INITIAL STUDY

for

Plot Plan No. 2018-300, Conditional Use Permit Nos. 2018-301 and 2018-302, and Tentative Parcel Map No. 2018-320

"Motte Country Plaza"

Lead Agency:

City of Menifee
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May 2021

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List of Commonly Used Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AC	Acre
ACOE	U.S. Army Corps of Engineers
ACS	US Census American Community Survey
ADP	Area Drainage Plans
af	Acre-Feet
Afu	Undocumented Artificial Fill
AFY	Acre-Feet Per Year
ALUC	Airport Land Use Commission
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQ/GHG	Air Quality/Green House Gas
AQMP	Air Quality Management Plans
Basin	South Coast Air Basin
BMPs	Best Management Practices
BUOW	Burrowing Owl
CalEEMod™	California Emissions Estimator Model™
CalFire	Riverside County Fire Department
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COA	Conditions of Approval
CPTED	Crime Prevention through Environmental Design
CRA	Cultural Resources Assessment
CRMP	Cultural Resources Management Plan
CSA	County Service Area
CUP	Conditional Use Permit
CWA	Federal Clean Water Act
CY	Cubic Yards
CZ	Change of Zone
dB	Decibel
dBA	A-Weighted Decibel
dBA CNEL	A-weighted decibel Community Noise Equivalent Level
dBA Leq	A-weighted decibel equivalent noise level
DBESP	Determination of Biologically Equivalent or Superior Preservation
DEIR	Draft Environmental Impact Report
DG	Decomposed Granite

DIF	Development Impact Fee
DMA	Drainage Management Area
DNL	Day/Night Average Sound Level
DOT	Department of Transportation
Dt	Domino Fine Sandy Loam, Saline-Alkali
DTSC	Department of Toxic Substance Control
Dv	Domino Silt Loam, Saline-Alkali
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
EnA	Exeter Sandy Loam, 0 To 2 Percent Slopes
EO	Executive Order
EoB	Exeter Sandy Loam, Slightly Saline-Alkali, 0 To 5 Percent Slopes
EPA	Environmental Protection Agency
EpA	Exeter Sandy Loam, Deep, 0 To 2 Percent Slopes
EPD	Environmental Programs Department
EPS	Emission Performance Standard
EwB	Exeter Very Fine Sandy Loam, 0 To 5 Percent Slopes
EyB	Exeter Very Fine Sandy Loam, Deep, 0 To 5 Percent Slopes
°F	Fahrenheit
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration
FIA	Fiscal Impact Analysis
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
FPER	Fire Protection and Emergency Response Services
GHG	Greenhouse Gas
g/m3	Micrograms Per Cubic Meter
GMZs	Groundwater Management Zones
GP	General Plan
GPA	General Plan Amendment
gpd/ac	Gallons-Per-Day Per Acre
GPEIR	General Plan Environmental Impact Report
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCD	Housing and Community Development
HCM	Highway Capacity Manual
HCOC	Hydrologic Conditions of Concern
HCP	Habitat Conservation Plan
HECW	High-Efficiency Clothes Washers
HFCs	Hydroflourocarbons
HPLV	High Pressure Low Volume
HOV	High-Occupancy Vehicle
HOA	Home Owners Association
HRA	Health Risk Assessment
HVAC	Heating, Ventilation, And Air Conditioning Units
HWCL	Hazardous Waste Control Law
Hz	Hertz
I-15	Interstate 15
I-215	Interstate 215
IBC	International Building Code
IS	Initial Study
ITE	Institute of Transportation Engineers
JD	Jurisdictional Delineation
kW	Kilowatt
KWh	Kilowatt Hours
LESA	Land Evaluation & Site Assessment

Leq	Equivalent Energy Level
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Thresholds
MAC	Municipal Advisory Council
MBTA	Migratory Bird Treaty Act
MFCS	Matthew Fagan Consulting Services
MGD	Million Gallons Per Day
MLD	Most Likely Descendent
MM	Mitigation Measure
MMT	Million Metric Tons
MPH	Miles Per Hour
MRZ	Mineral Resources Zones
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MWD	Metropolitan Water District of Southern California
MWh	Megawatt-Hour
N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plants Survey Area
NEV	Neighborhood Electric Vehicle
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
O_3	Ozone
OAL	Office of Administrative Law
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
OHWM	Ordinary High Water Mark
OSHA	Occupational Safety and Health Administration
Pb	Lead
PFCs	Perfluorocabons
PHS	Preliminary Hydrology Study
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
Ppb	Parts Per Billion
Ppm	Parts Per Million
PPV	Peak Particle Velocity
PRC	Public Resources Code
PVC	Polyvinyl Chloride
PV	Photovoltaic
Qoal	Older Alluvium
RCFC&WCD	Riverside County Flood Control and Water Conservation District
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Project
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
ROG	Reactive Organic Gases
ROW	Right-of-Way
RDA	Redevelopment Agency
RTA	Riverside Transit Authority
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy

RWQCB	Regional Water Quality Control Board
RWRF	Regional Wastewater Reclamation Facility
SABER	Safeguard Artifacts Being Excavated in Riverside County
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SKR	Stephen's Kangaroo Rat
SO2	Sulfur Dioxide
SO_X	Oxides of Sulfur
SMARA	The Surface Mining and Reclamation Act of 1975
SMGB	State Mining and Geology Board
SO_2	Sulphur Dioxide
SO_x	Sulphur Oxides
SoCAB	South Coast Air Basin
Sq. Ft.	Square Feet
SR-74	State Route 74
SRA	Source Receptor Area
s/v	Seconds Per Vehicle
SWFP	Solid Waste Facility Permit
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminant
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource
TDS	Total Dissolved Solids
Tpd	Tons per day
TSD	Treatment, Storage and Disposal facility list
TUMF	Transportation Uniform Mitigation Fee
UBC	Uniform Building Code
U.S.	United States
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
V/C	Volume to Capacity
VCP	Vitrified Clay Pipe
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
Wd	Waukena Loam, Saline-Alkali
WDR	Waste Discharge Requirement
WQMP	Water Quality Management Plan
WSA	Water Service Agreement

CITY OF MENIFEE

I. CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Plot Plan No. 2018-300, Conditional Use Permit Nos. 2018-301 and 2018-302, and Tentative Parcel Map No. 2018-320 - Motte County Plaza

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

3. **Contact Person and Phone Number:** Ryan Fowler, Senior Planner, 951.723.3740

4. **Project Location:** The Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park. The Project site is located on the northwest corner of Palomar Road and State Highway 74 in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map***.

   A. **Total Project Area:** approximately 3.8 acres

   B. **Assessor's Parcel Number:** 329-110-019

   C. **Section, Township & Range:** Section 11, Township 5 South, Range 3 West

   D. **Latitude:** ±33°44'35.15"

   E. **Longitude:** ±117°09'52.17"

   F. **Elevation:** 1,460 – 1,464 feet above mean sea level (AMSL)

5.A. **Project Applicant/Owners:** Palomarmar, LP,
Point of Contact: Marwan Alabbasi
764 West Ramona Expressway, Suite C
Perris, CA 92571

5.B. **Engineer/Representative:** KWC Engineers
1880 Compton Avenue, Suite 100
Corona, CA 92571

6. General Plan Land Use Designation(s):

- Existing: 329-110-019: Menifee North Specific Plan (SP 260)
- Proposed: No Change to the General Plan Land Use Designation is proposed.

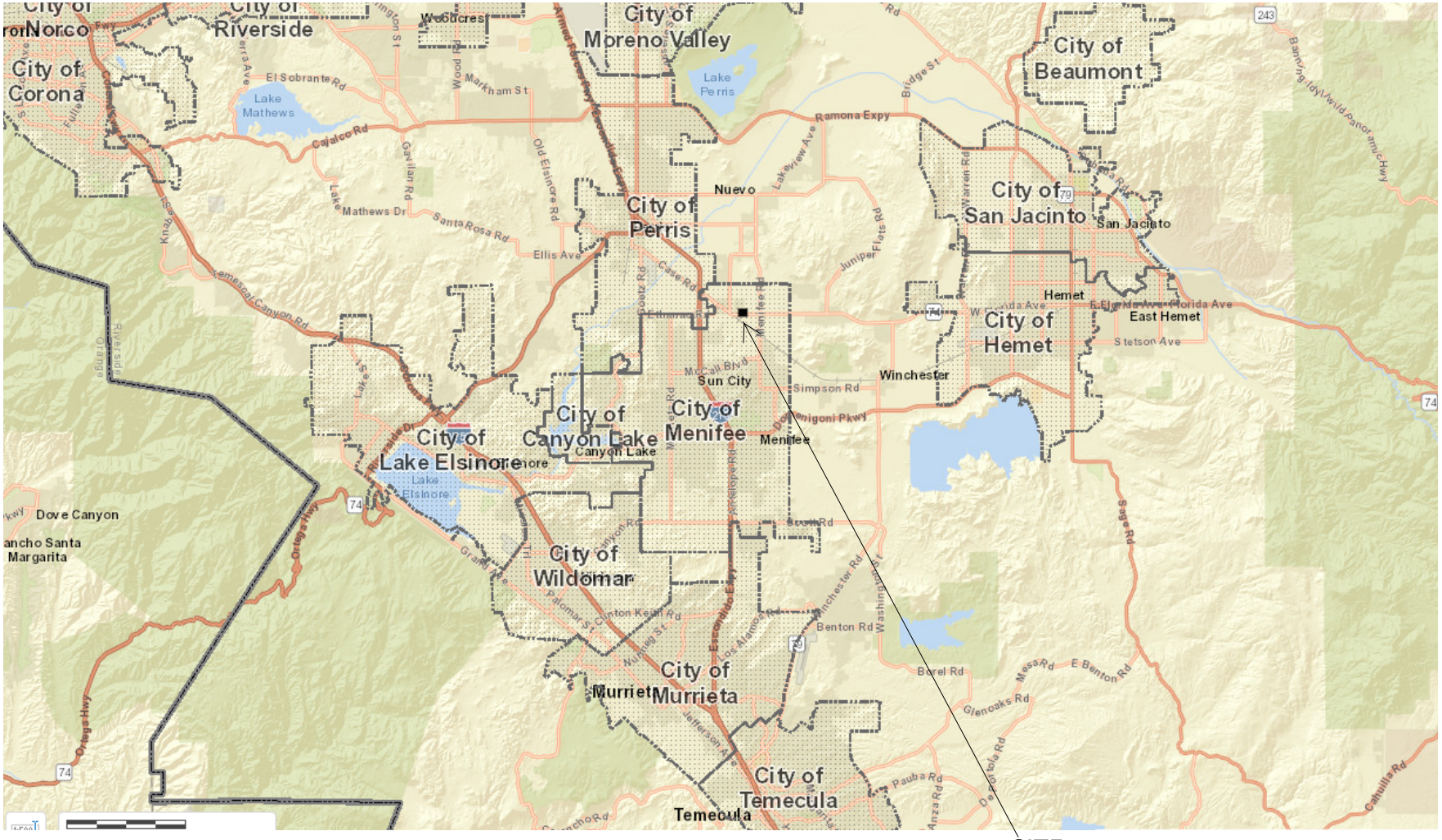
Reference **Figure 3a, *General Plan Land Use Designations*** and **Figure 3b, *Menifee North Specific Plan - Land Use Plan***.

7. Zoning District(s):

- Existing: 329-110-019: Menifee North SP – Planning Area 8, Commercial Retail.
- Proposed: No Change to the zoning classification is proposed.

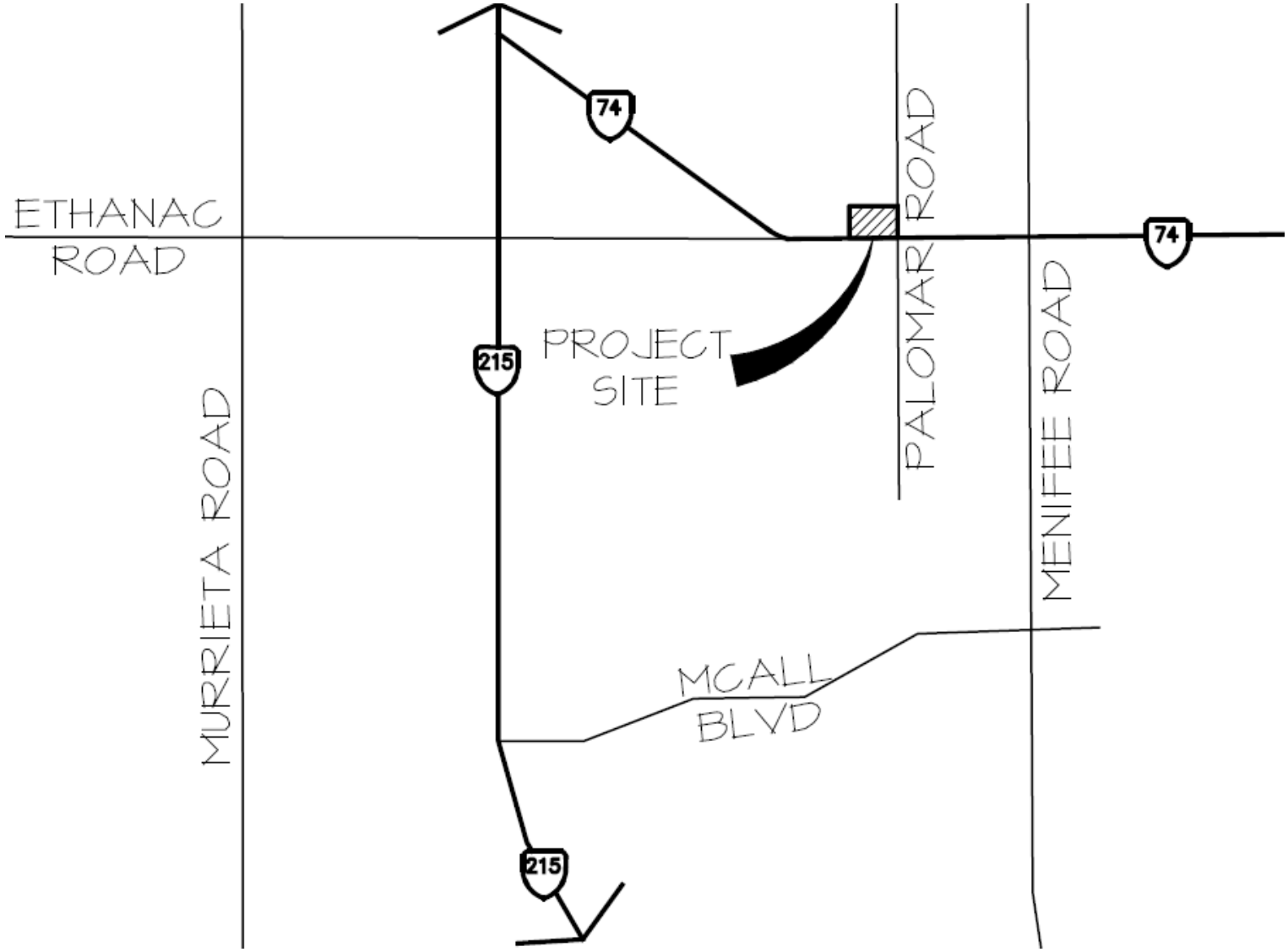
Reference **Figure 4, *Zoning Classifications***.

FIGURE 1
REGIONAL LOCATION MAP



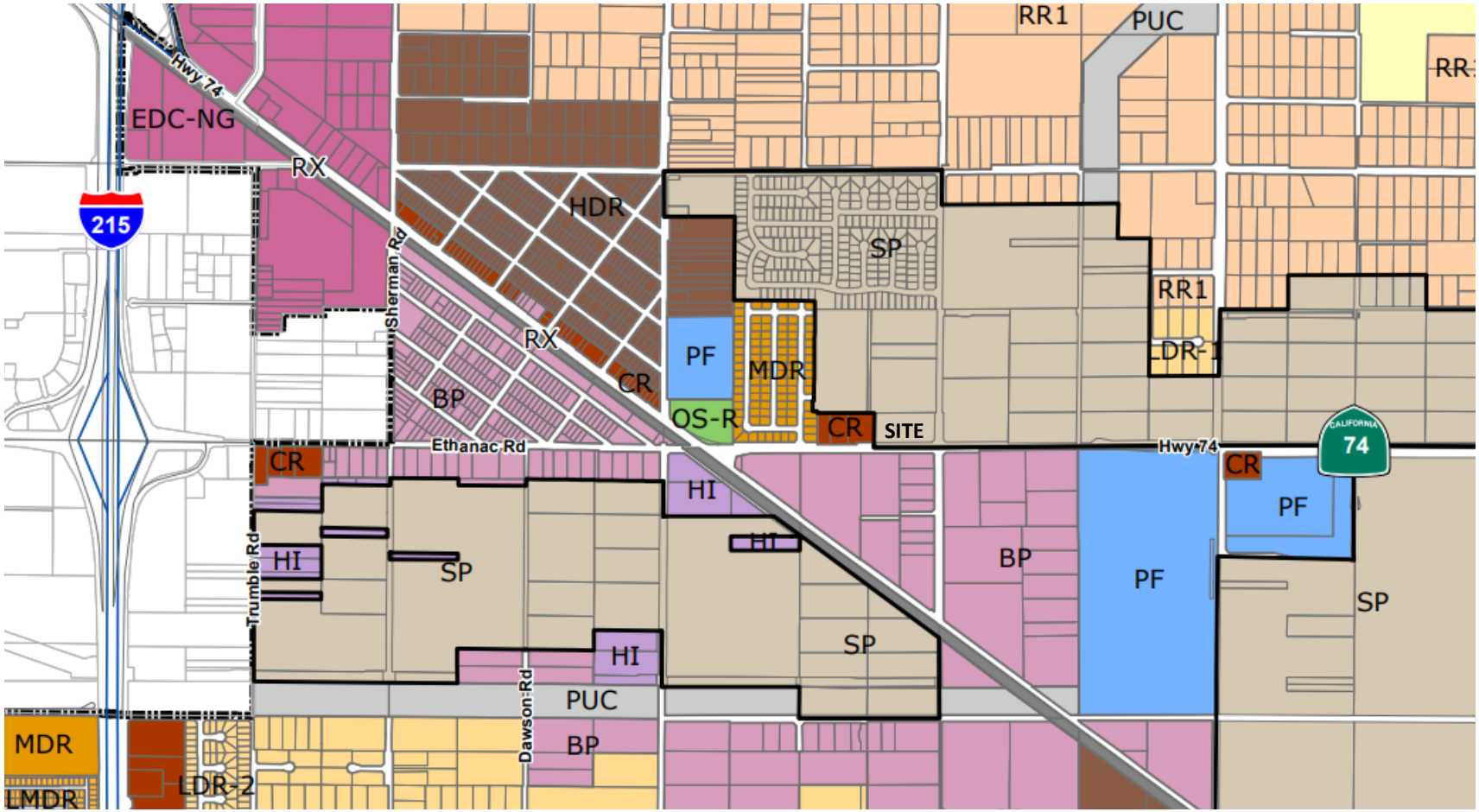
Source: Map My County – https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

FIGURE 2
VICINITY MAP



Source: Project Plans – (Appendix H)

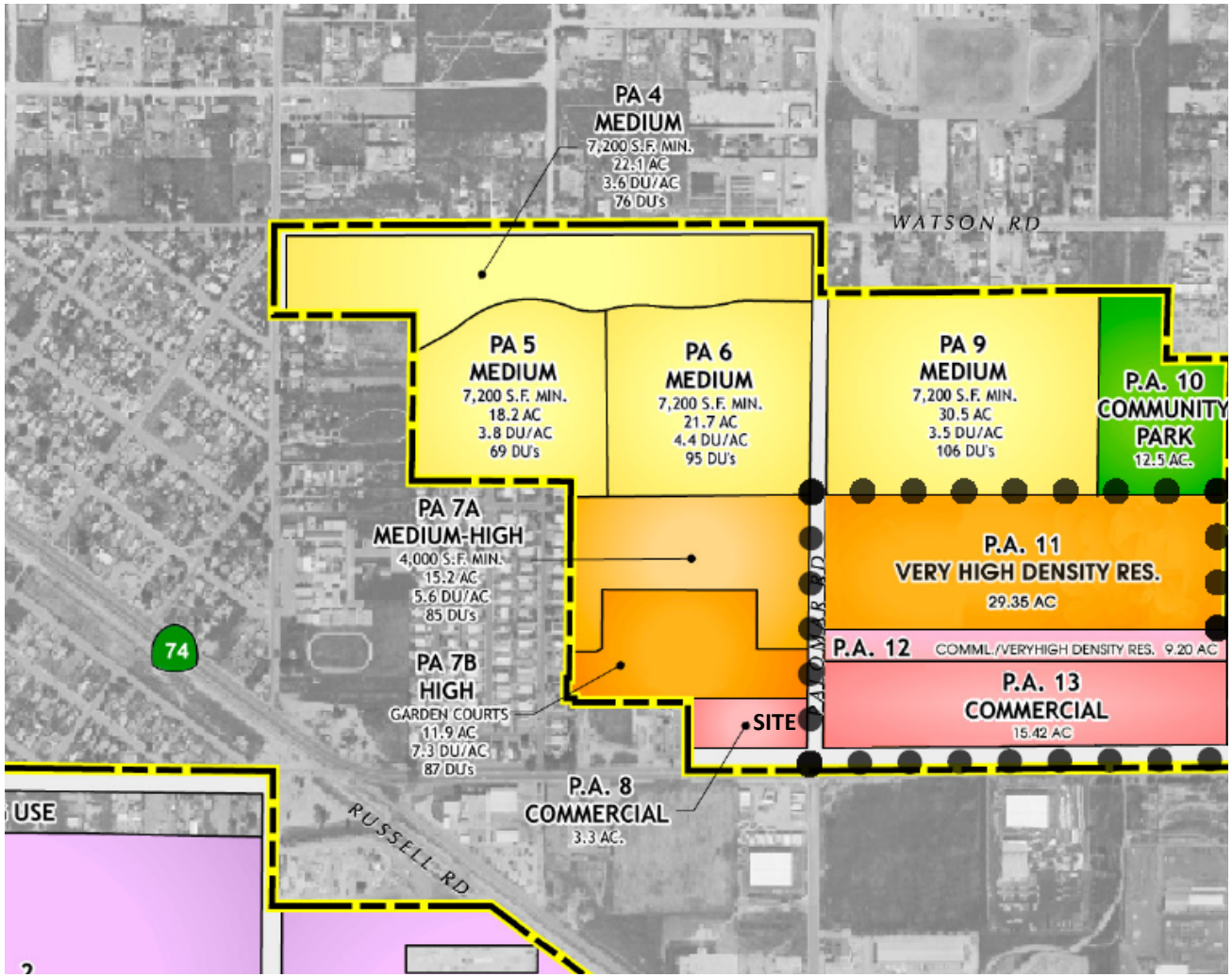
FIGURE 3a
GENERAL PLAN LAND USE DESIGNATIONS



