



## CITY OF MENIFEE

### CEQA Environmental Checklist Form

1. **Project title:** Tentative Tract Map No. 2015-211 (TR 2015-211) (also referred to as Tentative Tract Map No. 36911)
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: 951-723-3742
4. **Project location:** The project site is located west of Interstate 215 (I-215), west of Valley Boulevard and north and south of Chambers Avenue, in the City of Menifee, County of Riverside, California (APNs: 335-080-056 (5.8 acres), 335-080-066 (9.81 acres), and 335-080-067 (6.05 acres) and a portion of 335-070-054. Refer to Figures 1 *Project Vicinity*, and Figure 2, *Project Location*.
  - A. Total Project Area: 26.95 gross acres.

Residential Acres: 19.76	Lots: 68	Units: 68	Projected No. of Residents: 203 <sup>1</sup>
Commercial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Industrial Acres: 0	Lots: 0	Sq. Ft. of Bldg. Area: 0	Est. No. of Employees: 0
Other: 1.9 acres (catch basins, storm drain dedications, fire turnaround, and monuments)			
  - B. Assessor's Parcel No: 335-080-056, 335-080-066, 335-080-067, and 335-070-054.
  - C. Map: Thomas Brothers Riverside County Street Guide 2008 Page 837, Grid J4-J5.
  - D. Section 20 NW, Township 5S & Range 3W of the San Bernardino Base and Meridian.
  - E. Longitude: 33°43'17.6"N      Latitude: 117°12'51.3"W
5. **Project Applicant/Owners:** Recreational Land Investments, Inc. 5642 Research Drive, Unit A, Huntington Beach, CA 92649.

**Representative:** Bryan Ingersoll, Adkan Engineers (Office:951-688-0241)
6. **General Plan Designation:** 2.1-5 du/ac Residential (2.1-5 R)
7. **Existing Zoning:** Low-Density Residential -2 (LDR-2) 7,200 SF
8. **Description of Project: Planning Application Tentative Tract Map No. 2015-211 (TR 2015-211)** (also referred to as Tentative Tract Map No. 36911) proposes a Subdivision of 26.95 gross acres into 68 single-family residential lots with a minimum lot size of 7,200 square feet. The project proposal also includes multiple lots including three water quality basins for compliance with Regional Water Quality Control Board totaling 1.5 acres, three storm drain dedications totaling

<sup>1</sup> DOF. 2019. E-5 City/County Population and Housing Estimates, 1/1/2019. Available at <http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>, accessed January 8, 2020.

0.15 acres, two entry monuments totaling 0.2 acres, a fire turnaround totaling 0.24 acres, and an access way totaling 0.1 acre. Refer to Figure 3, *Site Plan Concept*.

#### *Site Preparation/Phasing*

While the project site is relatively flat through most of the site, the project proposes 138,692 cubic yards of cut, with a need for 108,506 cubic yards of fill, for a net of 30,186 cubic yards of export of material.

The project is anticipated to be constructed in one phase. Grading is anticipated to last approximately four months and approximately 18 to 24 months of construction activity. Project operations are anticipated to begin in June 2021.

#### *Access and Circulation*

Vehicular access to the site will be provided via one access point on Connie Way at Valley Boulevard, and one access point on Chambers Avenue at Valley Boulevard. Primary access would be from Valley Boulevard. The project also provides interior street improvements, which would be public roads (currently identified as Byers Road, Foothill Avenue, and Street "A"), for internal circulation. Internal roadways would be 60 feet wide, including sidewalks on both sides.

No bicycle infrastructure is proposed as part of the project; however, On-street Class II bike lanes are provided along Valley Boulevard, Chambers Avenue and Rouse Road near the project site, and Class III bike routes are provided on Connie Way.

#### *Other Site Improvements and Amenities*

The project includes three water quality basins totaling approximately 1.5 acres.

#### *Infrastructure, Utilities, and Public Services*

Onsite infrastructure will include approximately 0.15 acres of storm drain easements through the project site.

Onsite infrastructure will include associated internal roadways, drainage facilities, and three detention basins. The detention basins will be in the following locations: Detention Basin #1 will be located just east of Street "A" cul-de-sac and west of Valley Boulevard; Detention Basin #2 will be located north of Chambers Avenue, east of Valley Boulevard, and west of Foothill Avenue; and Detention Basin #3 will be located at the northwest corner of the site, just west of the Foothill Avenue cul-de-sac.

The following public services are available to the Project:

- Fire Protection Services (City of Menifee through contract with the Riverside County Fire Department);
- Police Protection Services (City of Menifee Police Department);
- Public Schools (Romoland School District and Perris Union High School District)
- Library Services (Riverside County Library System); and
- City Administrative Services (City of Menifee).

The following utilities/infrastructure systems and services are available to the Project:

- Water/Sewer (Eastern Municipal Water District);
- Electricity (Southern California Edison);
- Natural Gas (Southern California Gas Company); and
- Telephone/Communications (AT&T, Frontier Communications).

**9. Surrounding Land Uses and Environmental Setting:**

The project site is currently vacant and the site elevation ranges from a low of 1,484± feet above mean sea level (msl) in the northern portion of the project site to a high of 1,560± feet above msl in the southwestern portion of the assessment area. This represents an elevational change across the assessment area of 76± feet. The entire site consists of undulating, sloping land among sage scrub habitat. The project site has been impacted by anthropogenic activities. Vegetation has been disturbed by dirt roads, vegetation removal for fire breaks, unauthorized access and adjacent land uses. Land use in the surrounding area varies between natural, semi-rural and single-family residential.<sup>2</sup>

The adjacent General Plan Area Plan(s), Land Use Designation(s), and Zoning(s), if any:

**Surrounding Land Uses**

<b>Direction</b>	<b>General Plan Designation</b>	<b>Zoning District</b>	<b>Existing Land Use</b>
Project Site	SP - Cimarron Ridge SP and 2.1-5 Dwelling Units per Acre – Residential (2.1-5R)	LDR -2	Vacant Land
North	2.1-5 Dwelling Units per Acre – Residential (2.1-5R)	LDR - 2	Vacant Land
South	2.1-5 Dwelling Units per Acre – Residential (2.1-5R)	LDR - 2	Vacant Land
East	5.1-8 Dwelling Units per Acre – Residential (5.1-8R)	OS-R	Single-family residential
West	SP -Cimarron Ridge SP and 2.1-5 Dwelling Units per Acre – Residential (2.1-5R)	Cimarron Ridge SP and LDR-1	Vacant land

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

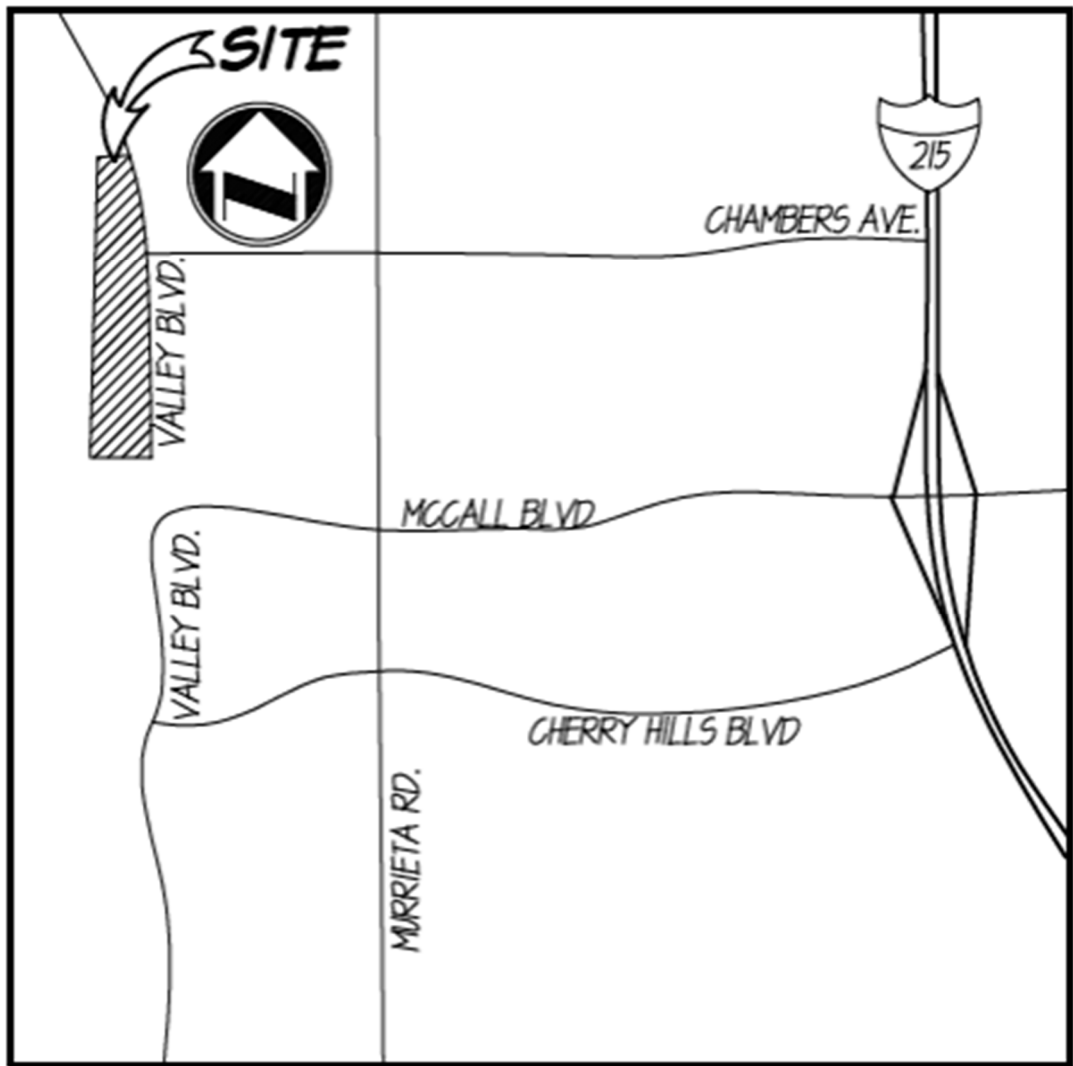
Based on the current Project design concept, other permits necessary to realize the proposal will likely include, but are not limited to, the following:

- Stormwater management and associated permitting will be required consistent with the provisions of the Riverside County Flood Control and Water Conservation District.
- Permitting required under Clean Water Act Section 401 and the Santa Ana Regional Water Quality Control Board (SARWQCB) pursuant to requirements of the National Pollutant Discharge Elimination System (NPDES) Permit.

<sup>2</sup> Gonzales Environmental Consulting, LLC. September 2019. *Determination of Biologically Equivalent or Superior Preservation Report.*

Figure 1: Project Vicinity

THOMAS BROS. GUIDE (2009) PAGE 837, GRID J4-J5



VICINITY MAP

N.T.S.

SEC.20 T.5S. R.3W

Figure 2: Project Location

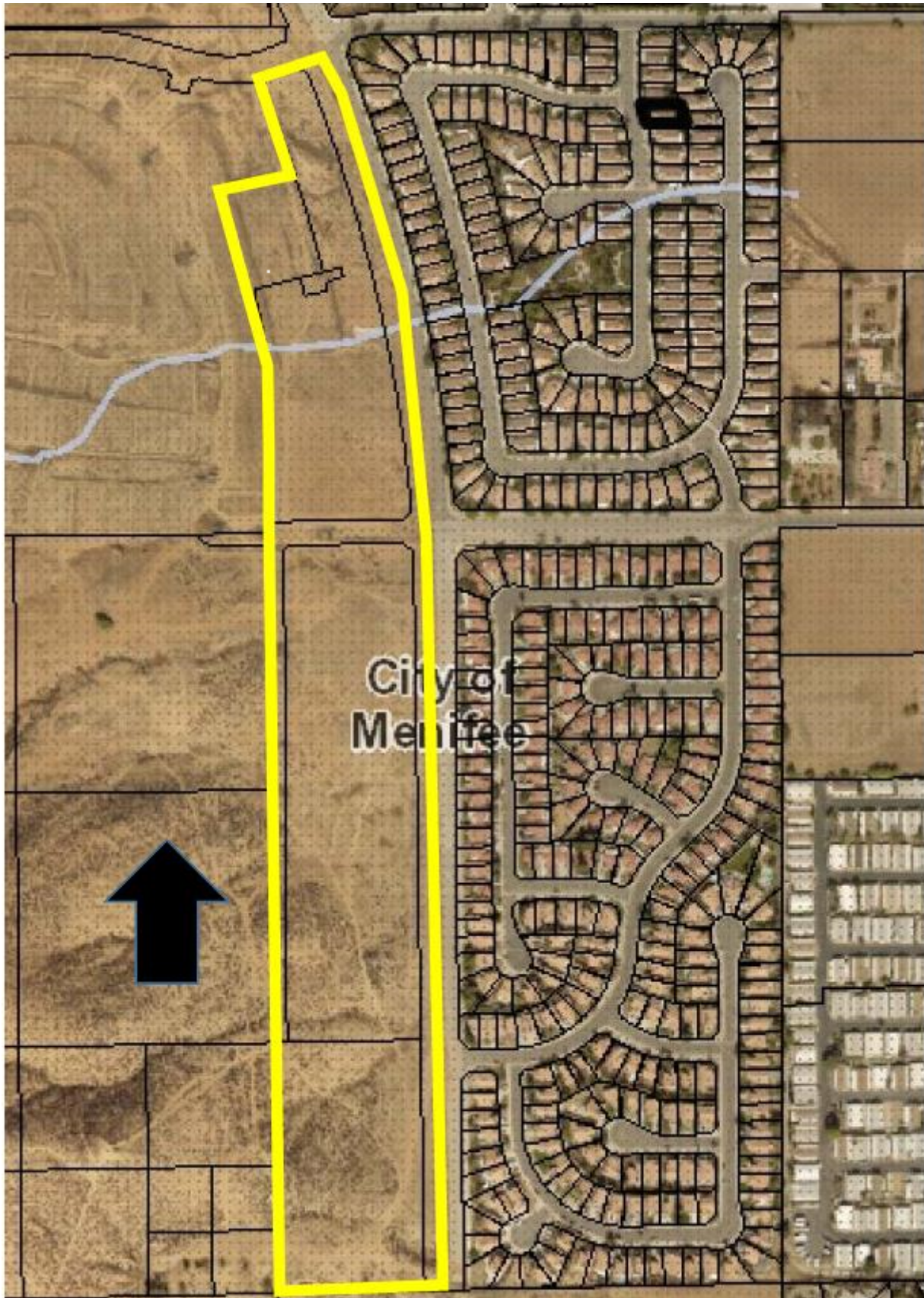
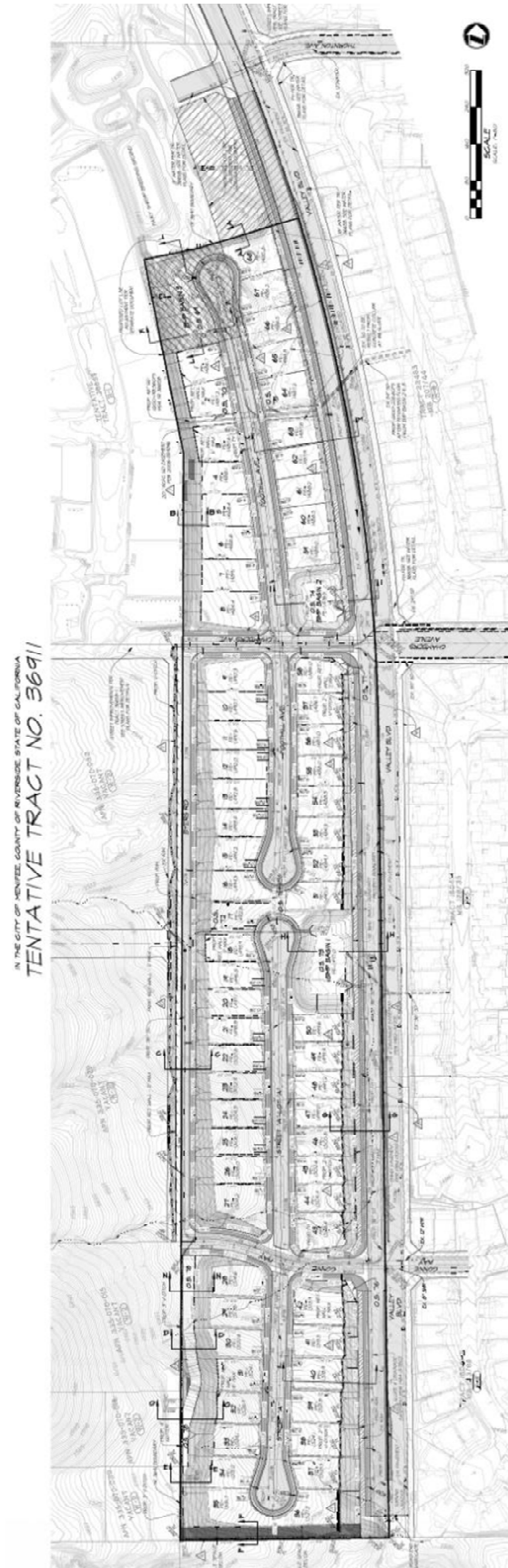


Figure 3: Site Plan Concept



## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a “**Less than Significant with Mitigation Incorporated**” as indicated by the checklist on the following pages.

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

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

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


The environmental factors checked below (x) would have “**No Impact**” by this project as indicated by the checklist on the following pages.

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

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

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Signature

6/11/2020  
\_\_\_\_\_  
Date

Manny Baez  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For Cheryl Kitzerow,  
Community Development  
Director



## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

**Issues:**

I. AESTHETICS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Except as provided in Public Resources Code Section 21099</b> , would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan (MGP) Exhibit C-8, “Scenic Highways” and Riverside County General Plan Figure 5, “Mt. Palomar Nighttime Lighting Policy”; MGP Draft EIR; State of California, Department of Transportation, *California State Scenic Highway Mapping System*; Ordinance No. 655 (Regulating Light Pollution); City of Menifee Ordinance 2009-24 (Dark Sky) (Menifee Municipal Code 6.01).

**Applicable General Plan Policies:**

Goal C-6: Scenic highway corridors that are preserved and protected from change which would diminish the aesthetic value of lands adjacent to the designated routes.

Policy C-6.1: Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

Policy C-6.4: Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.

Policy C-6.5: Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within eligible county scenic highway corridors are compatible with the surrounding scenic setting or environment.

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.

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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-3.7: Consider including public art at key gateways, major projects, and public gathering places.

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-3.10: Employ design strategies and building materials that evoke a sense of quality and permanence.

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-3.15: Require property owners to maintain structures and landscaping to high standards of design, health, and safety.

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-3.21: Use open space, greenways, recreational lands, and watercourses as community separators.

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.

