak hour vehicular traffic volumes for study area intersections are shown on **Figure 17-3, *Existing Traffic Volumes***. These volumes are based upon manual AM and PM peak hour turning movement counts compiled in late August and October 2017 and February 2018.

Additionally, as requested by Caltrans, existing pedestrian and bicycle traffic volumes have been collected for the study area in February 2018. The level of service analysis accounts for the pedestrian and bicycle traffic volumes.

AM peak period counts were collected from 7:00 AM to 9:00 AM; the Mid-day peak period counts were collected from 2:15 PM to 4:15 PM and the PM peak period counts were collected from 4:00 PM to 6:00 PM.

Existing Conditions pedestrian traffic volumes for study area intersections are shown on **Figure 17-4, *Existing Pedestrian Volumes***.

Existing Conditions bicycle traffic volumes for study area intersections are shown on **Figure 17-5, *Existing Bicycle Volumes***.

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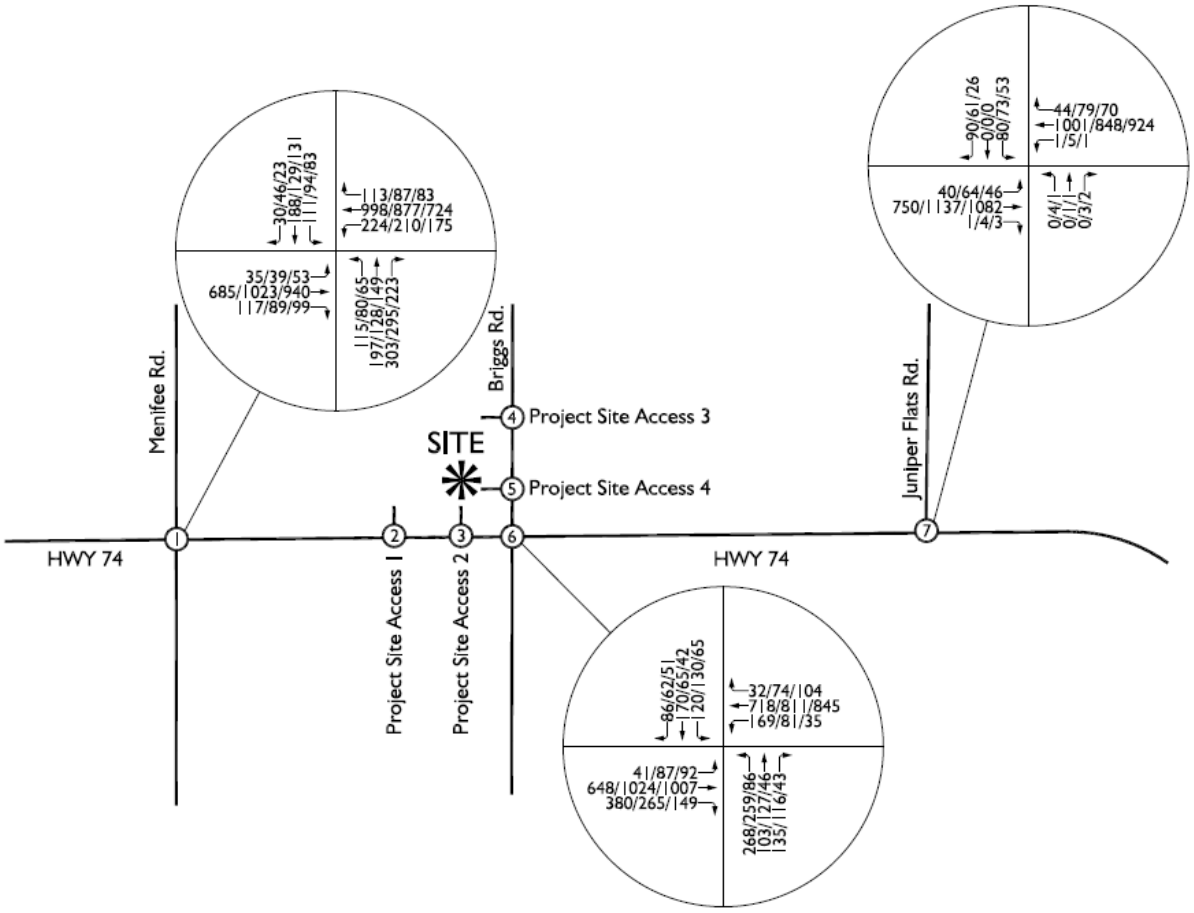
FIGURE 17-3
EXISTING TRAFFIC VOLUMES

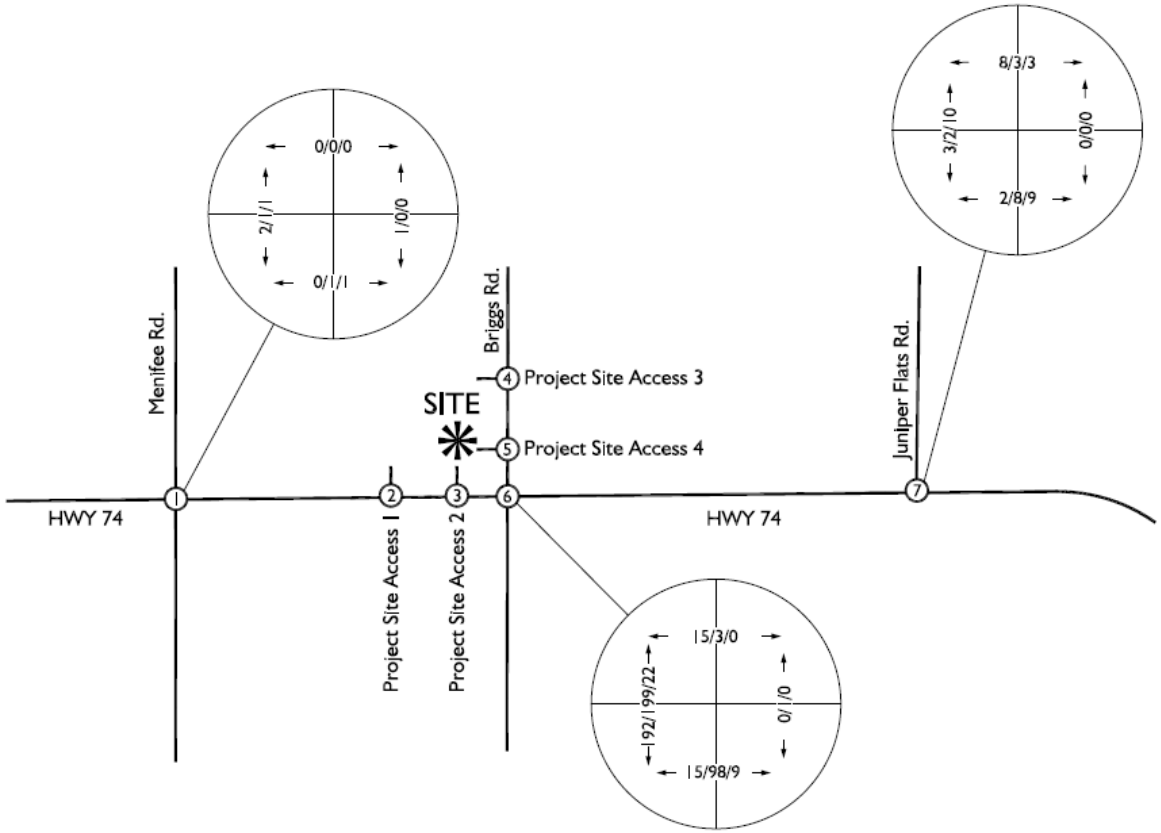


Legend:

10/20/30 = AM/Mid-day/PM Peak Hour Volumes

Source: Traffic Study - (Appendix J)

FIGURE 17-4
EXISTING PEDESTRIAN VOLUMES

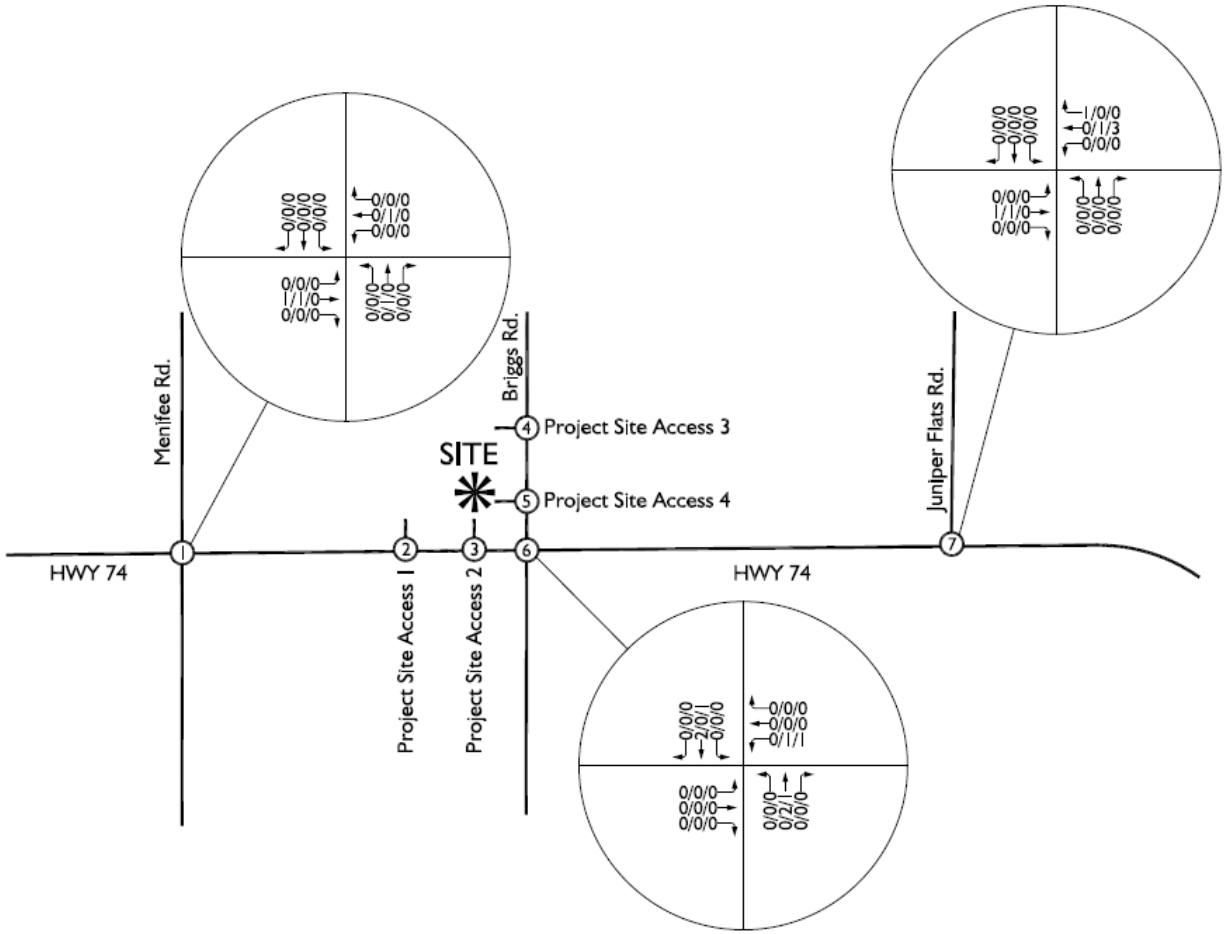


Legend:

10/20 = AM/Mid-day/PM Peak Hour Volumes

Source: Traffic Study - (Appendix J)

FIGURE 17-5
EXISTING BICYCLE VOLUMES



Legend:

10/20 = AM/Mid-day/PM Peak Hour Volumes

Source: Traffic Study - (Appendix J)

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- *Intersection Analysis for Existing Conditions*

Table 17-3, *Intersection Analysis for Existing Conditions* summarizes Existing Conditions peak hour LOS of the study intersections.