Source: City of Menifee General Plan Land Use Map https://cityofmenifee.us/DocumentCenter/View/10609/General-Plan-Land-Use-Map

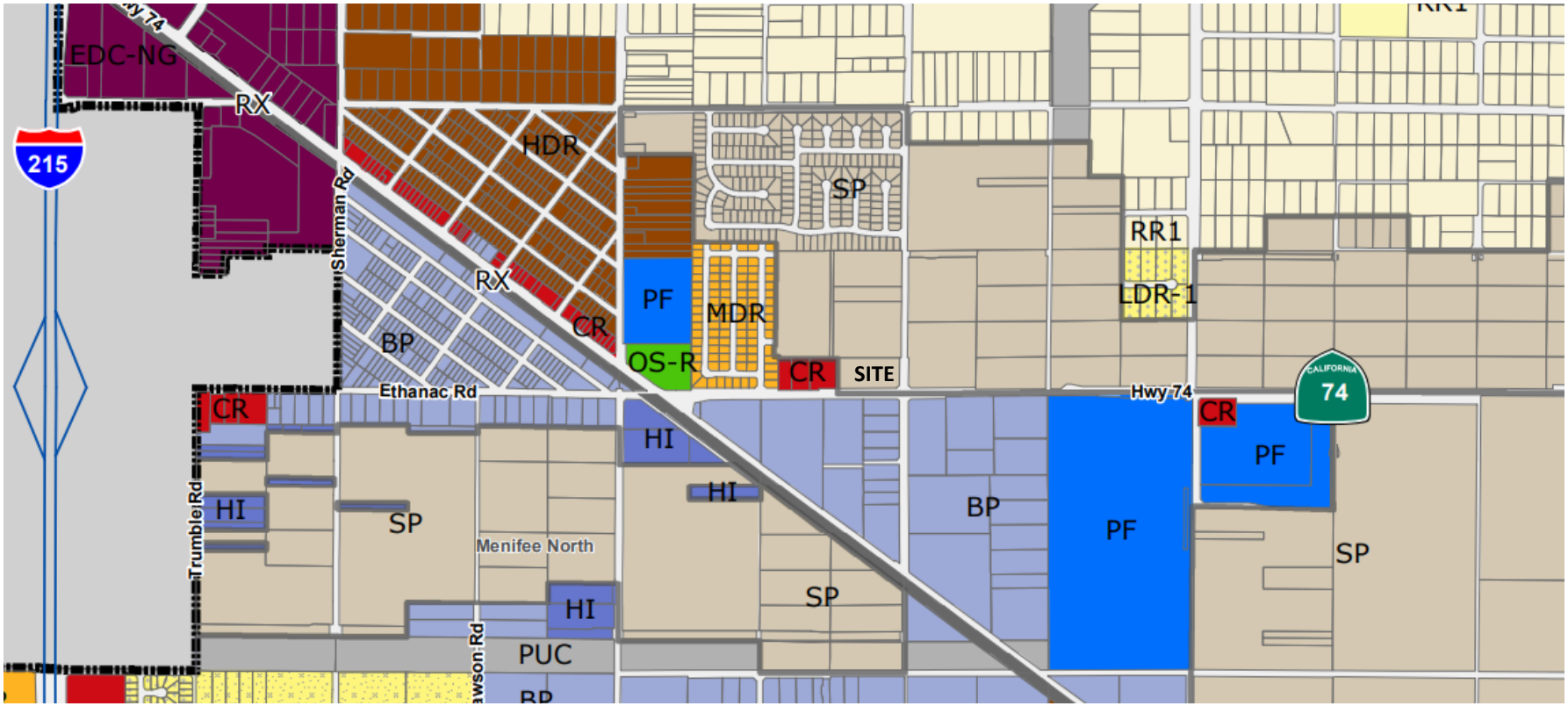
- 8.1-14 du/ac Residential (8.1-14 R)
- 20.1-24 du/ac Residential (20.1-24 R)
- Commercial Retail (CR) 0.20 - 0.35 FAR
- Commercial Office (CO) 0.25 - 1.0 FAR
- Heavy Industrial (HI) 0.15 - 0.50 FAR
- Business Park (BP) 0.25 - 0.60 FAR
- Economic Development Corridor (EDC)
- Agriculture (AG)
- Conservation (OS-C)
- Recreation (OS-R)
- Water (OS-W)
- Public/Quasi Public Facilities (PF)
- Specific Plan (SP)
- Public Utility Corridor (PUC)
- Railroad

FIGURE 3b
MENIFEE NORTH SPECIFIC PLAN - LAND USE PLAN



Source: Menifee North SP 260 Amd. 3 – (**Appendix L**)

FIGURE 4
ZONING CLASSIFICATIONS



Source: City of Menifee Zoning Map https://cityofmenifee.us/DocumentCenter/View/10610/Zoning-Map

- Low Medium Density Residential (LMDR)
- Medium Density Residential (MDR)
- Medium High Density Residential (MHDR)
- High Density Residential (HDR)
- Commercial Retail (CR)
- Commercial Office (CO)
- Heavy Industrial/Manufacturing (HI)
- Business Park/Light Industrial (BP)
- Economic Development Corridor -Northern Gateway (EDC-NG)
- Economic Development Corridor-McCall Boulevard (EDC-MB)
- Economic Development Corridor-Community Core (EDC-CC)
- Economic Development Corridor-Newport Road (EDC-NR)
- Economic Development Corridor-Southern Gateway (EDC-SG)
- Auto Overlay (AO)
- Open Space-Conservation (OS-C)
- Open Space-Recreation (OS-R)
- Open Space-Water (OS-W)
- Public/Quasi-Public Facilities (PF)
- Public Utility Corridor (PUC)
- Rail (RX)
- Audie Murphy Ranch SP
- Cal Neva SP
- Catalena SP
- Canyon Cove SP
- Canyon Heights SP
- Cimarron Ridge SP
- Countryside SP
- Fleming Ranch SP
- Menifee Commercial SP
- Menifee East SP
- Menifee North SP
- Menifee Valley Ranch SP
- Menifee Village SP
- Newport Estates SP
- Newport Hub SP
- Plaza Del Sol SP

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8. Project Description

Overview

The Project includes the following applications:

- Plot Plan No. (PP) 2018-300;
- Conditional Use Permit No. (CUP) 2018-301;
- Conditional Use Permit No. (CUP) 2018-302; and
- Tentative Parcel Map No. (TPM) 2018-320.

These applications collectively comprise the "Project." The following discussion provides more detail:

Plot Plan No. 2018-300

PP No. 2018-300 proposes the following:

- Relocation of the "Chinese Bistro" train car restaurant to the vacant space on the west side of the existing building containing U-Turn for Christ, U.S. Post Office, Curves, Nails Time and Nutri-Fruit.
- New 8-dual pump (16-bay) gas station with 4,709 sq. ft. canopy.
- New 3,838 sq. ft. convenience store, with attached 1,755 sq. ft. drive-thru restaurant and 958 sq. ft. office on the 2nd floor of the convenience store.
- New 1,030 sq. ft. car wash.
- 108 parking spaces (which includes the total combination of the existing spaces, which will remain, and proposed spaces).

Reference **Figure 5, *Site Plan***.

Building Architecture and Materials

The convenience store/fast food building and car wash are designed with a western motif. There is a barn tower element and the use of wood, metal, and rock elements which further lends to the rustic, western store-front design. The gas station canopy incorporates wood and rock into the column features to tie into the theme. Buildings will range in height from 17' to 34' (for tower elements).

The Project will utilize earth tones for base, building and accent colors. Stone veneer, corrugated metal, rust-colored vinyl, and wood accents will be incorporated. Reference **Figure 6, *Project Elevations***.

Access/Circulation

Site access is provided from two existing driveways on Highway 74 and one existing driveway on Palomar Road. Sidewalks are existing. The Project will have a central lane that runs along the Highway 74 and Palomar Road frontages and connects the easterly and southerly access points. Pedestrian circulation is provided throughout the site. Reference **Figure 5**.

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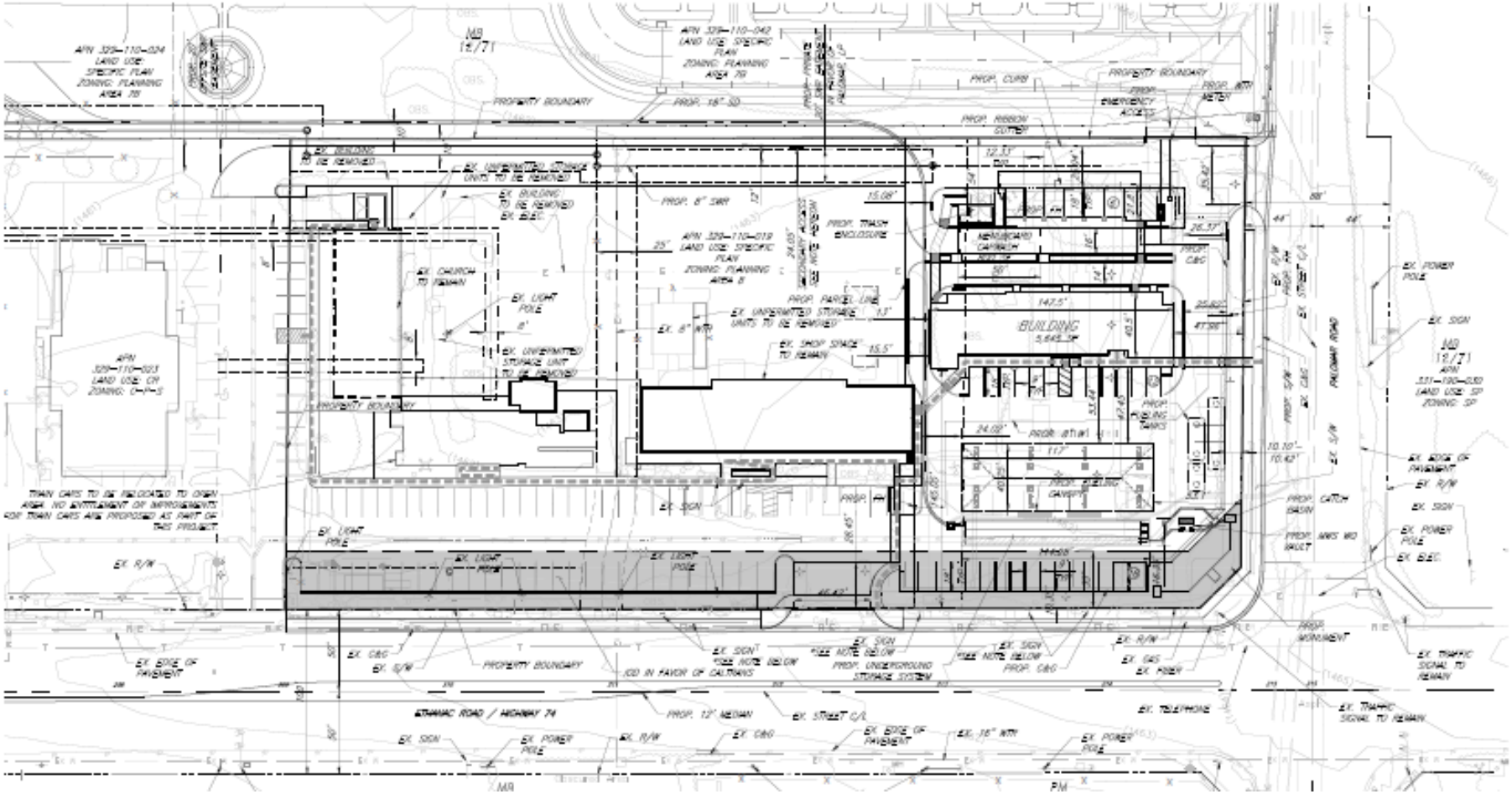
FIGURE 5
SITE PLAN



Source: Project Plans – (Appendix H)

FIGURE 6
PROJECT ELEVATIONS

1 C-Store and Existing Site

2 Carwash & Vacumes

3 Existing Development with New Train Car Location

4 South East Front of C-Store

5 South East of Car Canopy

6 South West Car Canopy

Source: Project Plans – (Appendix H)

Landscaping

All Project landscaping is subject to the requirements of the City of Menifee Municipal Code. The total area of the Plot Plan is 788,436 square feet (sq. ft.) and the Plot Plan includes 12,899 sq. ft. of landscaping. Shaded parking requirement for the proposed parking area is 50%; the Project is providing 53%. All trees, shrubs, and ground cover are of low to moderate water demand.

Grading

Grading for the Project will require approximately 283 cubic yards (cy) of cut and 2,217 cy of fill, which will result in 1,994 cy of imported fill material to be brought to the site.

Reference **Figure 7, *Grading Plan***.

Drainage and Water Quality

In the existing condition, the site consists of a train car restaurant, parking areas, and some landscaped areas. Trees and other shrubs exist within the Project limits, some of which will be cleared or replaced in the redeveloped condition. The site generally flows from north to south then east to west via existing ribbon gutters. The existing ribbon gutter is placed at the approximate center of the parking areas. This ribbon gutter continues throughout the parking area of the Project site and into the adjacent western lot containing the Motte Historical Museum. The existing ribbon gutter outlets south onto Ethanac Road. Runoff flows west along Ethanac Road until it enters existing catch basins connected to the existing 48-inch Romoland-Motte Farms Storm Drain. From the 48-inch storm drain, flows outlet to Antelope Road and eventually reach the San Jacinto River.

In the ultimate proposed condition, the Project site will be a redeveloped commercial center. The existing restaurant train cars are proposed to be relocated to the western portion of Parcel 1 that is currently vacant. Parcel 2 will be redeveloped to include two proposed buildings, a proposed gas canopy and fueling bays, and revised parking areas. The proposed drainage conditions mimic the existing conditions as runoff generally flows from north to south. Due to water quality requirements, which were not in effect during the initial development of the existing site, Parcel 2 will drain from west to east and into a proposed water quality basin in the southeast corner of the site. Parcel 1 will continue to drain from east to west as it did in the existing conditions. No off-site flows are expected to impact this Project.

Water

The Project site is located within the water service boundary of the Eastern Municipal Water District (EMWD). EMWD has an existing water main at the Project site extending east-west along the south side of the SR-74 right-of-way and an existing 8-inch water service line that extends onto the Project site serving the existing commercial improvements. Furthermore, the 8-inch water line extends north-south roughly bisecting proposed Parcel 1 (TPM 2018-320) to the rear (north) boundary of the Project site, then east along the north boundary of the site

to Palomar Road. The Project proposes to expand the existing on-site water system to serve the proposed gas station/convenience store with attached drive-thru quick-serve restaurant, and car wash. A new water meter is proposed to be located near the northeast corner of proposed Parcel 2 adjacent to the access driveway onto the Project site from Palomar Road.

Sewer/Septic

The Project site is located within the EMWD sewer service boundary. The existing commercial center is currently on septic but shall be connected to existing EMWD sewer lines prior to the start of any grading or development of the new center or once sewer is made available. The Project will connect to existing EMWD sewer lines and EMWD has issued a Will Serve Letter to the Project applicant for sewer service. The Project sewer line will connect to the EMWD line through the entitled Tract 34118 to the north which has already been evaluated; there is adequate capacity in the existing EMWD system to serve the proposed Project.

Conditional Use Permit No. 2018-301

CUP No. 2018-301 proposes to allow the gasoline service stations, convenience store, and car wash.

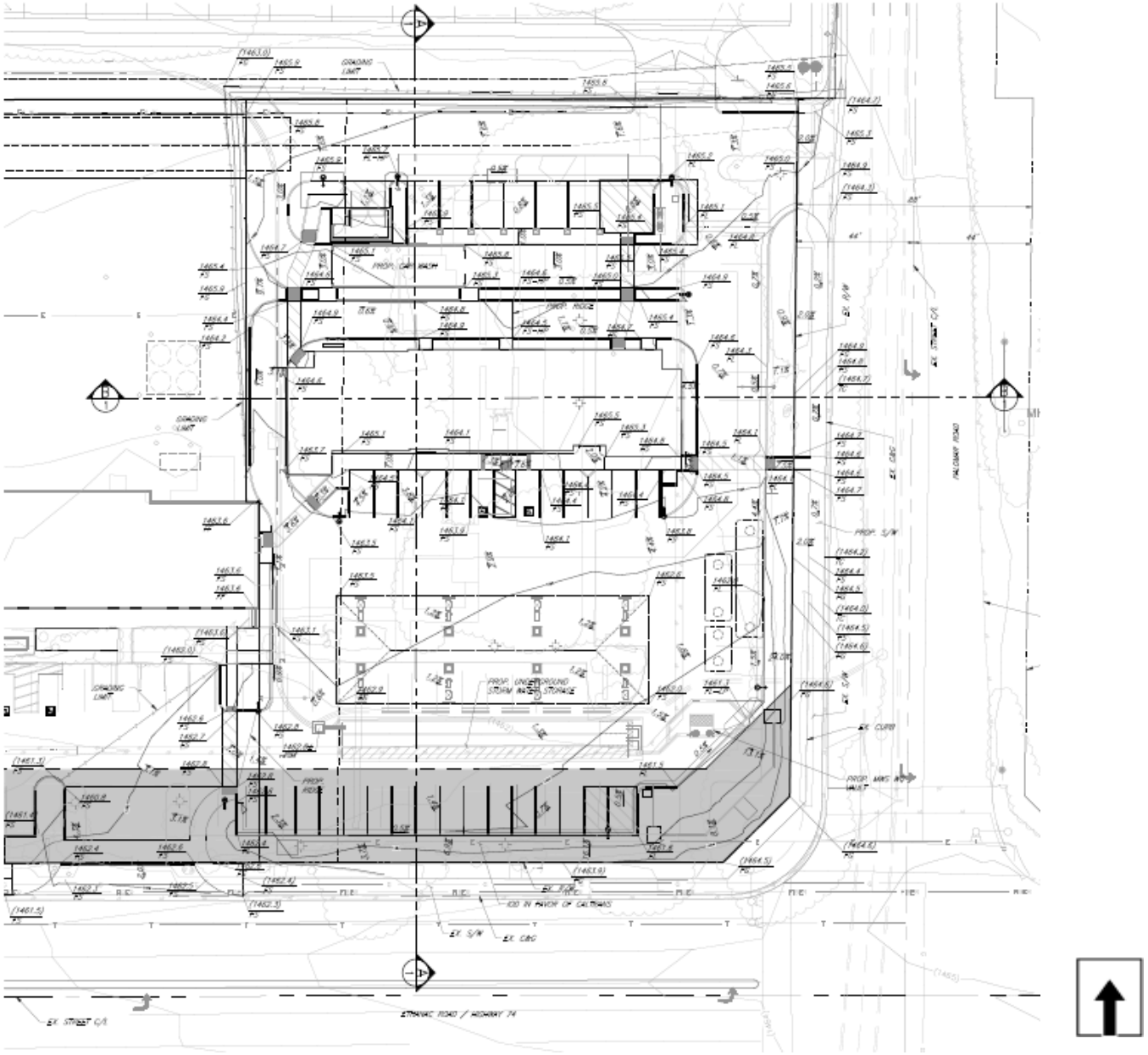
Conditional Use Permit No. 2018-302

CUP No. 2018-302 proposes to allow the sale of beer and wine at the proposed convenience store for off-premises consumption.