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Policy CD-4.4: Frame views along streets through the use of wide parkways and median landscaping.

Policy CD-4.5: Orient new streets to maximize the view of open space, parks, mountains, and built landmarks where possible.

Policy CD-4.6: Prohibit outdoor advertising devices (billboards, but not on-site signs identifying a business on the same property as the sign) within 660 feet of the nearest edge of the right-of-way line of all scenic corridors as depicted on Circulation Element Exhibit C-8 and the entire length of I-215; City Community Information Signs or other City-sponsored signs are not subject to this requirement.

Policy CD-4.7: Design new landscaping, structures, equipment, signs, or grading within the scenic corridors for compatibility with the surrounding scenic setting or environment.

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.

Policy CD-4.9: Require specialized design review for development along scenic corridors, including but not limited to, building height restrictions, setback requirements, and site-orientation guidelines.

### **Analysis of Project Effect and Determination of Significance:**

**Impact I.a) Less Than Significant Impact.** Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the public's benefit. 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 (i.e., development on a scenic hillside). Menifee's natural mountainous setting 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, 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 scenic resources are outside the City limits and beyond the planning area boundary. 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. The Canyon Lake Reservoir is adjacent to the City's western boundary and approximately 3.5 miles southwest of the project site.

The project site is a vacant lot bounded by vacant land to the north, south, and west, and by Valley Boulevard to the east. It is planned that in the future, Chambers Avenue will traverse the project site. Additionally, Connie Way would provide access on the south of the site. The project site is not considered to be within or comprise a portion of a scenic vista. While the project would construct new single-family residential structures on a site that is currently vacant, the structures would be similar to the residential uses directly east of the project site. As such, the project would not introduce a new visual obstacle to an existing scenic vista. Land to the northwest of the project site is currently being graded for residential development associated with the Cimarron Ridge Specific Plan. Therefore, the proposed project would have a less than significant impact on scenic vistas.

**Impact I.b) Less Than Significant Impact.** While the project is not adjacent to an officially designated state scenic highway, it is located approximately 1.3 mile west of an eligible County Scenic Highway (I-215) as identified on the California Scenic Highway Mapping System and the Menifee General Plan<sup>3</sup>. An existing residential neighborhood is located directly in between the I-215 and the project site. Further, project site is within a suburbanized area comprised of residential neighborhoods and vacant land, as well as surface street features, and does not contain significant trees, rock outcroppings, or historical buildings.

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<sup>3</sup> General Plan. 2013. *Scenic Highways, Exhibit C-8*.

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Therefore, the project would not substantially damage scenic resources within a state scenic highway and no mitigation would be required.

**Impact I.c) Less Than Significant Impact.** The project site is located in an area of the City that is adjacent to residential developments to the east, and to vacant non-urbanized land to the north, south, and west. Given that the project site is bounded by vacant land planned for future housing and next to existing residences, the project site is not located in a non-urbanized area. The proposed project would not result in a significant impact and would not substantially degrade the existing visual character or quality of public views of the project site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings. As such, the proposed project would not significantly alter the surroundings of the area.

The project's construction-related activities would result in short-term impacts to the area's visual character and quality. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact. While the project site is currently vacant and undeveloped, the area surrounding the project site generally comprises residential land uses and vacant land. Surrounding land uses include residential to the east. Vacant lands are to the north, south, and west. However, land to the northwest of the project site is currently being graded for residential development associated with the Cimarron Ridge Specific Plan.

Upon completion, the proposed project would include the subdivision of 26.95 gross acres into 68 single-family residential lots with a minimum size of 7,200 SF. The project proposal also includes multiple lots including three water quality basins for compliance with Regional Water Quality Control Board totaling 1.5 acres, three storm drain dedications totaling 0.15 acres, two entry monuments totaling 0.2 acres, a fire turnaround totaling 0.24 acres, and an access way totaling 0.1 acre. The project would also include landscaping improvements.

While the project site's existing visual quality would change by incorporating residential uses and new improvements, this would not degrade the existing visual character, site quality, or surroundings. The site's visual character would be altered; however, the project would not become visually incompatible or visually unexpected when viewed in the context of its surroundings. Moreover, the project would be subject to compliance with City design guidelines and applicable development standards. Therefore, the proposed project would have a less than significant impact on the site's visual character and its surroundings and no mitigation is required.

**Impact I.d) Less Than Significant Impact.** 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). Existing outdoor lighting at and near the project site is associated with residential and street lighting typical of suburban areas. The proposed project would generate lighting from two primary sources: lighting from building interiors that would pass through windows, and lighting from exterior sources (e.g., street lighting, vehicles, housing illumination, security lighting, and landscape lighting). Lighting associated with the project would not be directed towards adjacent properties across Valley Boulevard or new dwelling units.

MMC Chapter 6.01 (Dark Sky; Light Pollution) indicates that low-pressure sodium lamps are the preferred illuminating source and that all non-exempt outdoor light fixtures shall be shielded. A maximum of 8,100 total lumens per acre or per parcel if less than one acre would 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 (MMC §6.01.040). The project would be conditioned that, prior to the issuance of building permits, all new construction which introduces light

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sources would be required to have shielding or other light pollution limiting characteristics such as hood or lumen restrictions for consistency with Menifee Municipal Code 6.01.

The MGP Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys the community’s (Goal CD-6) positive image and that limit light leakage and spillage that may interfere with the Palomar Observatory operations (Goal CD-6.5). Lighting proposed by the project would be subject to compliance with MMC §6.01 and MGP goals and policies. Accordingly, the project would have a less than significant impact on interfering with Mt. Palomar Observatory nighttime use which is located approximately 35 miles southeast. Further, the City would also review new lighting for conformance with the 2019 California Green Building Standards Code (CALGreen) (CCR Title 24 Part 11) such that only the minimum amount of lighting is used, and no light spillage occurs.

Buildings with large facades constructed of reflective surfaces (e.g., brightly colored building façades, metal surfaces, and reflective glass) could increase existing levels of daytime glare. The project’s proposed design does not include such surfaces or components. Therefore, the project would result in a less than significant impact concerning a new source of glare and no mitigation is required.

**Mitigation Measures:** No mitigation is required.

II. AGRICULTURE AND FOREST RESOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code §51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**Sources:** State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program. *California Department of Conservation, 2010.*

**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:**

**Impact II.a) Less Than Significant Impact.** According to the General Plan, the project site contains other land, grazing land, and farmland of local importance.<sup>4</sup> Similarly, the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) designates the project site as prime farmland of local importance, grazing land, and urban and built-up land.<sup>5</sup> Although the project site is designated as Farmland of Local Importance by the FMMP, the project site is currently zoned Low-Density Residential -2 (LDR-2) 7,200 SF and designated as 2.1-5 dwelling units/acre Residential (2.1-5 R). Thus, the project site was identified as appropriate for development by the City and the conversion of farmland on site was analyzed by the City's General Plan EIR, which found the conversion to be appropriate. Considering the small size of the area mapped as farmland and the economic and regulatory constraints on agriculture in western Riverside County, along with the currently approved Specific Plans and individual projects throughout the City, it is unlikely that the project site would re-establish agricultural production even without implementation of the project. Therefore, the project's impacts concerning farmland conversion would be less than significant.

**Impacts II.b-c) No Impact.** The project site is zoned Low-Density Residential -2 (LDR-2) 7,200 SF is not under a Williamson Act Contract. The project site is not zoned for agricultural use or forestland; therefore, the project would not conflict with existing zoning for agricultural use or forestland, or a Williamson Act contract.

**Impact II.d) No Impact.** The project site and surrounding properties are not currently being managed or used for forest land; therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use.

**Impact II.e) No Impact.** Surrounding land uses include residential to the east. Vacant lands are to the immediate north, south, and west. The surrounding zoning is LDR-2 to the north and south, LMDR to the east, and Cimarron Ridge SP and LDR-1 to the west. Forest land are not present in the area surrounding the project site. Based upon historical records, the project site and surrounding areas were not historically used for agricultural/dry farming uses. Additionally, according to the General Plan EIR and historical aerial images, the project site is not currently used for agricultural uses and the residential uses surrounding the project site have existed since at least 2002. The project would not divide any agricultural parcels or impede access to any agricultural parcels, and would therefore not cause indirect conversion of farmland to non-agricultural use.

**Mitigation Measures:** No mitigation is required.

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<sup>4</sup> Menifee General Plan. 2013. *Agricultural Resources, Exhibit OSC-5.*

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III. AIR QUALITY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Sources:** South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993; Menifee General Plan; MGP Draft EIR; and *Air Quality Impact Analysis (Tract 36911)* (Urban Crossroads April 2018); see Appendix A, *Air Quality Assessment*.

**Federal, State, and Regional Standards:**

Appendix A (State and Federal Criteria Pollutant Standards) presents the federal and state standards. Appendix A (SCAQMD Air Quality Significance Thresholds) shows the ambient air quality standards for NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>.

**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-9.5: 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:**

**Impact III.a) Less than Significant Impact.** A significant impact would occur if the proposed project would conflict with or obstruct South Coast Air Basin 2016 Air Quality Management Plan (AQMP) implementation. Conflicts and obstructions that hinder AQMP implementation can delay efforts to meet attainment deadlines for criteria pollutants and maintain existing compliance with applicable air quality standards. Pursuant to the methodology in 1993 South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook Chapter 12, AQMP consistency is affirmed when a project (1) does not increase the frequency



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or severity of an air quality standards violation or cause a new violation and (2) is consistent with the AQMP's growth assumptions. Consistency review is presented below.

1. The first criterion refers to violations of California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The project would result in short-term construction and long-term operational pollutant emissions that would be less than the SCAQMD's CEQA significance emissions thresholds, as demonstrated by the project Air Quality Assessment presented in Response III.b-e) below and Appendix A. The project's short-term construction and long-term operational impacts would be less than significant with incorporation of MM AQ-1. Therefore, the project would not increase the frequency or severity of any air quality standards violation or cause a new air quality standard violation and is found to be consistent with the AQMP for the first criterion.
2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan Elements, Specific Plans, and significant projects. Consistency with AQMP growth assumptions is determined by analyzing the proposed project with AQMP growth assumptions. The emphasis of this criterion is to ensure that the project's analyses are based on the same forecasts as the AQMP. The MGP Land Use Map depicts the land use assumptions represented in the AQMP. The site's existing land use designation is 2.1-5 dwelling units per acre – residential (2.1-5R). As concluded in III.b-e) below, the project would be consistent with the site's existing land use designations, and thus, the assumptions represented in the AQMP. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The proposed project is not considered a significant project. Therefore, the project would not exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion.

**Impacts III.b-d) Less Than Significant Impact with Mitigation.** A project may have a significant impact if project-related emissions exceed federal, state, or regional standards or thresholds, or if project-related emissions substantially contribute to existing or projected air quality violations. The proposed project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California (state) and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'): ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), inhalable particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment concerning federal or state AAQS are required to prepare plans and implement measures to bring the region into attainment. Appendix A Table 2.2 (Attainment Status of Criteria Pollutants in the South Coast Air Basin) summarizes the project area's attainment status for the criteria pollutants. The project's short-term construction and long-term operational emissions and their context for subsequently impacting the environment are discussed below.

## **SHORT-TERM CONSTRUCTION**

### **Construction-Related Regional Impacts**

The construction-related regional air quality impacts have been analyzed for criteria pollutants. The methodology used to calculate regional construction air emissions is detailed in Appendix A and summarized below. The analysis of the project's short-term construction emissions for criteria pollutants is also presented below.

Typical emission rates from construction activities were obtained from CalEEMod Version 2016.3.1. Using CalEEMod, the peak daily air pollutant emissions during each project phase were calculated and presented below. The CalEEMod construction emissions model outputs are provided in Appendix A.

The project would be required to comply with existing SCAQMD rules for reduction of fugitive dust emissions (Rule 403), architectural coating (Rule 1113), low sulfur fuel (Rule 431.2) and street sweepers (Rule 1186/1186.1). These SCAQMD rules are included as Best Available Control measures (BACM) AQ-1 and AQ-2. Compliance with BACM AQ-1 (Rule 403) is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. BACM AQ-2 (Rule 1113) requires architectural coating used to be no more than a low VOC default level of 50 g/L. Additionally, Mitigation Measure AQ-1 requires CARB certified tier 3 or higher during site preparation and grading activity for all construction equipment greater than 150 horsepower.

Table 1 Emissions Summary of Overall Construction (Without Mitigation) presents the construction-related criteria pollutant emissions anticipated during the construction period and indicates that NO<sub>x</sub> would exceed the SCAQMD daily emissions thresholds. Table 2 Emissions Summary of Overall Construction (With Mitigation) shows all criteria pollutants over the SCAQMD thresholds with incorporation of MM AQ-1. Therefore, project construction-related activities would result in a less than significant regional air quality impact during construction.

**Table 1: Emissions Summary of Overall Construction (Without Mitigation)**

Year	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2017	7.40	112.86	44.95	0.16	11.45	
2018	16.98	29.00	22.75	0.04	2.23	1.83
2019	16.58	26.17	22.12	0.04	1.97	1.59
SCAQMD Thresholds	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Thresholds?	No	Yes	No	No	No	No

**Table 2: Emissions Summary of Overall Construction (With Mitigation)**

Year	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2017	3.53	66.51	45.76	0.16	9.10	5.04
2018	16.98	29.00	22.75	0.04	2.23	1.83
2019	16.57	26.17	22.12	0.04	1.97	1.59
SCAQMD Thresholds	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Thresholds?	No	No	No	No	No	No

### Construction-Related Local Impacts

Construction-related air emissions could exceed state and federal air quality standards in the localized project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Basin. The proposed project has been analyzed for the potential local air quality impacts created from: construction-related fugitive dust and diesel emissions; toxic air contaminants; and construction-related odor impacts.

#### *Local Air Quality Impacts from Construction*

The appropriate Source Receptor Area (SRA) for the localized significance threshold (LST) analysis for the project is the Perris Valley monitoring station (SRA 24). LSTs apply to carbon monoxide (CO), nitrogen

dioxide (NO<sub>2</sub>), particulate matter ≤ 10 microns (PM<sub>10</sub>), and particulate matter ≤ 2.5 microns (PM<sub>2.5</sub>). The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of project construction, the following process is undertaken:

1. The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
2. The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
3. If the total acreage disturbed is less than or equal to five acres per day, then the SCAQMD's screening look-up tables are utilized to determine if a project has the potential to result in a significant impact (the SCAQMD recommends that projects exceeding the screening look-up tables undergo dispersion modeling to determine actual impacts. The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.

The CalEEMod output sheets included in Appendix A indicate the equipment used for this analysis.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. Per the Air Quality Report, the project would actively disturb approximately 3.5 acres per day during the site preparation phase and 4.0 acres per day during the grading phase. As the look-up tables identify only 1-acre, 2-acre, and 5-acre, an appropriate 3.5-acre and 4.0-acre value was interpolated for the project site. The nearest sensitive receptor to the project site is the residential community located adjacent to the east boundary of the site. Therefore, the LSTs for receptors located at 25 meters (82 feet) was used for the analysis.

As shown in Table 3: Localized Significance Summary Construction (without Mitigation), during the site preparation phase PM<sub>10</sub> and PM<sub>2.5</sub> would exceed the SCAQMD local emissions thresholds at the nearest sensitive receptors. For the grading phase, all criteria pollutants analyzed would remain below the SCAQMD thresholds. With MM AQ-1, none of the criteria pollutants would exceed SCAQMD thresholds at the nearest sensitive receptors as shown in Table 4: Localized Significance Summary Construction (with Mitigation). Therefore, impacts are less than significant with mitigation.

**Table 3: Localized Significance Summary Construction (without Mitigation)**

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	No <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>77.04</b>	<b>25.05</b>	<b>11.25</b>	<b>7.07</b>
SCAQMD Localized Threshold	220	1,230	10	6
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>Yes</b>

On-Site Site Grading Emissions	Emissions (pounds per day)			
	No <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>80.32</b>	<b>39.58</b>	<b>7.16</b>	<b>4.15</b>
SCAQMD Localized Threshold	237	1,346	11	7
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Table 4: Localized Significance Summary Construction (with Mitigation)**

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	No <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily Emissions</b>	<b>27.05</b>	<b>30.31</b>	<b>8.90</b>	<b>4.99</b>
SCAQMD Localized Threshold	220	1,230	10	6

Threshold Exceeded?	No	No	No	No
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On-Site Site Grading Emissions	Emissions (pounds per day)			
	No <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Maximum Daily Emissions	33.97	40.40	5.18	2.79
SCAQMD Localized Threshold	237	1,346	11	7
Threshold Exceeded?	No	No	No	No

#### *Construction-Related Toxic Air Contaminant Impacts*

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during project construction. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “Individual Cancer Risk.” Individual Cancer Risk is the likelihood that a person exposed to concentrations of toxic air contaminants over a 30-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and relatively short construction schedule, the proposed project would not result in a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk (Appendix A). Further, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) would not exceed any local or regional thresholds. Therefore, project construction activities would not result in significant short-term toxic air contaminant impacts.

#### *Construction-Related Odor Impacts*

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term and the odor emissions would cease upon the drying or hardening of the odor-producing materials. Due to the relatively short-term nature of project construction activities and limited amounts of odor-producing materials being utilized, the project would result in a less than significant impact concerning construction-related odors. Additionally, project construction activities would emit diesel exhaust and VOCs, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore would not reach an objectionable level at the nearest sensitive receptors. Construction odors would be temporary, short-term, intermittent, and would not affect a substantial number of people. A less than significant impact would occur in this regard.

### **LONG-TERM OPERATIONS**

Long-term project operations would result in a long-term increase in air quality emissions. Increased emissions would be due to project-generated vehicle trips and on-going use of the proposed project. The following is an analysis of potential long-term operational air quality impacts.

#### **Operational Regional Impacts**

The project’s potential operational air emissions have been analyzed below for the criteria pollutants and cumulative impacts.

#### *Operations-Related Criteria Pollutant Analysis*

The project’s operational criteria air quality impacts have been analyzed using the CalEEMod model. The operational emissions were based on the project becoming operational in year 2019<sup>6</sup>. The operational daily emissions CalEEMod model outputs are provided in Appendix A. The CalEEMod analysis presented below addresses operational emissions from mobile sources, area sources, and energy usage.

Mobile Sources. Mobile sources include emissions from the additional vehicle miles generated from the proposed project. The project trips were used in CalEEMod.

<sup>6</sup> The CalEEMod run in the Air Quality Report conservatively assumes an opening year of 2019 which utilizes higher emissions factors.

Area Sources. Area sources include emissions from consumer products, landscape equipment, hearths/fireplaces, and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers, as well as air compressors, generators, and pumps. As landscaping equipment fleet specifics were unknown, CalEEMod defaults were used to estimate emissions from landscaping equipment. The project would comply with SCAQMD Rule 445 which prohibits the use of wood-burning stoves and fireplaces.