Table 17-3
Intersection Analysis for Existing Conditions

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)			Level of Service		
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	Mid-Day	PM	AM	Mid-Day	PM
1. Menifee Road (NS) / SR-74 (EW)	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	**131.3**	**98.7**	**65.2**	**F**	**F**	**E**
2. Project Driveway 1 (NS) / SR-74 (EW)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Project Driveway 2 (NS) / SR-74 (EW)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Briggs Road (NS) / Project Driveway 3 (EW)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5. Briggs Road (NS) / Project Driveway 4 (EW)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6. Briggs Road (NS) / SR-74 (EW)	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	**66.0**	**111.5**	**74.7**	**E**	**F**	**E**
7. Juniper Flats Road (NS) / SR-74 (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	1.5	0.5	19.2	20.2	19.9	B	C	B

Deficient LOS operation shown in **bold;** N/A = Not Applicable (Intersection does not currently exist and is constructed in the future as part of the Project).
[1] L = Left; T = Through; R = Right; 1! = Left/Thru/Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvements
[2] Analysis Software: Synchro, Version 10.0.
[3] TS = Traffic Signal CSS = Cross Street Stop

As shown in **Table 17-3**, the study intersections are currently operating at an acceptable LOS for Existing Conditions, with the exception of the following study intersections:

- Intersection 1 – Menifee Road / SR-74 (AM, Mid-Day, and PM peak hours); and
- Intersection 6 – Briggs Road / SR-74 (AM, Mid-Day, and PM peak hours).

Projected and Future Traffic Volumes

- *Project Trip Generation*

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the Project is based upon the specific land uses that have been planned for the Project site.

Trip generation rates for the proposed development are shown in **Table 17-4, *Proposed Project Trip Generation Rates***, and are from the *Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017*. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

Table 17-4
Proposed Project Trip Generation Rates[1]

Land Use	ITE Trip Code	Units[2]	Peak Hour									Daily
			AM			Mid-Day			PM			
			In	Out	Total	In	Out	Total	In	Out	Total	
Fast Food with Drive Thru	934	TSF	20.50	19.69	40.19	26.19	25.17	51.36	17.00	15.67	32.67	470.95
Super Convenience Market/Service Station	960	FP	14.04	14.04	28.08	10.26	10.26	20.52	11.00	11.96	22.96	230.52
Automated Car Wash	948	TSF	7.10	7.10	14.20	5.83	5.83	11.66	7.00	7.20	14.20	142.00

1 Source: Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017
2 TSF = Thousand Square Feet;
FP = Fueling Positions

Both daily and peak hour trip generation for the Project are shown in **Table 17-5, *Proposed Project Trip Generation***. The Project is projected to generate approximately 6,172 trip-ends per day including 667 AM peak hour trips, approximately 588 mid-day peak hour trips, and approximately 553 PM peak hour trips.

Table 17-5
Proposed Project Trip Generation

Land Use	Quantity	Units[1]	AM Peak hour			Mid-Day Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	In	Out	Total	
Fast Food with Drive Through (934)	1.102	TSF	23	21	44	29	28	57	19	17	36	519
*ITE Pass-By (49% AM, 50% Mid-Day, 50% PM, 50% Daily)**			-11	-11	-22	-15	-14	-29	-10	-8	-18	-260
Fast Food with Drive Through Subtotal			***12***	***10***	***22***	***14***	***14***	***28***	***9***	***9***	***18***	***259***
Fast Food with Drive Through (934)	3.268	TSF	67	64	131	86	82	168	56	51	107	1,539
*ITE Pass-By (49% AM, 49% Mid-Day, 50% PM, 50% Daily)**			-33	-31	-64	-43	-41	-84	-28	-26	-54	-770
Fast Food with Drive Through Subtotal			***34***	***33***	***67***	***43***	***41***	***84***	***28***	***25***	***53***	***769***
Super Convenience Market/Service Station (960)	16.000	FP	225	224	449	164	164	328	176	191	367	3,688
*ITE Pass-By (62% AM, 56% Mid-Day, 56% PM, 56% Daily)**			-140	-138	-278	-92	-92	-184	-99	-107	-206	-2,065
Gasoline Service Station with Convenience Market Subtotal			***85***	***86***	***171***	***72***	***72***	***144***	***77***	***84***	***161***	***1,623***
Automated Car Wash (948)	3.00	TSF	21	22	43	17	18	35	21	22	43	426
Total Trips (without Pass-By Adjustments)			**336**	**331**	**667**	**296**	**292**	**588**	**272**	**281**	**553**	**6,172**
Total Trips (with Pass-By Adjustments)			**152**	**151**	**303**	**146**	**145**	**291**	**135**	**140**	**275**	**3,077**

c TSF = Thousand Square Feet;
FP = Fueling Positions
* = Pass-by trip adjustment rate is based on ITE 10th Edition (2017)

- *Project Pass-By Trip Adjustment*

Studies have shown that for some developments such as the one proposed, a portion of the site-generated vehicle trips are already present in the adjacent passing stream of traffic. These types of trips are known as pass-by trips. Pass-by trips are made by traffic already using the adjacent roadway and enter the site as an intermediate stop on the way from another destination. The proposed Project is planned to include service station, and fast food services, which both allow for a pass-by trip reduction.

The pass-by trip adjustments utilized are based on data collected and published by the *Institute of Transportation Engineers (ITE).* Pass-by reductions are not applied to the Project driveways or to the intersections immediately adjacent to the site.

After accounting for the applicable ITE-recommended pass-by adjustments, the proposed Project is projected to generate approximately 3,077 trip-ends per day including 303 AM peak hour trips, approximately 291 mid-day peak hour trips, and approximately 275 PM peak hourtrips.

It should be noted this analysis conservatively does not account for any potential trip reductions associated with internal capture and patrons visiting more than one destination on a single trip.

- *Project Trip Distribution & Assignment*

Trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, employment and recreational opportunities and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses, and highways within the community and existing traffic volumes.

Trip distribution for the *TIS* has been based upon near-term conditions, based upon those highway facilities, which are either in place or will be implemented over the next few years, which represents the buildout occupancy for the Project.

The trip distribution for the Project was initially developed through the scoping phase of the traffic study with review and feedback received from the City of Menifee.

After review of the first draft of the traffic study, Caltrans requested further revisions to the Project's trip distribution. In addition, Caltrans requested the Project's long range trip distribution be even further refined and different than near term conditions since the land uses that are in place could potentially result in different trip distribution and Project traffic patterns when compared to the opening year conditions. The *TIS* analysis reflects the Project's trip distribution based on these refinements and feedback received from the agencies.

The inbound and outbound trip distribution patterns for the proposed Project for near-term conditions have been developed while working with the City of Menifee staff and are graphically depicted on Exhibit 6-1 and Exhibit 6-2 of the *TIS*, respectively.

Eventually, a fifth access to the Project site can be accommodated via a planned signal at Malone Avenue, once the adjacent parcel to the west of the site is planned and constructed and Malone Avenue is built and extended to Highway 74.

The inbound and outbound trip distribution patterns for the proposed Project for long range (2040) conditions assume construction of this fifth access on Malone Avenue and are graphically depicted on Exhibit 6-3 and Exhibit 6-4 of the *TIS*, respectively.

The assignment of traffic from the Project site to the adjoining roadway system has been based upon the Project's trip generation, trip distributions, existing and proposed arterial highways, and local street systems, which would be in place by the time of initial occupancy of the Project site and also for the long range (2040) conditions.

- *Modal Split*

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic reducing potential of public transit and other modes is significant. However, the traffic projections are "conservative" in that public transit and alternative transportation may be able to reduce the traffic volumes. Thus, no modal split reduction is applied to the projections. With the implementation of transit service and provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced.

- *Project Peak Hour Traffic Volumes*

Project peak hour traffic volumes were calculated throughout the Project study area. The Project's AM and PM peak hour intersection turning movement volumes are shown on Exhibit 6-5 of the *TIS*. The Project's traffic volumes for long range (2040) conditions are shown on Exhibit 6-6 of the *TIS*.

- *Existing Plus Project Conditions Traffic Volumes*

Existing Plus Project traffic volumes are derived by combining existing traffic volumes with project-generated traffic volumes. Existing Plus Project Conditions traffic volumes are shown on Exhibit 6-7 of the *TIS*

Background Traffic Volumes and Methods of Projection

- *Cumulative Projects Traffic*

Project Completion Year is expected to be in the Year 2019.

To assess future forecast traffic conditions for opening year (2019), Project traffic is combined with existing traffic, area wide/ambient growth, and traffic associated with other background/cumulative projects that are currently planned and/or approved but not yet constructed.

To account for area wide/ambient growth in the Project study area, an annual growth rate of two-percent (2%) has been applied to existing traffic volumes over a two-year period, as directed by City staff.

Information for background/cumulative projects for the area was obtained from the County of Riverside and also the City of Menifee.

Table 17-6, *Cumulative Projects Trip Generation* lists the proposed land uses for the nearby developments as obtained from the City of Perris and City of Menifee during the time of preparation of the *TIS*.

Figure 17-6, *Cumulative Project Location Map* shows the general location of the background/cumulative projects

Table 17-6 also summarizes the daily and peak hour trip generation forecasts associated with the background/cumulative projects.