Tentative Parcel Map No. 2018-320

TPM No. 2018-320 proposes a Schedule ‘E’ Commercial Parcel Map of 3.8 gross acres into two (2) parcels (Parcel 1 = 2.5 gross acres; Parcel 2 = 1.3 gross acres).

FIGURE 7
GRADING PLAN



Source: Project Plans – (Appendix H)

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9. Public Services, Utilities and Service Systems

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

Electricity:	Southern California Edison
Water:	Eastern Municipal Water District
Sewer:	Eastern Municipal Water District
Cable:	Charter Communications
Gas:	Southern California Gas
Telephone:	Frontier Communications
School:	Romoland Union and Perris Union High School District
Police:	City of Menifee Police Department
Fire:	Riverside County Fire Department

In addition to the above agencies/utilities, the Project is located within Zone E of the March Air Reserve Base Airport. According to the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*, November 2014, Zone E has a low noise impact; it is beyond the 55-Critial Noise Equivalent Level (CNEL) contour. Occasional overflights may be intrusive to some outdoor activities. Zone E has a low risk level as it is within the outer or occasionally used portions of flight corridors. Zone E has no limit on the number residential dwelling units permitted on a site, no restriction on the number of people per acre allowed on a site, and no open land requirement.

10. Surrounding Land Uses & Environmental Setting

The Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park. The Project site is located on the northwest corner of Palomar Road and State Highway 74 in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map***.

The elevation of the subject property is approximately 1,462 feet AMSL with a gentle topographic gradient to the south. Reference **Figure 8, *Aerial Photo***.

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

Table 1
Surrounding Land Uses

Direction	General Plan Land Use Designation	Zoning Classification	Existing Land Use
Project Site 329-110-019	Specific Plan (SP-260)	Menifee North SP – Planning Area 8, Commercial	Older commercial retail (6-unit multi-tenant in-line retail building and a Chinese Bistro restaurant in stationary railroad car(s).
North	Specific Plan (SP-260)	Menifee North SP – Planning Area 7A, Medium High Density Residential (5.6 du/ac) and Planning Area 7B, High Density Residential (7.3 du/ac)	Vacant, unimproved fallow agricultural land.
South (across SR 74)	Business Park (BP)	Manufacturing – Medium; Rural Residential (R-R); and Manufacturing Service Commercial (M-SC)	Vacant land and low coverage, older industrial and commercial uses.
East (across Palomar Road)	Specific Plan (SP-260)	Menifee North SP –Planning Area 13, Commercial / Business Park	Vacant, unimproved fallow agricultural land.
West	Commercial Retail (CR)	Scenic Highway Commercial (C-P-S)	Motte Historical Car Museum and two vacant land parcels.

Sources: City of Menifee General Plan – Land Use Map, City of Menifee Zoning Map, and Google Earth

FIGURE 8
AERIAL PHOTO

Source: Google Earth https://www.google.com/earth

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

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

- Plot Plan
- Conditional Use Permits
- Tentative Parcel Map
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

Other public agency whose approval may be required:

- South Coast Air Quality Management District
- California Department of Transportation (Caltrans)
- Eastern Municipal Water District
- Riverside County Department of Environmental Health
- Regional Water Quality Control Board, Santa Ana Region

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

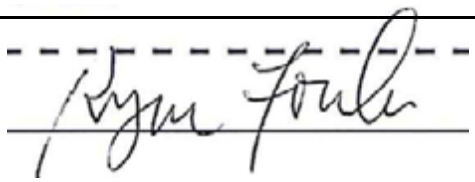
The environmental factors checked below (x) would be potentially affected by this Project, involving at least one impact that is a "**Potentially Significant Impact**" or **"Less than Significant with Mitigation Incorporated"** to the issue area as indicated by the checklist on the following pages.

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

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ 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, described in this document, have been made 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.
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature 

5-12-2021
Date

Ryan Fowler, Senior Planner
Printed Name

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

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

2) Answers in this IS shall take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. For those issues that will be analyzed in the EIR, this analysis will be contained in an EIR.

3) The checklist answers shall indicate whether the impact is potentially significant, less than significant with mitigation, less than significant or have no impact. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion will identify the following:
    a) Earlier Analysis Used: Identify and state where they are available for review.
    b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
5) The explanation of each issue identifies:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impact to less than significance.
    c) Whether the issue requires additional information/analysis in an EIR.

V. ENVIRONMENTAL ISSUES ASSESSMENT

1. AESTHETICS.

Source(s): Public Resources Code Section 21099; City of Menifee General Plan (*General Plan*); City of Menifee General Plan Environmental Impact (*GPEIR*) *(*Chapter 5.1, *Aesthetics)*; *Map My County* (**Appendix A**); Site Photos, (**Appendix J**); Project Plans (**Appendix H**); **Figure 1, *Regional Location Map***; **Figure 2, *Vicinity Map***; **Figure 3a, *General Plan Land Use Designations***; **Figure 3b, *Menifee North Specific Plan - Land Use Plan*; Figure 4, *Zoning Classifications***; **Table 1, *Surrounding Land Uses***; **Figure 8, *Grading Plan***; and **Figure 8, *Aerial Photo*** - Figures provided in Section I. of this Initial Study.

Applicable General Plan Policies:

- **Goal CD-3:** Projects, developments, and public spaces that visually enhance the character of the community and are appropriately buffered from dissimilar land uses so that differences in type and intensity do not conflict.
- **Policy CD-3.1:** Preserve positive characteristics and unique features of a site during the design and development of a new project; the relationship to scale and character of adjacent uses should be considered.
- **Policy CD-3.2:** Maintain and incorporate the City's natural amenities, including its hillsides, indigenous vegetation, and rock outcroppings, within proposed projects.
- **Policy CD-3.3:** Minimize visual impacts of public and private facilities and support structures through sensitive site design and construction. This includes but is not limited to: appropriate placement of facilities; undergrounding, where possible; and aesthetic design (e.g., cell tower stealthing).
- **Policy CD-3.5:** Design parking lots and structures to be functionally and visually integrated and connected; off-street parking lots should not dominate the street scene.
- **Policy CD-3.6:** Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.
- **Policy CD-3.8:** Design retention/detention basins to be visually attractive and well integrated with any associated project and with adjacent land uses.
- **Policy CD-3.9:** Utilize Crime Prevention through Environmental Design (CPTED) techniques and defensible space design concepts to enhance community safety.
- **Policy CD-3.10:** Employ design strategies and building materials that evoke a sense of quality and permanence.
- **Policy CD-3.11:** Provide special building-form elements, such as towers and archways, and other building massing elements to help distinguish activity nodes and establish landmarks within the community.
- **Policy CD-3.12:** Utilize differing but complementary forms of architectural styles and designs that incorporate representative characteristics of a given area.
- **Policy CD-3.13:** Utilize architectural design features (e.g., windows, columns, offset roof planes, etc.) to vertically and horizontally articulate elevations in the front and rear of residential buildings.

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

Analysis of Project Effect and Determination of Significance:

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

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

No Impact

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

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

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

The Project site comprises the Motte Country Plaza and is bordered on the north by vacant, undeveloped medium high (5.6 du/ac) and high density (7.2 du/ac) residential land, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

The Project site is located in the City of Menifee, County of Riverside, State of California. Reference **Figure 1, *Regional Location Map***, **Figure 2, *Vicinity Map***, **Table 1, *Surrounding Land Uses***, and **Figure 8, *Aerial Photo***, provided in Section I. of this Initial Study. Also see Site Photos, (**Appendix J**).

The Project site is relatively flat with elevations onsite ranging from approximately 1,460 to 1,465 feet above mean sea level (AMSL).

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

- Relocation of the “Chinese Bistro” train car restaurant to the vacant space on the west side of the existing building containing U-Turn for Christ, U.S. Post Office, Curves, Nails Time and Nutri-Fruit.
- New 8-dual pump (16-bay) gas station with 4,709 sq. ft. canopy.

- New 3,838 sq. ft. convenience store, with attached 1,755 sq. ft. drive-thru restaurant and 958 sq. ft. office on the 2nd floor of the convenience store.
- New 1,030 sq. ft. car wash.
- 108 parking spaces.

Elevations are shown in **Figure 6, *Project Elevations***, provided in Section I. of this Initial Study.

The proposed Project is located within a suburbanizing area comprised of residential, institutional, and vacant land uses, and surface street features. The Project site and surrounding land uses have views of various mountains and foothills in all directions. The Project proposes low-scale commercial buildings that will not block surrounding views as future land uses are introduced around the Project site. This Project site is not considered to be within or to comprise a portion of a scenic vista. Development of the vacant site with the proposed development, parking features, landscaping elements, and temporary drainage facility will have no effect on a scenic vista. The proposed Project will not result in any impacts to a view of a scenic vista and no mitigation is required.

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

No Impact

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

The Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

The Project site is currently developed with structures that are part of the Motte Country Plaza commercial center. Prior to the center's construction in the late 1960's, the Project site was dry farmed. The Project site contains a number of mature trees associated with the commercial center.

There are no rock outcroppings or other visual resources on the Project site. According to the *GPEIR*, implementation of the proposed General Plan would not result in damage to any significant rock outcroppings within a state Scenic highway. The same conclusions would apply to the Project. It should be noted that the stationary train cars associated with an existing restaurant on the site will be relocated within the new commercial center. In addition, the California Office of Historic Preservation (OHP) indicates there are no historic buildings on the Project site.

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

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

Less Than Significant Impact

According to Section 5.1.3 of the GPEIR:

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

The Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

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

The proposed Project will incrementally change the visual character of the Project site by adding a number of commercial structures and landscaping. Views of the Project site are shown in Site Photos, while elevations of the proposed buildings are shown in **Figure 6, *Project Elevations***.

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

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

Less Than Significant Impact

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).

Construction

Currently, the Motte Country Plaza commercial center has lighting for its parking lot and buildings. There are also existing streetlights and vehicle headlights along SR-74 to the south and Palomar Road to the east. There are no existing residences adjacent to the Project site, however, it is anticipated that future residential properties will be located just north of the site.

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

Operations

There are existing lighting sources currently on and adjacent to the Project site, including free-standing streetlights, light fixtures on buildings, vehicle headlights, traffic lights and streetlights.

The proposed Project will require additional outdoor lighting associated with operation of the new proposed commercial facilities, both for parking areas and new buildings. The City Municipal Code requires that lighting associated with new development not be directed towards any of the surrounding uses.

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

The General Plan Community Design Element includes goals that encourage attractive landscaping, lighting, and signage that conveys a positive image of the community (Goal CD-6) and that limit light leakage and spillage that may interfere with the operations of the Palomar Observatory (Goal CD-6.5). The Project site is located approximately 58 miles from the Mt. Palomar Observatory. Lighting proposed by the Project complies with Menifee Municipal Code Section 6.01 and General Plan goals. Accordingly, the Project will have a less than significant impact on interfering with the nighttime use of the Mt. Palomar Observatory.

According to Section 5.1.3 of the *GPEIR*:

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

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

Standard Conditions and Requirements

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

Mitigation Measures

No mitigation measures are required.

2. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Source(s): *GPEIR* (Chapter 5.2, *Agriculture and Forestry Resources*); *Map My County* (**Appendix A**); *General Plan*; Public Resources Code Section 12220(g); City of Menifee Zoning Map; Menifee North Specific Plan No. 260 Amendment 3; and City of Menifee Municipal Code.

Applicable General Plan Policies:

N/A

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

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

Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public

administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

The existing zoning on the site under the Menifee North Specific Plan Planning Area 8 – Commercial. The zoning classification was anticipated and analyzed in the *GPEIR*.

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

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

No Impact

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

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

No Impact

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

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

No Impact

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

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Less Than Significant Impact

The proposed Project is commercial in nature, the Project site is currently zoned for commercial uses, and the site is bounded on the north by vacant, undeveloped medium high (5.6 du/ac) and high density (7.2 du/ac) residential land, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

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

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

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

3. AIR QUALITY.

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

Source(s): *General Plan*; *Air Quality/Greenhouse Gas Analysis for the Motte Country Plaza Project, City of Menifee, California,* prepared by Albert A. Webb Associates, 1-20-2021 (*AQ/GHG Analysis*, **Appendix B**); and *Gas Station Health Risk Assessment for the Motte Country Plaza Project, City of Menifee, California*, prepared by Albert A. Webb Associates, 7-9-2020 (*HRA Study*, **Appendix I**).

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:

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

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

Less Than Significant Impact

The Project site is within the South Coast Air Basin (Basin) and air quality within the Basin in monitored and managed by the South Coast Air Quality Management Agency (SCAQMD). The management of air quality in the Basin is outlined in the Air Quality Management Plan (AQMP) which describes air pollution control strategies to be taken by lead agencies located within region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the most current AQMP (2016).

The first step is to determine if the Project is consistent with the General Plan land use designation and zoning classification for the site because the AQMP is based on local approved land uses as outlined in the various General Plans throughout the Basin. In this case the Project is consistent with the land use and zoning designations for the site, so it is consistent with the AQMP in terms of land use.

For this Project to be fully consistent with the 2016 AQMP the pollutants emitted from the Project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality. A project may also be deemed as consistent with the AQMP if feasible mitigation measures are implemented that reduce the Project impacts to less than significant levels.

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

As demonstrated in Threshold 3.b, the Project will comply with the applicable thresholds of significance for NO as well as the other criteria pollutants. Therefore, the Project is consistent with the SCAQMD 2016 AQMP, any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**	

Less Than Significant Impact

The Project will consist of constructing and operating a 16 fueling pump gas station with a 3,838 square foot convenience market and a 1,030 square foot car wash. The Project will also include one (1) attached 1,755 square foot fast food restaurant with drive-thru located within the convenience market building.

Construction

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

- Site Preparation;
- Grading;
- Building Construction;

- Paving;
- Architectural Coating; and
- Construction Workers Commuting.

In the air quality analysis, construction of the Project was estimated to begin in March of 2021 and last approximately nine months through November 2021. Construction activities are expected to consist of site preparation, grading, building construction, paving, and architectural coatings. The assessment assumes that construction phases will not overlap to any appreciable degree.

The Project is expected to import approximately 1,994 cubic yards (CY) of soil during the grading phase resulting in approximately 249 truck hauling trips. However, the contractor has indicated that this hauling is expected to occur over a 6-month period and will result in only 100 CY per week, or 2 truckloads per day. These trips will only add incrementally to the air pollutants generated during construction and their emissions are already covered by implementation of the recommended **Standard Conditions SC-AQ-1** and **SC-AQ-2**. For purposes of this Initial Study, the import site will be located within a 5-mile radius of the Project site and will have all necessary environmental clearances. It is anticipated that the Project is expected to be operational by year 2022.

Should any of these dates be delayed, the results of this assessment would still remain valid because air quality regulations improve over time so actual future emissions would tend to be lower than estimated in the past.

The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate criteria air pollutants and Greenhouse Gas (GHG) emissions from the construction and operation of the Project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies mitigation measures to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

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

Table 3-1
Construction Assumptions

Phase	Start Date	End Date	Total Days	Equipment	Pieces per Day
Site Preparation	March 1, 2021	March 2, 2021	2	Graders Tractors/Loaders/Backhoes Excavators	1 2 1
Grading	March 3, 2021	March 9, 2021	5	Graders Tractors/Loaders/Backhoes Crushing/Proc. Equipment	1 2 1
Building Construction	March10, 2021	November 10, 2021	176	Forklifts Generator Sets Tractors/Loaders/Backhoes Welders	1 1 2 3
Paving	October 28, 2021	November 10, 2021	10	Cement and Mortar Mixer Pavers Paving Equipment Rollers Tractors/Loaders/Backhoes	1 1 1 1 1
Architectural Coating	October 28, 2021	November 10, 2021	10	Air Compressors	1

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the site preparation phase. The total disturbance footprint would be 3.5 acres per 8-hour day with all equipment in use. To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, the Project utilized the mitigation option of watering the Project site three times daily which achieves a control efficiency of 61 percent for PM_{10} and $PM_{2.5}$ emissions. Two (2) one-way vendor trips per day were added to the site preparation, grading and paving activity to account for water truck trips. In addition, off-site sewer pipeline will be installed during building construction within a 20-foot wide unpaved dirt easement along the northern Project boundary, connecting to existing sewer pipelines approximately 1,100 feet west of the proposed Project site. Disturbance will be limited to the 20-foot wide easement and has been included in the other non-asphalt land use category.

For modeling purposes, the *AQ/GHG Analysis* was required to establish an estimated timeframe for construction and reasonable projections for development. If the timeframe for construction passes, the emissions estimates are still applicable. The emissions factors used in estimating construction emissions actually improve (lower) over time, as the model assumes the continued employment of newer equipment with higher emissions standards being passed down from the State. Therefore, assuming all else is equal, a construction project beginning in 2021 and lasting 4 years would yield higher daily emissions than a construction project beginning at a later date.

Project Design Features

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

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

More specifically, the following shall apply to the Project:

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

Air Quality Regional Significance Thresholds

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

Table 3-2, *SCAQMD Regional Significance Thresholds*, lists the air quality significance thresholds for the six criteria air pollutants. Lead is not included as part of this analysis as the Project is not expected to emit lead in any significant measurable quantity.

Table 3-2
SCAQMD Regional Significance Thresholds

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

Regional Construction Emissions

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

By incorporating **Standard Condition SC-AQ-1**, the daily regional emissions will be below the SCAQMD thresholds of significance. Therefore, the Project's short-term construction impact to regional air resources is less than significant and no mitigation is required.

Table 3-3
Regional Construction Emissions

Maximum Daily Emissions (lbs./day)[1]						
Construction Activity	**VOC**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	1.11	12.08	9.96	0.03	0.85	0.53
Grading	1.39	13.42	11.03	0.02	0.87	0.63
Building Construction	1.97	14.06	16.09	0.03	1.19	0.81
Paving	1.14	8.94	10.41	0.02	0.62	0.47
Architectural Coating	9.59	2.06	2.68	0.00	0.20	0.15
Maximum[1]	**12.70**	**25.06**	**29.18**	**0.05**	**2.01**	**1.43**
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

[1] Maximum emissions are the greater of site preparation or grading alone, or the greater of the sum of building construction, paving and architectural coating since these activities overlap

Regional Operational Emissions

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

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

Mobile source emissions are from motor vehicles and are the largest single long-term source of air pollutants from the operation of the Project. Mobile source emissions refer to on-road motor vehcle emissions generated from the Project's traffic and are based on the Project's Traffic Study. Emissions are also generated from *area sources* such as the consumption of natural gas for heating, hearths, landscaping equipment, consumer product usage, and architectural coatings (painting). CalEEMod computes area source emissions based upon default factors and land use assumptions. CalEEMod does not estimate emissions from the loading/fueling operations at the gasoline station. Therefore, the volatile organic compounds (VOC) emissions were estimated based on the Project's estimated annual throughput of 1.6 million gallons per year and the emission rates provided by the SCAQMD's Risk Assessment Procedures for Rules 1401, 1401.1, and 212.3. The Project's energy emissions were also adjusted to reflect the improvements expected from 2019 Title 24 standards, which became effective January 1, 2020. Separate emissions were computed for both the summer and winter. *Energy source emissions* typically occur off-site at a power plant and are considered an indirect source of emissions. Energy source emissions are mainly used for estimating greenhouse gas emissions which are addressed in another section.

Long-term operational air pollutant impacts from the Project are shown in **Table 3-4, *Regional Operational Emissions***. Project operations are not expected to exceed the allowable daily emissions thresholds for criteria pollutants at the regional level. Therefore, the Project would not conflict with the current air quality plan nor violate the established air quality standards, either directly or cumulatively. The Project related long-term air quality impacts would be less than significant and no mitigation is required.

Table 3-4
Regional Operational Emissions

Maximum Daily Emissions (lbs./day)[1]						
Activity	**VOC[2]**	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	3.46	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.01	0.12	0.10	0.00	0.01	0.01
Mobile Sources	7.11	47.04	45.81	0.19	11.13	3.06
Total	**10.58**	**47.16**	**45.91**	**0.19**	**11.14**	**3.07**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

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

[2] VOC emissions from gasoline transfer and dispensing activities at the proposed gas station were based on maximum VOC limits of 0.15, 0.024, 0.32, 0.009, and 0.24 lbs. VOC per 1,000 gallons from the loading, storage tank breathing, refueling, hose permeation, and spillage processes, respectively.

Table 3-4 demonstrates that, with adherence to **Standard Condition SC-AQ-1**, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard. Any impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

Overview

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

State Route 74 (SR-74), approximately 284 meters (933 feet) to the west of the Project site so the closest corresponding receptor distance on the LST look-up tables is 200 meters. However, planned residential uses are approved for the vacant land immediately north of the Project site. This was assumed to be the closest sensitive use. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used ensure a conservative "worst case" analysis for potential Project impacts to sensitive receptors.

Localized Significance Thresholds

As part of the SCAQMD's environmental justice program, attention has been focused on the more localized effects of air quality on sensitive receptors instead of regional impacts on the Basin-wide population. To this end the SCAQMD developed localized significance thresholds (LSTs) methodology that can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short- and long-term) to sensitive receptors. SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). The Project is located in SRA 24 – Perris Valley.