Energy Usage. Energy usage includes emissions from the generation of electricity and natural gas used on-site. No changes were made to the CalEEMod default energy use parameters.

Project Impacts. Table 5 Maximum Daily Operational Emissions Summary presents the project’s long-term operational worst-case summer/winter criteria pollutant emissions for all phases and indicates that none of the phases would exceed SCAQMD regional thresholds. Therefore, long-term project operations would result in a less than significant regional air quality impact.

**Table 5: Maximum Daily Operational Emissions Summary**

Activity	Pollutant Emissions (pounds/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer Scenario						
Area Sources <sup>2</sup>	8.93	1.37	6.75	0.01	0.13	0.13
Energy Usage <sup>3</sup>	0.06	0.54	0.23	0.00	0.04	0.04
Mobile Sources <sup>4</sup>	1.78	12.57	21.51	0.08	5.50	1.53
<b>Total Emissions</b>	<b>10.77</b>	<b>14.43</b>	<b>28.49</b>	<b>0.09</b>	<b>5.62</b>	<b>1.70</b>
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No
Winter Scenario						
Area Sources <sup>2</sup>	8.93	1.32	6.75	0.01	0.13	0.13
Energy Usage <sup>3</sup>	0.06	0.54	0.23	0.00	0.04	0.04
Mobile Sources <sup>4</sup>	1.52	12.65	18.62	0.07	5.50	1.53
<b>Total Emissions</b>	<b>10.51</b>	<b>14.51</b>	<b>25.60</b>	<b>0.03</b>	<b>5.67</b>	<b>1.70</b>
Exceeds Threshold?	No	No	No	No	No	No

*Cumulative Regional Air Quality Impacts*

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, concerning air quality, the cumulative analysis would extend beyond any local projects, and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project’s air quality must be generic in nature.

The project area is non- attainment for both ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Cumulative projects construction and operational activities would further degrade the local air quality, as well as the Basin’s air quality. The greatest cumulative impact on regional air cell quality would be the incremental addition of pollutants mainly from increased traffic associated with residential, commercial, and industrial development, and use of heavy equipment/trucks associated with construction of these projects. Air quality would be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. Concerning long-term emissions, the project would result in a less than significant cumulative impact.

**Operational Local Impacts**

Project-related air emissions could exceed state and federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Basin. The proposed project has been analyzed for the potential local CO emission impacts from the project-related vehicular trips and from the potential local air quality impacts from onsite operations. An analysis of the vehicular CO emissions, local impacts from on-site operations, and odor impacts is presented below.

*Local CO Emission Impacts from Project-Generated Vehicular Trips*

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the state and federal CO standards. To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is conducted to determine the potential for CO “hot spots” at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, hot spots can potentially occur at high traffic volume intersections with a Level of Service E or worse. The project would not create sufficient traffic to warrant a traffic impact analysis; therefore, no CO hot spot modeling was not necessary. Therefore, long-term project operations would result in a less than significant impact to local air quality.

*Operations-Related Odor Impacts*

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether a project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality. Land uses typically associated with odors include wastewater treatment facilities, waste-disposal facilities, or agricultural operations. The project does not involve land uses typically associated with emitting objectionable odors, therefore, no impact would occur in this regard. Consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Potential operational-related odor impacts are therefore considered less than significant.

**Mitigation Measures:**

**AQ-1** During site preparation and grading activity, all construction equipment greater than 150 horsepower shall be CARB certified tier 3 or higher.

<b>IV. BIOLOGICAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan; MGP Draft EIR; Riverside County Transportation and Land Management Agency, *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)*, Approved June 7, 2003; U.S. FWS Threatened and Endangered Species Active Critical Habitat Report, Updated May 2019; *Habitat Assessment Including the Results of a Focused Burrowing Owl Survey and MSHCP Consistency Analysis TTM 36911 Project (Gonzales Environmental Consulting, LLC. December 2019)*, *Determination of Biologically Equivalent or Superior Preservation Report*, (Gonzales Environmental Consulting, LLC. September 26, 2019, Revised March 24, 2020), and *Delineation of Waters of the United States and Department of Fish and Wildlife Jurisdictional Habitats for Tentative Tract Map 36911*, (Gonzales Environmental Consulting, LLC. June 16, 2019) included in Appendix B.

**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.

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## Vegetation

### *Sensitive Vegetation Communities*

Sensitive vegetation communities are those that are: considered sensitive pursuant to the State of California NCCP program; are under the jurisdiction of the ACOE pursuant to Section 404 of the CWA; are under the jurisdiction of the CDFW pursuant to Sections 1600 through 1612 of the California Fish and Game Code; are known or believed to be of high priority for inventory in the California Natural Diversity Data Base (CNDDDB 2019); are considered regionally rare in southern California; have undergone a large-scale reduction from their Pre-European coverage in southern California due to increased urban and agricultural encroachment; and/or support sensitive plant and animal species. Sensitive vegetation communities listed for the surrounding project area are:

- Southern Coast Live Oak Riparian Forest,
- Southern Cottonwood Willow Riparian Forest,
- Southern Interior Basalt Flow Vernal Pool,
- Southern Riparian Scrub,
- Southern Sycamore Alder Riparian Woodland, and
- Valley Needlegrass Grassland.

### *Vegetation Communities on the Project Site*

The project encompasses seven vegetation community types. Vegetation communities currently present are characterized as Eriogonum fasciculatum Alliance – Disturbed, Grasslands – Disturbed (Bromus diandrus-mixed herb Alliance), Baccharis salicifolia Alliance (Mule Fat Scrub), Populus fremontii(Cottonwood Scrub) Alliance and developed. Several special-status plant and animal species have the potential to occur on site; Table 5.1, Special-Status Plan Species Listed for Romoland and Surrounding Nine Quadrangles, of the Habitat Assessment in Appendix B, shows that although there is habitat present to host some of the plant species, Table 5.1 shows that no Special-Status plant species were observed onsite.<sup>7</sup> Additionally, no oak trees are located onsite.

No Narrow Endemic Plant Species Survey Area (NEPSSA) species or habitat is located on the project site. There are no NEPSSA impacts associated with the proposed project. Although there are sensitive plant species in the project area, none were observed on the project site.

### *Wildlife*

The project site supports a moderate-high diversity of wildlife species due to the moderate level of disturbance and development in the vicinity. Many of the wildlife species observed or detected in the project study area are commonly found in the urban interface or on disturbed habitat. Wildlife is generally specific to disturbed sage scrub habitat. While a few wildlife species are entirely dependent on a single vegetative community, the entire mosaic of the site and adjoining areas constitutes a functional ecosystem for a variety of wildlife species. The habitat on the site provides foraging habitat for year-round residents, seasonal residents, and migrating song birds. In addition, the site encompasses raptor foraging and perching habitat. A list of observed wildlife is attached as Appendix B.

Wildlife usage of the project site tends to be focused around the margins of the project site, away from the eastern development. Characteristic avian species detected include Red-tailed hawk (*Buteo jamaicensis*), killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), Say's phoebe (*Sayornis saya*), Cassin's kingbird (*Tyrannus vociferans*), western kingbird (*Tyrannus verticalis*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), bushtit (*Psaltriparus minimus*), Bewick's wren (*Thryomanes bewickii*), European starling (*Sturnus vulgaris*), song sparrow (*Melospiza melodia*), California towhee (*Melospiza crissalis*), Savannah sparrow (*Passerculus*

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<sup>7</sup> Gonzales Environmental Consulting. 2019. *Habitat Assessment Including the Results of a focused survey and MSHCP Consistency Analysis*.



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*sandwichensis*), Lazuli bunting (*Passerina amoena*), house finch (*Haemorrhous mexicanus*) and lesser goldfinch (*Spinus psaltria*).

#### Sensitive Wildlife

No sensitive wildlife was detected within the project site during the wildlife field studies. However, although it was not seen, the Stephen's Kangaroo rat (*Dipodomys stephensi*) is assumed to be present. Wildlife species that are covered and adequately conserved by the MSHCP does not include Stephens Kangaroo rat. Stephens Kangaroo rat (SKR) is covered under a separate Habitat Conservation Plan. As a Covered species, participation in the HCP would provide "take" for SKR species and no additional mitigation except a fee, would be required. Although SKR is adequately conserved, the intent of the proposed project is to avoid and/or minimize impacts to all biological resources that occur within its boundaries.

#### Burrowing Owl Survey:

Burrowing owl habitat assessment surveys and focused surveys were conducted in 2017 and 2019, according to the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area. The focused Burrowing Owl Surveys (BUOW) revealed that no owl burrows or burrowing owls on the proposed project site or within a 500-foot buffer area.

#### Hydrological Resources

Two intermittent watercourses that contain minimal riparian vegetation (1 mulefat and 1 willow) are present on the project site. Surface water was observed on-site during March, which triggered fairy shrimp surveys.

#### Fairy Shrimp

Wet season fairy shrimp surveys found immature fairy shrimp in a relatively small, shallow tire rut. Wet and dry season protocol surveys were conducted for fairy shrimp. The only fairy shrimp identified were non-sensitive fairy shrimp (*Branchinecta* sp). Based on this, no impacts to fairy shrimp would occur.

#### Analysis of Project Effect and Determination of Significance:

#### **Impact IV.a) Less Than Significant Impact with Mitigation Incorporated.**

#### **SENSITIVE SPECIES**

A total of 64 plant species are listed as state and/or federal Threatened, Endangered, or Candidate species. Several special-status plant and animal species have the potential to occur on-site. Table 5.1 of the Habitat Assessment found as Appendix B of this Initial Study, documents the special-status plant species that may occur in the Romoland quadrangle and surrounding nine quadrangles (Rarefind 5- 2019). Due to the lack of suitable habitat and/or soils at the site, these 64 species were found to either have low or no potential to occur onsite. No sensitive plant species were observed on the project site. Areas with vegetation consist primarily of non-native species or species tolerant of disturbed areas.

#### Multi Species Habitat Conservation Plan

The Multi Species Habitat Conservation Plan (MSHCP) covers 146 species, 38 of which require additional surveys if the proposed project occurs in the specific survey area for a species. As noted in Table 4 of the Habitat Assessment (see Appendix B), the proposed project occurs within the burrowing owl survey areas. This finding is consistent with the City's General Plan, *Exhibit OSC-7, MSHCP Survey Area*, which identified the project site as being within the Burrowing Owl Survey Area. The project site does not traverse *Riparian/Riverine* and *Vernal Pool* habitats as defined by the MSHCP.

#### Burrowing Owl Survey:

Burrowing owl habitat assessment surveys and focused surveys were conducted in 2017 and 2019, according to the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area. The focused Burrowing Owl Surveys (BUOW) revealed that no owl burrows or burrowing owls on the proposed project site or within a 500-foot buffer area. However, one burrowing owl was observed outside the 500 foot buffer area near McCall Avenue. The MSHCP requires preconstruction surveys pursuant to the MSHCP Objective 6. For burrowing owl, a preconstruction burrowing owl survey

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shall be conducted prior to issuance of a grading permit to verify the presence/absence of the owl on the project site. Refer to Mitigation Measure BIO-1.

Species Not Covered by the Western Riverside MSHCP. No non-MSHCP covered special status wildlife species were observed on the project site. Impacts to non-MSHCP covered special status wildlife species would not be considered significant with the implementation of minimization and avoidance measures proposed in conjunction with other nesting and/or migratory bird species. Therefore, compliance with BIO-2, which requires a preconstruction survey to identify presence of nesting birds and raptors, would reduce potential impacts to non-covered species to less than significant.

Nesting Birds. Under MBTA provisions, it is unlawful “by any means or manner to pursue, hunt, take, capture (or) kill” any migratory birds except as permitted by regulations issued by the USFWS. The term “take” is defined by USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture or collect” any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. In addition, the CFGC extends protection to non-migratory birds identified as resident game birds (CFGC §3500) and any birds in the orders Falconiformes or Strigiformes (birds-of-prey) (CFGC §3503). The project site would not support tree- and shrub-nesting species, but ground-nesting species could nest onsite during the nesting bird season of February 1 through September 15. Therefore, if ground disturbance would occur between February 15 and September 15, the project could impact ground-nesting birds. To address potential impacts to nesting migratory birds, the project would be subject to compliance with mitigation measure BIO-2, which addresses construction activities within the nesting season. Following compliance with BIO-2, the project’s potential impacts to nesting migratory birds would be less than significant.

#### **CRITICAL HABITAT**

The project is not located within federally designated critical habitat. Therefore, no impact to critical habitat would occur.

#### **Impacts IV.b-c) Less Than Significant Impact with Mitigation Incorporated.**

#### **RIPARIAN HABITATS AND JURISDICTIONAL WATERS**

##### Riparian/Riverine/Vernal Pools

An assessment of the potentially significant effects of the proposed project on riparian, riverine and vernal pool areas was conducted. Seasonal watercourses are present and evidence of recent surface water was observed on site. Potential MSHCP 6.1.2 areas were found on the project site. There are no Riparian/Riverine associated species on the project site (i.e., least Bell’s vireo, southwestern willow flycatcher, blue grosbeak, etc.) as the drainage areas are seasonal watercourses with lack of appropriate habitat. Although ponded water was found in two check-dams (plastic lined depressions created by the City of Menifee to control water flow downstream) and in tire ruts. These features are not vernal pools, but anthropogenic created features. Due to the lack of appropriate vegetation, it was concluded that the site is not suitable for riparian bird species including least Bell’s vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax trailii extimus*), and yellow-billed cuckoo (*Coccyzus americanus*).

The ponding features found on the project site are not wetlands, as the soils are not hydric soils. Soils in the check-dams are typical of flood prone areas (sandy) and water retention was created by adding black plastic to create the check-dams. The tire ruts were created by unauthorized off-road vehicles compaction of the soil during rainy conditions. No vernal pool plants or appropriate soils were observed on the project site.

Streambed/wetland delineation studies found 0.726 acres of state streambed /MSHCP Section 6.1.2 riverine and 0.726 acre waters of the U.S. (WOUS) for federal jurisdictional area on the proposed project site. In addition, 0.004 acre of streambed off of the project site were found between the project site and

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Chambers Street. Permanent impacts to 0.726 acres of riverine under MSHCP 6.1.2 on-site and 0.004 acre of riverine under MSHCP 6.1.2 off site will be impacted by construction of the proposed project.

#### Jurisdictional Waters and Wetlands

USACE regulates deposition of fill material into waters of the U.S. (WOUS) under Section 404 of the CWA. RWQCB regulates impacts to WUS under Section 401 of the CWA and to waters of the State (WOS) under the Porter Cologne Water Quality Control Act. Unnamed Drainage 1 is a created drainage (2005 aerial shows the creation) as a result of graded development lots to the northeast. Drainage 1, with its checkdams lined with black plastic, (2007 aerial) appears to have been created in order to channelize flow coming off of the graded area to the northeast on to Chambers Avenue. Unnamed Drainage 2, which is a forked (2 tributaries converge into 1 drainage), is located in the southern portion of the project site and flows west to east until joining into a single drainage that flows north to a culvert which is directed under Valley Boulevard. Delineation studies found waters of the U.S. WOUS, RWQCB and CDFW jurisdictional areas on the project site. 0.726-acres of WOUS/CDFW/RWQCB jurisdictional waters were found on the project site.

During construction of the current site existing vegetation will be trimmed and/or removed. Impacts to these features would result in impacts to conservation of habitats and may result in impacts to covered species. As previously discussed, WOUS potential jurisdictional areas, CDFW jurisdictional areas, and RWQCB jurisdictional areas are present on the site. Unnamed Drainages 1 and 2 have non-wetland waters (Riverine), as defined by the MSHCP. The Unnamed Drainages in this location have low functions and values for flood storage and flood flow modification, sediment trapping and transport, nutrient retention and transformation, toxicant trapping, public use, and wildlife and aquatic habitat due to its small size, severe anthropogenic impacts by homeless, off-road vehicles, equipment access via Valley Boulevard and Chambers Avenue, and lack of perennial or intermittent sources of water. Implementation of the proposed project would not result in significant impacts to natural and beneficial floodplain values.

The area is under the jurisdiction of the California Department of Fish and Wildlife, U.S. Army Corps of Engineers and California Regional Water Quality Control Board. Permits/Agreements for activities within the streambed will be required by the California Department of Fish and Wildlife, U. S. Army Corps of Engineers and California Regional Water Quality Control Board. Final authority over the area rests with the appropriate agencies. Mitigation Measure BIO-3 would require payment of a one time fee payment to an in lieu program offsite to be approved by appropriate agencies. Implementation of Mitigation Measure BIO-3 would reduce potential impacts to a level of less than significant.

**Impact IV.d) Less Than Significant Impact.** The project area was evaluated for its function as a wildlife corridor that species would use to move between wildlife habitat zones. Features (e.g., mountain canyons or riparian corridors) typically used by wildlife as corridors are not present in the project area. The project site is located within the Sun Valley/Menifee Valley Area Plan of the Western Riverside County MSHCP. However, the project site is not located within a Criteria Cell or sub-unit of the Sun Valley/Menifee Valley Area Plan. Increases in noise, construction traffic, and human activities during construction activities may temporarily deter movement of wildlife within the project vicinity. However, significant impacts to wildlife corridors or nursery sites are not expected from construction or operational activities of the proposed project.

In addition, the project area does not contain mountain canyons or riparian corridors that have the potential to be used by wildlife as corridors. Further, the project area is surrounded by human activity in the form of residences, agricultural uses, and roadways. No wildlife movement corridors were found to be present on the project site and a less than significant impact would occur in this regard.

**Impact IV.e) No Impact.** Vegetation onsite is limited to grassland species and ruderal species. There are no trees on-site that are considered Heritage Trees as defined in the City's Tree Preservation Ordinance (MMC §9.86.110). Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur in this regard.

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**Impact IV.f) Less Than Significant Impact with Mitigation Incorporated.** No wildlife species that are Covered Species and Adequately Conserved by the MSHCP, were detected within the project site during the habitat assessment and focused surveys.

With urban interface mitigation, the project would have a less than significant impact on open space. Overall, the project would not conflict with the relevant provisions of the Western Riverside County MSHCP and a less than significant impact would occur in this regard with implementation of Mitigation Measures BIO-1, BIO-2, BIO-3, BIO-4, and BIO-5.

**Mitigation Measures:**

**BIO-1: Burrowing Owl.** 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 City of Menifee Community Development Department. As long as there are fewer than 3 pairs of burrowing owls on or adjacent to the Site, passive or active relocation of the burrowing owls will occur prior to ground-disturbing activities onsite and follow standard protocols. If 3 or more pairs of burrowing owls are detected on or adjacent to the Site, the City and County will be contacted immediately to discuss appropriate actions. If construction must occur during the avian breeding season, pre-construction surveys shall be performed by a qualified biologist within 10 calendar days prior to the start of work to determine the presence or absence of nesting birds within 300 feet (500 feet for special-status species and raptors) of the impact area. If nesting birds are detected, the City, County, and Wildlife Agencies shall be contacted to discuss the potential impact minimization measures to be implemented.