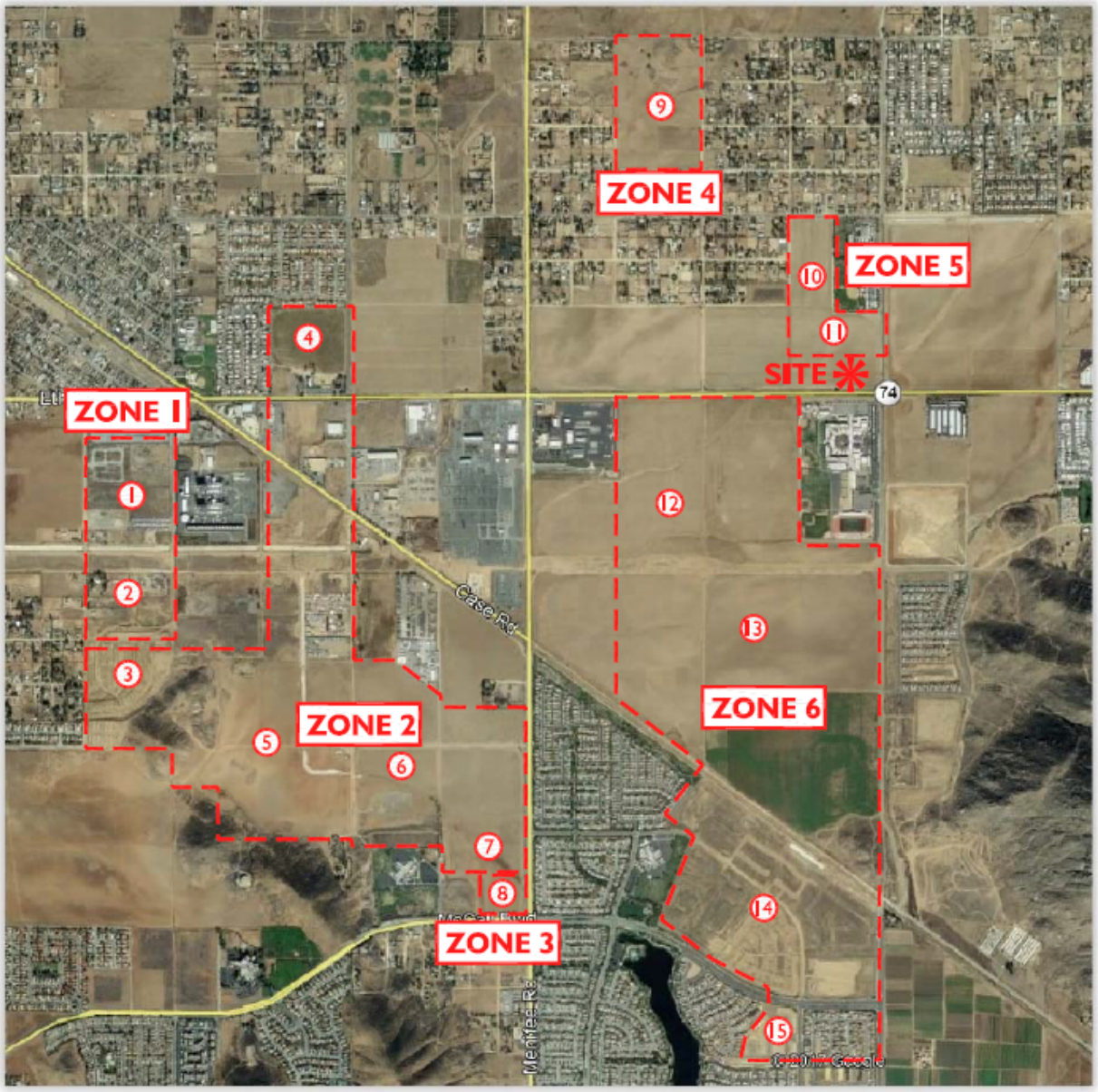
The background/cumulative project's traffic volumes are shown on Exhibit 6-9 of the *TIS*.

Table 17-6
Cumulative Projects Trip Generation[1]

No.	TAZ	Jurisdiction	Case Number	Land Use	ITE Trip Code	Quantity	Units	Peak Hour									Daily
								AM			Mid-Day			PM			
								In	Out	Total	In	Out	Total	In	Out	Total	
1	1	Menifee	PP2011093	Industrial Building	110	97.564	TSF	60	8	68	15	66	81	8	54	62	484
				Multifamily Residential	220	35	DU	4	12	16	14	9	23	12	7	19	256
2	1	Menifee	PP2011003	Warehouse	150	21.73	TSF	3	1	4	1	4	5	1	3	4	38
							TAZ 1 TOTAL	**67**	**21**	**88**	**30**	**79**	**109**	**21**	**64**	**85**	**778**
3	2	Menifee	TTM29777	Single Family Homes	210	173	DU	33	95	128	111	62	173	107	64	171	1,633
4	2	Menifee	TTM34118	Single Family Homes	210	85	DU	16	47	63	54	31	85	53	31	84	802
				Multifamily Residential	220	87	DU	10	30	40	35	23	58	30	18	48	637
							Subtotal	*59*	*172*	*231*	*200*	*116*	*316*	*190*	*113*	*303*	*3,072*
5	2	Menifee	TTM29835	Single Family Homes	210	543	DU	103	299	402	348	195	543	337	201	538	5,126
6	2	Menifee	TTM 31098	Single Family Homes	210	264	DU	50	145	195	169	95	264	164	98	262	2,492
7	2	Menifee	PP2014189	Multifamily Residential	220	420	DU	46	147	193	168	113	281	147	88	235	3,074
							TAZ 2 TOTAL	**258**	**763**	**1,021**	**885**	**519**	**1,404**	**838**	**500**	**1,338**	**13,764**
8	3	Menifee	CUP3549[2]	Mini-Warehouse	151	152.89	TSF	9	6	15	15	15	30	12	14	26	231
				Fast-Food Restaurant with Drive-Thru	934	5.1	TSF	105	100	205	134	128	262	87	80	167	2,402
				High-Turnover (Sit-Down) Restaurant	932	4.5	TSF	25	20	45	41	38	79	27	17	44	505
				Gasoline/Service Station with Convenience Market and Car Wash	945	12	VFP	76	73	149	95	95	190	86	82	168	2,464
				Shopping Center Rate	820	11.5	TSF	7	4	11	24	24	48	21	23	44	434
				Supermarket	850	45.0	TSF	103	69	172	178	164	342	212	204	416	4,805
				Pharmacy/Drugstore w/ Drive-Thru	881	14.6	TSF	30	26	56	83	83	166	75	75	150	1,594
							TAZ 3 TOTAL	**355**	**298**	**653**	**570**	**547**	**1,117**	**520**	**495**	**1,015**	**12,435**
9	4	Menifee	TR31536	Single Family Homes	210	44	DU	**8**	**24**	**32**	**28**	**16**	**44**	**27**	**16**	**43**	**415**
10	5	Menifee	TTM33738	Single Family Homes	210	52	DU	10	29	39	33	19	52	32	19	51	491
11	5	Menifee	TTM34600	Multifamily Residential	220	153	DU	17	54	71	61	41	102	54	32	86	1,120
							TAZ 5 TOTAL	**27**	**83**	**110**	**94**	**60**	**154**	**86**	**51**	**137**	**1,611**
12	6	Menifee	TTM31811	Single Family Homes	210	559	DU	106	307	413	358	201	559	347	207	554	5,277
13	6	Menifee	TTM31812	Single Family Homes	210	500	DU	95	275	370	320	180	500	310	185	495	4,720
14	6	Menifee	TTM34406	Single Family Homes	210	667	DU	127	367	494	427	240	667	414	247	661	6,296
15	6	Menifee	TR34180	Single Family Homes	210	50	DU	10	28	38	32	18	50	31	19	50	472
							TAZ 6 TOTAL	**338**	**977**	**1,315**	**1,137**	**639**	**1,776**	**1,102**	**658**	**1,760**	**16,765**
							Total Cumulative Project Trip Generation	***1,053***	***2,166***	***3,219***	***2,744***	***1,860***	***4,604***	***2,594***	***1,784***	***4,378***	***45,768***

c Cumulative projects provided by City of Menifee and County of Riverside Planning Department. Trip generation is based on ITE 10th Edition (2017) trip rates.

FIGURE 17-6
CUMULATIVE PROJECT LOCATION MAP



Zone 1:
1 = PP20|1093
2 = PP20|1003

Zone 2:
3 = TTM29777
4 = TTM34118
5 = TTM29835
6 = TTM31098
7 = PP20|4189

Zone 3:
8 = CUP3549

Zone 4:
9 = TR31536

Zone 5:
10 = TTM33738
11 = TTM34600

Zone 6:
12 = TTM31811
13 = TTM31812
14 = TTM34406
15 = TR34180

Source: Traffic Study - (Appendix J)

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Study Intersection Peak Hour LOS Analysis

- *Existing Plus Project Conditions Study Intersection Peak Hour Level of Service*

Existing Plus Project Conditions peak hour LOS for the study intersections have been calculated utilizing Existing study intersection geometry previously shown in **Figure 17-2** and the Existing Plus Project Conditions traffic volumes shown in Exhibit 6-7 of the *TIS*.

The *TIS* analysis accounts for the pedestrian and bicycle traffic volumes at the intersections as well the pedestrian crossing times and a truck mix of seven (7) percent for the study area based on information provided by Caltrans.

Table 17-7, *Existing Plus Project Conditions Study Intersection Peak Hour LOS* summarizes Existing Plus Project Conditions peak hour LOS of the study intersections.

Table 17-7
Existing Plus Project Conditions Study Intersection Peak Hour LOS

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)			Level of Service		
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	Mid-Day	PM	AM	Mid-Day	PM
1. Menifee Road (NS) / SR-74 (EW)	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	**163.2**	**123.6**	**82.4**	**F**	**F**	**F**
- With Improvements	*TS*	***1.0***	***1.0***	*1.0*	***1.0***	***0.5***	***0.5***	*1.0*	*1.5*	*0.5*	*1.0*	*1.5*	*0.5*	*45.1*	*48.9*	*54.8*	*D*	*D*	*D*
2. Project Driveway 1 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	13.0	13.8	13.1	B	B	B
3. Project Driveway 2 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	17.2	18.5	16.3	C	C	C
4. Briggs Road (NS) / Project Driveway 3 (EW)	N/A	1.0	1.0	0.0	0.0	0.5	0.5	0.0	1!	0.0	0.0	0.0	0.0	12.5	12.6	11.3	B	B	B
5. Briggs Road (NS) / Project Driveway 4 (EW)	N/A	0.0	1.0	0.0	0.0	0.5	0.5	0.0	0.0	1.0	0.0	0.0	0.0	12.9	11.5	10.1	B	B	B
6. Briggs Road (NS) / SR-74 (EW)	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	**114.4**	**180.1**	**143.0**	**F**	**F**	**F**
- With Improvements	*TS*	*1.0*	*0.5*	*0.5*	*1.0*	*0.5*	*0.5*	*1.0*	***3.0***	***1>***	*1.0*	***3.0***	***1.0***	*52.8*	*52.5*	*47.2*	*D*	*D*	*D*
7. Juniper Flats Road (NS) / SR-74 (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	1.5	0.5	19.7	20.4	20.1	B	C	C

Deficient LOS operation shown in **bold;** N/A = Not Applicable (Intersection does not currently exist and is constructed in the future as part of the Project).

[1] L = Left; T = Through; R = Right; 1! = Left/Thru/Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvements

[2] Analysis Software: Synchro, Version 10.0.

[3] TS = Traffic Signal CSS = Cross Street Stop

As shown in **Table 17-7**, the study intersections are forecast to continue to operate at an acceptable LOS for Existing Plus Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at deficient LOS for Existing Plus Project Conditions:

- Intersection 1 – Menifee Road / SR-74 (AM, Mid-Day, and PM peak hours); and
- Intersection 6 – Briggs Road / SR-74 (AM, Mid-Day, and PM peak hours).

Based on the agency-established thresholds of significance, the Project is forecast to result in a significant traffic impact at the above-listed study intersection for Existing Plus Project Conditions.

Mitigation Measures MM-TR-1 and **MM-TR-2** are identified to reduce the forecast significant traffic impacts at the impacted study intersections (Intersection 1 and Intersection, respectively) to a level considered less than significant for Existing Plus Project Conditions.

As shown in **Table 17-7**, assuming implementation of the identified mitigation measures, the study intersections are forecast to operate at an acceptable LOS for Existing Plus Project Conditions and the impacts are reduced to a level considered less than significant.

- *Opening Year (2019) Without Project Conditions Study Intersection Peak Hour Level of Service*

Opening Year (2019) Without Project Conditions peak hour LOS for the study intersections have been calculated utilizing the existing study intersection geometry previously shown in **Figure 17-2** and the Opening Year (2019) Without Project Conditions traffic volumes previously shown in Exhibit 6-10 of the *TIS*.