Air quality emissions are analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables which are used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

The closest existing sensitive receptors are residential houses along SR-74, approximately 284 meters (933 feet) to the west of the Project site. The closest corresponding receptor distance on the LST look-up tables is 200 meters. However, residential uses are planned and approved for the vacant land immediately north of the Project site. Therefore, this location was assumed to be the closest sensitive use. The closest existing sensitive receptors are located approximately 121 meters to 229 meters away from the site.

Localized Construction Emissions

Table 3-5, *Localized Construction Emissions*, illustrates the unmitigated construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in **Table 3-5**, the emissions will be below the SCAQMD thresholds of significance for localized construction emissions. The Project must follow all SCAQMD rules and requirements with regards to fugitive dust control, as contained in **Standard Condition SC-AQ-1**. Compliance with **SC-AQ-1** is considered a standard requirement and is not considered unique mitigation under CEQA. The Project's short-term construction impact to localized air resources is less than significant.

Table 3-5
Localized Construction Emissions

Maximum Daily Emissions (lbs./day)[1]				
Construction Activity	**NO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	11.87	9.56	0.72	0.50
Grading	13.21	10.63	0.74	0.60
Building Construction	12.66	14.53	0.70	0.67
Paving	8.72	9.90	0.47	0.43
Architectural Coatings	2.04	2.42	0.13	0.13
Maximum[1]	**23.42**	**26.85**	**1.30**	**1.23**
SCAQMD Construction Threshold[2]	118	602	4	3
Exceeds Threshold (?)	No	No	No	No

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

Localized Operational Emissions

This Project involves the construction of gasoline station, car wash, convenience store, and a fast-food restaurant with drive-thru. According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the Project includes stationary sources (e.g., flares and turbines) and/or on-site mobile equipment or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. The proposed Project does not include such uses. Due to the lack of stationary source emissions or on-site heavy-duty mobile equipment, the SCAQMD LST methodology indicates that no long-term LST analysis for the Project is needed.

Naturally Occurring Asbestos

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

Construction Traffic

Construction traffic is evaluated with regards to air quality and greenhouse gas related emissions. Construction traffic is expected to be heaviest during the grading phase, when approximately 1,994 cubic yards of soil will be hauled from the site (although 2,500 cubic yards were used as a worst case estimate). This would result in 312 total daily truck trips [2,500 CY / 16 CY per double truck load x 2 trips per truck (round trip) = 312 truck trips/day] and, assuming an average soil hauling trip length of 20 miles per the CalEEMod default values[1], this amount of soil movement would result in 6,240 daily Vehicle Miles Traveled. CalEEMod estimates emission levels during all phases of construction related to both on-road and off-road mobile sources. Emission levels associated with on-site and off-site construction traffic will be below the applicable thresholds set forth by the State of California and the SCAQMD. The Project impact is considered less than significant.

Carbon Monoxide

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

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

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

Additionally, based on the results of the traffic study prepared for the City's General Plan Circulation Element, all nearby intersections were shown to operate at level of service D or better so traffic in the Project area would not significantly contribute to the formation of CO Hot Spots in the project vicinity. A project of this size would not generate a significant amount of new traffic so the Project's contributions to CO Hot Spots impacts would be less than significant.

[1] CalEEMod User's Guide, CAPCOA November 2017. Appendices A and D, Vendor C-NW trip length is 20 miles.

For the reasons outlined above, the Project will not expose sensitive receptors to substantial pollutant concentrations. The Project must follow all SCAQMD rules and requirements with regards to fugitive dust control, as contained in **Standard Condition SC-AQ-1**. Compliance with **SC-AQ-1** is considered a standard requirement and is not considered unique mitigation under CEQA. Any impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The Project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Reference **Standard Condition SC-AQ-2**.

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

On-site restaurant uses may emit odors; however, these are not typically considered offensive and several standard control measures will be implemented to reduce food odors. The Project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Reference **Standard Condition SC-AQ-2**. Project related odors are not expected to meet the criteria of being a nuisance. The vehicle trips generated by the Project would occur throughout the day, so the exhaust would not be heavily concentrated for extended periods. The Project could also result in odor from dispensing gasoline. According to the *HRA Study*, the gas pumping areas will be located over 350 feet from the closest existing sensitive receptors to the west; therefore, the odors from dispensing gasoline are not expected to be detectible to existing off-site sensitive receptors.

Toxic Air Contaminants

The Project includes a gas station which would emit benzene, a known human carcinogen. The gas station is subject to SCAQMD Rule 461 - Gasoline Transfer and Dispensing and the use will require a Permit to Operate by SCAQMD. The purpose of this system is to collect and store gasoline vapors during both bulk deliveries and vehicle operations. In

general, fuel dispensing systems are required to include dripless nozzles that seal to the vehicle during filling. A vacuum system forces the vapors created by the vehicle filling back to the underground storage tank (UST). The storage tank is vented by a mechanical filtration system that scrubs and neutralizes the vapors before their release. Gasoline dispensing facilities are required to use Phase I/II enhanced vapor recovery (EVR) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for direct fugitive VOC or TAC emissions from the gasoline pumps themselves is negligible. It should be noted these emissions were estimated and included in the Project emissions shown in the previous **Table 3-4**.

Table 2 of the CAPCOA Guidance Document, Health Risk Assessment for Proposed Land Use Projects (July 2009) recommends to "avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater)". In addition, a 50-foot separation is recommended for typical (small) gas dispensing facilities. This Project includes the construction and operation of a "typical" gas station and the closest sensitive receptor (existing or planned) is located approximately 186 feet north of the gas station. However, future planned sensitive receptors to the north may not be at a distance greater than 50 feet from the Project boundary depending on the future siting of residential uses as part of the Specific Plan. Therefore, a Health Risk Assessment (*HRA Study*) was conducted for the proposed Project (see below) to determine if it could be a significant source of toxic air contaminants and expose future sensitive receptors to toxic sources of air pollution.

Health Risk Assessment

An *HRA Study* was prepared to evaluate whether the gasoline dispensing facility proposed as part of the Project generates toxic air contaminants (TACs) that would exceed the SCAQMD thresholds. This assessment follows the E*mission Inventory and Risk Assessment Guidelines for Gasoline Dispensing Stations* and *Risk Assessment Procedures for Rules 1401, 1401.1 & 212* prepared by the SCAQMD for quantification of health risk and evaluation of potential impacts. Emissions resulting from gasoline service station operations may include TACs such as benzene, methyl *tert*-butyl ether (MTBE), toluene, xylene, and hexane which have the potential to contribute to health risks in the Project vicinity that mainly occur during loading, breathing, refueling, spillage, and hose permeation. However, only three of these chemicals (benzene, ethylbenzene, and naphthalene) result in cancer effects and were analyzed for cancer risk. SCAQMD has developed cancer risk screening tables for a generic retail gasoline service station for the various meteorological site/Source Receptor Areas (SRAs) locations in SCAQMD's jurisdiction (the Project site is located in SRA 24).

The gasoline station is subject to and required to comply with SCAQMD Rules 461 (Gasoline Transfer and Dispensing) as well as a Permit to Construct and Permit to Operate, Rules 201 and 203, respectively. These required permits identify a maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

This *HRA Study* estimates that the cancer risk to sensitive and commercial receptors from the proposed gasoline dispensing station would be 1.83 in one million and 0.46 in one million, respectively. Although gasoline vapors and its TAC constituents (for example, benzene, toluene, and xylene) have non-cancer impacts, the risks from retail gasoline

dispensing facilities are dominated by cancer risk. Therefore, the chronic and acute non-cancer health risk do not need to be calculated.

The *HRA Study* concluded that operation of the proposed Project's gasoline dispensing station will not expose sensitive or commercial receptors to cancer risk greater than the SCAQMD threshold of 10 in one million. Therefore, impacts are less than significant, and no mitigation is required.

The Project applicant has identified an annual throughput of 1,600,000 gallons. However, ultimate fuel throughput limitations would be established by SCAQMD through the gasoline station permitting processes noted above.

The nearest sensitive receptors to the proposed gasoline station are shown in **Figure 3-1**, ***Nearest Receptor Location***. Sensitive receptors, as identified by SCAQMD, may include residences, schools, playgrounds, athletic facilities, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors in the Project vicinity primarily include planned residences to the north of the Project site. As shown on **Figure 3-1**, the nearest potential future sensitive receptors are located approximately 186 feet north of the proposed gasoline station canopy. Existing commercial receptors would include those located in the existing shopping center west of the Project site or approximately 25 feet from the fuel canopy.

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

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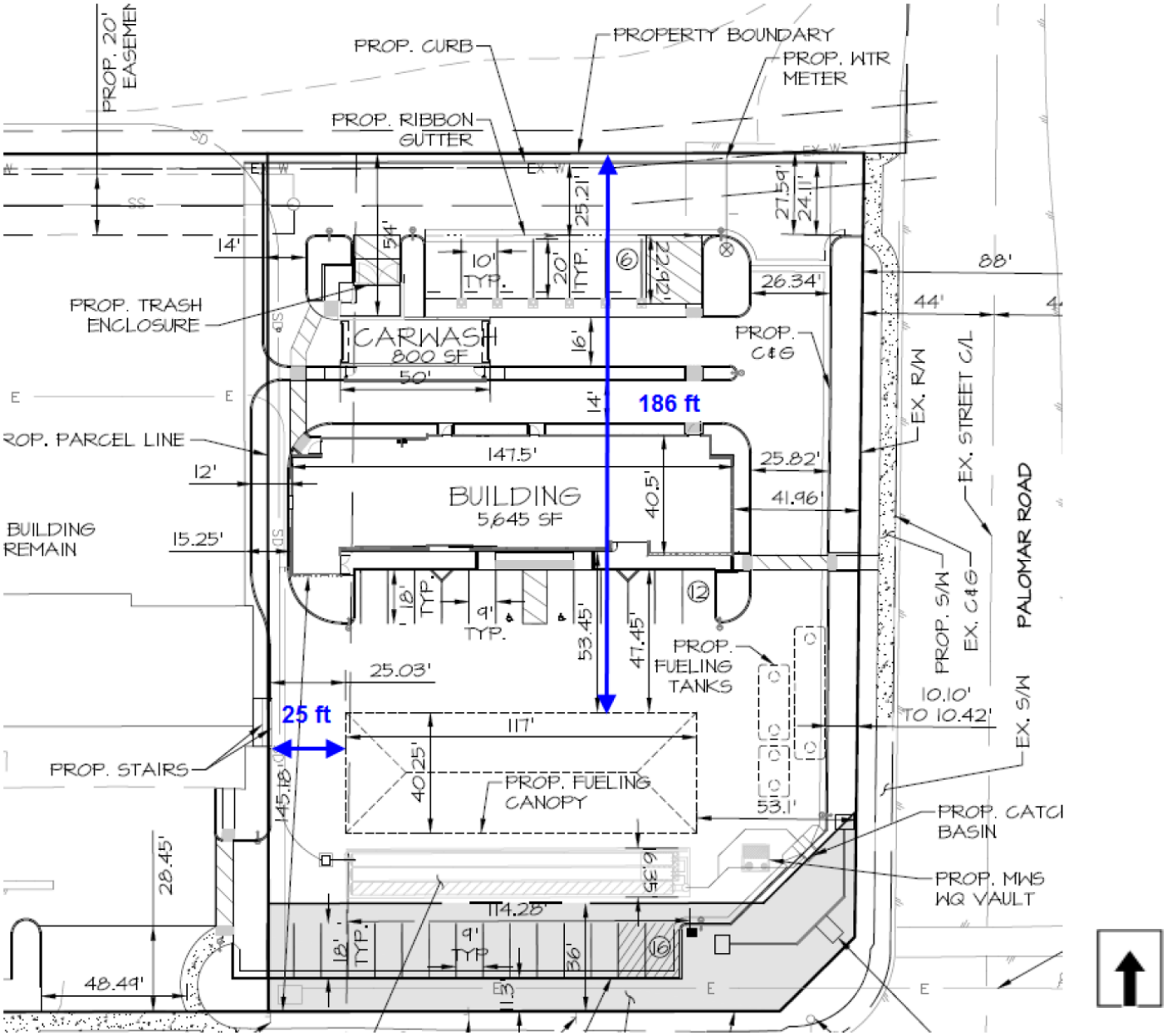
FIGURE 3-1
NEAREST RECEPTOR LOCATION



Source: HRA – (Appendix I)

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Standard Conditions and Requirements

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

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

More specifically, the following shall apply to the Project:

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

SC-AQ-2: The Project is required to comply with Rule 402 during construction and operations, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose,

health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Mitigation Measures

No mitigation measures are required.

4. BIOLOGICAL RESOURCES.

Source(s): *GPEIR* (Chapter 5.4, *Biological Resources*); *General Plan*; *Map My County* (**Appendix A**); Site Photos (**Appendix J**); **Figure 1, *Regional Location Map***, **Figure 2, *Vicinity Map***, and **Figure 8, *Aerial Photo*** – Figures provided in Section I. of this Initial Study; Section 9.200.030 of the Menifee Municipal Code (Tree Preservation Regulations); and Western Riverside County Multiple Species Habitat Conservation Plan Interactive Maps.

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

The Project site is relative flat and has an elevation of 1,465 feet above mean sea level (AMSL) in the north and 1,460 AMSL in the south. Most of the site is currently developed with structures related to the Motte Country Plaza commercial center. The site is covered with impervious surfaces except for an unimproved dirt parking area in the north-central portion of the site. The site supports no native vegetation but does contain a number of large, landscaped trees as part of the commercial center.

Based on the final Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP adopted June 17, 2003), the Project site is not located within a Cell, a Cell Group, or Sub-Unit of the Harvest Valley/Winchester Area Plan. In addition, the Project site is not located within or along the boundaries of Western Riverside County Regional Conservation Agency (RCA) Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands.

The site is completely developed or disturbed so no biological resources study was conducted on the property. There is no visible evidence of natural drainage features, vernal pools, or other wetland features on Project site now or in the recent past, based on site reconnaissance and a review of historical aerial photographs. No standing water or other sign of areas that pond water (e.g., depressions, mud cracks, tire ruts, drainages, etc.) were observed on the Project site and there are no features present that would support fairy shrimp or other plant or animal species typical of vernal pools.

The surrounding area has been dry farmed for many years and so also do not support native vegetation or demonstrable biological resources. The surface of the agricultural fields consists of loose and unconsolidated sandy loam soils. During the winter and spring when the surrounding agricultural areas are prepared for dry crop farming, discing makes it difficult to walk in most areas without sinking deep into the sandy loams and impossible to walk in other areas. This kind of soil texture has a high percolation rate because the sandy loams do not retain and pond water. As the dry crop begins to grow, the sandy loams are still not able to retain and pond water to provide suitable fairy shrimp habitat.

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

The site has been completely and regularly disturbed for many years and has experienced regular human activity. Due to the level of disturbance, surveys for any listed or otherwise sensitive plant or animal species are not necessary, including burrowing owl.

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. The Project site, and areas in the immediate vicinity of the Project contains trees, shrubs, and grasslands that provide suitable nesting habitat for a number of bird species known to nest in the Project area. Given the level of ongoing disturbance to the site, the only species that could utilize the site would be song or passerine birds in the large trees onsite, although raptors also may occasionally utilize the tress for perching as there are vacant agricultural fields adjacent to the east, north, and west. Therefore, **Standard Condition SC-BIO-1** requires a nesting bird survey be conducted prior to any grading or disturbance of the site.

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

Engineers, California Department of Fish and Wildlife, or U.S. Fish and Wildlife Service so no mitigation is required, and no subsequent jurisdictional permitting is needed.

Based on available information, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts will be reduced to a less than significant level with incorporation of the recommended **Standard Condition SC-BIO-1**.

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

No Impact

There is no visible evidence of natural drainage features, vernal pools, or other wetland features on Project site now or in the recent past, based on site reconnaissance and a review of historical aerial photographs. There are no other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act present on the Project site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.). As a result, there is no riparian vegetation or other sensitive habitat either on or adjacent to the site.

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

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**

No Impact

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

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

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

There is no visible evidence of natural drainage features, vernal pools, or other wetland features on Project site now or in the recent past, based on site reconnaissance and a review of historical aerial photographs. Other kinds of perennial or seasonal aquatic features that could be classified as federally protected wetlands as defined by Section 404 of the Clean Water Act are also not present on the Project site (e.g., rivers, open waters, swamps, marshes, bogs, fens, etc.).

Therefore, implementation of the Project will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No impacts will occur, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**	

Less than Significant Impact

As discussed previously, the Project site contains no drainage or water features, so it supports no fish species. According to the MSHCP, the site also does not

contain any wildlife movement corridors or nursery sites, nor does the immediate surrounding area.

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the MBTA of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey. The Project site, and areas in the immediate vicinity of the Project contains trees, shrubs, and grasslands that provide suitable nesting habitat for a number of migratory bird species known to nest in the Project area.

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

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

Less than Significant Impact with Mitigation Incorporated

The Project site and immediate surrounding area contain a number of large trees, including eucalyptus and oak, many of which may be impacted as a result of Project construction. To reduce any potential impacts from tree removal to less than significant, the Project shall comply with the Tree Preservation Regulations found in Section 9.200.030 of the Menifee Municipal Code as outlined in **Mitigation Measure MM-BIO-1**.

Therefore, the proposed Project will comply with, and not conflict with, any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts will be less than significant with implementation of **Mitigation Measure MM-BIO-1**.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**

No Impact

According to the final Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP adopted June 17, 2003), the Project site is not located within a Cell, a Cell Group, or Sub-Unit of the Harvest Valley/Winchester Area Plan. In addition, the Project site is not located within or along the boundaries of the Western Riverside County RCA Conserved Lands or MSHCP Public/Quasi-Public Conserved Lands. The discussion under sub-section 4.a above, the proposed Project is consistent with all applicable requirements of the MSHCP and does not require any special studies.

The Project site is not located within an area that has been identified in the MSHCP where conservation potentially needs to occur. A Habitat Acquisition and Negotiation Strategy (HANS) Application will not be required by the City of Menifee Community Development Department pursuant to the MSHCP and the City's General Plan. Conservation has not been described for the Project site. The Project is consistent with Section 6.1.1 of the MSHCP. In addition, the Project site contains no drainage features, jurisdictional drainages, vernal pools, riparian/riverine areas, wetlands, ponds or other features that would fall under MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools).

The site has been completely developed and disturbed for many years and there is no potential for listed or otherwise sensitive or protected plant species to be present. Therefore, the Project is consistent with MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species) and is not located within a Narrow Endemic Plant Species Survey Area. The Project site is also not located at an Urban/Wildlands Interface so MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface) does not apply to this site.

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

Based on Figures 6-2 (Criteria Area Species Survey Areas), 6-3 (Amphibian Species Survey Areas), 6-4 (Burrowing Owl Survey Areas), and 6-5 (Mammal Species Survey Areas) of the MSHCP, the Project site is not located in an area where additional surveys are needed for certain species in conjunction with

MSHCP implementation in order to achieve coverage for these species. Also, the Project site is not located in a Special Linkage Area.

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

The Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee has been established to provide mitigation for biological impacts from projects within the MSHCP area. All building permit applicants may pay their Western Riverside County MSHCP mitigation fees at any time after having an approved land development permit for the City of Menifee Planning Division (ex: conditional use permit, public use permit, plot plan) and have also paid for building permit plan review or permit fees. Payment of this fee is included as **Standard Condition SC-BIO-2**. This is not considered unique mitigation under CEQA.

The proposed Project is located within the boundary of the adopted Habitat Conservation Plan (HCP) for the endangered Stephens' kangaroo rat (SKR) implemented by the Riverside County Habitat Conservation Agency (RCHCA). The SKR HCP mitigates impacts from development on the SKR by establishing a network of preserves and a system for managing and monitoring them. The proposed Project is located within the SKR HCP area and will be required to comply with applicable provisions of this plan, specifically, payment of fees. Payment of this fee is a standard condition (**Standard Condition SC-BIO-3**) and is not considered unique mitigation under CEQA.

In conclusion, the proposed Project is consistent with all applicable sections of the MSHCP. Adherence to **Standard Conditions SC-BIO-1** through **SC-BIO-3**, and implementation of **Mitigation Measure MM-BIO-1**, will ensure consistency with the MSHCP. Thus, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, impacts are less than significant with adherence to standard conditions and mitigation measures.

Standard Conditions and Requirements

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

SC-HYD-3 **WQMP.** The Project proponent has submitted a Water Quality Management Plan (WQMP) for review and approval. The WQMP identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases

in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements.

SC-BIO-1 **Nesting Bird Survey.** If grading or site disturbance including demolition of existing structures is to occur during the nesting season (February 15 – August 31), a nesting bird survey (including raptors) shall be conducted within ten (10) days prior to grading permit issuance or any site clearing or demolition. This survey shall be conducted by a qualified biologist holding a Memorandum of Understanding (MOU) with Riverside County. If active bird nests are found, avoidance buffers of 1,000 feet for large birds of prey, 500 feet for small birds of prey, and 250 feet for songbirds, decided by CDFW on a case-by-case basis, shall be established and observed. The biologist shall prepare a final letter report that shall be submitted to the City of Menifee Community Development Department for review and approval.