If construction and/or disturbance of the site is suspended for a period of days (30) days or more, a new survey shall be required.

If the 30-day pre-construction burrowing owl survey finds burrowing owls on the site, the project biologist shall notify CDFW and USFWS within two business days of discovering the occupied burrows, and shall subsequently prepare a Burrowing Owl Protection and Relocation Plan for review and approval by the California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS), and the Regional Conservation Authority (RCA) prior to initiating any ground-disturbing activities (including disking and mowing, among others).

**BIO-2: Raptors and Nesting Birds.** To avoid impacting raptors, **one** of the following must be implemented: Conduct grading activities from July 1 through January 31<sup>st</sup>, when raptors are not likely to be nesting on the site; **OR**

Seven days prior to the onset of construction activities during the raptor nesting season (February 1 to June 30), a qualified biologist shall survey within 500 feet of the project impact area for the presence of any active raptor nests (common or special status). Any nest found during survey efforts shall be mapped on the construction plans. If no active nests are found, no further mitigation would be required. Results of the surveys shall be provided to the CDFW. If nesting activity is present at any raptor nest site, the active site shall be protected until nesting activity has ended to ensure compliance with Section 3503.5 of the California Fish and Game Code. To protect any nest site, the following restrictions to construction activities are required until nests are no longer active as determined by a qualified biologist: (1) clearing limits shall be established within a 500-foot buffer around any occupied nest, unless otherwise determined by a qualified biologist, and (2) access and surveying shall be restricted within 300 feet of any occupied nest, unless otherwise determined by a qualified biologist. Any encroachment into the buffer area around the known nest shall only be allowed if the biologist determines that the proposed activity will not disturb the nest occupants.

Construction can proceed when the qualified biologist has determined that fledglings have left the nest. If an active nest is observed during the non-nesting season, the nest site shall be monitored by a qualified biologist, and when the raptor is away from the nest, the biologist will flush any raptor to open space areas. A qualified biologist, or construction personnel under the direction of the qualified biologist, shall then remove the nest site so raptors cannot return to a nest.

If construction is to occur during the MBTA nesting cycle (February 15-September 15) than a nesting bird survey should be conducted by a qualified biologist. Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered take and is potentially punishable by fines or imprisonment. Active bird nests should be mapped utilizing a hand-held global positioning system (GPS) and a 300' buffer will be flagged around the nest (500' buffer for raptor nests). Construction should not be permitted within the buffer areas while the nest continues to be active (eggs, chicks, etc.).

**BIO-3: In Lieu Payment.** Applicant shall pay a one-time fee for 2.19 acres for riparian and riverine habitats in-lieu fee program off-site reestablishment through Riverpark Mitigation Bank, or any other approved in-lieu fee program at time of rough grading permit issuance will be acquired for mitigation of the impacts at a minimum ratio of 2:1 or greater if required by another agency. If reestablishment credits are not available then 3.0 acres for riparian and riverine habitats in-lieu fee program off-site enhancement credits through Riverpark Mitigation Bank, or any other approved in-lieu fee program at time of rough grading permit issuance will be acquired for mitigation of the impacts if required by another agency. Notification to California Department of Fish and Wildlife, California Regional Water Quality Control Board, and U.S. Army Corps of Engineers is required regarding which type of in-lieu fee credits (reestablishment or enhancement) are being utilized. Mitigation for the impacts will be at a minimum 3:1 ratio for riverine or whatever is required<sup>1</sup> by California Department of Fish and Wildlife, California Regional Water Quality Control Board, and U.S. Army Corps of Engineers.

Should sufficient in-lieu fee credits not be available for purchase at the time the project is implemented, or should other agencies not approve in-lieu fee credit purchase, then the Developer must prepare and submit for review and approval a Habitat Mitigation and Monitoring Plan (HMMP) for a site-specific restoration project at a minimum 3:1 mitigation to impact ratio. The plan must meet County of Riverside requirements, as well as requirements of other resource and wildlife agencies. Appropriate guarantees for the restoration project must be in place (e.g., letter of credit, bond, etc.) prior to issuance of a grading permit.

The Restoration Plan and Habitat Mitigation and Monitoring Program (HMMP) will be reviewed and approved by the Regional Conservation Authority (RCA) and Wildlife Agencies prior to project implementation (any vegetation removal, staging equipment on site, ground disturbance, etc.).

**BIO-4: Landscaping.** Project-related landscaping shall not include exotic plant species that may be invasive to native habitats. Invasive exotic plant species not to be used include those listed on the California Invasive Plant Council's Invasive Plant Inventory and Table 6-2: Plants that should be avoided adjacent to the MSHCP Conservation Area," found in Section 6.1.4 of the MSHCP.

**BIO-5: Best Management Practices:** Best Management Practices and the SWPPP shall specifically include mandatory measures to prevent any movement of water, soils, or any material from the site into offsite areas.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan; MGP Draft EIR; Riverside County Land Information System; and Archaeological Associates, *Phase I Cultural Resource Assessment for The Menifee Tentative Tract Map 36911 Project*, dated September 12, 2017 provided in Appendix C.

**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 Luiseno 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:**

**Impact V.a) No Impact.** The project site is vacant and no buildings are present. Archaeological Associates conducted a cultural resources records search on July 5, 2017 at the Eastern Information Center (EIC) at the University of California, Riverside. Additionally, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and the California Directory of Properties (DOP) were reviewed for the purpose of identifying historic properties. The results of the search indicated that no prehistoric or historic archaeological sites have been previously recorded within the boundaries of the project site.

The project site had not been previously surveyed for cultural resources. However, outside of the project site, approximately 75 percent of the surrounding land situated within 1.0-mile radius has been previously surveyed for cultural resources. The previous surveys conducted returned negative results for cultural resources in the area. Similarly, the project specific cultural research conducted found that no NRHP, CRHR, CHL, or CPHI listed properties have been recorded within the project area. Furthermore, no such resources have been recorded within a 0.25, 0.5, or 1.0-mile radius. There are no historic buildings situated within 0.25, 0.5, or 1.0-mile radius of the project site. Therefore, project implementation would not cause an adverse change in the significance of a historical resource and no impact would occur in this regard.

**Impact V.b) Less Than Significant Impact.** The Cultural Resources Assessment did not encounter any prehistoric or archaeological resources within or adjacent to the project site. Outside the study area, three prehistoric archaeological sites have been recorded within a 1.0-mile radius. All three sites are located between 0.5 and 0.75 miles to the northwest. RIV-4486/33-004486 is the closest of the three sites to the project site. It is described a milling slick accompanied by a small scatter of lithic tools. It lies approximately 0.5-miles to the northwest. There are no locations of archaeological interest recorded within a 0.25-miles of the project site. Each of the locations is listed and briefly characterized in Table 6, *Archaeological Site Located Within the Study Area Search Radius*.

**Table 6: Archaeological Site Located Within the Study Area Search Radius**

Primary # 33-/RIV Site Number	Site Description
CA-RIV-1557	Described as a "sparse surface distribution of quartzite debitage and retouched flakes..." (Drover 1978). Located ¾ to the northwest.
33-004486/CA-RIV-4486	Described as a bedrock milling station comprising one slick accompanied by a sparse scatter of lithics (Drover 1991). Located 2/3 mile to the northwest. Site found to have been destroyed through grading when location revisited in 2012 (Ballester 2012).
18086/CA-RIV-9289	Described as a bedrock milling station comprising two slicks on two boulders (White 2003). Located 3/4 mile to the northwest. Site found to have been destroyed through grading when location revisited in 2012 (Ballester 2012).
Source: Archaeological Associates. 2017. <i>Phase I Cultural Resources Assessment</i> .	

Given the negative results of the assessment, no additional work in conjunction with cultural resources is recommended for the project. Monitoring of future earth-disturbing activities connected with development of the property is not warranted or recommended as the chance of encountering buried archaeological deposits is considered extremely low. Additionally, a record search of the Native American Heritage Commission (NAHC) *Sacred Lands* File was completed for the area of potential effect (APE) "the project site" and the search returned negative results. Therefore, the project's potential impacts concerning the significance of an archaeological resource would be less than significant.

**Impact V.c) Less Than Significant Impact.** No formal cemeteries are on or near the project site. Most Native American human remains are found in association with prehistoric archaeological sites. Given the very low potential for the project's ground-disturbing activities to encounter archaeological remains, human remains to be potentially encountered are considered low. Notwithstanding, if previously unknown human remains are discovered during the project's ground-disturbing activities, a substantial adverse change in the significance of such a resource could occur.

Standard Condition SC-CUL-1 through 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-1 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, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Impacts will be less than significant with implementation of the aforementioned Standard Conditions.

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. Thus, compliance with the above-referenced state laws will reduce impacts to less than significant levels.

**Standard Conditions and Requirements:**

**SC-CUL-1 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

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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.

#### **SC-CUL-2 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-3 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).

- a) 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.
- b) 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.
- c) 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.
- d) 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.
- e) If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the project archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
- f) 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



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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-4 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-5 Prior to Grading Permit Issuance**

**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.

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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-6 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 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 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-7 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-8 Prior to Final Occupancy**

**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. 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).

VI. ENERGY	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan; OPR's Technical Advisory; and *Air Quality Impact Analysis – Tentative Tract Map No. 36911* (Urban Crossroads, April 5, 2018); see Appendix A, *Air Quality Analysis and Appendix E, Greenhouse Gas Analysis*.

**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.

**Analysis of Project Effect and Determination of Significance:**

Impact VI.a-b): **Less Than Significant Impact.** California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. California's building efficiency standards are updated on an approximately three-year cycle. The 2019 Standards for building construction, which went into effect on January 1, 2020, improved upon the former 2018 Standards for residential and nonresidential buildings.

For new development such as that proposed by the Project, compliance with California Building Standards Code Title 24 energy efficiency requirements (CalGreen) are considered demonstrable evidence of efficient use of energy. Residential development on the Project site would be required to promote and provide for energy efficiencies beyond those required under other applicable federal or State of California standards and regulations, and in so doing would meet all California Building Standards Code 24 standards. Moreover, energy consumed by the Project is expected be comparable to, or less than, energy consumed by other residential uses of similar scale and intensity that are constructed and operating in California. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems. Less than significant impacts would occur.

VII. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be impacted by or result in an increase in wind erosion and blowsand, either on or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan Exhibits S-1, “Fault Map,” S-2, “Slope Distribution,” S-3, “Liquefaction and Landslides,” and S-4, “Geologic Map”; MGP Draft EIR; Riverside County General Plan Figure S-8, Wind “Erosion Susceptibility Map; ” State of California Department of Conservation Website - EQ Zapp: California Earthquake Hazards Zone Application – Earthquake Zones of Required Investigation; and *Limited Engineering Geologic Report, Tentative Tract Map No. 36911 Project* (RGS Engineering Geology, February 27, 2019) in Appendix D of this document.

**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

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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.

Policy S-2.3: Minimize grading and modifications to the natural topography to prevent the potential for man-induced slope failures.

**Analysis of Project Effect and Determination of Significance:**

**Impact VII.a.i) Less Than Significant Impact.** The project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults on or immediately adjacent to the property.<sup>8</sup> The closest faults to the project site is the Wildomar/Lake Elsinore Fault located approximately 10.0 miles southwest and the San Jacinto Fault located approximately 11.0 miles northeast. Additionally, the geologic investigation concluded that the site is not located within any California Fault Rupture Hazard Zone. Furthermore, the site lacks geomorphic features indicative of faulting such as offset drainage courses, topographic scarps, or sag ponds.<sup>9</sup> Therefore, the project would not have substantial adverse effects involving rupture of a known earthquake fault and a less than significant impact would occur in this regard.

**Impact VII.a.ii-iv, VII.c-d) Less Than Significant.** While the site is in a seismically active region, no active or potentially active faults are presently known to exist at this site, as shown on the MGP Fault Map Exhibit S-1. Although the site is likely to experience ground shaking during the life of the development due to its regional location, with compliance with the latest California Building Code (CBC) would provide for the development of seismically suitable structures. Additionally, the MGP Liquefaction and Landslides Map, Exhibit S-3, shows that the project site is not delineated as a landslide or liquefaction zone. Similarly, the geologic report concluded that the project site is has a very low potential for liquefaction, landslides, ground rupture, and/or earthquake induced settlement.<sup>10</sup>

However, given the potential for seismic activity in the general region, moderate to strong seismic shaking may occur during the project's design life. Therefore, project implementation could expose people or structures to potential substantial adverse effects involving strong seismic ground shaking. The intensity of ground shaking on the project site would depend on several factors including: the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction.

In summary, the Geotechnical Investigation concluded the project is feasible from a geotechnical perspective provided the recommendations in the Geotechnical Investigation are confirmed by testing following rough grading and then are incorporated into design and carried out through construction.

Regulatory controls to address potential geologic and seismic hazards would be imposed on the project through the permitting process. Pursuant to MMC §8.04.010, the City has adopted the 2019 California Building Code (CBC), subject to certain amendments and changes. CBC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The project would be subject to compliance with all applicable regulations in the most recently published CBC (as amended by MMC §8.04.010), which specifies design requirements to mitigate the effects of potential geologic and seismic hazards. Additionally, Geotechnical Investigation Page 14 through 16 makes preliminary recommendations concerning seismic design parameters. Standard Condition SC-GEO-1 requires that the Applicant comply with the recommendations of the Geotechnical Investigation and any revisions deemed necessary by the City's Building Official and/or Engineering/Public Works Director. The Menifee Building and Safety Department and Engineering/Public

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<sup>8</sup> California Geological Survey. 2019. *Earthquake Zones of Required Investigation*. Available at <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed on January 15, 2020.

<sup>9</sup> RGS Engineering Geology. 2019. *Limited Engineering Geologic Report*.

<sup>10</sup> RGS Engineering Geology. 2019. *Limited Engineering Geologic Report*.

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Works Department would review construction plans for compliance with the MMC/CBC and the Geotechnical Investigation's recommendations. Following compliance with standard engineering practices, the Geotechnical Investigation's recommendations (SC-GEO-1), and the established regulatory framework (i.e., MMC and CBC), the project's potential impacts concerning exposure of people or structures to potential substantial adverse effects involving geologic and seismic hazards, and unstable conditions, would be less than significant.

**Impact VII.b) Less Than Significant Impact.** Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the project would be subject to compliance with erosion and sediment control measures and the National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, and all subsequent amendments) (Construction General Permit); see Response X.a). MMC §15.01.015(B)(1) specifies that any person performing construction work in the City shall comply with the provisions of MMC Chapter 15.01 and control stormwater runoff so as to prevent any likelihood of adversely affecting human health or the environment. The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and the manner of implementation. Further, the project proposes hardscapes throughout most of the project site, which would stabilize soils and contain them onsite. Following compliance with the established regulatory framework (NPDES and MMC), the project's potential impacts concerning soil erosion and loss of topsoil would be less than significant and no mitigation is required.

**Impact VII.e) No Impact.** Sewers would be available for disposal of project generated wastewater; see Responses XIX.a. The project would not utilize septic tanks or alternative waste water disposal systems. Therefore, no impact would occur in this regard and no mitigation is required.

**Impact VII.f) Less Than Significant Impact.** The project site is located in an area designated as having moderate susceptibility to wind erosion. However, the site is surrounded by residential development to the east, which would minimize exposure to wind erosion. As such, it is not anticipated that high winds or blowing sand would have substantial impacts on project-related improvements. Project implementation would cover currently exposed soils with buildings/improvements, further reducing potential impacts related to windblown dust or sand within the project vicinity.

**Impact VII.g) Less Than Significant Impact with Mitigation Incorporated.** While no fossils are known to have been collected within the site or within a one-mile radius of the site, significant fossils have been approximately 9.0 miles to the southeast of the project site in Pleistocene-age alluvial fan deposits exposed during construction of the Diamond Valley Lake project. According to the City of Menifee's General Plan, the majority of the City is assigned as a high paleontological sensitivity which includes the project site. The project site is bordered to the west by an area assigned as a low sensitive site.<sup>11</sup> The Geotechnical Investigation concluded that the project site is underlain by very old alluvial fan deposits of early to mid-Pleistocene age. The alluvium material was encountered within each exploratory excavation and is reported to cover the entire site at the ground surface. The alluvium deposits range in thickness from more than thirteen feet in the northern portion of the site to less than two feet in the higher southern area. Bedrock is underlays the very old alluvial fan deposits across the entire site. Given that the project site's paleontological sensitivity is high, and given the excavation of native soils ranges from two to thirteen feet within a sensitive area, there is potential to encounter fossils, which may be impacted during excavation by construction activities. Implementation of GEO-1 would reduce potential impacts to paleontological resources to a less than significant level.

### **Standard Conditions**

#### **SC-GEO-1 Geotechnical Recommendations**

Prior to issuance of a grading permit, the project applicant shall demonstrate, to the satisfaction of the City of Menifee Building & Safety Department Official and/or City of Menifee Engineering/Public

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<sup>11</sup> Menifee General Plan. 2013. *Paleologic Resource Sensitivity, Exhibit OSC-4.*

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Works Director, that the recommendations for design and construction identified in the *Limited Engineering Geologic Study, Tentative Tract Map No. 36911*, (RGS Engineering Geology, February 27, 2019), have been incorporated into the project design, and grading and building plans. The project's final grading plans, foundation plans, building loads, and specifications shall be reviewed by a State of California Registered Professional Geologist/Registered Professional Engineer to verify that the Geologic Study recommendations have been incorporated/updated, as needed.

### **Mitigation Measures:**

**GEO-1: Paleontological Monitoring** A qualified project paleontologist, that meets qualifications described in the paleontology report and is approved by the City of Menifee, should be retained to monitor for and address incidental discovery during project construction activities.

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:

- i. 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.
- ii. 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.
- iii. 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.
- iv. 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 evaluate the significance of the discovery, recover the remains, if deemed necessary, in accordance with GEO-2.
- v. 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.
- vi. 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.

- vii. 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.

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

**Source:** Menifee General Plan; OPR’s Technical Advisory; *Greenhouse Gas Analysis (Tract 36911)* (Urban Crossroads April 2018); see Appendix E, *Greenhouse Gas Analysis*.

**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.

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.



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**Existing Setting:***Global Warming and Greenhouse Gases*

Global climate change refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in average temperature of the earth's surface and atmosphere. The six major greenhouse gases (GHGs) identified by the Kyoto Protocol are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). GHGs absorb longwave radiant energy reflected by the earth, which warms the atmosphere. GHGs also radiate long wave radiation both upward to space and back down toward the surface of the earth. The downward part of this longwave radiation absorbed by the atmosphere is known as the "greenhouse effect." The potential effects of global climate change may include rising surface temperatures, loss in snow pack, sea level rise, more extreme heat days per year, and more drought years.