The *TIS* analysis accounts for the pedestrian and bicycle traffic volumes at the intersections as well the pedestrian crossing times and a truck mix of seven (7) percent for the study area based on information provided by Caltrans.

Opening Year (2019) Without Project Conditions does not assume implementation of **Mitigation Measures MM-TR-1** and **MM-TR-2**. **Table 17-8, *Opening Year (2019) Without Project Conditions Study Intersection Peak Hour LOS summarizes Opening Year (2019) Without Project Conditions Peak Hour LOS*** of the study intersections.

Table 17-8
Opening Year (2019) Without Project Conditions Study Intersection Peak Hour LOS

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)			Level of Service		
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	Mid-Day	PM	AM	Mid-Day	PM
1. Menifee Road (NS) / SR-74 (EW)	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	**240.1**	**270.0**	**193.1**	**F**	**F**	**F**
2. Project Driveway 1 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	N/A	N/A	N/A	N/A	N/A	N/A
3. Project Driveway 2 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	N/A	N/A	N/A	N/A	N/A	N/A
4. Briggs Road (NS) / Project Driveway 3 (EW)	N/A	1.0	1.0	0.0	0.0	0.5	0.5	0.0	1!	0.0	0.0	0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A
5. Briggs Road (NS) / Project Driveway 4 (EW)	N/A	0.0	1.0	0.0	0.0	0.5	0.5	0.0	0.0	1.0	0.0	0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A
6. Briggs Road (NS) / SR-74 (EW)	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	**86.0**	**204.9**	**161.4**	**F**	**F**	**F**
7. Juniper Flats Road (NS) / SR-74 (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	1.5	0.5	20.4	22.3	21.5	C	C	C

Deficient LOS operation shown in **bold;** N/A = Not Applicable (Intersection does not currently exist and is constructed in the future as part of the Project).

[1] L = Left; T = Through; R = Right; 1! = Left/Thru/Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvements

[2] Analysis Software: Synchro, Version 10.0.

[3] TS = Traffic Signal CSS = Cross Street Stop

As shown in **Table 17-8**, the study intersections are forecast to continue to operate at an acceptable LOS for Opening Year (2019) Without Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at deficient LOS for Opening Year (2019) Without Project Conditions:

- Intersection 1 – Menifee Road / SR-74 (AM, Mid-Day, and PM peak hours); and
- Intersection 6 – Briggs Road / SR-74 (AM, Mid-Day, and PM peak hours).

- *Opening Year (2019) With Project Conditions Study Intersection Peak Hour Level of Service*

Opening Year (2019) With Project Conditions peak hour LOS for the study intersections have been calculated utilizing the existing study intersection geometry previously shown in **Figure 17-2** and the Opening Year (2019) With Project Conditions traffic volumes previously shown in Exhibit 6-11 of the *TIS*.

The *TIS* analysis accounts for the pedestrian and bicycle traffic volumes at the intersections as well the pedestrian crossing times and a truck mix of seven (7) percent for the study area based on information provided by Caltrans.

Opening Year (2019) With Project Conditions does not assume implementation of the mitigation measures identified in the previous sections.

Table 17-9, *Opening Year (2019) With Project Conditions Study Intersection Peak Hour LOS* summarizes Opening Year (2019) With Project Conditions peak hour LOS of the study intersections.

TABLE 17-9
Opening Year (2019) With Project Conditions Study Intersection Peak Hour LOS

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)			Level of Service		
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	Mid-Day	PM	AM	Mid-Day	PM
1. Menifee Road (NS) / SR-74 (EW)	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	**271.6**	**304.2**	**227.7**	**F**	**F**	**F**
- With Improvements	*TS*	***1.0***	***1.0***	***1>***	***1.0***	***0.5***	***0.5***	*1.0*	***2.0***	***1.0***	***2.0***	***2.0***	***1.0***	*38.8*	*48.1*	*50.3*	*D*	*D*	*D*
2. Project Driveway 1 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	13.8	15.9	14.7	B	C	B
3. Project Driveway 2 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	18.9	23.2	19.3	C	C	C
4. Briggs Road (NS) / Project Driveway 3 (EW)	N/A	1.0	1.0	0.0	0.0	0.5	0.5	0.0	1!	0.0	0.0	0.0	0.0	12.8	13.0	11.5	B	C	B
5. Briggs Road (NS) / Project Driveway 4 (EW)	N/A	0.0	1.0	0.0	0.0	0.5	0.5	0.0	0.0	1.0	0.0	0.0	0.0	13.4	11.8	10.2	B	B	B
6. Briggs Road (NS) / SR-74 (EW)	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	**134.9**	**266.5**	**221.8**	**F**	**F**	**F**
- With Improvements	*TS*	***2.0***	*0.5*	*0.5*	***2.0***	*0.5*	*0.5*	***2.0***	***3.0***	***1>***	*1.0*	***3.5***	***0.5***	*50.2*	*54.9*	*52.9*	*D*	*D*	*D*
7. Juniper Flats Road (NS) / SR-74 (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	1.5	0.5	21.1	23.4	22.3	C	C	C

Deficient LOS operation shown in **bold;** N/A = Not Applicable (Intersection does not currently exist and is constructed in the future as part of the Project).

[4] L = Left; T = Through; R = Right; 1! = Left/Thru/Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvements

[5] Analysis Software: Synchro, Version 10.0.

[6] TS = Traffic Signal CSS = Cross Street Stop

As shown in **Table 17-9**, the study intersections are forecast to continue to operate at an acceptable LOS for Opening Year (2019) With Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at deficient LOS for Opening Year (2019) With Project Conditions:

- Intersection 1 – Menifee Road / SR-74 (AM, Mid-Day, and PM peak hours); and
- Intersection 6 – Briggs Road / SR-74 (AM, Mid-Day, and PM peak hours).

Based on the agency-established thresholds of significance, the Project is forecast to result in a significant traffic impact at the above-listed study intersection for Existing Plus Project Conditions.

Mitigation Measures MM-TR-3 and **MM-TR-4** are identified to reduce the forecast significant traffic impacts at the impacted study intersections (Intersection 1 and Intersection 6, respectively) to a level considered less than significant for Opening Year (2019) With Project Conditions.

Table 17-9 summarizes Opening Year (2019) With Project Conditions peak hour LOS of the study intersection with implementation of the identified mitigation measures.

As shown in **Table 17-9**, with implementation of **Mitigation Measures MM-TR-3** and **MM-TR-4**, the study intersections are forecast to operate at an acceptable LOS for Opening Year (2019) With Project Conditions and the impacts are reduced to a level considered less than significant.

- *Long Range (2040) Without Project Conditions Study Intersection Peak Hour Level of Service*

Long Range (2040) Without Project Conditions peak hour LOS for the study intersections have been calculated utilizing the existing study intersection geometry previously shown in **Figure 17-2** and the Long Range (2040) Without Project Conditions traffic volumes previously shown in Exhibit 6-12 of the *TIS*.

The *TIS* analysis accounts for the pedestrian and bicycle traffic volumes at the intersections as well the pedestrian crossing times and a truck mix of seven (7) percent for the study area based on information provided by Caltrans.

Long Range (2040) Without Project Conditions does not assume implementation of **Mitigation Measures MM-TR-1** through **MM-TR-4** identified in the previous sections.

Table 17-10, *Long Range (2040) Without Project Conditions Study Intersection Peak Hour LOS* summarizes Long Range (2040) Without Project Conditions peak hour LOS of the study intersections.

Table 17-10
Long Range (2040) Without Project Conditions Study Intersection Peak Hour LOS

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)			Level of Service		
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	Mid-Day	PM	AM	Mid-Day	PM
1. Menifee Road (NS) / SR-74 (EW)	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	**271.5**	**344.6**	**233.2**	**F**	**F**	**F**
2. Project Driveway 1 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	N/A	N/A	N/A	N/A	N/A	N/A
3. Project Driveway 2 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	N/A	N/A	N/A	N/A	N/A	N/A
4. Briggs Road (NS) / Project Driveway 3 (EW)	N/A	1.0	1.0	0.0	0.0	0.5	0.5	0.0	1!	0.0	0.0	0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A
5. Briggs Road (NS) / Project Driveway 4 (EW)	N/A	0.0	1.0	0.0	0.0	0.5	0.5	0.0	0.0	1.0	0.0	0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A
6. Briggs Road (NS) / SR-74 (EW)	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	**157.5**	**317.4**	**197.2**	**F**	**F**	**F**
7. Juniper Flats Road (NS) / SR-74 (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	1.5	0.5	31.3	45.5	32.1	C	D	C

Deficient LOS operation shown in **bold;** N/A = Not Applicable (Intersection does not currently exist and is constructed in the future as part of the Project).
1 L = Left; T = Through; R = Right; 1! = Left/Thru/Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvements
2 Analysis Software: Synchro, Version 10.0.
3 TS = Traffic Signal CSS = Cross Street Stop

As shown in **Table 17-10**, the study intersections are forecast to continue to operate at an acceptable LOS for Long Range Without Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at deficient LOS for Opening Year (2019) Without Project Conditions:

- Intersection 1 – Menifee Road / SR-74 (AM, Mid-Day, and PM peak hours); and
- Intersection 6 – Briggs Road / SR-74 (AM, Mid-Day, and PM peak hours).

- *Long Range (2040) With Project Conditions Study Intersection Peak Hour Level of Service*

Long Range (2040) With Project Conditions peak hour LOS for the study intersections have been calculated utilizing the existing study intersection geometry previously shown in **Figure 17-2** and the Long Range (2040) With Project Conditions traffic volumes previously shown in Exhibit 6-13 of the *TIS*.

The *TIS* analysis accounts for the pedestrian and bicycle traffic volumes at the intersections as well the pedestrian crossing times and a truck mix of seven (7) percent for the study area based on information provided by Caltrans.

Long Range (2040) With Project Conditions does not assume implementation of **Mitigation Measures MM-TR-1** through **MM-TR-4** identified in the previous sections.

Table 17-11, *Long Range (2040) With Project Conditions Study Intersection Peak Hour LOS* summarizes Long Range (2040) With Project Conditions peak hour LOS of the study intersections.

Table 17-11
Long Range (2040) With Project Conditions Study Intersection Peak Hour LOS

Intersection	Traffic Control[3]	Intersection Approach Lane(s)[1]												Delay[2] (Seconds)			Level of Service		
		Northbound			Southbound			Eastbound			Westbound								
		L	T	R	L	T	R	L	T	R	L	T	R	AM	Mid-Day	PM	AM	Mid-Day	PM
1. Menifee Road (NS) / SR-74 (EW)	TS	0.5	0.5	1.0	0.0	1!	0.0	1.0	1.5	0.5	1.0	1.5	0.5	**298.8**	**371.9**	**260.6**	**F**	**F**	**F**
- With Improvements	*TS*	***1.0***	***1.0***	***1>***	***1.0***	***0.5***	***0.5***	*1.0*	***2.5***	***0.5***	***2.0***	***2.5***	***0.5***	*38.2*	*46.0*	*45.3*	*D*	*D*	*D*
2. Project Driveway 1 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	17.6	19.9	15.9	C	C	C
3. Project Driveway 2 (NS) / SR-74 (EW)	N/A	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0	0.0	1.5	0.5	22.9	26.6	19.0	C	D	C
4. Briggs Road (NS) / Project Driveway 3 (EW)	N/A	1.0	1.0	0.0	0.0	0.5	0.5	0.0	1!	0.0	0.0	0.0	0.0	17.0	29.6	14.9	C	D	B
5. Briggs Road (NS) / Project Driveway 4 (EW)	N/A	0.0	1.0	0.0	0.0	0.5	0.5	0.0	0.0	1.0	0.0	0.0	0.0	12.2	18.2	12.6	B	C	B
6. Briggs Road (NS) / SR-74 (EW)	TS	1.0	0.5	0.5	1.0	0.5	0.5	1.0	2.0	1.0	1.0	1.5	0.5	**187.9**	**357.3**	**219.0**	**F**	**F**	**F**
- With Improvements	*TS*	***2.0***	***1.0***	***1.0***	***2.0***	*0.5*	*0.5*	***2.0***	***4.0***	***1>***	***2.0***	***4.0***	***1>***	*48.1*	*54.2*	*42.1*	*D*	*D*	*D*
7. Juniper Flats Road (NS) / SR-74 (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	1.5	0.5	33.9	48.8	33.5	C	D	C

Deficient LOS operation shown in **bold;** N/A = Not Applicable (Intersection does not currently exist and is constructed in the future as part of the Project).