SC-BIO-2 **MSHCP Fee.** Prior to the issuance of a building permit, the Project applicant shall pay the Western Riverside County Multiple Species Habitat Conservation Plan Mitigation Fee (established to provide mitigation for biological impacts from projects within the MSHCP area).

SC-BIO-3 **SKR Fee.** Prior to the issuance of a grading permit, the Project applicant shall pay the SKR Fee (established to provide mitigation for impacts to the SKR from projects within the SKR Fee area).

Mitigation Measures

MM-BIO-1 **Tree Preservation.** Prior to issuance of a grading permit or any site disturbance or demolition, the applicant shall retain a certified arborist to conduct a tree survey of the Project site and comply with the “Tree Preservation Regulations” found in Section 9.200.030 of the Menifee Municipal Code. The applicant shall preserve in place or relocate appropriately healthy native species to the extent practical (i.e., the larger the tree, the more preservation in place shall be considered). Existing healthy trees with a 6-inch or larger trunk diameter measured at 4 feet from the surrounding grade shall be replaced at a three-to-one ratio if removed, in addition to any other new tree installation required. Existing healthy trees with a 6-inch or larger trunk diameter measure at 4 feet from the surrounding grade which are retained onsite can be credited toward the Projects tree installation requirements at a one-to-two ratio (one tree saved equals a two-tree credit toward the required installation of new trees). This measure shall be implemented to the satisfaction of the Community Development Director.

5. CULTURAL RESOURCES.

Source(s): *General Plan*; *Map My County* (**Appendix A**).

Applicable General Plan Policies:

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

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

Analysis of Project Effect and Determination of Significance:

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

No Impact

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

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

(Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

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

None of the buildings or facilities on the Project site satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The Project site is also not listed with the State Office of Historic Preservation or the National Register of Historic Places.

Therefore, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impacts will occur, and no mitigation is required.

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

Less Than Significant Impact

According to past reports from the Eastern Information Center, University of California, Riverside, the general Project area contains dozens of historical/archaeological sites, features, and isolates. The Project site is fully developed and covered with improved surfaces, so the City determined that an onsite cultural survey was unnecessary.

There is no evidence to suggest any potential "historical resources" or "tribal cultural resources" are located within or adjacent to the Project site. Although State Route 74 has been present through the Project area since at least the 1930s, its current configuration and appearance represent the results of repeated upgrading and constant maintenance during the modern era. As a working component of the modern transportation infrastructure, it exhibits no particularly historical characteristics, and is not considered a potential "historical resource. The ground surface in the entire Project area has been disturbed in the past. Some modern refuse was observed on the property, but none of the items was of any historical/archaeological interest.

The Project site has experienced extensive and repeated disturbance over the years, including development of the commercial center, parking lots, and gravel

parking areas. This past disturbance did not reveal any shallow buried archaeological resources. However, in the event that archeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-1** through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation to a less than significant level. **SC-CUL-1** requires non-disclosure of Native American human remains. **SC-CUL-2** pertains to procedures required due to any inadvertent finds during ground disturbance activities. **SC-CUL-3** pertains to procedures for final disposition of inadvertent discoveries requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. **SC-CUL-4** requires that a qualified archaeological monitor be present during all construction activities. **SC-CUL-5** requires the presence of Pechanga Tribal monitors during all ground disturbing activities. **SC-CUL-6** requires the presence of Soboba Tribal monitors during all ground disturbing activities. **SC-CUL-7** requires the procedures for the preparation of a Phase II and Phase IV archaeological report if necessary. **SC-CUL-8** is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly discovered during Project implementation to a less than significant level.

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

For these reasons, the Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. With implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

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

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

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

Standard Conditions and Requirements

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

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

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
v. If the find is determined to be significant and avoidance of the site has not 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.
vi. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

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

a. One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Menifee Community Development Department:
   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
   iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

The Project Archaeologist and the Tribal monitor(s) shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, mass or rough grading, trenching, stockpiling of materials, rock crushing, structure demolition and etc. The Project Archaeologist and the Tribal monitor(s), shall have the authority to temporarily divert, redirect or halt the ground

disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required special interest or tribal monitors.

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

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

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

SC-CUL-5 (Native American Monitoring [Pechanga]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Pechanga Band of Luiseño Mission Indians.

Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Tribal Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

SC-CUL-6 (Native American Monitoring [Soboba]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

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

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

The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Mitigation Measures

No mitigation measures are required.

6. ENERGY.

Source(s): *General Plan; GPEIR (*Chapter 5.17, *Utilities and Service Systems)*; *Air Quality Analysis Guidance Handbook*; and *Air Quality/Greenhouse Gas Analysis for the Motte Country Plaza Project, City of Menifee, California,* prepared by Albert A. Webb Associates, dated 1-20-2021 (*AQ/GHG Analysis*, **Appendix B**).

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes

energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels. Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources. A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy. Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and natural gas.

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

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

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

Project Energy Consumption

According to the EIA, the three (3) main types of energy expected to be consumed by the Project include electricity, natural gas, and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project is calculated based on the *AQ/GHG Analysis*. The California Emissions Estimator Model Version 2016.3.2 (CalEEMod) was used to calculate energy usage from Project construction and operational activities.

- Electricity Consumption

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

Temporary electricity usage for construction activities may include lighting, electric equipment and mobile office uses. CalEEMod does not calculate electricity usage

during construction as electricity consumption during construction is short-term and relatively minor compared to the operational demand. Therefore, electricity usage during construction is not counted in this analysis.

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

Table 6-1
Project Electricity Consumption

Land Use/Activity	Electricity Consumption[1]	
	(kWhr/yr.)[2]	(MBtu/yr.)[2]
Convenience Market with Gas Pumps	54,197	184.920
Fast Food Restaurant with Drive-Thru	77,159.5	263.268
Parking Lot	11,891.9	40.575
Water Supply and Treatment[3]	34,300	117.031
Electric Vehicle Service Equipment (EVSE)[4,5]	5,012.4	17.102
Total	**172,560.8**	**622.896**

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

- Natural Gas Consumption

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

Table 6-2
Project Natural Gas Consumption

Land Use/Activity	Natural Gas Consumption[1] (MBtu/yr)[2]
Convenience Market with Gas Pumps	7,915.86
Fast Food Restaurant with Drive-Thru	440,995
Total	448,910.86

[1] Source: *AQ/GHG Analysis*
[2] MBtu/yr. = Million British Thermal Units per Year

- Petroleum Consumption

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

1. Construction

Construction of the Project is estimated last approximately nine months and consist of site preparation, grading, building construction, paving, and application of architectural coatings. Construction activities will consume energy in the form of motor vehicle fuel (gasoline and diesel) for off-road construction equipment and on-road vehicle trips. Vehicle trips include workers and vendors traveling to and from the job-site, as well as from truck trips associated with the hauling of approximately 1,994 cubic yards of soil to be imported during excavation. **Table 6-3, *Construction Off-Road Equipment Energy Consumption***, shows the Project's energy consumption for all off-road equipment during construction. For purposes of this analysis, all off-road equipment is assumed to run on diesel fuel. **Table 6-4, *Construction On-Road Trips Energy Consumption***, shows the Project's energy consumption from on-road vehicle trips during construction.

Table 6-3
Construction Off-Road Equipment Energy Consumption

Phase[1]	Phase Duration (Days)[1]	Equipment[1]	Amount[1]	Hours/ Day[1]	Horsepower (HP)[1]	Load Factor[1]	HP-hrs[2]	Fuel Consumption Rate[3] (hp-hr/gal)	Diesel Fuel Consumption (gal.)	Diesel Fuel Consumption by Phase (gal.)	MBtu[4]
Site Preparation	2	Grader	1	8	187	0.40	1,196.8	18.5	64.7	178.7	24.550
		Tractors/Loaders/Backhoes	2	8	97	0.37	1,148.5		62.1		
		Excavator	1	8	158	0.38	960.6		51.9		
Grading	5	Grader	1	8	187	0.41	3,066.8		165.8	3,159.0	433.993
		Tractors/Loaders/Backhoes	2	8	97	0.37	2,871.2		155.2		
		Crushing Rock Equipment	1	6	350	0.50	5,250.0		283.8		
Building Construction	176	Forklift	1	8	84	0.20	23,654.4		1,278.6	16,198.8	2,225.406
		Generator Sets	1	8	84	0.74	87,521.3		4,730.9		
		Tractors/Loaders/Backhoes	2	8	97	0.37	101,066.2		5,463.0		
		Welders	3	8	46	0.45	87,436.8		4,726.3		
Paving	20	Cement Mixer	1	8	135	0.38	8,208.0		443.7	1,900.2	261.056
		Pavers	1	8	130	0.42	8,736.0		472.2		
		Paving Equipment	1	8	132	0.36	7,603.2		411.0		
		Rollers	1	8	80	0.38	4,864.0		262.9		
		Tractors/Loaders/Backhoes	1	8	97	0.37	5,742.4		310.4		
Architectural Coatings	10	Air Compressors	1	6	78	0.48	2,246.4		121.4	121.4	16.682
								Total Energy Requirements		**21,558.1**	**3,391.687**

Sources: Project data from *AQ/GHG Analysis*, spreadsheet from SCAQMD Air Quality Analysis Handbook, SCAQMD website 2020

[1] *AQ/GHG Analysis*

[2] SCAQMD Air Quality Analysis Handbook

[3] Source: EMFAC2014 Web Database. https://www.arb.ca.gov/emfac/2014/\

[4] MBtu/yr. = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

Table 6-4
Construction On-Road Trips Energy Consumption

Construction Phase[1]	Phase Duration (Days)[1]	Trips /Day[1]	Trip Length[1]	Phase VMT	Vehicle Class[1]	Vehicle Mix[1]	Average Fuel Economy (MPG)[2]	Gasoline			Diesel			Total MBtu[3]
								Fuel Split[2]	Fuel Consumption by Class (gal.)	Fuel Consumption by Phase (gal.)	Fuel Split[2]	Fuel Consumption by class	Fuel Consumption by Phase	
Worker Trips														
Site Preparation	2	18	14.7	529	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	45.96 28.41 31.87	21.25	0.0074 0.0009 0.0014	0.34 0.03 0.04	0.08	2.57
Grading	5	15	14.7	1,102	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	76.61 47.36 53.11	44.27	0.0074 0.0009 0.0014	0.57 0.04 0.07	0.17	3.70
Building Construction	176	17	14.7	43,983	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	998.45 617.21 692.19	1,766.01	0.0074 0.0009 0.0014	7.44 0.56 0.97	86.86	213.63
Paving	10	15	14.7	2,205	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	76.61 47.36 53.11	88.54	0.0074 0.0009 0.0014	0.57 0.04 0.07	0.35	10.71
Architectural Coating	10	3	14.7	441	LDA LDT1 LDT2	0.50 0.25 0.25	28.57 23.26 20.73	0.9926 0.9991 0.9986	15.32 9.47 10.62	17.71	0.0074 0.0009 0.0014	0.11 0.01 0.01	0.07	2.14
Sub-Total Worker Trips Energy Consumption								Gasoline (gal.)		1,937.78	Diesel (gal.)		7.53	232.75
Vendor Trips														
Building Construction	176	7	6.9	8,501	MHDT HHDT	0.50 0.50	8.50 5.85	0.1403 0.0097	91.68 9.21	77.20	0.8597 0.9903	429.89 719.52	1,149.41	167.21
Hauling Trips														
Grading	5	43.33	20.0	4,333	HHDT	1.00	5.85	0.0097	21.56	7.19	0.9903	733.56	733.56	101.64
Total On-Road Construction Trips Energy Usage								**Gasoline (gal.)**		**2,022.08**	**Diesel (gal.)**		**1,890.50**	**501.60**

Sources: Project data from *AQ/GHG Analysis*, spreadsheet from SCAQMD Air Quality Analysis Handbook, SCAQMD website 2020

[1] *AQ/GHG Analysis*

[2] SCAQMD Air Quality Analysis Handbook

[3] MBtu/yr. = Millions of Btu per year; assuming 1 gallon of gasoline fuel = 120,429 Btu and 1 gallon of diesel fuel = 137,381 Btu

2. Operation

The Project is expected to consume energy from the generation of operational auto and truck trips based on the proposed land use. Vehicle trips are associated with workers, customers and vendors/non-workers (i.e., delivery, service and maintenance vehicles, etc.) traveling to and from the site. The CalEEMod output files in the appendices of the *AQ/GHG Analysis* indicate the Project will generate a total of 4,851,421 vehicle miles traveled (VMT). Based on an overall average fleet fuel consumption rate of 18.5 miles per gallon, the Project would consume a total of 262,239 gallons of vehicle fuel per year (both gasoline and diesel). This amount of vehicular fuel represents a total of 32,025.73 million Btu per year[2] consumed during Project operation. This estimate assumes the Project "fleet" would be comprised of 10 percent vehicles that consume diesel fuel and 90 percent vehicles that consume gasoline fuel. It also assumes one gallon of gasoline fuel equals 120,429 Btu and one gallon of diesel fuel equals 137,381 Btu.

- **Total Project Energy Consumption**

The Project's total energy consumption is calculated in MBtu and shown in **Table 6-5, *Total Project Energy Consumption***. Total Project energy consumption includes electricity, natural gas and petroleum usage during construction and operation.

Table 6-5
Total Project Energy Consumption

Activity	Total Energy Consumption (MBtu)[1]
Construction[2]	**3,893.29**
Off-Road Equipment	3,391.69
On-Road Vehicle Trips	501.60
Operational	**481,559.49**
Electricity	622.90
Natural Gas	448,910.86
Petroleum	32,025.73
TOTAL	**485,452.78**

[1] MBtu = Millions of Btu
[2] Assumes all construction activity will occur within a one-year timespan.
Source: Initial Study **Tables 6-1** through **6-4**

The Project will be required to comply with the mandatory requirements of California's Building Energy Efficiency Standards (Title 24, Part 6) and Green Building Standards (CALGreen, Title 24, Part 11). California's building energy

[2] Gasoline: 236,015 gallons X 120,429 Btu/gal = 28,423.05 MBtu
Diesel: 26,224 gallons X 137,381 Btu/gal = 3,602.68 MBtu
Gasoline + Diesel = 32,025.73 MBtu

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

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

Less Than Significant Impact

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

The Project will further comply with the mandatory requirements of California's Green Building and Building Energy Efficiency standards that promote renewable energy and energy efficiency. Therefore, the Project will not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. Any impacts are considered less than significant, and no mitigation is required.

Standard Conditions and Requirements

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

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

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling.

Excessive idling is defined as five minutes or longer.

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

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

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

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Carpooling shall be encouraged for construction workers.
- Comply with the mandatory requirements of California's Building Energy Efficiency Standards and Green Building (CALGreen)

Standards, including mandatory installation of electric vehicle service equipment (EVSE).

- Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Use electric landscaping equipment, such as lawn mowers and leaf blowers, wherever possible.

Mitigation Measures

No mitigation measures are required.

7. GEOLOGY AND SOILS.

Source(s): *Map My County* (**Appendix A**); *Preliminary Geotechnical Interpretive Report, Proposed Convenience Store, Restaurant and Car Wash, Assessor's Parcel Numbers 329-110-019 and 329-110-023, Lot Numbers 93 and 94 of Romola Farms Subdivision, Located at 28480 and 28380 Highway 74, City of Menifee, Riverside County, California,* prepared by Earth Strata Geotechnical Services, Inc., 4-30-2018 (*Geo Report*, **Appendix C1**); *SAN 53 Will Serve Letter,* prepared by Eastern Municipal Water District, 3-8-2021 (**Appendix K**); *General Plan*; and *GPEIR* (Chapter 5.6, *Geology and Soils*).

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

Although the Project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the San Jacinto fault (Anza section) located approximately 9¼ miles northeast of the Project site.

Based on this information, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or

death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. Any impacts associated with rupture of a fault would be less than significant.

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

Less Than Significant Impact

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

Standard Condition SC-GEO-1 is required to reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level. **SC-GEO-1** requires Project design to be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC) as adopted by the City of Menifee. This is a standard condition (**SC-GEO-1**) and is not considered unique mitigation under CEQA. The 2016 CBC (California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Relevant CBC seismic design parameters for the Project site are set forth in the *Geo Report*. **Standard Condition SC-GEO-2** requires the Project to comply to recommendations listed in the *Geo Report* to address strong seismic ground shaking and how it will reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. This is a standard condition (**SC-GEO-2**) and is not considered unique mitigation under CEQA.

With adherence to **SC-GEO-1** and **SC-GEO-2**, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts related to ground shaking would be less than significant.

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

Less Than Significant Impact

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

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

According to *Map My County*, the Project site is in a "low" liquefaction hazard zone. This indicates that the area has not been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions do not indicate potential for permanent ground displacement such that mitigation as defined in Public Resources Code § 2693(c) would be required. Furthermore, the *Geo Report* states that "The proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth of approximately 46 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials."

Based on the above, implementation of the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Any impacts would be less than significant.

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

No Impact

The Project site is located at the northwest corner of Highway 74 and Palomar Road, in the city of Menifee, California. The Project site is relatively flat with a minimum elevation of approximately 1,460 feet above mean sea level (AMSL) and a maximum elevation of approximately 1,464 feet AMSL. There are no steep slopes on or adjacent to the Project site. Therefore, landslides are not a design consideration. As depicted on **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slope is located approximately 1¾ miles southeast (Double Butte) of the Project site, followed by the southwest extent of the Lakeview Mountains located approximately 2¼ miles northeast of the Project site.

Therefore, implementation the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. There would be no impact.

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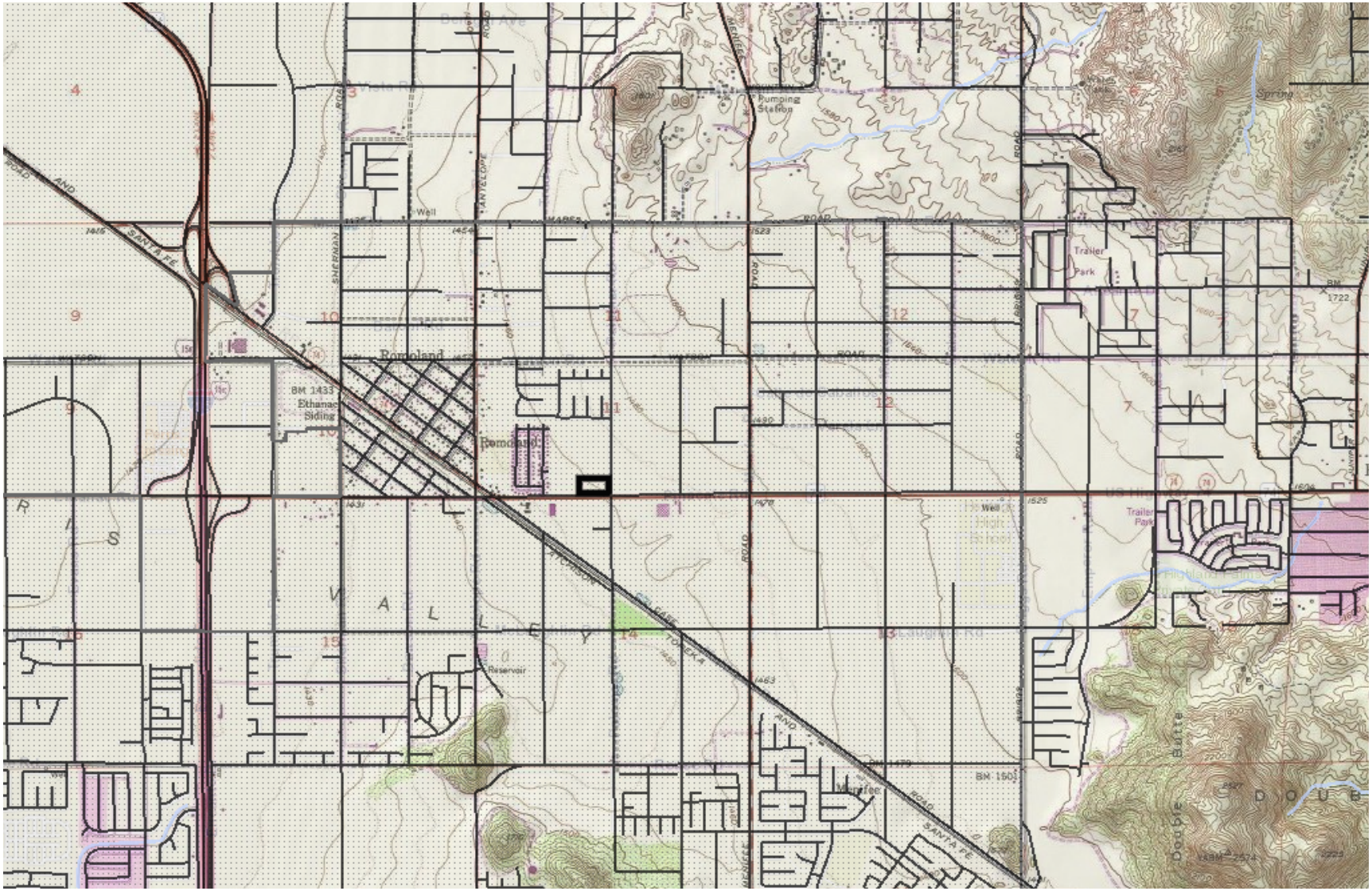
FIGURE 7-1
SURROUNDING TOPOGRAPHY



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

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

Less Than Significant Impact

The Project site is in the Romoland area (incorporated into the city of Menifee, October 1, 2008) of southwestern Riverside County within the Peninsular Ranges Geomorphic Province (Province). Geologic units within the Province consist of granitic and metamorphic bedrock highlands and deep and broad alluvium filled valleys. Specifically, the site is located on an old alluvial fan emanating from the surrounding Lakeview Mountains. The site is underlain by older alluvial fan deposits observed underlying a relatively thin layer of topsoil.