CO<sub>2</sub> is an odorless, colorless natural GHG. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human-caused) sources of CO<sub>2</sub> are from burning coal, oil, natural gas, wood, butane, propane, etc. CH<sub>4</sub> is a flammable gas and is the main component of natural gas. N<sub>2</sub>O, also known as laughing gas, is a colorless GHG. Some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to the atmospheric load of GHGs. HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (whose production was stopped as required by the Montreal Protocol) for automobile air conditioners and refrigerants. The two main sources of PFCs are primary aluminum production and semiconductor manufacture. SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHGs. An air quality analysis of GHGs is a much different analysis than the analysis of criteria pollutants for the following reasons. For criteria pollutants significance thresholds are based on daily emissions because attainment or non-attainment is based on daily exceedances of applicable ambient air quality standards. Further, several ambient air quality standards are based on relatively short-term exposure effects on human health, e.g., one-hour and eight-hour. Since the half-life of CO<sub>2</sub> in the atmosphere is approximately 100 years, for example, the effects of GHGs are longer term, affecting global climate over a relatively long timeframe. As a result, the SCAQMD's current position is to evaluate GHG effects over a longer timeframe than a single day.

In its CEQA and Climate Change document (January 2008), the California Air Pollution Control Officers Association (CAPCOA) identifies many potential GHG significance threshold options. The CAPCOA document indicates that establishing quantitative thresholds is a balance between setting the level low enough to capture a substantial portion of future residential and non-residential development, while also setting a threshold high enough to exclude small development projects that would contribute a relatively small fraction of the cumulative statewide GHG emissions. Two potential significance thresholds were 10,000 metric tons per year and 25,000 metric tons per year.

Finally, another approach to determining significance is to estimate what percentage of the total inventory of GHG emissions are represented by emissions from a single project. If emissions are a relatively small percentage of the total inventory, it is possible that the project would have little or no effect on global climate change.

According to available information, the statewide inventory of CO<sub>2</sub> equivalent emissions is as follows: 1990 GHG emissions were estimated to equal 427 million metric tons of CO<sub>2</sub> equivalent, and 2020 GHG emissions are projected to equal 600 million metric tons of CO<sub>2</sub> equivalent, under a business as usual scenario. Interpolating an inventory for the year 2011 results in an estimated inventory of approximately

121 million metric tons of CO<sub>2</sub> equivalent. Interpolating an inventory for the year 2012 results in an estimated inventory of approximately 127 million metric tons of CO<sub>2</sub> equivalent. These amounts assume that between 1990 and 2020 there is an average increase of 5.76 million tons per year of GHG.

**Analysis of Project Effect and Determination of Significance:**

**Impacts VIII.a) Less Than Significant Impact.** The project would comprise 68 single-family residential dwelling units, which is consistent with the land use type and density designated for the project site in the General Plan. It should also be noted that the City of Menifee does not yet have an adopted GHG inventory or an adopted GHG reduction plan (such as a Climate Action Plan). The City also has not adopted a quantitative threshold of significance for GHGs.

As shown in Table 7, the project’s emissions would generate approximately 1,648 metric tons of CO<sub>2</sub> equivalents per year. According to SCAQMD, a cumulative global climate change impact would occur if the GHG emissions created from the on-going project operations would exceed 3,000 metric tons per year of CO<sub>2</sub>e. Therefore, project operations would not create a significant cumulative impact to global climate change.

**Table 7: Project-Related Greenhouse Gas Emissions**

Category	Greenhouse Gas Emissions (Metric Tons/Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Annual construction-related emissions amortized over 30 years	30.05	0.01	--	30.21
Area	19.27	1.59E-03	3.94E-04	19.41
Energy	330.37	1.00E-02	3.94E-03	331.82
Mobile Sources	1,182.40	6.00E-02	0.0	1,184.02
Waste	17.89	1.06	0.0	44.33
Water Usage	32.73	0.16	4.03E-0.3	37.94
<b>Total CO<sub>2</sub>e (all sources)</b>	<b>1,647.73</b>			
SCAQMD Threshold	3,000			
Exceeds Threshold?	No			

Source: Urban Crossroads Greenhouse Gas Analysis 2017.

The project is also subject to compliance with 2019 CALGreen (CCR Title 24 Part 11) requirements. The Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings. CALGreen provides the minimum standards that buildings need to meet to be certified for occupancy. The project’s CALGreen compliance would be enforced through the City’s Building Official.

**Impacts VIII. b) Less Than Significant Impact.** The City of Menifee has not yet adopted a qualified GHG reduction plan. The City of Menifee General Plan includes policies and measures (shown in General Plan Draft EIR GHG section Table 5.7-9) for the City to implement in support of achieving the reduction target of AB 32 and the statewide GHG reduction goal of Executive Order S-03-05. The City has adopted the 2019 edition of the California Building Code (Title 24), including the California Green Building Standards Code (pursuant to Menifee Municipal Code Chapter 8.06). The Project will be subject to the California Green Building Standards Code, which requires new buildings to reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and install low pollutant-emitting finish materials.

SB 32 requires the state to reduce statewide greenhouse gas emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide greenhouse gas reduction target of 80 percent below 1990 levels by 2050.

Modeling shows the GHG emissions from the proposed project will fall below the 3,000 metric ton limit established by the SCAQMD in 2010. The project reduces its GHG emissions to the maximum extent feasible as discussed above. In addition, all proposed improvements associated with the project will meet current energy efficiency requirements of California Title 24. Those responsible for design and completion of the project are dedicated to regulatory compliance in all other areas of construction and operation, the requirements of many of which are mandated by the members of the Climate Action Team. For these reasons, this project will be consistent with the California Scoping plan and should not conflict with applicable plans, policies and regulations adopted for the purpose of reducing greenhouse gas emissions. The project would not interfere with any future City-mandated, state-mandated, or federally-mandated retrofit obligations enacted or promulgated to legally require development City-wide, state-wide, or nation-wide to assist in meeting state-adopted GHG reduction targets, including those established under Executive Orders S-3-05, B-30-15, or SB32. Therefore, the impact is considered less than significant.

**Mitigation Measures:** No mitigation is required.

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

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan, Exhibit S-6, "High Fire Hazard Areas," and Exhibit S-7, "Critical Facilities;" MGP Draft EIR; State of California, Department of Toxics Substances Control, EnviroStor Database; State of California, Department of Toxics Substances Control, Cortese List of Hazardous Waste and Substances Sites database; State of California, Water Resources Control Board, Geotracker, All Hazards Site Search; United States, Environmental Protection Agency, Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database; and California Department of Forestry and Fire Protection (CAL FIRE) Website - Riverside County City Fire Hazard Severity Zone Maps.

**Applicable General Plan Policies:**

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.

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:**

**Impacts IX.a) Less Than Significant Impact.** A typical project that could result in a significant hazard to the public 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 routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for operations or produce hazardous wastes as by-products of production applications.

Both the EPA and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act. This act includes requirements for container design and labeling, as well as for driver training. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, State and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

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The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances. Project construction activities may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, State, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. It is anticipated that a minor level of transport, use, and disposal of hazardous materials and wastes would occur that are typical of construction projects.

During project operations, widely used hazardous materials common at residential uses include cleaners, pesticides, and food waste would be present. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the single-family homes would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Additionally, the Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities.<sup>12</sup> Project impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant.

**Impact IX.b) Less Than Significant Impact.** Refer to Response IX.a above. The project site is not identified as a hazardous waste site with either an active or past occurrence.<sup>13</sup> The nearest three listed sites on EnviroStor are classified as inactive or not requiring further action. The closest site to the project site is identified as Elementary School No. 14 located approximately 0.5 miles west (Inactive Status), prior McCall Mesa K-8 School located approximately 1.5 miles southeast (No Further Action Status), and The Club K-8 School located approximately 1.5 miles northeast. However, after aerial review of these sites, neither Elementary School No. 14 or The Club K-8 are in existence.

Additionally, the project includes the development of 68 single-family residential lots. Although typical hazardous materials associated with residential development may be used (household pesticides, oils, fertilizers, household chemicals, etc.) these hazardous materials would not be used in large amounts and thus would not create a significant hazard involving the release of these materials. Because the project site is undeveloped, there would be no impacts related to structures with asbestos-containing materials or lead-based paint. With adherence to existing regulations, the proposed project would 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; impacts would be less than significant. No mitigation is required.

**Impact IX.c) No Impact.** The proposed uses are residential, which would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. There are no schools within a 0.5 mile of the project site. The nearest school is the Hans Christensen Middle School located at 27625 Sherman Road, 92585, which is approximately 2.0 miles from the project site. No impact would occur in this regard and no mitigation is required.

**Impact IX.d) No Impact.** Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the Department of Toxic Substances Control (DTSC). As stated in Impact IX.a, the project site is not included on the Cortese List. Therefore, the project would not create a significant hazard to the public or the environment in this regard.

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<sup>12</sup> Department of Toxic Substances Control (DTSC) EnviroStor. 2019. *Hazardous Waste and Substances Site List*. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=san+bernardino>. Accessed on June 2019.

<sup>13</sup> Department of Toxic Substances Control (DTSC) EnviroStor. 2019. *Hazardous Waste and Substances Site List*. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=san+bernardino>. Accessed on June 2019.

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**Impact IX.e) No Impact.** The following airports/airstrips are located nearest the project site:

- Perris Valley Airport: at 2091 Goetz Road, Perris, approximately 3.0 miles to the north;
- French Valley Airport: at 37600 Sky Canyon Drive, Murrieta, approximately 11 miles to the southeast;
- Pines Airpark: at 32655 Flight Way, Winchester, approximately 9 miles to the east; and
- Skylark Field Airport: at 20701 Cereal St, Lake Elsinore, CA 92530, approximately 10 miles to the southwest.

The project site is not within the Perris Valley Airport Land Use Plan area<sup>14</sup>, and is not within 2.0 miles of any other public airport/public use airport or in the vicinity of a private airstrip; therefore, the project would not result in an airport-/airstrip-related safety hazard for people residing or working in the project area. No impact would occur in this regard.

**Impact IX.f) Less Than Significant Impact.** The City of Menifee collaborates with local and regional emergency service organizations and personnel to conduct simulated emergency response exercises throughout the year. The City routinely coordinates with Riverside County/CAL Fire, Riverside County Sheriff's Department, Riverside County Emergency Management Department and the local utility providers to discuss methods and response plans for various emergency scenarios that could potentially present themselves within the region. Additionally, the City makes available to resident's downloadable resources such as emergency preparedness information session in PowerPoint, an emergency contact list, and a list of responses to frequently asked questions. Additionally, the proposed project site would include two main access points via Valley Boulevard and would include an internal circulation road that would allow for emergency vehicles and resident movement/evacuation in case of an emergency. Therefore, impacts to an emergency response plan would be less than significant.

**Impact IX.g) Less Than Significant Impact.** The project site is located within a Very High Fire Hazard Severity Zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE) and in the MGP High Fire Hazard Areas, Exhibit S-6.

The project would be subject to compliance with the CCR Title 24 Parts 2 and 9 – Fire Codes and California Public Resources Code Sections 4290-4299 and General Code Section 51178. The project would also be subject to compliance with regulations pertaining to fire protection, including MMC Chapter 8.20, *Fire Code*. Additionally a permanent fuel modification area shall be required around portions of the project, that are adjacent or exposed to hazardous fire areas for the purpose of fire protection. The recommended width of the fuel modification area shall be based on applicable Building and Fire codes and a Fire Hazard Analysis Study approved by the Fire District. Further, it is the City's goal (Goal S-4) for a community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires. To this end, the project would be subject to compliance with the following City policies:

- 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.

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<sup>14</sup> Riverside County Airport Land Use Commission. 2010. *Initial Study and Negative Declaration: Airport Land Use Compatibility Plan For Perris Valley Airport*. Available at <https://www.colliers.com/-/media/Images/UnitedStates/MARKETS/GreaterLA/GLA/AirportBuilding/Perris-Valley-Airport-Study.pdf>, accessed January 15, 2020.

The Riverside County Fire Department (RCFD) provides fire protection and emergency medical response services in the City of Menifee. The nearest fire station to the project site is Fire Station #07 located approximately 1.5 miles southeast at 28349 Bradley Road, 92586. In coordination with the RCFD and California Department of Forestry and Fire Protection, the RCFD would evaluate the project to determine the necessary fire prevention features. Following compliance with the established local and state regulatory framework discussed above, the project would not expose people or structures to a significant risk involving wildland fires and impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation is required.

<b>X. HYDROLOGY AND WATER QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan Safety Element Exhibit S-5, "Flood Hazards"; MGP Draft EIR; Riverside County General Plan Figure S-9, "100- and 500-Year Flood Hazard Zones" and Figure S-10 "Dam Failure Inundation Zone."

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**Applicable General Plan Policies:**

Goal S-3: A community that is minimally disrupted by flooding and inundation hazards.

Policy S-3.1: Require that all new developments and redevelopments in areas susceptible to flooding (such as the 100-year floodplain and areas known to the City to flood during intense or prolonged rainfall events) incorporate mitigation measures designed to mitigate flood hazards.

Policy S-3.2: Reduce flood hazards in developed areas known to flood.

Policy OSC-7.8: Protect groundwater quality by decommissioning existing septic systems and establishing connections to sanitary sewer infrastructure.

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:**  
**Impacts X.a, c (i) – c (iii), X e) Less Than Significant Impact.****SHORT-TERM CONSTRUCTION**

The project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to this General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. Given that the project would disturb an area greater than 1.0 acre, it would be subject to this General Permit.

To obtain coverage under the General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI) and other compliance-related documents. The General Permit requires development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring plan, which must include erosion-control and sediment-control Best Management Practices (BMPs) that would meet or exceed General Permit-required measures to control potential construction-related pollutants. MMC Chapter 15.01, *Storm Water/Urban Runoff*, addresses stormwater and runoff pollution control and is intended to reduce the quantity of pollutants being discharged to waters of the United States. MMC §15.01.015(B)(1) specifies that any person performing construction work in the City shall comply with the provisions of MMC Chapter 15.01 and control stormwater runoff so as to prevent any likelihood of adversely affecting human health or the environment. The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and the manner of implementation. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 would be required when requested by the Director of Public Works. Further, the project proposes hardscapes throughout a large portion of the project site, which would be stabilizing soils and contain them onsite as compared to the current undeveloped condition. Following compliance with NPDES and MMC requirements, the project's construction-related activities would not violate water quality or waste discharge requirements. Additionally, the project would implement three catch basins that would assist in the retention and collection of water runoff from hardscapes. A less than significant impact would occur in this regard and no mitigation is required.

**LONG-TERM OPERATIONS**

Urban stormwater runoff is covered under the municipal permit for Riverside County, the NPDES Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-stormwater discharges from the MS4 within the Riverside County Flood Control and Water Conservation District (RCFC&WCD) (CAS618033, Order No. R8-2010-0033). The City of Menifee is a Co-Permittee (Discharger) under the MS4 Permit. Each Co-Permittee is required to ensure that an appropriate Water Quality Management Plan (WQMP) is prepared for "New Development" (and "Significant Redevelopment") projects for which a map or permit for



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discretionary approval is sought. The New Development category includes new developments that create 10,000 SF or more of impervious surface (collectively over the entire project site) including residential housing subdivisions requiring a Final Map, among other types of projects. The project would create more than 10,000 SF of impervious surface area; as such, a WQMP must be prepared. The WQMP is required to include site design (including, where feasible, LID principles), Source Control and Treatment Control elements to reduce the discharge of pollutants in urban runoff. The proposed Project would include approximately 1.5 acres among three water quality basins to capture urban runoff from the site. Additionally, MMC §15.01.015(C) specifies that new development projects shall control stormwater runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The Director of Public Works would identify the BMP's that may be implemented to prevent such deterioration and identify the manner of implementation. Documentation on the effectiveness of BMP's implemented to reduce the discharge of pollutants to the MS4 is required when requested by the Director of Public Works.

Following compliance with the existing water quality regulatory framework (i.e., NPDES and MMC), including implementation of BMP's that would be specified in the project WQMP, project operations would not violate water quality or waste discharge requirements. A less than significant impact would occur and no mitigation is required.

**Impact X.b) Less Than Significant Impact.** If the project was to remove an existing groundwater recharge area or substantially reduces runoff that results in groundwater recharge such that existing wells would no longer be able to operate, a potentially significant impact could occur. The project site is located in the Menifee Hydrologic Subarea (HSA) within the Perris Hydrologic Area of the San Jacinto Valley Hydrologic Unit. Although the project would increase onsite impervious surface area, the project would include three catch/infiltration basins throughout the site. The catch/infiltration basin would not pose a significant risk for groundwater. Rather, the proposed catch/infiltration basin would recharge groundwater. The proposed Project would not significantly impact local groundwater recharge. Impacts would be less than significant and no mitigation is required.

**Impact X.d) Less Than Significant Impact.** Flood hazards for the City include dam inundation in the event of a catastrophic failure, such as seismically induced dam failure. The California Division of Dam Safety monitors the structural safety of dams that are greater than 25 feet high or have more than 50 acre-feet of storage capacity. Parts of Menifee are within existing dam inundation areas for three dams at Diamond Valley Lake, two dams at Canyon Lake, and one at Lake Perris Reservoir. Diamond Valley Lake is located approximately 10.0 miles southeast of the project site, Canyon Lake is located approximately 4.0 miles southwest of the project site, and Perris Reservoir is located approximately 10.0 miles north of the project site.

The project site is located in Zone X.<sup>15</sup> Zone X corresponds to areas outside of the 500-year flood or areas protected from a 100- year flood by levees. Additionally, the project site is located approximately 35 miles from the Pacific Ocean. Given the distance from the coast and the previously mentioned dams, the potential for inundation by a large catastrophic tsunami is extremely low. The design and construction of the dams for earthquake resistance, in combination with continued monitoring by the California Division of Dam Safety reduces risks of dam failure due to earthquakes. Dam inundation impacts would be less than significant. No steep slopes are in the Project vicinity; therefore, the risk of mudflow is insignificant.

Therefore, potential impact concerning release of pollutants due to inundation from flood, tsunami, or seiche are considered less than significant.

**Mitigation Measures:** No mitigation is required.

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<sup>15</sup> Menifee General Plan. 2013. *Flood Hazards, Exhibit S-5*.

XI. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan, Exhibit LU-2, "Land Use Map"; and Menifee Zoning Map.

**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-1.8: Ensure new development is carefully designed to avoid or incorporate natural features, including washes, creeks, and hillsides.

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.

**Analysis of Project Effect and Determination of Significance:**

**Impact XI.a) No Impact.** An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. The project proposes a residential community consisting of 68 single-family residential dwelling units. The project would be located just west of an already established residential community and the general area is developing into residential neighborhoods. Given the project's nature, scope, and location, the project would not physically divide an established community. No impact would occur in this regard and no mitigation is required.