[1] L = Left; T = Through; R = Right; 1! = Left/Thru/Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvements

[2] Analysis Software: Synchro, Version 10.0.

[3] TS = Traffic Signal CSS = Cross Street Stop

As shown in **Table 17-11**, the study intersections are forecast to continue to operate at an acceptable LOS for Long Range (2040) With Project Conditions, with the exception of the following study intersections which are forecast to continue to operate at deficient LOS for Long Range (2040) With Project Conditions:

- Intersection 1 – Menifee Road / SR-74 (AM, Mid-Day, and PM peak hours); and
- Intersection 6 – Briggs Road / SR-74 (AM, Mid-Day, and PM peak hours).

Based on the agency-established thresholds of significance, the Project is forecast to result in a significant traffic impact at the above-listed study intersection for Long Range (2040) With Project Conditions.

Mitigation Measures MM-TR-5 and **MM-TR-6** are identified to reduce the forecast significant traffic impacts at the impacted study intersections (Intersection 1 and Intersection 6, respectively) to a level considered less than significant for Long Range (2040) With Project Conditions.

Transportation Uniform Mitigation Fee (TUMF)

The Transportation Uniform Mitigation Fee (TUMF) program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study most recently updated in 2016 to address major changes in right of way acquisition and improvement cost factors. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County, except the City of Beaumont.

TUMF fees are imposed on new residential, industrial, and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit stage. In addition, an annual inflation adjustment is considered each year in February. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

Payment of the TUMF is required and is not considered unique mitigation under CEQA. TUMF roadways in the City, in proximity of the Project site, include Briggs Road, Newport Road, Scott Road and Menifee Road. TUMF bridge improvements in the City of Menifee, in proximity of the Project site, include Holland Road and Briggs Road at Newport Road. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development (see **Standard Condition SC-TR-1**).

Development Impact Fees (DIF)

The Project will be subject to City of Menifee Development Impact Fees (DIF). The DIF program consists of two separate transportation components, the Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the City's DIF program are identified on the City's Public Needs List.

The cost of signalizing DIF network intersections is identified under the Traffic Signals component of the DIF program. City of Menifee staff generally defines DIF eligible intersections as those consisting of two intersecting general plan roadways. If the intersection meets this requirement, it is potentially eligible for up to $235,000 of credit, which is subject to negotiations with the City.

Payment of the DIF is required and is not considered unique mitigation under CEQA (see **Standard Condition SC-TR-1**).

Riverside Transit Agency Route 74 provides bus service in the immediate vicinity of the Project site along SR74. The Project will install a new bus stop just west of the central Project driveway on highway 74; the bus will stop within a deceleration lane. The Project proposes no changes to this routing (Route 28 – Perris Station Transit Center, Hemet Valley Mall, Florida & Lincoln). A bike lane is proposed in Briggs Road. This bike lane will be installed concurrent with Project improvements. The Project will also be served by sidewalks.

Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. With the incorporation of **Mitigation Measures MM-TR-1** through **MM-TR-6**, and payment of TUMF and DIF (see **Standard Condition SC-TR-1** and **SC-TR-2**), any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?			**X**	

Less Than Significant Impact

In the fall of 2013, Senate Bill 743 (SB 743) was passed by the legislature and signed into law by the governor. For some parts of California (and eventually the entire state), this legislation will change the way that transportation studies are conducted for environmental documents. In the areas where SB 743 is implemented, delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as Vehicle Miles Traveled (VMT) will be used.

During the preparation of the traffic impact study, guidelines for the implementation of SB 743 were not yet incorporated into CEQA. Therefore, the traffic impact study followed current practice regarding state and local guidance as of the date of preparation. In December 2018, CEQA Guidelines were updated to include a threshold for evaluating traffic

impacts using the VMT methodology. This new methodology is required to be used statewide for projects beginning in or after July 2020 unless the lead agency adopts the VMT thresholds earlier. As such, and because the City of Menifee, as the lead agency has not yet adopted VMT thresholds, the analysis for this Project utilizes the LOS methodology.

Notwithstanding, for purposes of full disclosure, it is estimated that the Project would generate approximately 3,200,549 annual VMT per capita, based on the California Emissions Estimator Model (CalEEMod) v2016.3.2. Therefore, the Project will not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1). Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	

Less Than Significant Impact

The Project site is located at the northwest corner of Briggs Road and Highway 74 in the City of Menifee, County of Riverside. Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to the west. Reference **Table 1, *Surrounding Land Uses***, **Figure 12, *Aerial Photo***, and **Figure 13, *SP 260 A2 Land Use Plan***, provided in Section I of this IS.

The Project has been reviewed by City Traffic Engineering Staff, and as designed, will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Project driveway intersections and internal circulation are safe. Adequate sight distance has been provided. Driveway widths will accommodate Project traffic, and traffic control devices (signals and stop signs) are provided where necessary for entering and exiting the site. No incompatible uses (e.g., farm equipment) are located in proximity to the Project.

In addition, street improvement plans will be subject to City and Caltrans review and approval which will ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any Project impacts due to a design feature. Any impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			X	

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. **Standard Condition SC-TR-3**, below, has been included to require the preparation of the TCP. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project. Any impacts during construction are considered less than significant.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts during construction are considered less than significant.

Standard Conditions and Requirements

SC-TR-1 The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

SC-TR-2 The Project applicant shall pay Development Impact Fees (DIF) for residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for nonresidential development shall be paid prior to the issuance of a building permit.

SC-TR-3 Prior to any Project construction the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures

MM-TR-1 Intersection 1 – Menifee Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

a. Widen the northbound Menifee Road approach from one shared through/left-turn lane and one right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane.
b. Widen the southbound Menifee Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right- turn lane.
c. Provide a cycle length of up to 140 seconds.
d. Implement protected phasing for all approaches of the intersection.
e. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-2 Intersection 6 – Briggs Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

a. Widen the eastbound SR-74 approach from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane with right-turn overlap phasing.
b. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.
c. Provide a cycle length of up to 140 seconds.
d. Implement protected phasing for all approaches of the intersection.
e. Provide the recommended turn lane storage lengths for mitigated conditions per Table 8-1.
f. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-3 Intersection 1 – Menifee Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

a. Widen the northbound Menifee Road approach from one shared through/left-turn lane and one right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane with right-turn overlap phasing.
b. Widen the southbound Menifee Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right- turn lane.

c. Widen the eastbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.
d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.
e. Provide a cycle length of up to 140 seconds.
f. Implement protected phasing for all approaches of the intersection.
g. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-4 Intersection 6 – Briggs Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

a. Widen the northbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left- turn lanes, and one shared through/right- turn lane.
b. Widen the southbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left-turn lanes, and one shared through/right-turn lane.
c. Widen the eastbound SR-74 approach from one left-turn lane, two through lanes and one right-turn lane to consist of two left-turn lanes, three through lanes and one right-turn lane with right-turn overlap phasing.
d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, three through lanes and one shared through/right-turn lane.
e. Provide a cycle length of up to 140 seconds.
f. Implement protected phasing for all approaches of the intersection.
g. Provide the recommended turn lane storage lengths for mitigated conditions per Table 8-2 of the *TIS*.
h. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-5 Intersection 1 – Menifee Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

a. Widen the northbound Menifee Road approach from one shared through/left-turn lane and one right-turn lane to consist of one left-turn lane, one through lane, and one right-turn lane with right-turn overlap phasing.
b. Widen the southbound Menifee Road approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right- turn lane.
c. Widen the eastbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes and one shared through/right-turn lane.
d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one shared through/right-turn lane.

e. Provide a cycle length of up to 140 seconds.
f. Implement protected phasing for all approaches of the intersection.
g. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

MM-TR-6 Intersection 6 – Briggs Road / SR-74. Prior to the issuance of certificate of occupancy, the Project applicant shall make a fair share contribution to implement the following:

a. Widen the northbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left- turn lanes, one through lane, and one right- turn lane.
b. Widen the southbound Briggs Road approach from one left-turn lane, and one shared through/right-turn lane to consist of two left-turn lanes, and one shared through/right-turn lane.
c. Widen the eastbound SR-74 approach from one left-turn lane, two through lanes and one right-turn lane to consist of two left-turn lanes, four through lanes and one right-turn lane with right-turn overlapphasing.
d. Widen the westbound SR-74 approach from one left-turn lane, one through lane and one shared through/right-turn lane to consist of two left-turn lane, four through lanes and one right-turn lane with right-turn overlap phasing.
e. Provide a cycle length of up to 140 seconds.
f. Implement protected phasing for all approaches of the intersection.
g. Provide the recommended turn lane storage lengths for mitigated conditions per Table 8-3 of the *TIS*.
h. Provide adequate number of receiving lanes for all approaches to serve dual left turns as needed.

18. TRIBAL CULTURAL RESOURCES.

Source(s): *City of Menifee Planning Application "Harvest Glen Marketplace Revision" AB 52 Letters*, prepared by City of Menifee, 8-18-2017 and Conclusions 2019, (including Responses from Tribes) (**Appendix D2**); Assembly Bill (AB) 52; and Public Resources Code.

Applicable General Plan Policies:

- **Goal OSC-5:** Archaeological, historical, and cultural resources that are protected and integrated into the City's built environment.
- **Policy OSC-5.1:** Preserve and protect significant archeological, historic, and cultural sites, places, districts, structures, landforms, objects and native burial sites, and other features, such as Ringing Rock and Grandmother Oak, consistent with state law.
- **Policy OSC-5.3:** Preserve sacred sites identified by the Pechanga Band of Luiseño Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.
- **Policy OSC-5.5:** Establish clear and responsible practices to identify, evaluate, and protect previously unknown archeological, historic, and cultural sites, following CEQA and NEPA procedure.

Analysis of Project Effect and Determination of Significance:

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 Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.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)			**X**	

Less Than Significant Impact

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR.

The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following four (4) Tribes on August 18, 2017:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Indians;
- Rincon Cultural Resources Department; and
- Soboba Band of Luiseño Indians.

Written responses were received from the following Tribes:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

The Pechanga Band of Luiseño Indians, the Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians requested formal consultation. The Agua Caliente Band of Cahuilla Indians (ACBCI) responded that the Project area is not in the boundaries of their ACBCI Reservation but that it is within the Tribe's Traditional Use area; therefore, they requested copies of the cultural resources inventory of the Project area, a copy of the records search, and copies of any cultural resource documentation.