According to the *Geo Report*, the earth materials on the Project site are primarily comprised of artificial fill and Quaternary alluvial materials. A general description of the dominant earth materials observed on the Project site is provided below:

- Artificial Fill, Undocumented (map symbol Afu): Undocumented artificial fill materials were encountered throughout the site within the upper 2 to 4 feet during exploration. These materials are typically locally derived from the native materials and consist generally of light brown to reddish brown silty clayey sand;
- Quaternary Old Alluvial Fan Deposits (map symbol Qof): Quaternary old alluvial fan deposits were encountered beneath the undocumented artificial to the full depth of exploration. These old fan deposits consist predominately of interlayered reddish brown to dark brown, fine to coarse grained clayey sand, silty sand, sandy silt, and occasional poorly-graded sand. These deposits were generally noted to be in a dry to moist, medium dense to very dense state.

The Project site consists of two contiguous commercially developed parcels with 5.53 acres that were historically used for agricultural purposes. The property consists of several buildings and various businesses: a Chinese restaurant from old railroad cars; a wood frame multi- tenant retail building including a Post Office; and the Motte Museum Barn. The site includes a combination of asphalt paved parking areas and graded dirt parking areas.

The Project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering (see **Standard Condition SC-AQ-1**). Water erosion will be prevented through the City's standard, mandated, erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES), such as silt fencing, fiber rolls, or sandbags (See **Standard Condition SC-HYD-2**). Following the proposed Project construction phase, the Project site would be covered completely by paving, structures, and landscaping (See **Standard Condition SC-HYD-3**). Impacts related to soil erosion would be less than significant with implementation of

existing regulations. All of these are standard conditions and are not considered unique mitigation under CEQA.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

Less Than Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 7.a.iii and 7.a.iv., Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. As discussed in 7.a.ii, the Project would be required to comply with **SC-GEO-1** and **SC-GEO-2**. These are standard conditions and are not considered unique mitigation under CEQA.

Therefore, implementation of the proposed Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Any impacts would be less than significant.

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

Less Than Significant Impact

The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. According to the *Geo Report*, the preliminary laboratory test results indicate onsite earth materials at the Project site exhibit a LOW expansion potential as classified in accordance with 2016 CBC Section 1803.5.3 and ASTM D4829. The *Geo Report* further states that "Additional testing for expansive soil conditions should be conducted upon completion of rough grading." Based on the

laboratory testing of the Project site soils, the geologic units are anticipated to possess an Expansion Index of 21 to 50 ("low expansion potential").

The *Geo Report* sets forth special design considerations to minimize potential impacts from the soils on-site that have low expansion potential. These recommendations include but are not limited to, replacing the existing undocumented fill materials with engineered fill, specifications for depth and extent of the engineered fill, and specifications for engineered/import fill materials.

The site preparation methods recommended within the *Geo Report* adequately address potential impacts related to expansive soils and no additional mitigation measures would be required. This is a standard condition (**SC-GEO-2**) and is not considered unique mitigation under CEQA. Any impacts would be less than significant.

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

Less Than Significant Impact

The Project site is currently served by a septic system but will connect to the existing Eastern Municipal Water District (EMWD) sewer system and will no longer require the use of septic tanks at that time. The Project site shall be connected to existing EMWD sewer lines prior to the start of any grading or development of the new center or once sewer is made available. The Project will connect to existing EMWD sewer lines and EMWD has issued a Will Serve Letter (**Appendix K**) to the Project applicant for sewer service. There is adequate capacity in the existing EMWD system to serve the proposed Project. Impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

The Project site is mapped as a "High B" sensitivity area which means it has a high sensitivity for paleontological resources. Areas classified as high sensitivity may contain buried paleontological deposits at or below 4 feet of depth and may be impacted during construction. It is possible that potentially significant prehistoric remains could be found, since buried fossils often go undetected during a walkover survey. Prehistoric remains may have been buried by erosional sediments accumulating in this area and masked by existing pavement.

A Project-specific Paleontological Resources Assessment Report (*PRAP*) has not been submitted for review as of the date of this Initial Study.

Since the Project site is mapped in the County's General Plan as having a high potential for paleontological resources (fossils), the proposed Project site grading/earthmoving activities would need to be monitored for potential impacts to this resource and, therefore, the Project will include a standard condition to prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit.

Standard Condition SC-GEO-3 is required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation to a less than significant level.

Standard Condition SC-GEO-3 requires that a qualified paleontologist be retained and approved by the City. The paleontologist will participate in a pre-construction Project meeting and monitor earthmoving activities. **SC-GEO-3** also provides guidance for instances where fossil remains are found and requires that the paleontologist prepare a report of findings during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This is a standard condition and is not considered unique mitigation under CEQA.

With implementation of **Standard Condition SC-GEO-3**, impacts to paleontological resources would be less than significant. Upon implementation of **SC-GEO-3**, the likelihood that the Project would directly or indirectly destroy unique paleontological resources on site, or a unique geologic feature would be less than significant.

Standard Conditions and Requirements

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

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

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

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

More specifically, the following shall apply to the Project:

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

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

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

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

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

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

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

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

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

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

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

F. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum* repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; places in specimen trays and, if

necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum* repository fossil collection, where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators.

* The City of Menifee must be consulted on the repository/museum to receive the fossil material prior to being curated.

G. A qualified paleontologist shall prepare a report of findings made during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any). This report shall be submitted to the Community Development Department for review and approval prior to building final inspection as described elsewhere in these conditions.
All reports shall be signed by the Project paleontologist and all other professionals responsible for the report's content (e.g., Professional Geologist, Professional Engineer, etc.), as appropriate. Two wet-signed original copies of the report shall be submitted directly to the Community Development Department along with a copy of this condition, deposit-based fee and the grading plan for appropriate case processing and tracking.

Mitigation Measures

No mitigation measures are required.

8. GREENHOUSE GAS EMISSIONS.

Source(s): *General Plan*; *Air Quality/Greenhouse Gas Analysis for the Motte Country Plaza Project, City of Menifee, California,* prepared by Albert A. Webb Associates, 1-20-2021 (*AQ/GHG Analysis*, **Appendix B**).

Applicable General Plan Policies:

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

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

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	

Less Than Significant Impact

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

The South Coast Air Quality Management District (SCAQMD) describes a five-tiered approach for determining GHG Significance Thresholds. The City of Menifee utilizes the Tier 3 Thresholds. Tier 3 consists of screening values that are intended to capture 90 percent of the GHG emissions from projects. If a project's emissions are under the

screening thresholds, then the project is less than significant. SCAQMD has presented two options that lead agencies could choose for screening values. Option #1 sets the thresholds for residential projects to 3,500 $MTCO_2e$/year, commercial projects to 1,400 $MTCO_2e$/year), and the mixed use to 3,000 $MTCO_2e$/year. Option #2 sets a single numerical threshold for all non-industrial projects of 3,000 $MTCO_2e$/year. The current SCAQMD staff recommendation is to use option #2 but allows lead agencies to choose option #1 if they prefer. Regardless of which option a lead agency chooses to follow, it is recommended that the same option is consistently used for all projects. **Table 8-1, *SCAQMD Tier 3 GHG Screening Values***, shows the screening levels described in option #2, which has been used previously in the City of Menifee. The City of Menifee uses Option #2 (3,000 $MTCO_2$/year for all non-industrial projects).

Table 8-1
SCAQMD Tier 3 GHG Screening Values

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

If its GHG emissions are less than the SCAQMD GHG thresholds of significance, a project is considered to have less than significant GHG emissions under CEQA and is in compliance with the applicable State GHG legislation.

Construction Greenhouse Gas Emissions

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

Table 8-2
Construction Greenhouse Gas Emissions

2021 Emissions ($MTCO_2e$)[1]			
Total CO_2	Total CH_4	Total N_2O	Total
233.33	0.04	0.00	234.21

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

Evaluation of the table above indicates that an estimated 234.21 $MTCO_2E$ will occur from Project construction equipment over the course of the estimated construction period. The SCAQMD GHG Threshold Guidance document recommends that construction emissions be amortized for a project lifetime of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies.

Therefore, the total GHG emissions from Project construction were amortized and are included in **Table 8-3, *Operational Greenhouse Gas Emissions***.

Operational Greenhouse Gas Emissions

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

- Mobile sources (transportation);
- Energy (electricity and natural gas);
- Water use and treatment; and
- Solid Waste disposal.

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

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

Table 8-3
Operational Greenhouse Gas Emissions

Emission Source	GHG Emissions ($MTCO_2e$)[1]
Mobile Sources	2,822.27
Energy Sources Electricity Natural Gas	 38.38 24.10
Water	3.87
Solid Waste	4.62
Construction (amortized over 30 years)	7.81
Total Annual Emissions	**2,901.05**
SCAQMD Tier 3 Screening Threshold[2]	3,000.00
Exceed Tier 3 Threshold?	No

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

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

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

Therefore, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Any impacts will be less than significant, and no mitigation is required.

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

Less Than Significant Impact

The Project is consistent with the land use designation and zoning requirements for this site. Additionally, the Project will comply with the mandatory requirements of Title 24 Part 1 of the California Building Standards Code and Title 24 Part 6 Building and Energy Efficiency Standards. The Project will be consistent with all the applicable plans, policies and regulation for the purpose of reducing GHG gases. Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. the Project must follow all standard SCAQMD rules and requirements, as described in **Standard Condition SC-GHG-1**. Compliance with **Standard Condition SC-GHG-1** is considered a standard requirement and included as part of the Project's design features, not unique mitigation under CEQA. Any impacts will be less than significant.

Standard Conditions and Requirements

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

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

More specifically, the following shall apply to the Project:

- All construction equipment shall be maintained in proper tune.
- All construction vehicles shall be prohibited from excessive idling. Excessive idling is defined as five minutes or longer.
- Carpooling shall be encouraged for construction workers.
- Comply with the mandatory requirements of California's Building Energy Efficiency Standards and Green Building (CALGreen) Standards, including mandatory installation of electric vehicle service equipment (EVSE).

- Implement water conservation strategies, including low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.

Mitigation Measures

No mitigation measures are required.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *Map My County* (**Appendix A**); **Figure 3a, *General Plan Land Use Designations***, **Figure 3b, *Menifee North Specific Plan - Land Use Plan*** and **Figure 8, *Aerial Photo***, provided in Section I of this Initial Study; *Phase I Environmental Site Assessment,* prepared by Earth Strata Geotechnical Services, Inc., 6-26-2018 (*Phase I ESA*, **Appendix D**); *General Plan*; *GPEIR* (Chapter 5.8, *Hazards and Hazardous Materials*); Romoland School District website; Perris Union High School District website; March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (*MAR Plan*); Riverside County Airport Land Use Commission website; and Google Earth.

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

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

Less Than Significant Impact

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

The Project site is situated just over 1¼ mile east of Interstate-215 (I-215) along the north side of the Highway 74 corridor, the principal access route to and from I-215 to the city of Hemet located approximately six (6) miles east of the site. The Project site area was formerly known as Romoland prior to the incorporation of the City of Menifee in October 2008.

The Project site is located at the northwest corner of Highway 74 (aka Ethanac Road / Pinacate Road) and Palomar Road in a mixed-use area in the northern portion of the City of Menifee. The Project site consists of a single Assessor's parcel comprised of 3.8 acres of land area currently being used for general commercial and commercial retail purposes. The existing improvements include two freestanding wood-frame multi-tenant commercial buildings and a train boxcar in use as a sit-down restaurant (Chinese Bistro). The Project site is located within the Menifee North Specific Plan, Amendment No. 3.

The Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

Planned future uses surrounding the Project site, per the General Plan Land Use Map and the SP260A3 - Land Use Plan, include: Medium High (5.6 du/ac) and High Density (7.2 du/acre) Residential contiguous to the north, Business Park (BP) to the south across Highway 74, Commercial to the west, and Commercial/Business Park and Very High Density Residential to the east.

The Project proposes to repurpose the site's existing commercial use by moving the Chinese restaurant / train box car from the east portion of site and relocating it between the two existing multi-tenant commercial buildings and constructing a new gas station/convenience store with drive-thru restaurant and car wash.

The proposed Project does not include a housing component and would not place housing near any hazardous materials facilities. The routine use, transport, or disposal

of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The Project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of the planned commercial use.

Construction Phase

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

Operation Phase

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

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

The Project's proposed gas station will result in the storage of gasoline and diesel fuels. Fuel storage on the Project site will include the use of underground storage tanks. Similar facilities in other locations have sometimes resulted in accidental release of hazardous materials from leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water, and groundwater. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

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

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

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

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

Based on the commercial uses that would be a part of the proposed Project, inclusive of the gas station use, and the existing regulatory structure related to these materials, the proposed Project would not cause a threat to public safety during Project construction or operation.

Therefore, based on the above, because the transport, use, storage, and disposal of hazardous materials pertaining to the proposed Project would be relatively minor and subject to extensive regulatory oversight, the impact would be less than significant. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			**X**	

Less Than Significant Impact

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

The Project site is currently improved with two freestanding wood-frame multi-tenant commercial buildings that will be retained, and a Chinese restaurant operating out of a stationary train box car that will be relocated on-site. There would be no impacts related to the demolition of structures with asbestos containing materials or lead-based paint. Therefore, the potential for the Project to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be relatively low.

According to the *Phase I ESA*, the Project site and surrounding area were historically used for agricultural (dry-farming) purposes from the mid-1930's to the mid-1960's. The building improvements first appear in aerial photographs from 1967, followed by the train box car in 1985. Environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides were applied at the Project site. However, dry farming activities typically use the least amount and variety of agricultural chemicals compared to more intensive farming activities. Based upon the length of time that has elapsed since agricultural usage has occurred, it is unlikely the potential former usage of pesticides has significantly impaired the Project site or would require remedial actions. As such, any impacts would be less than significant, and no mitigation is required.

The potential still exists for an unseen event to occur during both the construction and operation phases. Please reference the discussion set forth in Threshold 9.a, as it pertains to gas stations. With adherence to existing local, state and federal regulations, as they pertain to the treatment of hazardous materials, the proposed Project 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. Any impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact

The Project site is located within the boundaries of the Romoland School District (RSD) for elementary and middle school, and Perris Unified High School District (PUHSD) for high school. Existing schools closest to the Project site are shown in **Table 9-1**, ***Existing Schools Closest to Project Site***.

Table 9-1
Existing Schools Closest to Project Site

School Facility	Proximity to Project Site
Romoland Elementary School	±¼ mile west-northwest
Calvary Chapel Christian Academy	±½ mile northwest
Heritage High School	±1¼ mile east
Boulder Ridge Elementary School	±1¼ mile south-southeast
Harvest Valley Elementary School	±1½ mile northeast
Mesa View Elementary School	±1½ mile southeast
Hans Christensen Middle School	±1¾ mile southwest
Ethan Chase Middle School	±2¼ miles southeast

Source: Google Earth

As shown above, Romoland Elementary School is the closest school facility, situated approximately one-quarter (±¼) mile west-northwest of the Project site (fronting along Antelope Road, just north of Highway 74), followed by Calvary Chapel Christian Academy situated approximately one-half (±½) mile northwest of the Project site. PUHSD has identified a site for a high school (High School #4). This school is currently proposed on 52 acres located at the northwest corner of Wickerd and Leon Road, approximately 6¾ miles south-southeast of the Project site. No other elementary, middle, or high schools exist, or are proposed, within one-quarter mile of the Project site.

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

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

clean-up, etc. would be employed in conjunction with implementation of the proposed Project.

With adherence to existing local, state and federal regulations, as they pertain to the treatment of hazardous materials, 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. Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**

No Impact

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

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

Reference **Figure 9-1, *GeoTracker***; and **Figure 9-2, *EnviroStor***.

Based on the above information, there would be no impact and no mitigation is required.

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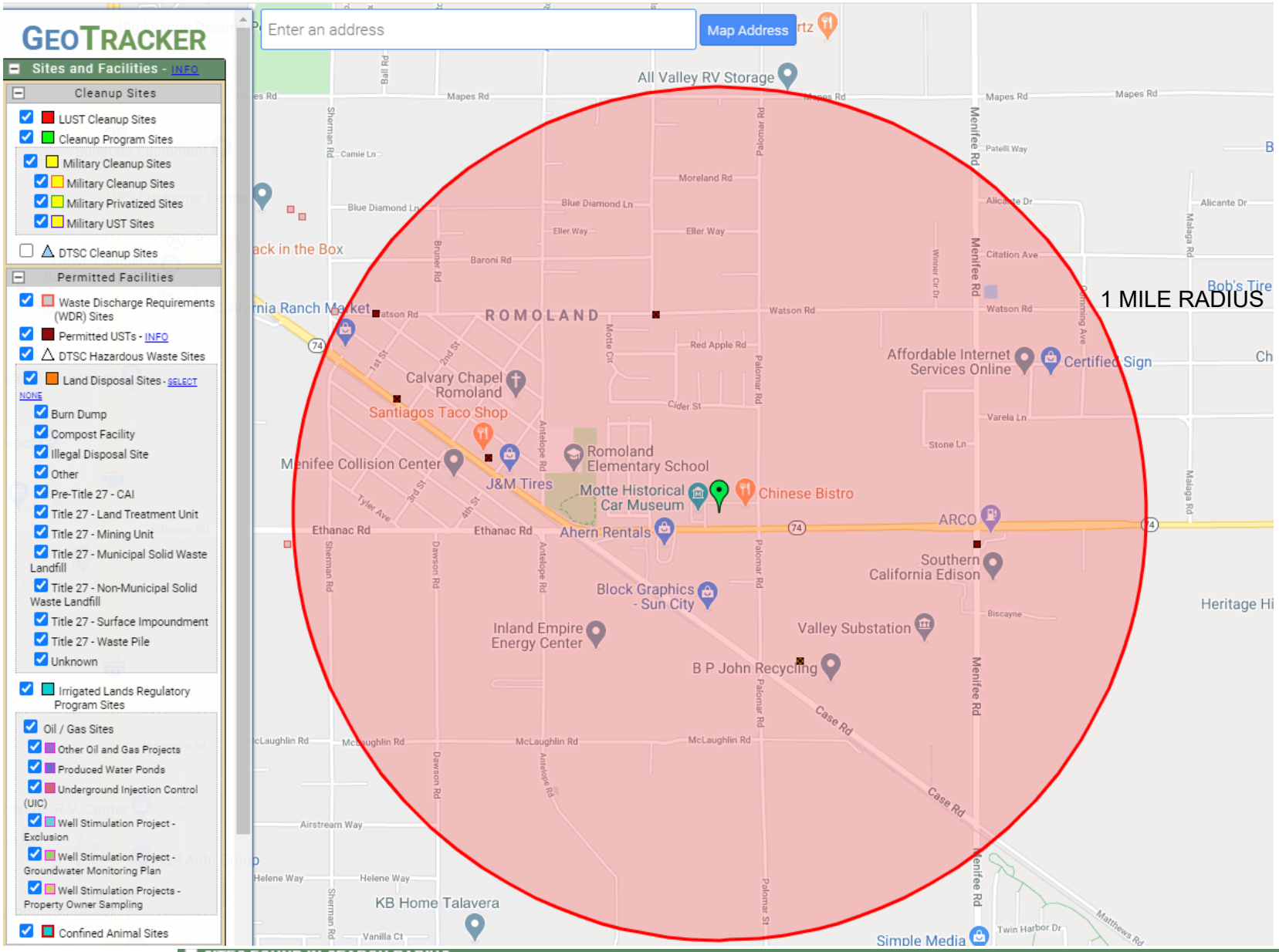
FIGURE 9-1
GEOTRACKER