**Impact XI.b) Less Than Significant Impact.** The MGP Land Use Map depicts the City's land use designations and indicates the project site is designated 2.1-5 Dwelling Units per Acre - Residential (2.1-5R). The City Zoning Map indicates the project site is zoned Low-Density Residential - 2 (LDR-2) 7,200

SF. The project proposes residential uses, which are permitted in the LDR-2 Zone and 2.1-5R land use designation. Therefore, the project would be consistent with the applicable land use plans. Given that the General Plan EIR considered the potential environmental impacts associated with development of the project site assuming the 2.1-5R land use designation, this project would not create any new or greater environmental impacts than those identified in the General Plan EIR.

**Mitigation Measures:** No mitigation is required.

XII. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Sources:** Menifee General Plan; MGP Draft EIR Figure 5.12-1, "Mineral Resource Zones."

**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.

Goal OSC-4.1: Apply energy efficiency and conservation practices in land use, transportation demand management, and subdivision and building design.

Goal OSC-4.3: Advocate for cost-effective and reliable production and delivery of electrical power to residents and businesses throughout the community.

Policy OSC-4.4: Require that any future mining activities be in compliance with the State Mining Reclamation Act, federal and state environmental regulations, and local ordinances.

Policy OSC-4.5: Limit the impacts of mining operations on the City's natural open space, biological and scenic resources, and any adjacent land uses.

**Analysis of Project Effect and Determination of Significance:**

**Impact XII.a-b) No Impact.** The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into MRZs according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

**MRZ-1** Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

**MRZ-2** Areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits. However, the significance of the deposit is undetermined.

**MRZ-3** Areas where the available geologic information indicates that mineral deposits are inferred to exist; however, the significance of the deposit is undetermined.

**MRZ-4** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

There are no mineral extraction or process facilities on or near the project site. No mineral resources are known to exist in the site and the site is designated as an Urban Area. An area approximately 0.5 miles east of the site is identified as an MRZ-1 area. However, this area is mostly developed with residential dwelling units and there are no signs of mining activities. Implementation of the proposed Project would not deplete mineral deposits or involve mining activities. Furthermore, the Project site is not located in an area identified as a locally important mineral resource recovery site and is not a mining area. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource. Impacts would be less than significant.

**Mitigation Measures:** No mitigation is required.

XIII. NOISE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan, Noise Element; MGP Draft EIR Figure 5.12-3, "Airport Noise Contours"; Menifee Municipal Code (MMC); and *Noise Impact Analysis Tentative Tract No. 36911* (Urban Crossroads, April 2018); see Appendix F.

**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 8: Stationary Source Noise Standards**

Land Use	Interior Standards	Exterior Standards
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Residential 10:00 p.m. to 7:00 a.m. 7:00 a.m. to 10:00 p.m.	40 L <sub>eq</sub> (10 minute) 55 L <sub>eq</sub> (10 minute)	45 L <sub>eq</sub> (10 minute) 65 L <sub>eq</sub> (10 minute)
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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-1.10: Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors adjacent to the I-215 or within the projected noise contours of any adjacent airports.

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.

Refer to Appendix G Sections II and III for discussions concerning noise fundamentals and the existing noise environment.

**Analysis of Project Effect and Determination of Significance:**  
**Impacts XIII.a-b) Less Than Significant with Mitigation.**

**SHORT-TERM CONSTRUCTION**

Existing single-family residential homes located south, east and west of the project site may be affected by short-term noise impacts associated with the transport of workers, the movement of construction materials to and from the project site, and ground clearing, excavation, grading, and building activities.

Project generated construction noise would vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Site grading and preparation is expected to produce the highest sustained construction noise levels.

The potential short-term noise impacts of construction activity have been calculated in Table 9. 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 worst-case distance of equipment operating over an 8-hour period; approximately 25 feet from the nearest residential property line. The construction related noise levels are shown for each phase of construction.

As shown in Table 9, the peak 8-hour L<sub>eq</sub> noise levels will be 71.6 dBA L<sub>eq</sub>. Based on the results of the analysis, construction noise levels are not expected to be exceed the 85 dBA L<sub>eq</sub> threshold over an 8-hour period. Therefore, the project does not have the potential to cause a significant temporary increase in noise associated with construction.

**Table 9: Construction Noise Level Summary (dBA L<sub>eq</sub>)**

Receiver Location <sup>1</sup>	Construction Phase Hourly Noise Level (dBA L <sub>eq</sub> )					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Peak Activity <sup>2</sup>
R1	59.1	59.1	47.7	51.1	47.0	59.1
R2	65.0	65.0	53.6	57.1	52.9	65.0
R3	64.9	64.9	53.5	56.9	52.8	64.9
R4	50.9	50.9	39.5	43.0	38.8	50.9
R5	71.6	71.6	60.2	63.7	59.5	71.6

<sup>1</sup> Noise receiver locations are shown on Exhibit 8-A in the Noise Study.  
<sup>2</sup> Estimated construction noise levels during peak operating conditions.

Per the Municipal Code construction activity is permitted between the hours of 6:00 a.m. to 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May with no activities allowed on Sundays and federal holidays. The City does not have established construction standards. The noise levels in the table include construction noise abatement measures included below. Therefore, Construction Noise Impacts are less than significant.

To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structure. The nearest sensitive receptors are residential homes located adjacent to the site on Valley Boulevard. For purposes of assessing structural impacts from vibration, the nearest sensitive receptors are considered “new residential structures.” No historical or fragile buildings are known to be located within the vicinity of the site. The construction of the proposed project would not require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the project would be from bulldozer activity during site preparation and grading and loading trucks during excavation. Per Table 10 Construction Equipment Vibration Levels, none of the construction equipment would exceed the FTA 80 VdB vibration standard. Decibel notation (VdB) is the average vibration amplitude (also known as root mean square [RMS]) often used to describe the effect of vibration on the human body. The background vibration-velocity level in residential areas is generally 50 VdB.

**Table 10: Construction Equipment Vibration Levels**

Receiver Location <sup>1</sup>	Distance to Construction Activity (feet)	Receiver Vibration Levels (VdB)					
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	Threshold Exceeded? <sup>2</sup>
R1	298	25.7	46.7	65.7	54.7	54.7	No
R2	150	34.7	55.7	62.7	63.7	63.7	No
R3	152	34.5	55.5	62.5	63.5	63.5	No
R4	761	13.5	34.5	41.5	42.5	42.5	No
R5	70	44.6	65.6	72.6	73.6	73.6	No

Source: Noise Impact Analysis prepared by Urban Crossroads 2018.  
<sup>1</sup> Noise receiver locations are shown on Exhibit 8-A in the Noise Study.  
<sup>2</sup> Threshold used is 80 Vdb from FTA maximum acceptable vibration standard.

The annoyance potential of vibration from construction activities may be “strongly perceptible” during a short period of time if heavy construction activities occur along the adjoining residential property line. However, with implementation of Construction Vibration Abatement measures below, vibration impacts from construction would be less than significant.

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### *Construction Noise and Vibration Abatement Measures*

Though construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts, the following practices would reduce noise level increases generated by the construction equipment to the nearby noise-sensitive residential land uses.

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 6:00 a.m. and 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May, with no activity allowed on Sundays and nationally recognized holidays (Section 9.09.030(B) of the City of Menifee Municipal Code).
- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction (i.e., to the center).
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 6:00 a.m. and 6:00 p.m. from June to September, and 7:00 a.m. to 6:00 p.m. from October to May, with no activity allowed on Sundays and nationally recognized holidays). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

### **LONG-TERM OPERATIONS**

#### **Noise Impacts to Off-Site Receptors Due to Project Generated Traffic**

Future development generated by the Project would result in additional traffic on adjacent roadways, increasing vehicular noise near existing and proposed land uses. The project site and surrounding residential areas adjacent to roadways currently experience traffic-related noise levels within the "normally acceptable" 60 dBA CNEL limit for residential areas based on noise measurements taken in June 2017. Valley Boulevard has existing average daily traffic (ADT) volumes of 35,900 vehicles. The project's contribution to traffic-related noise levels would remain within the "normally acceptable" 60 dBA CNEL limit. Therefore, the increase in traffic is considered to be consistent with the City's performance standards for the planned circulation system established in the General Plan and the impact is considered less than significant.

#### **Noise Impacts to the Proposed Project**

Traffic noise along Valley Boulevard would be the main source of noise impacting the project site and the surrounding area.

The unmitigated exterior noise level in the backyard of the units nearest Valley Boulevard would range from approximately 67.1 dBA CNEL to approximately 69.4 dBA CNEL. In order to ensure the noise levels are below the 65 dBA CNEL exterior noise standard (conditionally acceptable noise range classification), a minimum 6-foot noise shielding wall would be included as part of the project to enclose the backyard area for all lots along Valley Boulevard (lots 36-68). With the installation of the 6-foot noise shielding wall, the combined exterior noise levels will be below the City's standard (range from 58.1 dBA CNEL to 62.3 dBA CNEL); refer to Mitigation Measure NOI-1.

Adequate building insulation and design must be provided to ensure interior noise levels do not exceed 45 dBA CNEL. While not required, the noise study also recommends an interior noise level design goal of 40

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dBA CNEL using upgraded second floor windows with a minimum STC rating of 32 for windows facing Valley Boulevard of lots 36-68.

**Mitigation Measures:**

**NOI-1** Limit construction activities to daytime hours, Monday through Saturday, between 6:30 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.

**NOI-2** Short-Term Construction Noise Impacts. Prior to Grading Permit issuance, the project applicant shall demonstrate, to the satisfaction of the City of Menifee City Engineer that the project plan specifications comply with the following:

1. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.
2. The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the project site.
3. Equipment shall be shut off and not left to idle when not in use.
4. The contractor shall locate equipment staging in areas that would create the greatest distance between construction-related noise sources and sensitive receptors nearest the project site during all project construction as is feasible.
5. The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.
6. The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.
7. 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.

**NOI- 3** Construction Monitoring. A noise monitoring program shall be implemented during construction. The monitoring program will alert construction management personnel when noise levels approach the upper limits of the residential noise threshold (80 dBA) at the surrounding residential property line. Construction activity will cease prior to noise levels exceeding the residential threshold.

**NOI-4** Sound Walls and Windows. A Minimum 6-foot high sound walls are required around all habitable exterior backyard and sideyard areas for lots 36 to 68. Additionally, upgraded second floor windows with a minimum STC rating of 32 for windows facing Valley Boulevard of lots 36 to 68 are required.

Therefore, the project's operational noise impacts would be reduced to less than significant with mitigation.

**Impact XIII.c) Less than Significant Impact.** The following airports/airstrips are located nearest the project site:

- Perris Valley Airport: at 2091 Goetz Road, Perris, approximately 2.5 miles to the north;
- French Valley Airport: at 37600 Sky Canyon Drive, Murrieta, approximately 11 miles to the south;
- Pines Airpark: at 32655 Flight Way, Winchester, approximately 8 miles to the east; and
- Skylark Field Airport: at 20701 Cereal St, Lake Elsinore, CA 92530, approximately 9 miles to the southwest.



The project site is within approximately 2.5 miles of the Perris Valley Airport. However, the adopted Land Use Compatibility Plan for the Perris Valley Airport demonstrates that the project site is not within the airport's vicinity and would not be within the airport's mapped noise contours.<sup>16</sup> Additionally, the project site is located outside the compatibility zone for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUC). The runway for March Air Reserve Base/Inland Port Airport is located approximately 11 miles north of the project site.

The project site is not within 2.0 miles of any other public airport/public-use airport or in the vicinity of a private airstrip; therefore, the project would not expose people residing or working in the project area to excessive airport- airstrip-related noise levels. As such, this impact would be less than significant.

<b>XIV. POPULATION AND HOUSING</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Sources:** Menifee General Plan; U.S. Census Bureau, Annual Estimates of the Resident Population for Incorporated Places over 50,000; Southern California Association of Governments (SCAG) Adopted 2012-2040 RTP Growth Forecast; and State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2019*.

**Analysis of Project Effect and Determination of Significance:**

**Impact XIV.a) Less Than Significant Impact.** As of January 1, 2019, the City's population is approximately 93,452 persons and the City's housing stock totaled 93,264 DU with approximately 2.99 persons per household (PPH).<sup>17</sup> No land uses generating permanent employment or extension of roads capable of inducing direct/indirect population growth in the City are proposed. The project proposes development of a residential community consisting of 68 DU. Assuming 68 DU and 2.99 PPH, the project's forecast population growth is approximately 203 persons. Therefore, the project would induce direct population growth in the City by proposing new homes. The project's forecast population growth would increase the City's existing population by less than one percent (approximately 0.002%). According to the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Menifee's population was estimated at 81,600 persons in 2012 and is projected to increase to 121,100 persons by 2040<sup>18</sup>, an increase of approximately 39,500 persons over 2012 conditions. As such, the project's forecast population growth (203 persons) are within SCAG's growth assumptions for the City. Additionally, the project is consistent with City's land use and zoning designation and the project's nominal population growth has been accounted for in the City's General Plan and the

<sup>16</sup> Riverside County Airport Land Use Commissions, *Current Compatibility Plans*, Available at: <http://www.rcaluc.org/Plans/New-Compatibility-Plan>

<sup>17</sup> California Department of Finance. 2019. *E-5 City/County Population and Housing Estimates, 1/1/2019, with 2010 Benchmark*. Available at <http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>, accessed on January 16, 2020.

<sup>18</sup> SCAG. Draft December 2015. *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Table 11 – City Forecast*. Available at [http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS\\_DemographicsGrowthForecast.pdf](http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf), accessed on January 16, 2020.

population growth is not considered substantial in a City-wide context. Therefore, the project would result in a less than significant concerning population growth and no mitigation is required.

**Impact XIV.b) No Impact.** There are no housing units or other structures on the project site; therefore, the project would not displace housing or people, or require construction of replacement housing elsewhere. No impact would occur in this regard and no mitigation is required.

**Mitigation Measures:** No mitigation is required.

XV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan Safety Element; Menifee Union School District, Romoland School District, and Perris Union High School District websites.

**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:**

**Impacts XV.a) Less Than Significant Impact.** The Riverside County Fire Department (RCFD) provides fire protection and emergency medical response services for the City. RCFD Station No. 7, which is part of Battalion 13, is at 28349 Bradley Road, Sun City, approximately 1.5 miles southeast of the project site. The Riverside County Fire Department in cooperation with the California Department of Forestry and Fire

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Protection serves more than 1,360,000 residents and employs nearly 1,700 career and volunteer firefighters and 240 administrative support personnel.<sup>19</sup>

The nominal population growth associated with the project would incrementally increase the demand for fire protection and emergency medical services to the project site. However, the project would not have a significant impact on fire response times, because the project site is within RCFD's existing service area. Therefore, project impacts concerning fire protection services would be less than significant and no mitigation is required. Additionally, the project does not propose, and would not create a need for, new/physically altered fire protection facilities, thus, less than significant environmental impacts would occur in this regard. Further, the project would include improving the existing dirt portions west of Valley Boulevard to a fully developed residential community. These roadway improvements would allow existing fire service providers to better access the area and provide emergency services. Finally, the project will be constructed to meet the latest CBC requirements and the project is subject to fire suppression development impact fees and other standards and conditions required by the City and County Fire. As such, a less than significant impact would occur.

**Impacts XV.b) Less Than Significant Impact.** The City of Menifee contracts with the Riverside County Sheriff (Sheriff) to provide police services for the City. Menifee-specific police services are coordinated out of the Sheriff's Perris office at 137 North Perris Boulevard approximately 4.5 miles north of the project site. In January 2013 the Perris Station was staffed with 138 sworn deputies and 30 classified employees, including 33 patrol and traffic officers assigned to patrol in Menifee. Average Sheriff response time to emergency calls is 7.28 minutes, and average response time for nonemergency calls is 49.58 minutes.<sup>20</sup> The Sheriff will continue to provide police services to the City until July 1, 2020. On July 1st, the Menifee Police Department (MPD) will take over. The police substation located at 28115 Bradley Road in the Sun City portion of Menifee. Data is currently insufficient to make a forecast regarding potential impacts to the MPD.

The Project is subject to Ordinance No. 17-232, Development Impact Fees (DIF). DIF shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. However, the fees may be paid at the time application is made for a building permit. DIF is used to pay for fire protection and emergency response services. Credits may be afforded to the applicant if improvements are made to these facilities as part of the Project development.

The nominal population growth associated with the project would incrementally increase the demand for police protection services to the project site. However, the proposed residential development would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. Additionally, the project would not have a significant impact on police response times, because the project site is within the Police's existing service area. Therefore, project impacts concerning police protection services would be less than significant and no mitigation is required. Additionally, the project does not propose, and would not create a need for, new/physically altered police protection facilities; thus, less than significant environmental impacts would occur in this regard.

**Impacts XV.c) Less Than Significant Impact.** The project site is within jurisdiction of the Romoland School District and Perris Union High School District. The student population growth associated with the project would nominally/incrementally increase the demand for school facilities/services. However, the project would be subject to payment of school impact fees in accordance with Senate Bill 50 (SB50). Pursuant to Government Code §65995(3)(h), "payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property..." Therefore, project impacts to schools would be less than significant and no mitigation is required. Additionally, the project does not propose, and would not create

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<sup>19</sup> Riverside County Fire Department. 2017. *Riverside County Fire Department in Cooperation with CAL Fire. 2017 Annual Report*. Available at <http://www.rvcfire.org/ourDepartment/PIOEducation/Documents/2017%20AR.pdf>, accessed January 16, 2020.

<sup>20</sup> City of Menifee General Plan Draft EIR. 2013. *Public Services*.

a need for, new/physically altered school facilities; thus, less than environmental impacts would occur in this regard.

**Impact XV. d - e) Less Than Significant Impact.** The proposed project is a residential development that would result in nominal population growth. Although the project would bring new residents to the general area, the use of parks and other facilities has been accounted for in the General Plan as the project site is anticipated to develop with residential dwelling units, similar to the general vicinity. The proposed residential development would not significantly increase the demand of such services and a less than significant impact would occur.

**Mitigation Measures:** No mitigation is required.

XVI. RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan; and MGP Draft EIR.

**Applicable General Plan Policies:**

Goal OSC-1: A comprehensive system of high-quality parks and recreation programs that meets the diverse needs of the community.

Policy OSC-1.1: Provide parks and recreational programs to meet the varied needs of community residents, including children, youth, adults, seniors, and persons with disabilities, and make these facilities and services easily accessible and affordable to all users.

OSC-1.2: Require a minimum of five acres of public open space to be provided for every 1,000 City residents.

OSC-1.3: Locate and distribute parks and recreational facilities throughout the community so that most residents are within walking distance (one-half mile) of a public open space.