The Agua Caliente Band of Cahuilla Indians, Pechanga Band of Luiseño Indians, the Rincon Band of Luiseño Indians, and the Soboba Band of Luiseño Indians provided documentation of conclusion of formal consultation. A letter dated May 16, 2019 from the Agua Caliente Band of Cahuilla Indians, the Rincon Band of Luiseño Indians and the Soboba Band of Luiseño Indians both sent e-mails to Manny Baeza concluding formal consultation on April 5th and May 8th, respectively, and the Pechanga Band of Luiseño Indians concluded consultation per their e-mail dated July 15, 2019.

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 Cultural Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.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?			**X**	

Less Than Significant Impact

Please reference the discussion in Threshold 18.a.i.
With the implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8** as outlined in Section 5. Cultural Resources, the proposed Project would not 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 Cultural Native American tribe, and that is 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. Impacts to tribal cultural resources will be less than significant.

Standard Conditions and Requirements

Standard Conditions SC-CUL-1 through **SC-CUL-8**

Mitigation Measures

No mitigation is required.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): *San 53 – Will Serve TPM 37380 Harvest Glen Marketplace*, issued by Eastern Municipal Water District (EMWD), July 25, 2018 (*Will Serve Letter*, **Appendix K**); *Tentative Parcel Map No. 37380 Site Plan*, Anderson Consulting Engineers, Inc., January 10, 2019 and *Conditional Use Permit No. 2017-226, Harvest Glen, Preliminary Sewer and Water Plan*, Anderson Consulting Engineers, Inc., January 10, 2019, (*Project Plans*, **Appendix L**); *Perris Valley Regional Water Reclamation Facility – Fact Sheet*, issued by EMWD, dated October 2016; Eastern Municipal Water District *2015 Urban Water Management Plan* (*EMWD 2015 UWMP*); Metropolitan Water District *2015 Urban Water Management Plan* (*2015 RUWMP*); *City of Menifee General Plan DEIR, September 2013,* Section 5.9 *Hydrology and Water Quality*, Section 5.17 *Utilities and Service Systems,* Section 5.17.1 *Water Supply and Distribution Systems*, Section 5.17.2 *Wastewater Treatment and Collection*, Section 5.17.3 *Storm Drainage Systems*, Section 5.17.4 *Solid Waste*, and Section 5.17.5 *Other Utilities* (*Electricity, Natural Gas, Telecommunications)*; CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217); El Sobrante Landfill Fact Sheet, issued by Waste Management of California; and El Sobrante Landfill Annual Monitoring Report, Jan 1, 2017 through Dec 31, 2017, by USA Waste of CA, Inc., dated August, 2018 (Final).

Applicable General Plan Policies:

- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
- **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- **Policy LU-3.2:** Work with utility provides to increase service capacity as demand increases.
- **Policy LU-3.4:** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	

Less Than Significant Impact

Water

The Project site, along with the entire City of Menifee, is located within the water service district boundary of the Eastern Municipal Water District (EMWD). The Project site is not currently connected to the EMWD water supply system given its vacant, undeveloped condition and former "dry farming" use; however, as shown on the *Project Plans* (**Appendix L**), EMWD has an existing 12" water service line located adjacent to the Project site in Highway 74.

The Project site's development plan proposes to connect to the EMWD water supply system. In conjunction with the Project site engineering effort to date, the Project proponent has contacted EMWD and EMWD has issued a *Will Serve Letter* (**Appendix K**) for the Project dated July 25, 2018.

EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health.

EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. As noted in the *2015 UWMP*, EMWD is located in one of the fastest growing regions in the nation, and with a growing population comes a growing demand for water.

EMWD has three sources of water supply: 1) imported water from the Metropolitan Water District of Southern California (MWD), 2) local groundwater, and 3) recycled water. Additional details with respect to the EMWD water supplies are set forth in Section 19.b, below.

Roughly 75% of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it would provide water for future growth in its service area through imported water from MWD.

EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and the Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day or about 35,840 af per year.

Connections to local water mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with **Standard Condition SC-USS-1** (Water Connection Fees) and **SC-USS-2 (**EMWD Water Efficient Guidelines).

Implementation of the proposed Project will not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would

cause significant environmental effects. Given the proposed Project's relatively small size, any impacts are considered nominally incremental and less than significant.

Wastewater/Sewer

The Project site is located within the wastewater/sewer service boundary of the EMWD. The Project site is not currently connected to the EMWD wastewater/sewer system given its vacant, undeveloped condition and former "dry farming" use; however, as shown on the *Project Plans*, EMWD has an existing 15" sanitary sewer line located adjacent to the Project site in Briggs Road.

The Project site's development plan proposes to connect to the EMWD wastewater/sewer system. In conjunction with the Project site engineering effort to date, the Project proponent has contacted EMWD and EMWD has issued a *Will Serve Letter* for the proposed development dated July 25, 2018.

According to the *Will Serve Letter* for the Project site, "Eastern Municipal Water District (EMWD) is willing to provide water & sewer services to the subject project." It is noted, EMWD's ability to serve the Project site is subject to limiting conditions, such as regulatory requirements, legal issues, or conditions beyond EMWD's control and the "will serve" determination will expire one year from the date of issue (July 25, 2019).

EMWD wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities (RWRF; four operating RWRFs), with interconnections between local collection systems serving each treatment plant.

The Perris Valley Regional Water Reclamation Facility (PVRWRF) provides wastewater treatment for a 120-square mile area surrounding Perris, Menifee (inclusive of the Project site), Homeland, Winchester, and beyond. Wastewater from the Project site would be delivered through EMWD sewers to the PVRWRF.

The PVRWRF is EMWD's largest RWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±3.0 miles west/northwest of the Project site). In March 2014, EMWD completed the seven-year $180 million expansion of the PVRWRF, the largest capital improvement project in EMWD's 64-year history. The PVRWRF expansion project increased the previous capacity of the facility from 14 million gallons a day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. The expansion allows EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. Typical daily flows as of 2016 are reported at 13.8 mgd.

Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with **Standard Condition SC-USS-3** (Sewer Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater).

Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Any impacts will be less than significant.

Stormwater/Drainage

As set forth in Section 10 of this Initial Study (Hydrology and Water Quality), all new development in the City of Menifee is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB).

The Project site is relatively flat and at street grade, with existing slopes of approximately 1% to 2% across the site.

At present, the Project site is vacant, undeveloped land with a 100% pervious earthen surface. On-site stormwater runoff currently surface flows in a south-southwest direction towards Highway 74 where an on-site channelized drainage (dirt) carries flows west of the site. In addition, an on-site channelized drainage (dirt) is located along the east boundary of the site contiguous to Briggs Road, and a concrete drainage culvert adjacent to the southeast corner of the site carries flows originating east of the Project site under Briggs Road connecting to the onsite channelized drainage.

The Project will construct buildings, parking lots, utility infrastructure, two bioretention basins and an interim basin. The bioretention basins will treat for water quality purposes, and the interim basin will mitigate for increased runoff, consistent with the interim basin design criteria, as well as address the hydrologic conditions of concern as required by the Water Quality Management Plan. The Project will discharge back into the natural stream. Ultimately, the Project site will discharge into the future Line A5 Master Drainage Plan Facility.

Pursuant to the City's Municipal Code Section 15.01.015 all construction projects shall apply Best Management Practices (BMPs) to be contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP). The proposed Project will also be required to submit a Water Quality Management Plan (WQMP) in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Also, the proposed Project will be required to submit a drainage study to ensure onsite and offsite drainage is accurately assessed and sufficient infrastructure is required for construction of the Project. Reference **Standard Condition SC-HYD-1 (**Site Drainage Plan), **Standard Condition SC-HYD-2 (**SWPPP), and **Standard Condition SC-HYD-3 (**WQMP).

With adherence to the Project-specific *WQMP*, the proposed Project will not substantially alter the existing drainage pattern of the site or area, nor will it require new or expanded off-site storm drain facilities the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

Electricity

There is no electricity connection currently serving the Project site in its vacant and undeveloped condition. The Project site development plan which proposes construction of a commercial center consisting of a fast food restaurant with drive through, a gas station and convenience store, and a 100 foot long tunnel car wash will require electrical service.

The electrical service provider for the Project site and the greater City of Menifee is Southern California Edison (SCE). Overhead electrical service lines are currently in place adjacent to the Project site along the east side of the Briggs Road right-of-way. Furthermore, electrical services are currently in place serving the new Heritage High School campus located directly south of the Project site across Highway 74, at the southwest corner of Briggs Road and Highway 74.

SCE is responsible for providing power supply to the City of Menifee and the greater Riverside County area while complying with county, state, and federal regulations. SCE's power system is one of the nation's largest electric and gas utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties, in a service area of approximately 50,000 square miles in size (SCE 2019). SCE maintains 12,635 miles of transmission lines, 91,375 miles of distribution lines, 1,433,336 electric poles, 720,800 distribution transformers, and 2,959 substation transformers.

In 2017, SCE's power mix consisted of 32% renewable resources, including wind, geothermal, biomass, solar, and small hydro, 20% natural gas, 8% large hydroelectric facilities, and 6% nuclear. An estimated 34% of SCE's power mix consisted of unspecified sources of power in 2017, which is referred to by SCE as electricity from transactions that are not traceable to specific generation sources.

Operation of the proposed Project would consume electricity for building power, lighting, and water conveyance, among other operational requirements. The Project has been designed to comply with various federal, state and local energy use regulations including Title 24.

Because the Project has been designed to meet all applicable local and state requirements and represents an incremental and relatively nominal increase in area wide electrical consumption, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the Project. The proposed Project will not require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant.

Natural Gas

There is no natural gas connection currently in place serving the Project site in its vacant and undeveloped condition. The natural gas provider for the Project site and the greater City of Menifee is the Southern California Gas Company (SoCal Gas), also known as The Gas Company.

The proposed Project will be connected to The Gas Company's natural gas distribution system. Connections are available in the vicinity and natural gas service is in place to the new Heritage High School campus located directly south of the Project site across Highway 74, at the southwest corner of Briggs Road and Highway 74.

Adequate natural gas supplies are available to meet the incremental increase in demand attributed to the Project. The proposed Project will not require new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant.

Telecommunications

Telephone service to the Project site and the greater City of Menifee is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. The proposed Project will not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts will be less than significant.

Conclusion

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	

Less Than Significant Impact

As previously discussed in Section 19.a, the Project site is located within the water service district boundary of the Eastern Municipal Water District (EMWD) which has an existing 12" water line located adjacent to the Project site in Highway 74. The Project's water service plan proposes an 8" lateral to connect to the existing 12" line at a point just east of the Project's proposed fast food building. The proposed on-site water distribution system includes a series of lines ranging from 2" to 8" serving the proposed commercial uses (which includes the car wash). In conjunction with the Project an additional 12" water line will be extended north from its Highway 74 connection point beyond the northerly limit of the Project site along the west side of the future Briggs Road right-of-way to serve future development adjacent north of the

Project site. No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

EMWD provides water service to the City of Menifee, and beyond. The water agency prepares an Urban Water Management Plan every five years, which identifies historical and projected water usage and existing and future water supply sources, describes purveyors' demand management programs, and sets forth a program to meet water demands during normal, dry, and multiple dry years.

The EMWD water supply/demand analysis within its service area is set forth in the *EMWD 2015 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2015 to 2040. Based on the analysis and conclusions set forth in the *EMWD 2015 UWMP* (Sec 7.6 *Supply and Demand Assessment*), EMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2040. Reference **Standard Condition SC-USS-1** (Water Connection Fees) and **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines).