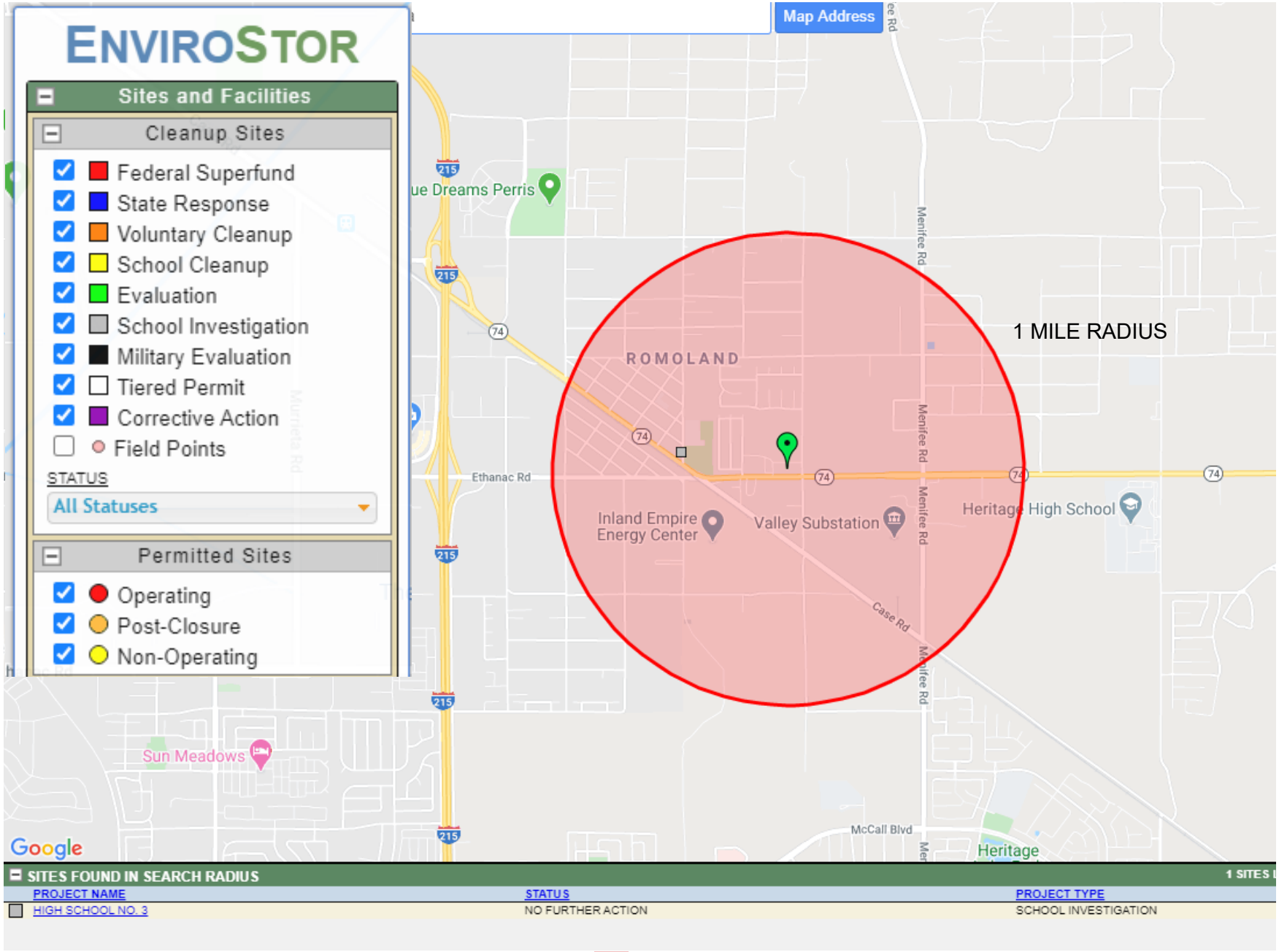
SITE

SITES FOUND IN SEARCH RADIUS

SITE NAME	GLOBAL ID	FAC ID	STATUS
ARCO AM/PM ROMOLAND		FA0022507	PERMITTED UST
CAL TRANS	T0606500136		COMPLETED - CASE CLOSED
GREENWASTE, BP JOHN RECYCLING-ROMOLAND	L10008871055		COMPLETED - CASE CLOSED
ROBERTSON READY MIX		FA0018908	PERMITTED UST
ROMOLAND MARKET	T0606500088		COMPLETED - CASE CLOSED
SAN JACINTO VALLEY DISTRICT OF	T0606500038		COMPLETED - CASE CLOSED

Source: GEOTRACKER https://geotracker.waterboards.ca.gov/

FIGURE 9-2
ENVIROSTOR



SITE

Source: ENVIROSTOR https://www.envirostor.dtsc.ca.gov/public/

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				**X**

No Impact

The entire Project site is located in a compatibility zone (Zone E) for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The runway for March Air Reserve Base/Inland Port Airport is located approximately 9¼ miles to the northwest of the Project site.

According to Table MA-1, Compatibility Zone Factors of the *MAR Plan*, the noise impact from the March Air Reserve Base/Inland Port Airport is considered "low", and beyond the 55-CNEL contour. Table MA-1 also states that occasional overflights have a "low impact" in terms intrusion into some outdoor activities.

According to *GPEIR* Table 5.12-3, *Land Use and Compatibility for Community Noise Environments*, the commercial land uses within the Project site are considered *normally acceptable* with noise levels between 50 dBA CNEL and 70 dBA CNEL. Commercial land use noise levels between 67.5 dBA CNEL and 77.5 dBA CNEL are considered *conditionally acceptable*. This is consistent with the 55 bBA CNEL produced by the March Air Reserve Base/Inland Port Airport at the Project location. There would be no impact.

Zone E has no limit on the number residential dwelling units permitted on a site, no restriction on the number of people per acre allowed on a site, and no open land requirement. Prohibited uses within this zone include anything that is considered a hazard to flight.

The Project is not required to be reviewed by the Riverside County Airport Land Use Commission (RCALUC) before being considered for approval by the City because the Project is consistent with the General Plan land use of the site and does not involve a general plan amendment or zone change. The proposed Project is not considered a use that would be a hazard to flight. With compliance with existing regulations, impacts related to airport hazards will be less than significant.

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

Less Than Significant Impact

The Project proposes to repurpose the site's current commercial use by moving the Chinese restaurant / train box car from the east portion of the site and relocating it between the two existing wood-frame multi-tenant commercial buildings and constructing a new gas station/convenience store with drive-thru quick serve restaurant and car wash. Primary and secondary access to the Project site would continue to be provided via driveways off of SR 74 and Palomar Road.

A limited potential exists for the Project to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project would be minimal. It is noted that utility lateral connections are already in-place. The minimal impact is associated with the proposed plan to widen the main curb-cut driveway apron along SR-74 which would have a nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (**Standard Condition SC-TR-1**).

The traffic control plan (TCP) is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project.

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

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

Project impacts would be less than significant, and no mitigation is required.

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

No Impact

The proposed Project site is not located within or adjacent to a fire hazard zone (Local Responsibility Area, or State Responsibility Area). There are no wildland conditions in the suburbanized area where the Project site is located. There would be no impact.

Standard Conditions and Requirements

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

Mitigation Measures

No mitigation measures are required.

10. HYDROLOGY AND WATER QUALITY.

Source(s): *Map My County, (***Appendix A**); *Interpretive Report for Infiltration System Design, Proposed Convenience Store, Restaurant and Car Wash, Assessor's Parcel Numbers 329-110-019 and 329-110-023, Lot Numbers 93 and 94 of Romola Farms Subdivision, located at 28480 and 28380 Highway 74, City of Menifee, Riverside County, California,* prepared by Earth Strata Geotechnical Services, Inc., 11-5-2018 (*Infiltration Report*, **Appendix C2**); *Roadway Design Recommendations, proposed Convenience Store, Restaurant and Car Wash, Assessor's Parcel Numbers 329-110-019 and 329-110-023, Lot Numbers 93 and 94 of Ramola Farms Subdivision, Located at 28480 and 28380 Highway 74, City of Menifee, Riverside County, prepared by Earth Strata Geotechnical Services, Inc., 1-29-2021 (Porous Concrete Memo*, **Appendix C3**); *Project-Specific Water Quality Management Plan,* prepared by Albert A. Webb Associates, 5-2020 (*WQMP*, **Appendix E1**); *Motte Country Plaza, Preliminary Hydrology Report*, prepared by Albert A. Webb Associates, 5-2020 (*Hydrology Report*, **Appendix E2**); *Motte Country Plaza Plot Plan No 2018-300; CUP No. 2018-301 & 320 Parcel 1 Supplemental WQMP Memo*, prepared by KWC Engineers, 11-24-2020 (*Supplemental WQMP Memo*, **Appendix E3**); *Supplemental Report to the Preliminary Hydrology and Hydraulics Report (Motte Country Plaza)*, prepared by KWC Engineers, 12-2020 (*Supplemental Hydrology Report,* **Appendix E4**); Eastern Municipal Water District *2015 Urban Water Management Plan* (*2015 UWMP*); Metropolitan Water District *2015 Urban Water Management Plan* (*2015 RUWMP*); City of Menifee Municipal Code, Chapter 4.2, *Floodplain Management for Noncoastal Communities*, and Chapter 15.01, *Storm Water/Urban Runoff*; Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program, adopted by the City of Menifee); *General Plan*; *GPEIR* (Chapter 5.9, *Hydrology and Water Quality*)*;* Eastern Municipal Water District (EMWD) website; and California Department of Water Resources (DWR) Adjudicated Areas Map website.

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	

Less Than Significant Impact

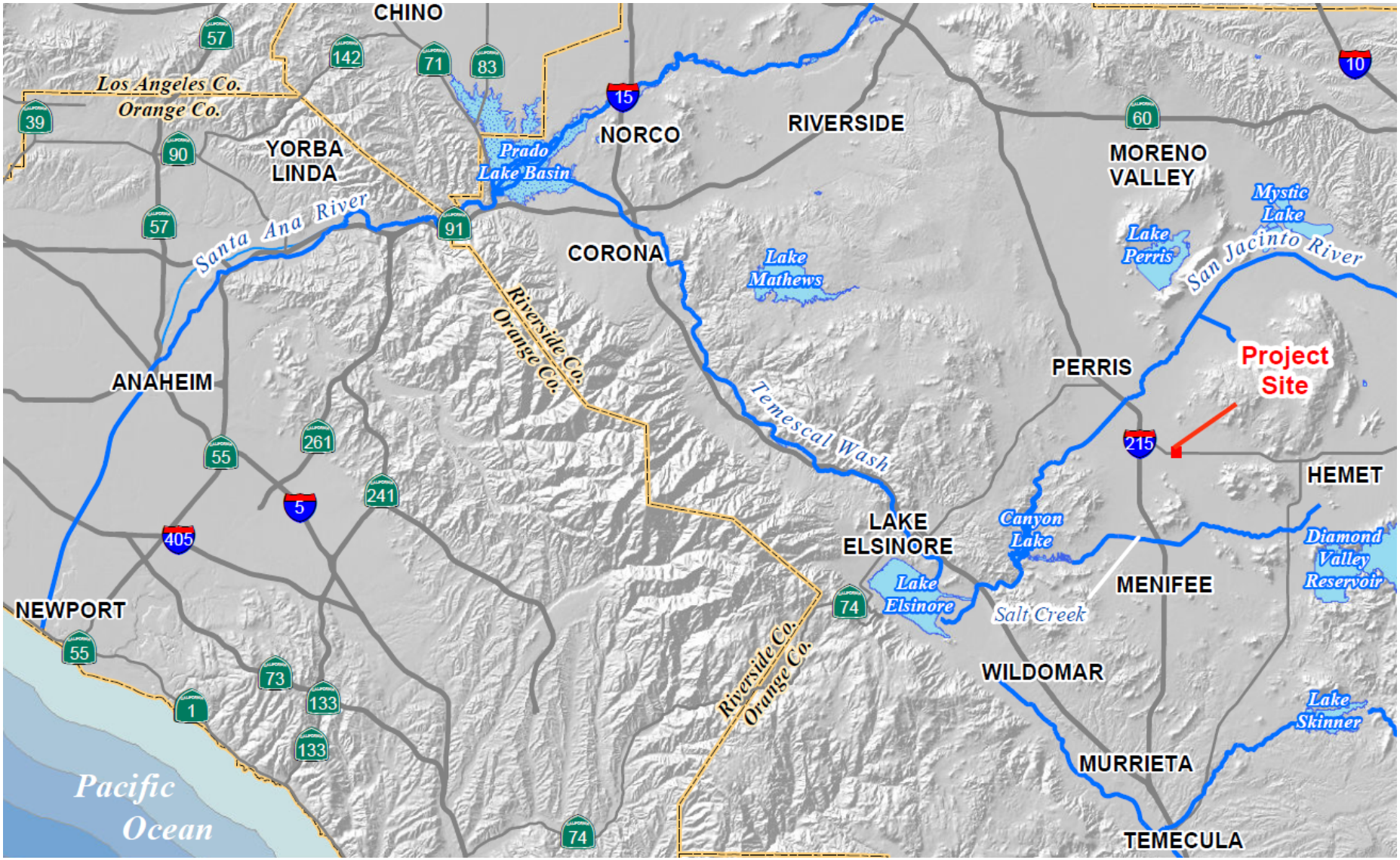
The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body. Relative to this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

On January 29, 2010 the Santa Ana Regional Water Quality Control Board (SARWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of Menifee and other applicable Permittees. All new development in the City of Menifee (City) is required to comply with provisions of the NPDES program, including Waste Discharge Requirements, and the City's Municipal Separate Sewer Permit (MS4), Order No. R8-2010-0033, NPDES Permit No. CAS618033, as enforced by the SARWQCB. All design submittals and construction projects are required to conform to the permit requirements. Furthermore, all projects are required to install Best Management Practices (BMPs) in compliance with the 2010 SARWQCB permit.

The Project site, along with nearly all of the City is located in the San Jacinto Sub-basin of the larger Santa Ana Watershed. The Santa Ana River Watershed includes much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. The watershed is bounded by the Mohave watershed to the north, the Santa Margarita watershed to the south, the Salton Sea and Southern Mohave watersheds to the east, and the San Gabriel watershed to the west. The watershed covers approximately 2,800 square miles, with about 700 miles of rivers and major tributaries. The San Jacinto River originates in the San Jacinto Mountains and flows some 42 miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek, which flows northwest and discharges into the Santa Ana River which ultimately discharges into the Pacific Ocean. A relatively small area at the southeast corner of the City is located in the Warm Springs Creek Sub-basin of the larger Santa Margarita Watershed. An exhibit

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

FIGURE 10-1
PROJECT SITE - RECEIVING WATERS MAP



Source: WQMP– (Appendix E1)

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The Project site is situated just over 1¼ mile east of Interstate-215 (I-215) along the north side of the Highway 74 corridor, the principal access route to and from I-215 to the city of Hemet located approximately six (6) miles east of the site. The area surrounding the Project site was formerly known as Romoland prior to the incorporation of the city of Menifee in October 2008. Historically, Romoland and the larger Perris Valley area was dominated by a variety of agricultural uses (primarily dry-farming and irrigated field crops).

The Project site is located at the northwest corner of Highway 74 (aka Ethanac Road) and Palomar Road in a mixed-use area in the northern portion of the City of Menifee. At present, the Project site consists of a single Assessor's parcel comprised of 3.8 acres of land that was previously graded and is currently being used for general commercial and commercial retail purposes. The existing improvements include two freestanding wood-frame commercial buildings and train boxcars in use as a sit-down restaurant (Chinese Bistro). The Project site is relatively flat and at grade with adjacent streets, adjoining properties, and the general area. The Project site elevation varies from approximately 1,460 to 1,464 above mean sea-level (AMSL) across the entire site with a less than 2% gradient.

The Project proposes to repurpose the Project site's existing commercial use by moving the Chinese restaurant / train boxcars from the east portion of site and relocating them between the two existing wood-frame commercial buildings and constructing a new gas station/convenience store with drive-thru quick-serve restaurant, and car wash.

Implementation of the Project includes the pending approval of Plot Plan 2018-300 (and associated Conditional Use Permits) and Tentative Parcel Map 2018-302 which propose to split the Project site into two parcels:

- Proposed Parcel 1 would comprise the west 2.5 acres of the Project site where the two, existing wood-frame commercial buildings are located. Proposed Parcel 1 would be generally rectangular in shape with 384.91 feet of SR-74 frontage and extending approximately 285.66 feet (average) deep along the east and west boundaries (the north boundary extends 381.40-feet);
- Proposed Parcel 1 would generally be left in an "as is" condition with the exception of relocating the train boxcars (Chinese Bistro Restaurant) from proposed Parcel 2 onto proposed Parcel 1, and the addition of restrooms for the relocated train car restaurant [539 square feet (SF)], an American with Disabilities Approved (ADA) access ramp (193 SF), a utility room (187 SF), and a trash enclosure (403 SF) with pervious pavers to access it. The existing building structures, concrete walkways, asphalt parking area, and large graded dirt lot on the north half of the lot would remain intact with the exception of the trash enclosure that would be constructed contiguous to the north side of the existing wood frame church building.
- Proposed Parcel 2 would comprise the east 1.3 acres of the Project site situated at the northwest corner of SR-74 and Palomar Road. Proposed Parcel 2 would be generally rectangular in shape measuring 198.64 feet wide along the north property line by 285.72 deep along the west property line. Not including the cut-out at the southeast corner, Parcel 2 would have 170.37 feet of SR-74 frontage and 261.18' of Palomar Road frontage.

Proposed redevelopment of Parcel 2 entails site preparation and grading to accommodate a new gas station with a fueling station canopy, a 5,645 square foot convenience store/quick-serve restaurant building with drive-thru, and a 50-foot long 800-square foot tunnel car wash (16' wide). Site preparation includes relocating the train boxcars (China Bistro Restaurant), removing the existing asphalt paving that extends along the south and east portions of the site, and re-grading the entire site. Six mature eucalyptus trees and two mature Mexican fan palm trees would be removed from the middle portion of the site in the vicinity of the existing boxcars, while others along the perimeter would be retained.

To date, there have been two separate efforts involving Hydrology and Water Quality analyses for the proposed Project. Effort #1 involved the preparation and issuance of the original *WQMP* (**Appendix E1**), and the *Hydrology Report* (**Appendix E2**). Effort #2 evolved at the request of the City of Menifee that resulted in additional analyses being performed, as discussed below, which promulgated the issuance of the *Supplemental WQMP Memo* (**Appendix E3**), and the *Supplemental Hydrology Report* (**Appendix E4**).

As set forth in the *WQMP*, *Hydrology Report*, *Supplemental WQMP Memo*, and *Supplemental Hydrology Report*:

- The original *WQMP* and *Hydrology Report* addressed water quality issues, hydrology, and drainage conditions as it pertained to proposed Parcel 2, only;
- At the request of the City of Menifee, the *Supplemental WQMP Memo* and *Supplemental Hydrology Report* were prepared to address any change in water quality and drainage conditions resulting from the proposed relocation of the train cart restaurant onto proposed Parcel 1.
- In addition, the *Supplemental Hydrology Report* examined potential storm drain connection to the proposed Riverside County Flood Control and Water Conservation District's (RCFC) Master Drainage Plan (MDP) Line A-3, known as Romoland MDP Line A-3, to be located in Palomar Road;
- According to the *WQMP*, the total area of *existing* Impervious Surfaces within the Project Limits Footprint (for proposed Parcel 2, aka DMA 1) is 32,815 square feet (32,815 SF ÷ 59,009 SF = 55.6% Pre-Project Condition – Impervious Site Area for Parcel 2 Footprint Limits). It is noted, DMA 1, at 59,009 SF [1.35 acres] is slightly larger than proposed Parcel 2 [1.3 acres) due to the Project Limits Footprint encompassing a relatively small narrow portion of proposed Parcel 1, contiguous west of proposed Parcel 2;
- According to *WQMP*, the total area of *proposed* Impervious Surfaces within the Project Limits Footprint (for proposed Parcel 2, aka DMA 1) would be 49,924 square feet (49,924 SF ÷ 59,009 SF = 84.6% Post-Project Condition – Impervious Site Area for Parcel 2 Footprint Limits);
- The redeveloped portion of the Project site (proposed Parcel 2), would drain into a proposed catch basin located in the southeastern corner of the site;
- Due to site constraints, an underground Modular Wetlands System (MWS) vault is proposed to treat all proposed Parcel 2 runoff captured onsite;
- An underground storage system is also being proposed for Parcel 2 to mitigate for Hydraulic Conditions of Concern (HCOC) requirements;
- Parcel 1 Improvements: The train car restaurant is proposed to be relocated from proposed Parcel 2 to proposed Parcel 1. *Supplemental WQMP Memo* and

Supplemental Hydrology Report were issued in order to evaluate the impact the addition of the train car restaurant would have on proposed Parcel 1.

The following quantities represent the proposed train car relocation and the proposed associated improvements on Parcel 1:

Train Car located in Parcel 1:	3,566 SF
Access Ramp:	193 SF
Restrooms:	539 SF
Utility Room:	187 SF
Trash Enclosure:	403 SF
Total:	4,888 SF

Thus, the total impervious area being added to proposed Parcel 1 is 4,888 square feet. Additionally, approximately 637 square feet of pervious pavers are provided within the drive aisle and walkway that provide access to the proposed trash enclosure area.

According to the County of Riverside's "Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Santa Ana River Region," a Water Quality Management Plan is not required for any previously developed sites that have under 5,000 square feet of impervious surface area being added during redevelopment.

According to the *Supplemental WQMP Memo*, based on the fact that any redevelopment currently proposed within Parcel 1 does not meet the minimum requirement for a formal WQMP application, the Project engineer is proposing that the Project proceeds to be conditioned utilizing the currently provided information within the application package (i.e., the original *WQMP* as well as the information provided in the *Supplemental WQMP Memo*).

Further, the *Supplemental WQMP Memo* states that based on the evaluation of the existing vs. proposed conditions, rainwater that crosses over the train car impervious area at the new modified location would drain to the contiguous landscape areas (site-specific BMPs). And, as a site-specific BMP, redirecting roof drains to landscape planters is a preferred site design BMP.