**Analysis of Project Effect and Determination of Significance:**

**Impact XVI.a-b) Less Than Significant Impact.** As specified in MMC the City requires dedication of land for park or recreation facilities, or payment of fees in-lieu thereof (or a combination of both), incidental to and as a condition of approval for a tentative or parcel map. MMC specifies that dedication of land/Quimby Fees for park or recreational purposes shall be at the rate of 5.0 acres per 1,000 residents.

Per City of Menifee Resolution 16-514, single-family residential dwelling units must assume an average population per dwelling unit of 3.164 to calculate Quimby fees or use the latest U.S. Census data. Based

on 2019 U.S. Census estimates, there are approximately 3.09 persons per household in the City<sup>21</sup>. That is approximately 210 persons from the establishment of the new community. Based on this forecast population growth and the City's park area target of 5.0 acres per 1,000 persons, the project would create a demand for approximately 1.05 acres of park/recreational area. Additionally, the population growth associated with the project could also incrementally increase the use of existing recreational facilities, potentially accelerating their deterioration. Following compliance with MMC Chapter 9.55 requirements, although the project is not setting land aside for park space, it will be paying the appropriate fees based on the latest fee for City park improvements. As such, the project would result in a less than significant impact to park/recreational facilities and no mitigation is required.

**Mitigation Measures:** No mitigation is required.

XVII. TRANSPORTATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan Circulation Element; Riverside County Transportation Commission, *2010 Riverside County Congestion Management Program* adopted March 10, 2010; Riverside Transit Agency, *2010 Annual Report, Ride Guides and System Map; Tentative Tract Map No. 36911 Traffic Impact Analysis, Urban Crossroads, March 9, 2020*; see Appendix G.

**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.

<sup>21</sup> U.S. Census. 2019. *QuickFacts, Menifee City, California*. Available at <https://www.census.gov/quickfacts/menifeecitycalifornia>, accessed on January 16, 2020.

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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.

**Analysis of Project Effect and Determination of Significance:**

**Impact XVII.a) Less Than Significant Impact with Mitigation.** The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in December 2017.

The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and PM peak hour count data is representative of typical peak hour traffic conditions in the study area. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1 of the Traffic Impact Analysis prepared by Urban Crossroads in March 9, 2020 (See Appendix G). The raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic.

Per the direction of City of Menifee staff, a 2.0% ambient growth factor was applied to the 2017 traffic count data to reflect 2018 conditions. The year 2018 represents the baseline traffic conditions for the traffic study prepared for the project. Table 8, *Project Trip Generation*, presents the daily and peak hour trip generation for the proposed project. As indicated in Table 11, the proposed project is anticipated to generate approximately 1,643 ADT, including an estimated 56 AM peak hour trips and 74 PM peak hour trips.

**Table 11: Project Trip Generation**

Land use	Units <sup>2</sup>	ITE LU Code	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates <sup>1</sup> Single-Family Detached Residential	DU	210	0.19	0.56	0.74	0.62	0.37	0.99	9.44
Tentative Tract NO. 36911	75	DU	14	42	56	47	27	74	1,643
Notes: 1. Institute of Transportation Engineers Trip Generation Manual 10th Edition (2017) Land Use Code #210. 2. DU= Dwelling Unit									

**Intersection Analysis**

Level of Service (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 of transportation. LOS “E” may also be used at constrained intersections in close proximity to I-215. Hence, this analysis utilizes the following LOS Standards at each study intersection:

- Valley Boulevard / Chambers Avenue – LOS D
- Valley Boulevard / Connie Way – LOS D
- Murrieta Road / Chambers Avenue – LOS D
- Murrieta Road / McCall Boulevard – LOS D

The unsignalized study intersections have been evaluated for signalization based on the peak hour warrants and procedures contained in the latest editions of the California Manual on Uniform Traffic Control Devices (CA MUTCD). None of the unsignalized study intersections are forecast to satisfy the MUTCD peak hour traffic signal warrants for Cumulative (2021) With Project Conditions and therefore would not warrant a traffic signal in the other scenarios either.

**Existing and Existing Plus Project Conditions**

As shown in Table 12, *Study Intersection LOS Analysis Summary: Existing Conditions Plus Project*, all study area intersections are currently operating at an acceptable level of service during the peak hours for Existing Conditions. Similarly, all study area intersections are forecast to continue to operate at an acceptable level of service during the peak hours for Existing Plus Project Conditions. Based on agency-established thresholds of significance, the proposed project is forecast to not result in a significant traffic impact at the study intersections for Existing Plus Project Conditions.

**Table 12: Study Intersection LOS Analysis Summary: Existing Conditions Plus Project**

Intersection	Traffic Control	Existing Conditions (2018)				Existing + Project Conditions				Project Trips		Sig. Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
		Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS			
1. Valley Boulevard / Chambers Avenue	AWS	7.1	A	7.5	A	7.4	A	8.1	A	56	74	NO
2. Valley Boulevard / Connie Way	CSS	0.0	A	0.0	A	7.3	A	7.3	A	28	36	NO
3. Murrieta Road / Chambers Avenue	AWS	13.5	B	14.8	B	14.5	B	16.3	C	56	74	NO
4. Murrieta Road / McCall Boulevard	TS	19.8	B	22.4	C	20.4	C	23.5	C	38	52	NO

Note: TS= Traffic Signal; CSS = Cross-Street Stop; AWS = All Way Stop

## Existing Plus Ambient Growth Plus Project (AEP) 2020 Conditions

LOS calculations were conducted for the study intersections to evaluate their operations under EAP conditions with roadway and intersection geometrics consistent with the TIA. As shown in Table 13, *Study Intersection LOS Analysis Summary: Existing Plus Ambient Growth Plus Project (AEP) Conditions*, and consistent with Existing conditions, the study area intersections are anticipated to continue to operate at acceptable LOS during the peak hours for EAP (2020) traffic conditions. The intersection operations analysis worksheets for EAP traffic conditions are included in Appendix 6.1 of the traffic analysis.

**Table 13: Study Intersection LOS Analysis Summary: Existing Plus Ambient Growth Plus Project (AEP) 2020 Conditions**

Intersection	2Traffic Control	Existing Conditions (2018)				Existing + Project Conditions				Project Trips		Sig. Impact? 3
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
		Delay <sup>1</sup> (Sec)	LOS	Delay (Sec)	LOS	Delay <sup>1</sup> (Sec)	LOS	Delay (Sec)	LOS			
1. Valley Boulevard / Chambers Avenue	AWS	7.1	A	7.5	A	7.4	A	8.1	A	56	74	NO
2. Valley Boulevard / Connie Way	CSS	0.0	A	0.0	A	7.3	A	7.3	A	28	36	NO
3. Murrieta Road / Chambers Avenue	AWS	13.5	B	14.8	B	15.3	C	18.1	C	56	74	NO
4. Murrieta Road / McCall Boulevard	TS	19.8	B	22.4	C	20.9	C	24.3	C	38	52	NO

Note:

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control.

For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2 TS= Traffic Signal; CSS = Cross-Street Stop; AWS = All Way Stop

3 Impact is significant if the pre-project condition is at or better than LOS D (or acceptable LOS) and the project-generated traffic causes deterioration below acceptable levels, a deficiency is deemed to occur. However, if the pre-project condition is already below LOS D (or acceptable LOS), the Project will be responsible for mitigating its impact to a LOS equal to or better than it was without the Project.

## Opening Year Cumulative (2020) Conditions

### Roadway Improvements

This scenario includes Existing traffic volumes, an ambient growth factor of 4.04% plus traffic from pending and approved but not yet constructed known development projects in the area. The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2020) Without Project conditions are consistent, with the exception of the following:

- Cumulative project driveways and those facilities assumed to be constructed by the cumulative development projects to provide site access are also assumed to be in place for Opening Year Cumulative (2020) conditions only (e.g., intersection and roadway improvements along cumulative development's frontage and driveways).

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2020) With Project are consistent with those shown previously in the TIA.

### Without Project Conditions

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative *Without* Project conditions with roadway and intersection geometrics consistent with Opening Year Cumulative (2020) Roadway Improvements.

As shown in Table 11, *Intersection Analysis for Opening Year Cumulative (2020) Conditions*. The following study intersection is anticipated to operate at unacceptable LOS:

- Murrieta Rd. / Chambers Av. (#3) – LOS E **PM peak hour only**

### With Project Conditions

As shown on Table 14, there are no additional study area intersections anticipated to experience unacceptable LOS (LOS E or worse) with the addition of Project traffic during one or more peak hours, in



addition to the intersection previously identified under Opening Year Cumulative (2020) Without Project conditions.

**Table 14: Intersection Analysis for Opening Year Cumulative (2020) Conditions**

Intersection	Traffic Control <sup>2</sup>	Without Project				With Project				Project Trips		Sig. Impact? <sup>3</sup>
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM	
		Delay <sup>1</sup> (Sec)	LOS	Delay (Sec)	LOS	Delay <sup>1</sup> (Sec)	LOS	Delay (Sec)	LOS			
1. Valley Boulevard / Chambers Avenue	AWS	7.4	A	7.7	A	7.6	A	8.2	A	56	74	NO
2. Valley Boulevard / Connie Way	CSS	0.0	A	0.0	A	7.3	A	7.3	A	28	36	NO
3. Murrieta Road / Chambers Avenue	AWS	24.9	C	<b>42.9</b>	<b>E</b>	29.1	D	<b>51.1</b>	<b>F</b>	56	74	<b>YES</b>
4. Murrieta Road / McCall Boulevard	TS	26.1	C	43.1	D	28.5	C	48.2	D	38	52	NO

Note:

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control.

For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

2 TS= Traffic Signal; CSS = Cross-Street Stop; AWS = All Way Stop

3 Impact is significant if the pre-project condition is at or better than LOS D (or acceptable LOS) and the project-generated traffic causes deterioration below acceptable levels,

a deficiency is deemed to occur. However, if the pre-project condition is already below LOS D (or acceptable LOS), the Project will be responsible for mitigating its impact to a LOS equal to or better than it was without the Project.

Measures to address near-term deficiencies for Opening Year Cumulative (2020) traffic conditions for intersection #3 are below.

### Cumulative Deficiencies and Recommended Improvements

Improvement strategies have been recommended at intersection #3 Murrieta Road / Chambers Avenue, to reduce each location's peak hour delay and improve the associated LOS grade to an acceptable LOS (LOS D or better).

#### Murrieta Road / Chambers Avenue (#3):

- Add an eastbound left turn lane

The effectiveness of the recommended improvement strategy to address the Opening Year Cumulative (2020) traffic deficiency is presented in Table 15, *Intersection Analysis for Opening Year Cumulative (2020) Conditions With Improvements*.

**Table 15: Intersection Analysis for Opening Year Cumulative (2020) Conditions With Improvements**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup>		LOS	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
3	Murrieta Rd. & Chambers																	
	Without Project																	
	-Without Improvements	AWS	1	2	0	1	2	0	0	1	0	1	1	1	24.9	<b>42.9</b>	C	<b>E</b>
	-With Improvements	<b>TS</b>	1	2	0	1	2	0	<b>1</b>	1	0	1	1	1	19.3	20.7	B	C
	With Project																	
	-Without Improvements	AWS	1	2	0	1	2	0	0	1	0	1	1	1	29.1	<b>51.1</b>	D	<b>F</b>

	-With Improvements	<b>TS</b>	1	2	0	1	2	0	<b>1</b>	1	0	1	1	1	20.2	23.7	C	C
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**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

1 - When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

2 - Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

3 - AWS = All.Way Stop; TS = Traffic Signal; TS = Improvement

As shown on Table 15, payment of fair share for suggested roadway improvements (Mitigation Measure TRF-1) would bring intersection #3 back to functioning at an acceptable LOS.

**Mitigation Measure and Fair Share Contribution:**

**TRF-1:** Applicant shall pay a fair share contribution toward the installation of improvements at intersection #3 Murrieta Road / Chambers Avenue, per City of Menifee Engineering Department Conditions of Approval.

**Fair Share Contribution**

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF, and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City of Menifee’s discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour are provided on Table 16, *Project Fair Share Calculations*, for the deficient intersection shown previously on Table 15. Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

**Table 16: Project Fair Share Calculations**

#	Intersection	Existing	Project	2020 With Project	Total New Traffic	Project % of New
3	Murrieta Rd. & Chambers Ave.					
	AM:	855	56	1,179	324	<b>17.3%</b>
	PM:	962	74	1,423	461	16.1%

\*Highest fair share percentage identified in **BOLD**

**Conditions of Approval:**

**On-Site Roadway and Site Access Required Improvements**

Access to the project site will be provided via Chambers Avenue and Connie Way. Regional access to the project site will be provided by the I-215 Freeway via McCall Boulevard. As part of the development, the project will construct improvements on the site adjacent roadway of Valley Boulevard. Roadway improvements necessary to provide site access and on-site circulation is assumed to be constructed in conjunction with site development and are noted below as Conditions of Approval (COA). These improvements should be in place prior to occupancy.

**Conditions of Approval**

**COA-1:** Valley Boulevard is a north-south oriented roadway located along the Project’s eastern boundary. Construct Valley Boulevard at its ultimate half-section width as an arterial (117-foot right-of-way) between the Project’s northern and southern boundary. Improvements along the Project’s frontage (west side of

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Valley Boulevard) would be those required by final conditions of approval for the proposed Project and applicable City of Menifee standards.

**COA-2:** On-site traffic signing, and striping should be implemented in conjunction with detailed construction plans for the project site.

**COA-3:** Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Menifee sight distance standards at the time of preparation of final grading, landscape and street improvement

**COA-4: Valley Boulevard / Driveway 1/Chambers Avenue (#1)** – Install a stop control on the eastbound approach and construct the intersection with the following minimum geometrics:

- Northbound Approach: One shared through-left turn lane and one right turn lane.
- Southbound Approach: One shared left-through-right turn lane.
- Eastbound Approach: One shared left-through-right turn lane.
- Westbound Approach: One shared through-left turn lane and one right turn lane.

**COA-5: Valley Boulevard / Driveway 2/Connie Way (#2)** – Install a stop control on the northbound approach and construct the intersection with the following minimum geometrics:

- Northbound Approach: One shared left-through-right turn lane.
- Southbound Approach: One shared left-through-right turn lane.
- Eastbound Approach: One shared left-through-right turn lane.
- Westbound Approach: One shared left-through-right turn lane.

Wherever necessary, roadways adjacent to the Project, site access points, and site-adjacent intersections will be constructed to be consistent with the identified roadway classifications and respective cross-sections in the City of Menifee General Plan Circulation Element.

### Signal Warrant Analysis

Future unsignalized intersections have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. Traffic signal warrant analyses were performed for the following unsignalized study area intersections:

- Valley Bl. / Chambers Av.
- Valley Bl. / Connie Wy.
- Murrieta Rd. / Chambers Av.

No study area intersections are anticipated to warrant a traffic signal for Existing Conditions, Existing Plus Project Conditions, EAP (2020) Conditions, Opening Year Cumulative (2020) Without Project Conditions, or Opening Year Cumulative (2020) With Project Conditions.

A signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

The intersection of *Murrieta Road and Chambers Avenue* is not anticipated to warrant a traffic signal under either Opening Year Cumulative (2020) Without and With Project traffic conditions. However, there are no additional geometric improvements that would accommodate acceptable peak hour operations at this

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location. The intersection should be monitored and a traffic signal shall be installed at the City Traffic Engineer's discretion.

### **Transit Service**

The study area is currently served by the Riverside Transit Agency (RTA) with bus services along Chambers Avenue via Route 74, McCall Boulevard via Route 61 and Murrieta Road via Route 74 and Route 61 approximately 0.45-mile east and southeast from the project site. Future transit services are anticipated along McCall Boulevard and Menifee Road near the vicinity of the project site. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. As such, it is recommended that the Project Applicant work in conjunction with RTA to potentially provide bus service to the site.

### **Pedestrian and Bicycle Facilities**

On-street Class II bike lanes are proposed along Valley Boulevard, Chambers Avenue, Murrieta Road and McCall Boulevard in the vicinity of the project. Additionally, the project site vicinity provides full pedestrian facilities along Valley Boulevard, Chambers Avenue, Connie Way, McCall Boulevard, and Murrieta Road. Pedestrian infrastructure is fully provided connecting to the existing transit service stops located approximately 0.45-mile from the project site.

With implementation of Mitigation Measures TRF- 1, and the COAs, the project would be consistent with all applicable traffic thresholds and therefore, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project's traffic impacts would be less than significant with mitigation.

**Impacts XVII.b) Less Than Significant Impact.** CEQA Guidelines Section 15064.3 provides that for land use projects, impacts related to vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. The City of Menifee has not adopted a VMT threshold. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor are presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions are presumed to have a less than significant transportation impact. While the City has not yet adopted an VMT threshold, the project can also be qualitatively analyzed to understand factors such as the availability of transit, proximity to other destination, etc.

Consistent with CEQA Guidelines section 15064.3, subdivision (b), the project site is within a half-mile of existing transit stops. The following two transit stops are located in the vicinity of the project site: a transit stop is located at the intersection of Murrieta Road and Chambers Avenue and Murrieta Road and McCall Boulevard located approximately 0.45-mile east and southeast from the project site.

Moreover, the proposed project is anticipated to provide appropriate pedestrian facilities including sidewalks along and within project frontage. Because the project site is located within half-mile of transit stops, it is not anticipated that the project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); a less than significant impact would occur.

**Impact XVII.c) Less Than Significant Impact.** The proposed project does not include the use of any incompatible vehicles or equipment on-site, such as farm equipment. The design features of the proposed project would create new roadways and/or intersections. The proposed roadways, intersection modification and off-site improvements are noted in Impact XVII.a. The anticipated on-site and off-site roadway improvements would be compatible with the surrounding residential uses. All on-site and site-adjacent

improvements would be constructed as approved by the City of Menifee Public Works Department. Sight distance at project access points would comply with applicable City of Menifee sight distance standards. Therefore, no impact would occur in this regard and no mitigation is required.

**Impact XVII.d) Less Than Significant Impact.** Vehicular access to the site will be provided via one (1) access points on Valley Boulevard and Chambers Avenue, one (1) access point on Valley Boulevard and Connie Way. Pedestrian access is proposed via perimeter and internal sidewalks. The RCFD reviews the project for access requirements concerning minimum roadway width, fire apparatus access roads, fire lanes, signage, access devices and gates, and access walkways, among other requirements, which would enhance emergency access to the project site. Following compliance with RCFD access requirements, adequate emergency access to the project site would be provided. Project impacts concerning emergency access would be less than significant and no mitigation is required.

**Mitigation Measures:**

**Mitigation Measure and Fair Share Contribution:**

**TRF-1:** Applicant shall pay a fair share contribution toward the installation of improvements at intersection #3 *Murrieta Road / Chambers Avenue*, per City of Menifee Engineering Department Conditions of Approval.