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with 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?			**X**	

Less Than Significant Impact

As previously discussed in Section 19.a, the Project site is located within the wastewater/sewer service district boundary of the EMWD. According to the "Will Serve" letter for the Project site issued by EMWD, dated July 25, 2018, "Eastern Municipal Water District (EMWD) is willing to provide water and sewer services to the subject project."

Wastewater from the Project site would be delivered through EMWD sewer lines to EMWD's Perris Valley Regional Water Reclamation Facility (PVRWRF) located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±3.0 miles west/northwest of the Project site. It is noted, the PVRWRF recently underwent a seven-year $180 million expansion that was completed in March 2104 and increased the previous capacity of the facility from 14 million gallons per day (14 mgd) to a current capacity of 22 mgd, with an ultimate capacity of 100 mgd. Further specifics are summarized in Section 19.a. Typical daily flows as

of 2016 are reported at 13.8 mgd which indicates the facility is operating at approximately 63% of its current 22 mgd capacity.

Sufficient wastewater treatment capacity is available to serve the Project from existing resources and EMWD has issued a signed *Will Serve Letter* for the Project site, dated July 25, 2018 (**Appendix K**). As the existing wastewater treatment provider, EMWD has adequate capacity to serve the Project's projected demand in addition to serving its existing commitments. Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. Reference **Standard Condition SC-USS-3** (Sewer Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater). Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

Less Than Significant Impact

Municipal waste collection services in the City of Menifee, inclusive of the proposed Project, is provided by Waste Management, Inc.

The Riverside County Waste Management Department (RCWMD) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. To accomplish this, the RCWMD operates six active landfills and administers a contract agreement for waste disposal at the private El Sobrante Landfill. The Department also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

As set forth in the City of Menifee General Plan DEIR (September 2013), more than 99% of the solid waste generated within the City during 2011 was deposited in two landfills: El Sobrante Landfill in unincorporated Riverside County south of the City of Corona, and Badlands Sanitary Landfill near the City of Moreno Valley. The El Sobrante Landfill is significantly larger than the Badlands Landfill in terms of size and capacity.

A summary of the two landfill facilities is included in **Table 19-1, *Landfills Serving Menifee***:

Table 19-1
Landfills Serving Menifee

Landfill	Location	Permitted Throughput Capacity, Tons per Day	Average Disposal, Tons per Day[1]	Remaining Capacity, Cubic Yards [Tons]	Estimated Closing Date
Badlands Sanitary	Moreno Valley	4,000	1,651	14,730,025 [7,851,103]	2024
El Sobrante	Corona	16,054	7,260	145,530,000 [77,567,490]	2045

Source: Sec. 5.17.4, Solid Waste, City of Menifee General Plan DEIR, 2013.
Figures: CalRecycle 2012a, 2012b.
[1] Calculated from annual totals (from CalRecycle 2012d) based on 300 operating days per year. Badlands Sanitary Landfill and El Sobrante Landfill are each open six days per week, Monday through Saturday, except certain holidays.

El Sobrante Landfill

The Project site is located within the service area of the El Sobrante Landfill, a service area that typically includes the cities/communities within southwestern Riverside County, as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego.

The El Sobrante Landfill is located approximately twenty (20) miles west/northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road.

The landfill, which is owned and operated by USA Waste of California (a subsidiary of Waste Management, Inc.) started disposal operations in 1986. From 1986 to 1998, the landfill was operated pursuant to the original El Sobrante Landfill Agreement, its Amendments and one Addendum.

On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into a Second Agreement, which became effective on September 17, 1998.

The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the Riverside County Department of Waste Resources (RCDWR) to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The El Sobrante Landfill Expansion Project included the following major elements:

- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste;
- An increase in the daily disposal capacity up to 10,000 tons (pursuant to the Second Amendment of the Expansion Agreement, approved by the BOS in March 2007, and subsequently implemented on August 31, 2009, the daily capacity was increased to 70,000

tons per week, not exceeding 16,054 tons per day [limited in part due to the number of vehicle trips per day], and a continuous 24-hour disposal);
- An increase in the landfill area to a total of 1,322 acres;
- An increase in the landfill footprint to 495 acres;
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e. application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 AM to Midnight.

The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations, and a 688-acre wildlife preserve. The landfill is open 24 hours per day, six days a week (closed Sundays and Major Holidays). Commercial customers have access 4:00 am to 6:00 pm, while the general public hours are 6:00 am to 6:00 pm.

The operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

In 2010, the El Sobrante Landfill accepted a total of 694,963 tons, or approximately 0.695 million tons of waste generated within Riverside County. The daily average for in-County waste was 2,235 tons during 2010.

As of January 2011, the landfill had a remaining in-County disposal capacity of approximately 38.506 million tons.

During calendar year 2016, a total of 2,652,941 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 852,987 tons originated from Riverside County sources, and 1,799,954 tons originated from out-of-County sources. El Sobrante received 123,068 tons of Alternate Daily Cover in the form of cement treated incinerator ash.

Based on 309 working days (362 days minus Sundays and Major Holidays), an average of 8,596 (rounded to the nearest whole number) tons of waste were received at the landfill on a daily basis in 2016.

The estimated 2017 total tonnage figure is projected to have increased slightly over the 2016 figure, to approximately 2,700,000 tons or an average amount of approximately 8,738 tons per day (2,700,000 tons ÷ 309 days). This indicates a year over year increase of 1.65% and is substantially below the allowable disposal capacity of 16,054 tons per day permitted pursuant to the current agreement/operating permit, as amended.

As of the 2007 Second Amendment date, the landfill had a projected 50-year remaining life through 2036; however, based on 2016 figures, there was 141,192,896 tons of remaining capacity, indicating an approximate 54-year remaining life before the facility reaches capacity. According to the City GPEIR, the El Sobrante facility is estimated to have sufficient capacity until 2045.

The City of Menifee evaluates solid waste generation for proposed development projects based on a per capita generation rate. As set forth in the City's GPEIR, there are five generation factors depending on land use; one for Residential Land Use (includes both single-family and multi-family projects), two for Commercial Land Use (Retail and Non-Retail) and two for Industrial/Manufacturing Land Use (Light and Heavy).

The generation factors are set forth in **Table 19-2, *Solid Waste Generation Factors***:

Table 19-2
Solid Waste Generation Factors City of Menifee General Plan DEIR

Land Use	Generation Factor
Residential	10 lbs./Dwelling Unit/Day
Commercial Non-Retail	13 lbs./ 1,000 square foot (SF)/Day
Commercial Retail	6 lbs./1,000 SF/Day
Heavy Industrial	13.2/1,000 SF/Day
Light Industrial and Light Manufacturing	14.2 lbs./1,000 SF/Day

Source: Table 5.17-4 City of Menifee GPEIR

Based on the above factors, the Project site development plan is projected to generate an average of 110.4 pounds (0.055 tons) of solid waste per day, or 40,296 pounds (20.15 tons) of solid waste per year, as summarized in **Table 19-3, *Project Site – Solid Waste Generation Forecast***:

Table 19-3
Project Site - Solid Waste Generation Forecast
Commercial Retail

Project Development Plan	SF	Generation Factor[1]	Forecast Solid Waste Per Day		Forecast Solid Waste Per Year	
			Pounds	Tons[2]	Pounds	Tons
Commercial Retail Fast Food Car Wash QSR C-Store Gasoline Canopy Total	 3,268 3,000 1,082 4,967 6,164 18,481	6.0 lbs/ 1,000 sf/ day	110.4	0.055	40,296	20.15

Source: MFCS based on Project Site Development Plan and City of Menifee GPEIR.
Notes:
1 Generation factor per City of Menifee GPEIR.
2 1 ton = 2,000 lbs.

Individual development projects within the City of Menifee are required to comply with applicable State and local regulations reducing landfill waste by at least 50%; therefore, the Project site is forecast to contribute 55.2 lbs (0.0275 ton) of solid waste per day for disposal at the El Sobrante Landfill or the Badlands Sanitary Landfill. This represents a nominal amount of

approximately 0.0003% (0.0275 ton ÷ 8,738 tons) of the estimated average daily solid waste disposed at the El Sobrante Landfill during 2017.

Therefore, development of the Project site, as proposed, would not 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. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

Less Than Significant Impact

All land uses within the City of Menifee that generate waste are required to coordinate with the City's contracted waste hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and state programs.

Additionally, all development within the City of Menifee is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 6 of the City Municipal Code, County Ordinance 657 (by adoption), and other local, state, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50% by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

All solid waste disposals within the City of Menifee are subject to the requirements set forth in *Title 6, Health and Sanitation*, Chapter 6.10 Illegal Dumping, and *County Ordinance 657, Solid Waste Collection* (by adoption) as provided in the Municipal Code. Ordinance 657 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Menifee shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the city.

The Project site's development plan would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 6 of the City Municipal Code, County Ordinance 657 (by adoption), and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations.

The proposed Project is required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste as a standard Project condition of approval. Impacts will be less than significant. Reference **Standard Condition SC-USS-4** (Solid Waste).

Standard Conditions and Requirements

SC-USS-1 Water Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable water connection fees to EMWD.

SC-USS-2 EMWD Water Efficient Guidelines. The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

SC-USS-3 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-USS-4 Solid Waste. The Project applicant shall comply with the requirements of AB 939 ("California Integrated Waste Management Act of 1989"), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50% of all solid waste through source reduction, recycling, and composting activities.

SC-HYD-1 Site Drainage Plan. A site drainage plan is required by the City of Menifee and will be reviewed by the City Engineering Department. The final grading and drainage plan will be approved by the City Engineering Department during plan check review.

SC-HYD-2 SWPPP. Erosion and siltation reduction measure BMPs contained in the required SWPPP will be implemented during construction. At the completion of construction, the Project will consist of impervious surfaces, landscaped planters, and post-construction BMPs.

SC-HYD-3 WQMP. The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-HYD-5 Wastewater. All wastewater associated with the Project's interior plumbing systems will be discharged into the local sewer system for treatment at the regional wastewater treatment plant.

Mitigation:

No mitigation measures are required.

20. WILDFIRE.

Source(s): Google Maps; *Map My County* **(Appendix A)**; and **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study.

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
- **Policy S-4.2:** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.
- **Policy S-4.3:** Encourage owners of nonsprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate
- **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
- **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.
- **Goal S-5:** A community that has reduced the potential for hazardous materials contamination.
- **Policy S-5.1:** Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
- **Policy S-5.2:** Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Analysis of Project Effect and Determination of Significance:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				**X**

No Impact

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference **Standard Condition SC-TR-1**. The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

All Project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the Menifee Municipal Code.

The Project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?				**X**

No Impact

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

The Project site consists of a generally flat topography with an elevation range from 1,512 to 1,526 feet AMSL. The most prominent vegetation present within the Project site consists of seasonal grasses, mustard, thistle (tumbleweed), as well as the cultivated barley and wheat. Agriculture has removed nearly all native vegetation. Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to the west. Reference **Table 1, *Surrounding Land Uses***.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately over one-half (1/2) mile southeasterly of the Project site.

Based on this information, the Project would not, 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. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

The Project does not include and or 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. Any roads and utilities will be installed in accordance with the respective jurisdiction requirements. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

According to *Map My County*, the proposed Project site is not located within a fire hazard zone. The Project site is not located in a Fire Responsibility Area. There are no wildland conditions in the immediate area where the Project site is located.

The Project site consists of a generally flat topography with an elevation range from 1,512 to 1,526 feet AMSL. The most prominent vegetation present within the Project site consists of seasonal grasses, mustard, thistle (tumbleweed), as well as the cultivated barley and wheat. Agriculture has removed nearly all native vegetation. Land uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east in Riverside County, and vacant land zoned for commercial business park to

the west. Reference **Table 1, *Surrounding Land Uses***, provided in Section I of this Initial Study.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately over one-half (1/2) mile southeasterly of the Project site.

Based on this information, the Project would not, 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. No impacts will occur.

Standard Conditions and Requirements

SC-TR-1 Prior to any Project construction, the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures

No mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

Source(s): Staff review and Project Materials.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		**X**		

Based on the preceding analysis of potential impacts in the responses to items 1 thru 20, no evidence is presented that this Project will substantially degrade the quality of the environment, as discussed in the Aesthetics, Air Quality, and Greenhouse Gas Emissions sections, 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, as discussed in the Biological Resources section, or eliminate important examples of the major periods of California history or prehistory, as discussed in the Cultural Resources and Tribal Cultural Resources sections. To further ensure this, Standard Conditions and Mitigation Measures are required.

1. Aesthetics

SC-AES-1 will ensure that no light pollution degrades the quality of the environment.

3. Air Quality

SC-AQ-1 requires that SCAQMD Rules applicable during construction activity are adhered to and **SC-AQ-2** enforces Rule 402 during construction and operations regarding toxic air contaminants and sensitive receptors.

4. Biological Resources

SC-BIO-1 and **SC-BIO-2** will ensure that MSHCP and SKR fess are collected, **SC-HYD-2** and **SC-HYD-3** require WQMPs and SWPPPs to so that impacts related hydrology and water quality do not contribute to degradation of the area or resources, and **MM-BIO-1** and **MM-BIO-2** will reduce potential impacts to burrowing owls and migratory birds, respectively, in the Project area to less than significant levels.

5. Cultural Resources

SC-CUL-1 through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources in the event that archeological materials are uncovered during ground-disturbing activities.

8. Greenhouse Gas Emissions

SC-GHG-1 will require the Project to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11).

19. Tribal Cultural Resources

SC-CUL-1 through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources in the event that archeological materials are uncovered during ground-disturbing activities.

The City hereby finds that impacts will be less than significant with the conditions and mitigation incorporated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		**X**		

Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project.

Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- *List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.

- *Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of Menifee General Plan, AQMP, and the CMP. Therefore, cumulative impacts will be less than significant.

Non-Cumulative Impacts

Impacts related to geology and soils and airport hazards at the Project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to these topics will occur.

Local Impacts

Projects can contribute considerably to cumulative impacts in context of the local environment. Local cumulative impacts are limited to agricultural and forestry resources, air quality, biological resources, cultural resources, hazardous materials, groundwater levels, drainage and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, tribal cultural resources, transportation, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the local context is summarized below.

No Impact

The analysis found that no impacts to aesthetics (Sections 1.a and 1b.), agricultural and forestry resources (Sections 2.b-d), biological resources (Sections 4.b-c and 4.e), cultural resources (Section 5.a), geology and soils (Sections 7.a.iv and 7.e), hazards and hazardous materials (Sections 9.d, 9.e, and 9.g), hydrology and water quality (Section 10.d), land use/planning (Sections 11.a and 11.b), mineral resources (Sections 12.a and 12.b), noise (Section 13.c), population and housing (Section 14.b), public services (Section 15.d), and recreation (Sections 16.a and 16.b) would occur.

Less Than Significant Impact

The analyses related to aesthetics (Sections 1.c and 1.d), agricultural and forestry resources (Sections 2.a and 2.e) air quality (Sections 3.a-d), cultural resources (Sections 5.b-c), geology and soils (Sections 7.a.i-iii, 7.b-d, and 7.f), hazards and hazardous materials (Sections 9.a-c and 9.f), hydrology and water quality (Sections 10.a-c.iv and 10.e), noise (Sections 13.a and 13.b), population and housing (Section 14.a), public services (Sections 15.a-c and 15.e), transportation (Sections 17.b-d), tribal cultural resources (Sections 18.a.i and 18 a.ii), and utilities and services systems (Sections 19.a-e), found that impacts will be less than significant; therefore, while the Project will contribute to localized cumulative impacts, the Project contribution will not be considerable.

Regional Impacts

Projects can contribute considerably to cumulative impacts in context of the regional environment. Regional cumulative impacts are limited to air quality, biological resources, cultural resources, energy, greenhouse gas emissions, hazards and hazardous materials, groundwater levels, drainage and water quality, flooding, land use and planning, mineral resources, noise, transportation, tribal cultural resources, wildfires, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the regional context is summarized below.

No Impact

The analyses found that there were no impacts to energy (Section 6.a), hazards and hazardous materials (Sections 9.d, 9.e, and 9.g), hydrology and water quality (Section 10.d), land use and planning (Sections 11.a and 11.b), mineral resources (Sections 12.a and 12.b), noise (Section 13.c), and wildfires (Sections 20.a-d).

Less Than Significant Impact

The analyses related to air quality (Sections 3.a-d), cultural resources (Sections 5.b-c), energy (Section 6.b), greenhouse gas emissions (Sections 8.a and 8.b), hazards and hazardous materials (Sections 9.a-c and 9.f), hydrology and water quality (Sections 10.a-c.iv and 10.e), noise (Sections 13.a and 13.b), transportation (Sections 17.b-d), tribal cultural resources (Sections 18.a.i and 18 a.ii), and utilities and services systems (Sections 19.a-e), found that impacts will be less than significant; therefore, while the Project will contribute to regional cumulative impacts, the Project contribution will not be considerable.

Less Than Significant Impact with Mitigation Incorporated

Impacts related to biological resources and transportation were found to be potentially significant and require mitigation to reduce to less than significant levels; therefore, the Project could contribute considerably to significant regional cumulative impacts in these topical areas. These topics are discussed in detail below.

Biological Resources. The context for assessing cumulative biological resources impacts to the region is the extent to which Project related construction will contribute to or result on the disturbance of habitat critical to endangered and/or protected species. To protect against significant impacts to burrowing owls the Project will implement **Mitigation Measure MM-BIO-1**, which requires a 30-day preconstruction take avoidance surveys shall be proposed in accordance with MSHCP requirements and any impacts will be reduced to less than significant levels with this mitigation requirement.

To protect against significant impacts to migratory birds, the Project will implement **Mitigation Measure MM-BIO-2**, which requires a nesting bird survey ten days prior to grading permit issuance if grading is to occur during the nesting season (February 15 – August 31). If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, will need to be observed and implemented. With the implementation of **Mitigation Measure MM-BIO-2**,

impacts to nesting birds will be less than significant. This will eliminate any destruction of critical habitat in the region; therefore, the Project will have no cumulative contribution to regional biological resource impacts.

Transportation. The analysis provided in Section 17.a found that the Project would contribute considerably to traffic impacts. Therefore, **Mitigation Measures MM-TR-1** through **MM-TR-6** are identified to reduce the forecast significant traffic impacts at the impacted study intersections (Intersection 1 (Menifee Road / SR-74) and Intersection 6 (Briggs Road / SR-74), respectively) to a level considered less than significant for Existing Plus Project Conditions. Standard conditions require Project to contribute funding to intersections and roadway segments that are needed to serve cumulative traffic conditions through the payment of Western Riverside County TUMF, City of Menifee Development Impact Fees (DIF), or RBBD fees, as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases.

Global Impacts

One topic of global concern is climate change. As discussed in Section 8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. With adherence to **Standard Condition SC-GHG-1**, the Project will not contribute considerably to global climate change.

Based on the above analysis concerning the local, regional, and global impacts of the Project in consideration of past, current, and future projects, the City hereby finds that the contribution of the proposed Project to cumulative impacts will be less than significant with mitigation incorporation.

Based on the analysis of the Project's impacts in the responses to items 1 through 20, the Project will not result in impacts that are individually limited, but cumulatively considerable.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

Based on the analysis of the Project's impacts in the responses to items 1 thru 20, there is no indication that this Project will result in substantial adverse effects on human beings. While there will be a variety of temporary adverse effects during construction related to noise and traffic, these will be reduced to less than significant levels through mitigation. Long-term effects include increased vehicular traffic, traffic related noise, use of hazardous materials, emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects will, at worst, require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts.

Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). The original EIR for Specific Plan 260 (available for review at the City of Menifee) is included under this earlier analysis scenario.

VII. SOURCES/REFERENCES

AB 32
http://www.arb.ca.gov/cc/ab32/ab32.htm

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http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf

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https://govt.westlaw.com/calregs/index?__lrTS=20170303204906242&transitionType=Default&contextData=(sc.Default)

CARB Scoping Plan
http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm

City of Menifee Citywide Trails Map
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City of Menifee General Plan Draft EIR
https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report

City of Menifee General Plan
https://www.cityofmenifee.us/221/General-Plan

City of Menifee Municipal Code
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https://www.epa.gov/laws-regulations/summary-clean-water-act

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http://www.dof.ca.gov/Forecasting/Demographics/Estimates/

Department of Toxic Substances Control's Hazardous Waste and Substances Site List
http://www.envirostor.dtsc.ca.gov

Development Impact Fees per Ordinance No. 17-232
https://www.cityofmenifee.us/DocumentCenter/View/5853/City-of-Menifee-Updated-DIF-Schedule-and-Summary-2018

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El Sobrante Landfill Website
https://www.wmsolutions.com/locations/details/id/180

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http://geotracker.waterboards.ca.gov

Google Maps
https://www.google.com/maps/@33.5076102,-117.1323465,15z

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MAR Comp. Plan)
http://www.rcaluc.org/Portals/0/17%20%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

Menifee North Specific Plan
https://www.dropbox.com/sh/7idqpff2gttco43/AABDbkIt2OskXOzGC4bZPyOHa?dl=0

Metropolitan Water District *2015 Urban Water Management Plan*
http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf

Ordinance No. 348
http://library.amlegal.com/nxt/gateway.dll/California/menifee_ca/riversidecountyzoningordinanceord348?f=templates$fn=default.htm$3.0

Perris Union High School District
http://www.puhsd.org/

Perris Valley Airport Land Use Compatibility Plan, Map PV-1, Compatibility Map – Perris Valley Airport
http://www.rcaluc.org/Portals/0/19%20-%20Vol.%201%20Perris%20Valley%20(Final-Mar.2011).pdf?ver=2016-08-15-155627-183

Public Resources Code
http://codes.findlaw.com/ca/public-resources-code/

Riverside County Airport Land Use Commission
http://www.rcaluc.org/

Riverside Transit Agency
www.riversidetransit.com

Romoland/Homeland Area Drainage Plan
http://rcflood.org/Downloads/Area%20Drainage%20Plans/Updated/Reports/Homeland-Romoland%20ADP.pdf

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https://www.romoland.net

SB18
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SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP)
http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx

SCAQMD Air Quality Significance Thresholds (SCAQMD 2015)
http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

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Stephens' Kangaroo Rat Habitat Conservation Plan
http://www.skrplan.org/skr.html

Title 24
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Western Riverside County Multiple Species Habitat Conservation Plan
http://wrc-rca.org/Permit_Docs/MSHCP-ThePlan-VolumeOne.pdf