**Fair Share Contribution**

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF, and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City of Menifee’s discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour are provided on Table 17, *Project Fair Share Calculations*, for the deficient intersection shown previously on Table 12. Improvements included in a defined program and constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate.

**Table 17: Project Fair Share Calculations**

#	Intersection	Existing	Project	2020 With Project	Total New Traffic	Project % of New
3	Murrieta Rd. & Chambers Ave.					
	AM:	855	56	1,179	324	<b>17.3%</b>
	PM:	962	74	1,423	461	16.1%

\*Highest fair share percentage identified in **BOLD**

**Conditions of Approval:**

**On-Site Roadway and Site Access Required Improvements**

Access to the project site will be provided via Chambers Avenue and Connie Way. Regional access to the project site will be provided by the I-215 Freeway via McCall Boulevard. As part of the development, the project will construct improvements on the site adjacent roadway of Valley Boulevard. Roadway improvements necessary to provide site access and on-site circulation is assumed to be constructed in conjunction with site development and are noted below as Conditions of Approval (COA). These improvements should be in place prior to occupancy.

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## Conditions of Approval

**COA-1:** Valley Boulevard is a north-south oriented roadway located along the Project's eastern boundary. Construct Valley Boulevard at its ultimate half-section width as an arterial (117-foot right-of-way) between the Project's northern and southern boundary. Improvements along the Project's frontage (west side of Valley Boulevard) would be those required by final conditions of approval for the proposed Project and applicable City of Menifee standards.

**COA-2:** On-site traffic signing, and striping should be implemented in conjunction with detailed construction plans for the project site.

**COA-3:** Sight distance at each project access point should be reviewed with respect to standard Caltrans and City of Menifee sight distance standards at the time of preparation of final grading, landscape and street improvement

**COA-4: *Valley Boulevard / Driveway 1/Chambers Avenue (#1)*** – Install a stop control on the eastbound approach and construct the intersection with the following minimum geometrics:

- Northbound Approach: One shared through-left turn lane and one right turn lane.
- Southbound Approach: One shared left-through-right turn lane.
- Eastbound Approach: One shared left-through-right turn lane.
- Westbound Approach: One shared through-left turn lane and one right turn lane.

**COA-5: *Valley Boulevard / Driveway 2/Connie Way (#2)*** – Install a stop control on the northbound approach and construct the intersection with the following minimum geometrics:

- Northbound Approach: One shared left-through-right turn lane.
- Southbound Approach: One shared left-through-right turn lane.
- Eastbound Approach: One shared left-through-right turn lane.
- Westbound Approach: One shared left-through-right turn lane.

Wherever necessary, roadways adjacent to the Project, site access points, and site-adjacent intersections will be constructed to be consistent with the identified roadway classifications and respective cross-sections in the City of Menifee General Plan Circulation Element.

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XVIII. TRIBAL & CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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:</p>				
<p>a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan; MGP Draft EIR; Riverside County Land Information System; and *Phase I Cultural Resource Assessment for The Menifee Tract 36911 Project*, dated September 12, 2017, provided in Appendix C.

**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-5.2: Work with local schools, organizations, the Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians, and other agencies to educate the public about the rich archeological, historic, and cultural resources found in the City.

Policy OSC-5.3: Preserve sacred sites identified by the Pechanga Band of Luiseno Indians and Soboba Band of Luiseno Indians, such as tribal burial grounds, by avoiding activities that would negatively impact the sites.

Policy OSC-5.4: Enhance local interest, pride, and sense of place for City residents by making locally recovered artifacts more easily accessible to students, researchers, and the interested public.

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.

Policy OSC-5.6: Maintain active communication and coordination with the Pechanga Band of Luiseño Indians and Soboba Band of Luiseño Indians.

**Analysis of Project Effect and Determination of Significance:**

**Impact XVIII.a-b) 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 Public Resources Code (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 October 21, 2015:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Mission Indians;
- Rincon Band of Luiseño Indians; and
- Soboba Band of Luiseño Indians.

Soboba Band of Luiseño Indians responded to the City via letter dated October 22, 2015 and requested consultation. The Pechanga Band of Luiseño Indians responded to the City via letter dated November 19, 2015. City staff consulted with the Soboba and Pechanga Bands of Luiseño Indians and they provided standard conditions (SC-CUL-1 through SC-CUL-8) that have been added to this document.

Based on consultation with local tribes, Standard Conditions SC-CUL-1 through SC-CUL-8 would ensure that any impacts to potential tribal cultural resources would be less than significant.

**Mitigation Measures:**

Overall, the project would not cause a substantial adverse change to a historical or cultural resource and a less than significant impact would occur in this regard with implementation of SC-CUL-1 through SC-CUL-8 as identified in Section V, above.

<b>XIX. UTILITIES AND SERVICE SYSTEMS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan; MGP Draft EIR; Menifee Municipal Code; EMWD 2015 UWMP, and CalRecycle.

**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 providers 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.

Goal OSC-7: A reliable and safe water supply that effectively meets current and future user demands.

Policy OSC-7.2: Encourage water conservation as a means of preserving water resources.

Policy OSC-7.4: Encourage the use of reclaimed water for the irrigation of parks, golf courses, public landscaped areas, and other feasible applications as service becomes available from the Eastern Municipal Water District.

Policy OSC-7.5: Utilize a wastewater collection, treatment, and disposal system that adequately serves the existing and long-term needs of the community.

Policy OSC-7.7: Maintain and improve existing level of sewer service by improving infrastructure and repairing existing deficiencies.

**Analysis of Project Effect and Determination of Significance:**

**Impact XIX.a) Less Than Significant Impact.** The proposed project could affect Regional Water Quality Control Board (RWQCB) treatment standards by increasing wastewater production such that expansion of existing facilities or construction of new facilities would be required. Exceeding the RWQCB treatment standards could result in contamination of surface or groundwater with pollutants such as pathogens and nitrates. New development in the City is required to install wastewater infrastructure concurrent with project development. Wastewater service within the City of Menifee is provided by Eastern Municipal Water District (EMWD).

Open drainage channels and underground storm drains larger than 36 inches diameter are operated and maintained by the Riverside County Flood Control and Water Conservation District (RCFCWCD); smaller underground storm drains are operated and maintained by the City of Menifee Public Works Department. EMWD provides wastewater treatment to the City of Menifee. Wastewater from most of Menifee – except the City's north and south ends – is collected at the Sun City Regional Wastewater Reclamation Facility

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(RWRF) and sent to the Perris Valley RWRF for treatment. EMWD owns and operates a network of sewer mains serving Menifee, ranging in diameter from under 10 inches in residential streets to 54 inches.

All wastewater generated by the proposed project's interior plumbing system would be discharged into the local sewer system and conveyed for treatment at the Perris Valley RWRF. Wastewater flows would consist of typical residential wastewater discharges and would not require new methods or equipment for treatment that are not currently permitted for the facility. The Perris Valley RWRF has a capacity of treating 22 million gallons per day (mgd).

Wastewater flows associated with the proposed single-family residences would include the same kinds of substances typically generated by residential uses and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat the project's wastewater. As concluded in Response XIII.a), the project's forecast population growth is approximately 203 persons. EMWD anticipates that recycled water supplies will steadily grow from 43,000 acre-feet/year in 2015 to 55,300 acre-feet/year in 2035.<sup>22</sup>

The net increase in wastewater generation resulting from General Plan buildout is estimated as 100 percent of indoor residential water use plus 80 percent of commercial, industrial, and institutional (CII) water use; the remaining 20 percent of CII water use is assumed to be landscape irrigation and to not enter sanitary sewers. The water demand factors used are EMWD 2020 target factors. Water use is forecast as gallons per capita per day. The net population increase due to General Plan buildout compared to the 2010 Census count is 81,423. The estimated net increase in wastewater generation is about 5.6 mgd, as shown in Table 5.17-2 of the General Plan Draft EIR. The net increase in wastewater generation would be within that used by EMWD in planning ongoing and future RWRF expansions.

Wastewater generated by the proposed project would be within the Perris Valley RWRF's treatment capacity and would thus have a less than significant impact on the Perris Valley RWRF's ability to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana RWQCB. Therefore, the project would have a less than significant impact related to SARWQCB's wastewater treatment requirements.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. No additional improvements are needed to either sewer lines or treatment facilities to serve the proposed project. Standard connection fees would address any incremental project impacts. Therefore, the project would result in a less than significant impact as a result of new or expanded wastewater treatment facilities.

As discussed in Response IX.a), the proposed project would not generate any increased runoff from the site that would require construction of new storm drainage facilities. All drainage would be directed to the three onsite water quality basins proposed along the site. A NPDES permit would be required for the proposed project, and pursuant to MMC §15.01.015, all construction projects shall apply (BMPs) to be contained in the project applicant's submitted SWPPP. The proposed project would also be required to submit a WQMP in identifying post-construction BMPs that include drainage controls such as infiltration pits, detention ponds, bioswales, berms, rain gardens, and pervious pavement. Impacts would be less than significant, following compliance with the existing regulatory framework and implementation of BMPs.

Utilities, including electrical, natural gas, and communications are required to be located underground in rights-of-way. The undergrounding of these utilities would not create or result in significant environmental effects.

**Impact XIX.b) Less Than Significant Impact.** The EMWD provides water service to the City of Menifee. EMWD has three sources of water supply: imported water from the Metropolitan Water District of Southern

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<sup>22</sup> Menifee General Plan Draft EIR. 2015. *Utilities and Service Systems, Table 5.17-1.*

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California (MWD), local groundwater, and recycled water. Approximately 75 percent 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 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 gpd or approximately 35,840 acre-feet per year (afy). Approximately 25 percent of EMWD's potable water demand is supplied by EMWD groundwater wells in the San Jacinto Groundwater Basin. EMWD's estimated production of potable groundwater in 2010 was 18,800 af. EMWD's production of desalinated groundwater in 2010 was 5,800 af. EMWD's recycled water production in 2010 was 41,500 af. EMWD's territory is divided into four subareas. The City of Menifee is in two service areas: the City is mainly in Sub-Area 41, but the southeast corner is in Sub-Area 43. Potable water sources for Sub-Area 41 are 1) Imported MWD water treated at MWD's Mills Filtration Plant in the City of Riverside, 2) Imported MWD water treated at EMWD's Perris Water Filtration Plant, 3) Local potable groundwater, and 4) Local groundwater treated at EMWD's Menifee Desalter.

The EMWD would supply water to the project site. EMWD's 2015 UWMP Tables 7-4 through 7-9 indicate water supplies would meet water demands for normal, single-dry, and multiple dry-year conditions through 2040. According to the MGP EIR, the projected net increase in water demands by General Plan buildout – approximately 15 mgd, or 16,800 afy - is within EMWD forecasts of increases in its water supplies over the 2015-2035 period. EMWD forecasts that its total water supplies would increase by 88,300 afy over that period. UWMP water demand forecasts are based on adopted General Plans. The project would not change the site's land use designation and is consistent with the assumptions of the General Plan buildout, thus, would not increase water demands associated with the project site beyond what the UWMP assumed/planned. Thus, EMWD would have adequate water supplies from existing entitlements. Project impacts concerning water demand would be less than significant and no mitigation is required. Further, EMWD provides conservation programs along with incentives to conserve water in the City. Although the EMWD service area population is expected to increase, the overall baseline potable demand in acre-feet per year (AFY) is expected to decrease due to further water use efficiency and recycled water programs.

According to the MGP EIR, the projected net increase in water demands by General Plan buildout – approximately 15.0 mgd, or 16,800 acre-feet per year - is within EMWD forecasts of increases in its water supplies over the 2015-2035 period. EMWD forecasts that its total water supplies would increase by 88,300 acre-feet per year over that period. As part of the UWMP, EMWD was required to update its baseline and target per capita water use numbers in compliance with SBx7-7. The overall goal of SBx7-7 is to reach a 20 percent statewide reduction of per capita urban water use by 2020. EMWD established a 10-year baseline period from 1999 to 2008 with a baseline water usage of 197 gallons per capita per day (GPCD). The 2020 target was calculated using DWR's Method 2, which uses an efficiency standard with targets for indoor use, landscape use, and commercial, industrial and institutional use and an optional target for agricultural use. EMWD's 2020 target was set at 176 GPCD.<sup>23</sup> Based on the target GPCD and the project's added population of approximately 203 persons, it is anticipated that the project would have an estimated water demand of 35,728 GPCD.

There are adequate forecast water supplies in the region for the proposed project, and no additional water supplies would be needed. Less than significant impacts would occur in this regard.

**Impact XIX.c) Less Than Significant Impact.** Concerning wastewater facilities, as discussed in the preceding response, wastewater generated at the project site would be treated at the Perris Valley RWRP. The proposed project is estimated to have a wastewater generation of approximately 3,481 gpd. This

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<sup>23</sup> EMWD. 2015. *Urban Water Management Plan, page xiii*. Available at [https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan\\_0.pdf?1537303453](https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1537303453), accessed on January 21, 2020.

generation is well within the existing remaining Perris Valley RWRF's treatment capacity. Impacts would be less than significant.

**Impact XIX.d-e) Less Than Significant Impact.** Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violate federal, state, and local statutes and regulations. Solid waste from Menifee is collected by Waste Management, Inc. (WMI).

The proposed project's additional solid waste stream would have a less than significant impact on regional landfill capacity. The City of Menifee utilizes three landfills: Badlands Sanitary Landfill, El Sobrante Landfill, and Lamb Canyon Sanitary Landfill. Badlands Sanitary Landfill has a maximum daily capacity of 4,800 tons per day and a maximum capacity of 34,400,000 cubic yards. The remaining capacity is 15,748,799 cubic yards and it is scheduled to cease operation in January 2022.<sup>24</sup> El Sobrante Sanitary Landfill has a maximum daily capacity of 16,054 tons per day and a maximum capacity of 209,910,000 tons. The remaining capacity is 143,977,170 tons and it is scheduled to cease operation in January 2051.<sup>25</sup> Lamb Canyon Landfill has a maximum daily capacity of 5,000 tons per day and a maximum capacity of 38,935,653 cubic yards. The remaining capacity is 19,242,950 cubic yards and it is scheduled to cease operation in April 2029.<sup>26</sup>

Based on CalRecycle solid waste generation data, the proposed project would generate approximately 108 tons of solid waste per year. There is adequate landfill capacity in the region to accommodate project-generated waste. Considering the availability of landfill capacity and the project's relatively nominal amount of solid waste generation, project solid waste disposal needs can be adequately met without a significant impact on the nearest and optional, more distant, landfill capacities. Therefore, it is not expected that the proposed project would impact the City's compliance with state-mandated (AB 939) waste diversion requirements. Impacts would be less than significant.

**Mitigation Measures:** No mitigation is required.

XX. WILDFIRE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<sup>24</sup> CalRecycle. 2015. *Badlands Sanitary Landfill (33-AA-0006)*. Available at <https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0006/>, accessed on January 21, 2020.

<sup>25</sup> CalRecycle. 2015. *El Sobrante Landfill (33-AA-0217)*. Available at <https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0217/>, accessed on January 21, 2020.

<sup>26</sup> CalRecycle. 2015. *Lamb Canyon Sanitary Landfill (33-AA-0007)*. Available at <https://www2.calrecycle.ca.gov/swfacilities/Directory/33-AA-0007/>, accessed on January 21, 2020.

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 the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Sources:** Menifee General Plan, Exhibit S-6, "High Fire Hazard Areas," and Exhibit S-7, "Critical Facilities;" MGP Draft EIR; California Department of Forestry and Fire Protection (CAL FIRE) Website - Riverside County City Fire Hazard Severity Zone Maps.

**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 S4.4: Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

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-5.5: 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:**

**Impacts XX.a – XX b) Less Than Significant Impact.** See Response IX.g

**Impact XX.c) Less Than Significant Impact.** The project includes standard infrastructure, including roadways, utilities, and fire suppression systems. All of this infrastructure is designed to reduce the risk of fire. Following compliance with the established local and state regulatory framework discussed above, the project would not expose people or structures to a significant risk involving wildland fires and impacts would be less than significant in this regard.

**Impact XX.d) Less Than Significant Impact.** Refer to Impact VII.a.ii-iv, and VII.c-d. Although the site elevation ranges from a low of 1,484± feet above mean sea level (msl) in the northern portion of the project site to a high of 1,560± feet above msl in the southwestern portion of the site, after grading, the project site would be a flat area. As shown on the Landslides Map, Exhibit S-3, the project is not located in a landslide prone zone or in an unstable soil area. As such, the potential for slope failure and landslides in the event of a fire would be negligible. Following site grading, major slopes and retaining walls are not expected. As such, risks associated with slope instability are considered "low." Therefore, impacts would be less than significant in this regard.

**Mitigation Measures:** No mitigation is required

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Findings of Fact: Less Than Significant With Mitigation Incorporated.** As discussed throughout the analyses contained in this Initial Study, the project does not have the potential to degrade the quality of the environment or result in significant impacts to the environment that cannot be reduced to less than significant following compliance with the established regulatory framework (i.e., local, state, and federal regulations), project conditions of approval, and the recommended mitigation measures.

As concluded in Section IV, the project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal following compliance with the recommended mitigation measures. As concluded in Section V, the project would not eliminate important examples of the major periods of California history or prehistory.

The City hereby finds that impacts concerning degradation of the environment and biological and cultural resources would be less than significant with mitigation incorporated.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Findings of Fact: Less Than Significant Impact with Mitigation Incorporated.** The proposed project would result in significant impacts unless mitigated for the following environmental issues: biological resources, cultural resources, geology/soils, noise, and transportation. A Mitigation Program has been prepared for each of these environmental issue areas to reduce impacts to less than significant. City conditions of approval would also be imposed upon the project. Other development projects within the City would also be subject to these requirements, as appropriate.

All other project impacts were determined either to have no impact or to be less than significant following compliance with the established regulatory framework, without the need for mitigation. Cumulatively, the proposed project would not result in any significant impacts that would substantially combine with impacts of other current or probable future impacts. Therefore, the proposed project, in conjunction with other future projects, would not result in any cumulatively considerable impacts and no mitigation is required.

Therefore, the City hereby finds that the project's contribution to cumulative impacts would be less than significant with mitigation incorporated.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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**Findings of Fact: Less Than Significant Impact with Mitigation Incorporated.** Based on the analysis of the project's impacts in the responses to items I thru XVII above, there is no indication that the project would result in substantial adverse effects on human beings. While there would be a variety of temporary adverse construction-related effects (e.g., air quality and noise), these would be less than significant or would be reduced to less than significant levels through mitigation. Long-term effects include increased vehicular traffic and traffic-related noise. The analysis herein concludes that direct and indirect environmental effects would at worst require mitigation to reduce impacts to less than significant. Generally, the project's environmental effects would be less than significant. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings would be less than significant with mitigation incorporated.

**XVIII. 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).

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