A comparison of existing improvements and proposed improvements for Parcel 1 is summarized in **Table 10-1, *Parcel 1 Existing vs. Proposed Improvements***.

Table 10-1
Parcel 1 Existing vs. Proposed Improvements

Drainage Area	Existing Condition		Proposed Condition		Difference (Prop – Exist)	
	Impervious (SF)	Pervious (SF)	Impervious (SF)	Pervious (SF)	Impervious (%)	Pervious (%)
Parcel 1	71,556	49,857	76,444	44,969	4.0%	4.0%

Source: *Supplemental Hydrology Report* (**Appendix E4**)

The proposed relocation and improvements result in a 4% increase to the proposed Parcel 1 Impervious Area. As set forth in the *Supplemental Hydrology Report*, based on the fact that any redevelopment currently proposed within Parcel 1 will have an insignificant impact on the hydrology, the hydrology engineer is proposing that the Project proceeds to be conditioned utilizing the currently provided information within the application package (i.e., the original *Hydrology Report*) as well as the information provided in the *Supplemental Hydrology Report*.

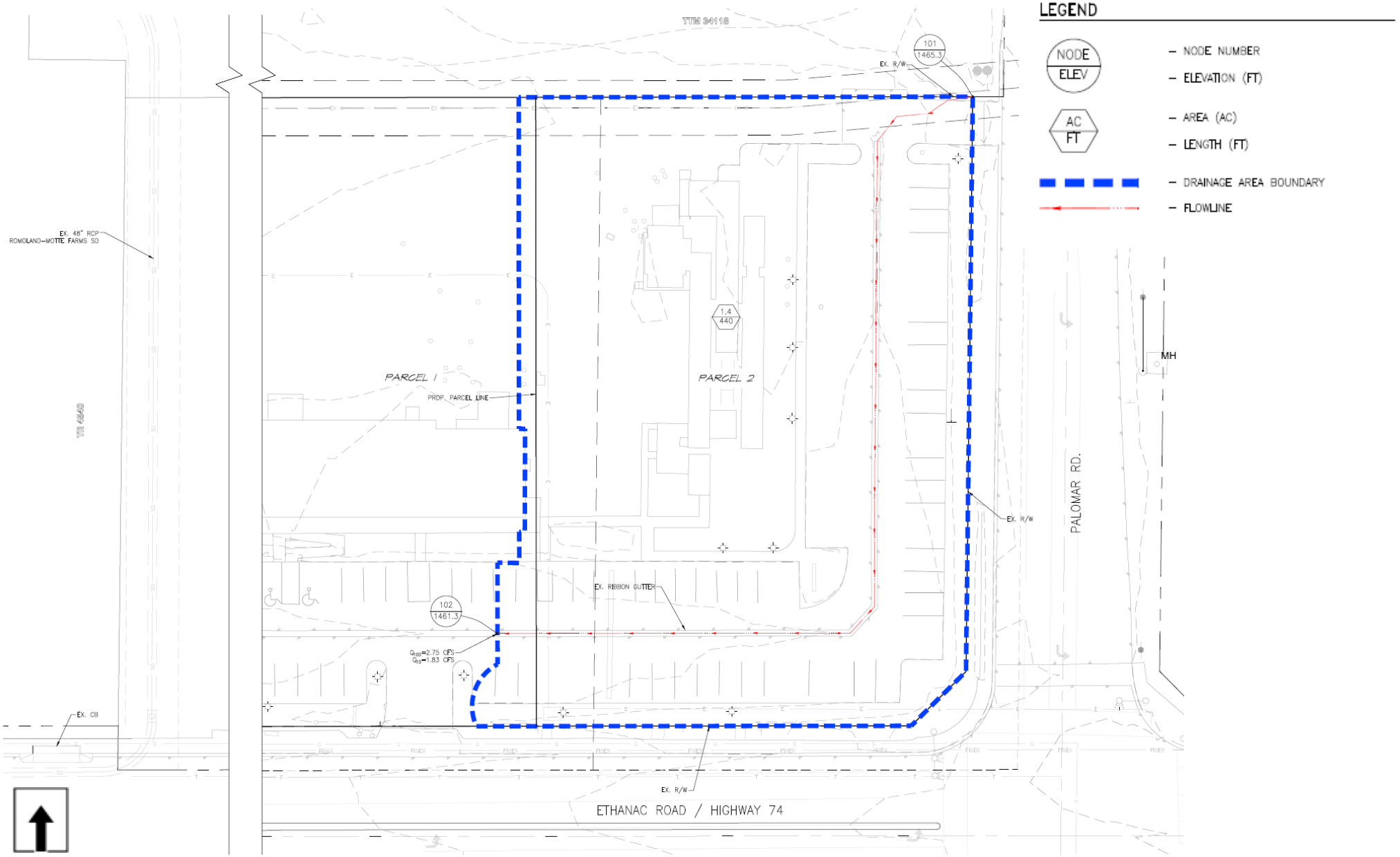
- **Parcel 2 Improvements**: The proposed Parcel 2 improvements are generally the same as the improvements proposed within the *Hydrology Report*. Parcel 2 would be redeveloped to include two proposed buildings, gas station, and parking area. Ribbon gutters would convey all the flows into a proposed sump catch basin to be located at the southeasterly corner of the site. The flow continues into a MWS vault in order to be treated for water quality requirements before entering into the underground chambers. A proposed 18-inch reinforced concrete pipe (RCP) storm drain line is proposed to convey all flows offsite directly into the Romoland-Motte Farms Storm Drain. The *Supplemental Hydrology Report* proposes a Storm Drain Line Alternative B that will outlet into the RCFC Romoland MDP Line A-3.

- **Romoland MDP LINE A-3**: The original *Hydrology Report* included a drainage design wherein flows would enter a proposed 18-inch storm drain system which would eventually connect into the existing 48-inch Romoland-Motte Farms Storm Drain located approximately 900 feet west of the Project site. However, the *Supplemental Hydrology Report* concludes RCFC's Romoland Master Drainage Plan Line A-3 would be constructed prior to the entitlement of the Project (Motte Country Plaza). MDP Line A-3 begins on McLaughlin Road and ends at Malone Avenue, running through Varela Lane and Palomar Road, adjacent to the Project site. Romoland MDP Line A-3 is proposed to be a 6.5-feet high by 12.0 feet wide single cell reinforced concrete box (RCB) designed to Caltrans standards.

  At the request of the City of Menifee, the *Supplemental Hydrology Report* was prepared to analyze an alternate storm drain alignment for the Project that discharges into the future Romoland MDP Line A-3. Storm Drain Line A is the currently proposed alignment that discharges into the existing Romoland Motte Farms Storm Drain included in the *Hydrology Report* (this alignment proposes approximately 1,260 linear feet of storm drain). Storm Drain Line Alternative B is the alternate alignment that is proposed within the *Supplemental Hydrology Report*. This Alternative B Storm Drain Line alignment proposes approximately 320 linear feet of storm drain that outlets into the MDP Line A-3.

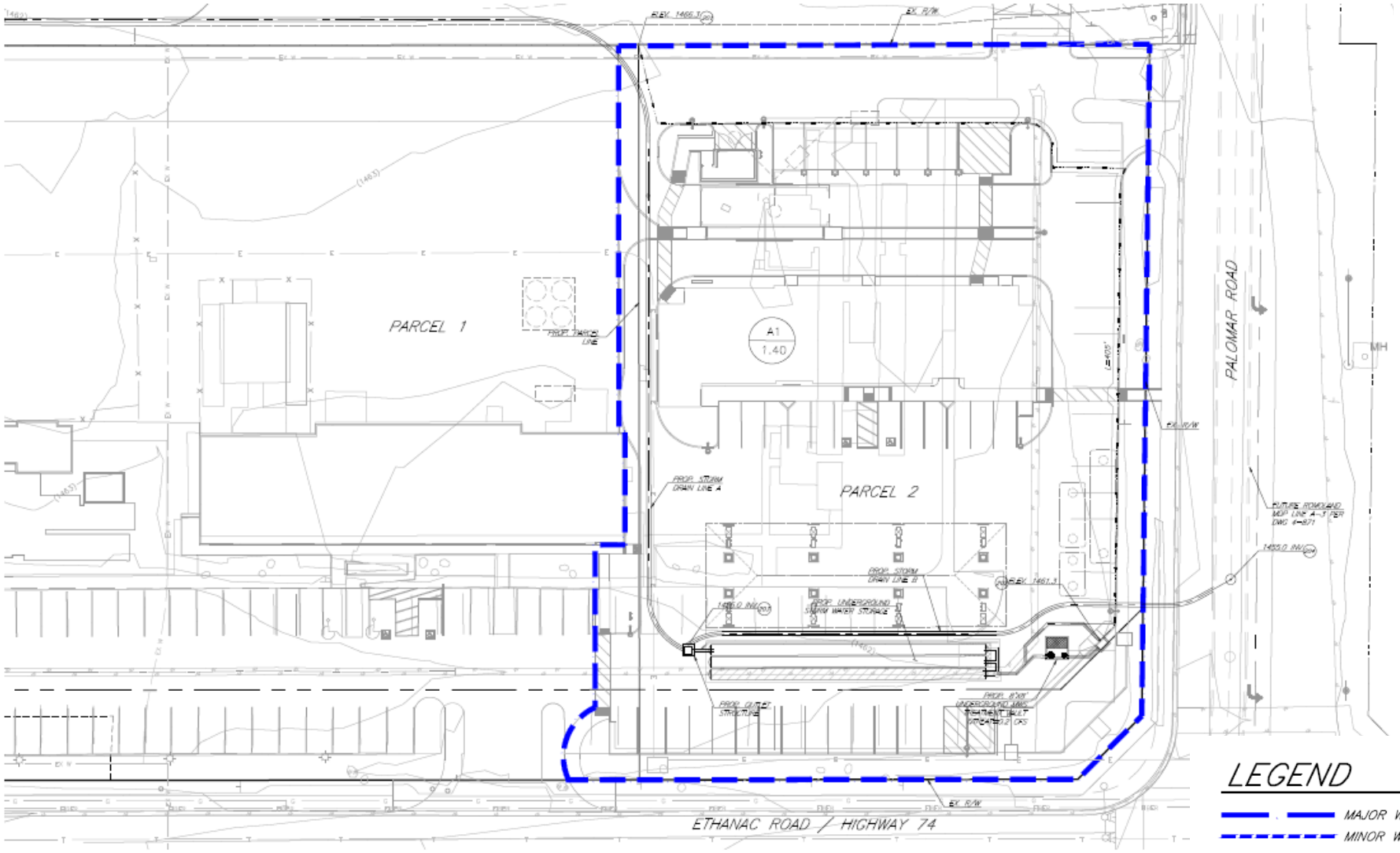
The Project site's hydrology in the existing and proposed conditions are depicted in **Figure 10-2, *Project Site (Proposed Parcel 2) Hydrology Map – Existing Condition,* Figure 10-3, *Project Site (Proposed Parcel 2) Hydrology Map – Proposed Condition,* Figure 10-4, *Project Site (Proposed Parcel 1) – Added Impervious Area***.

FIGURE 10-2
PROJECT SITE (PROPOSED PARCEL 2) HYDROLOGY MAP – EXISTING CONDITION



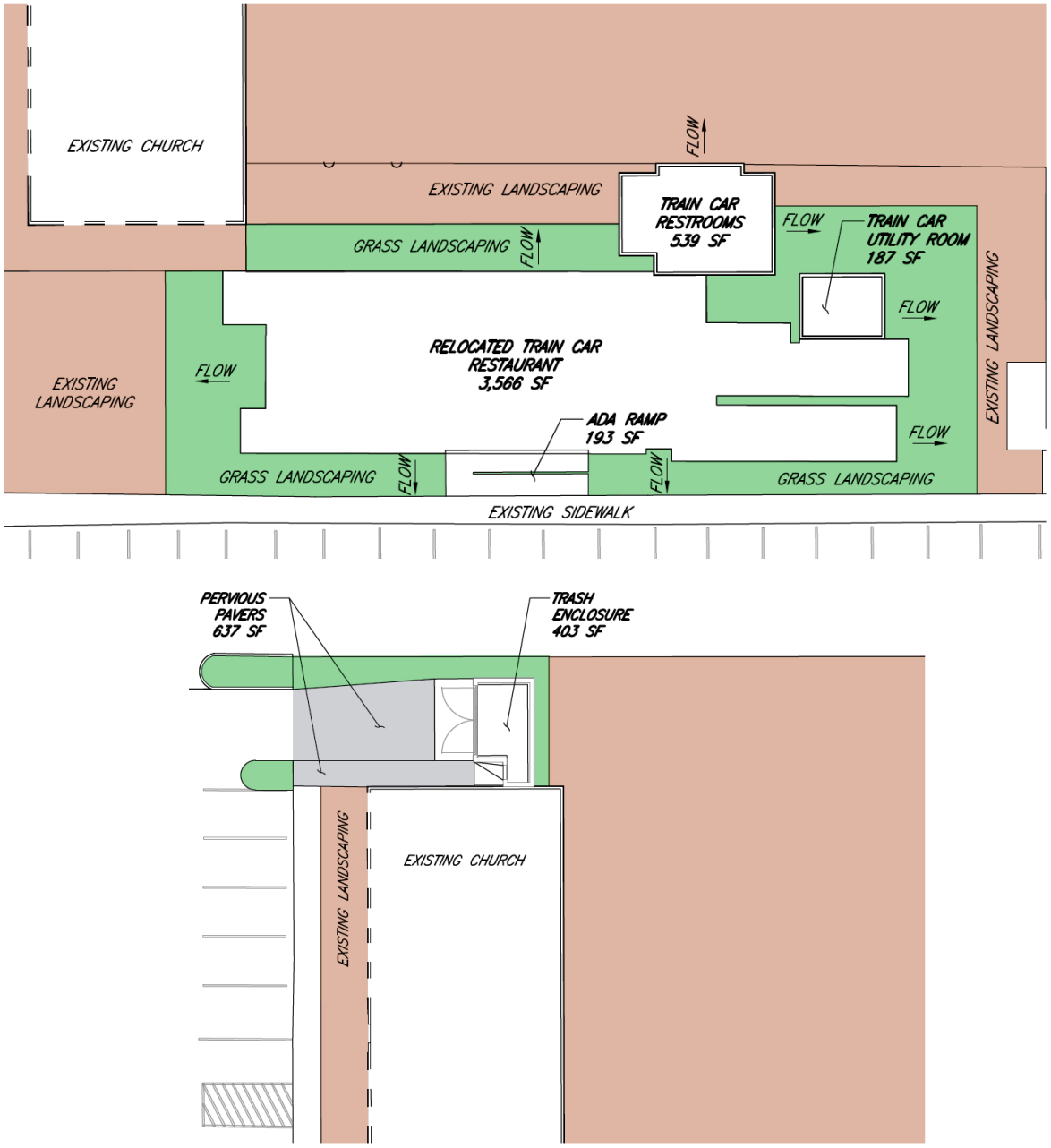
Source: Hydrology Report (Appendix E2)

FIGURE 10-3
PROJECT SITE PROPOSED PARCEL 2) HYDROLOGY MAP – PROPOSED CONDITION



Source: Supplemental Hydrology Report (Appendix E4)

FIGURE 10-4
PROJECT SITE (PROPOSED PARCEL 1) – ADDED IMPERVIOUS AREA



Source: Supplemental WQMP Memo (Appendix E3)

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Construction Impacts

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

Operational Impacts

The Project proposes to redevelop the eastern portion of Motte Country Plaza within the City of Menifee, California. The Project proposes a car wash, a drive-thru building, gas station, and new parking area. The existing train car restaurant is proposed to be relocated to a vacant piece of land on the western portion of the parcel. The redeveloped portion of the site (proposed Parcel 2) would drain into a proposed catch basin located in the southeastern corner of the site. Due to site constraints, an underground MWS vault is proposed to treat all runoff captured onsite. An underground storage system is also being proposed to mitigate for HCOC requirements.

Two scenarios for treated stormwater conveyance were studied in conjunction with the proposed Project. The first scenario is presented in the original *Hydrology Report*, and the second scenario is presented in the *Supplemental Hydrology Report*.

- Pursuant to the original scenario (Storm Drain Line A) set forth in the *Hydrology Report*, flows would enter the proposed 18-inch Storm Drain Line A from the outlet structure directly west of the underground storm water storage chamber then extending north along the west boundary of proposed Parcel 2 eventually connecting to the existing 48-inch Romoland Motte Farms Storm Drain located approximately 900 feet west of the Project site (1,260 linear ft. total);
- Pursuant to the alternative scenario (Storm Drain Line B) set forth in the *Supplemental Hydrology Report*, flows would enter the proposed 18-inch Storm Drain Line B from the outlet structure directly west of the underground storm water storage chamber then extending approximately 320 feet east connecting to the future MDP Line A-3 in Palomar Road, adjacent to the Project site;
- The alternative Storm Drain Line B is to be constructed if the Romoland MDP Line A-3 is constructed before entitlement of the Project.

Under either scenario, the Project would be required to prepare a site drainage plan (reference **Standard Condition SC-HYD-1**).

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

The Project has been reviewed and conditioned by the City Engineering Department, and the City Building and Safety Department, among others, to mitigate any potential

impacts as listed above through site design, the preparation of a WQMP, and adherence to the requirements of the NPDES (reference **Standard Condition SC-HYD-3**).

The Project would also be required to pay Development Impact Fees (DIF) at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first for storm drainage facilities. DIF for nonresidential development shall be paid prior to the issuance of a building permit (reference **Standard Condition SC-HYD-4**). Lastly, all wastewater associated with the Project's interior plumbing systems would be discharged into the local sewer system for treatment at the regional wastewater treatment plant (reference **Standard Condition SC-HYD-5**).

These are standards conditions for the City of Menifee and are not considered mitigation for CEQA implementation purposes. At Project completion, the redeveloped portion of the Project site (proposed Parcel 2) would be covered with commercial retail building structures, asphalt paved access drives and automobile parking areas, an underground MWS treatment vault, an underground stormwater storage vault, and landscaping. This would also ensure that there would be no erosion or siltation on- or off-site.

Based on the above, implementation of the proposed Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts would be less than significant.

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

Less Than Significant Impact

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

The existing Project site improvements are currently connected to the EMWD water supply system via an existing 8" EMWD water line that extends west from Palomar Road about halfway along the Project site's north boundary, then south through the site, then west along the south boundary. The Project redevelopment plan would add a new water meter and extend the on-site water system to accommodate the new gas station, convenience store with drive-thru restaurant, and car wash.

Presently, EMWD has four sources of water supply: 1) Potable groundwater; 2) Desalinated groundwater; 3) Recycled water; and 4) Imported water from MWD. According to 2015 figures, imported water accounts for approximately 46% of the total

water supply, while local potable groundwater accounts for approximately 12%, desalted groundwater was approximately 6%, and recycled water is approximately 36%.

The Project site is located within the San Jacinto River Sub-Watershed of the larger Santa Ana Region Watershed. The Santa Ana Region basin is one of nine watershed basins within the state and encompasses an area of approximately 2,800 square miles including much of Orange County, the northwestern corner of Riverside County, part of southwestern San Bernardino County, and a small portion of Los Angeles County. In very broad terms, the Santa Ana Region watershed is a group of connected inland basins and open coastal basins drained by surface streams flowing generally southwestward to the Pacific Ocean. The Project site, as a part of the San Jacinto River Sub-Watershed, drains to the San Jacinto River (Reach 3) into Canyon Lake, and then via the San Jacinto River (Reach 1) into Lake Elsinore. The San Jacinto River originates in the San Jacinto Mountains and flows approximately forty-two (42) miles west to Lake Elsinore; however, during flooding and heavy storms, Lake Elsinore overflows into Temescal Creek/Temescal Wash, which flows northwest approximately sixteen (16) miles to its confluence with the Santa Ana River at the Prado Dam adjacent to the northwest side of the City of Corona, and thence west/southwest within the Santa Ana River across the Orange County coastal plain approximately 26 miles into the Pacific Ocean northerly of the Newport Bay.

The San Jacinto Groundwater Basin, which encompasses most all of the City of Menifee, includes two management zones: 1) the Perris South Management Zone, and 2) the Menifee Management Zone. The Project site is a part of the Menifee Management Zone. The Perris South and Menifee Management Zones are parts of the West San Jacinto Basin Water Management Area. Groundwater in this area is affected by high levels of total dissolved solids (TDS). The high TDS groundwater is migrating into the Lakeview portion of the Lakeview/Hemet North management zone, an area of good quality groundwater. The Eastern Municipal Water District operates two desalination facilities that recover high TDS groundwater from the Menifee and Perris South Management Zones and the Lakeview portion of the Lakeview/Hemet North Management Zone, for potable use. The Menifee Desalter and Perris I Desalter have a combined capacity of 7,500 acre-feet per year, or about 6.7 million gallons per day.

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

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

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

Based on an initial geotechnical investigation, there is very little infiltration capacity throughout the Project site area (the Project site has infiltration rates range from 0.06 to 0.31 inches per hour per the *Infiltration Report*). As such, water would not be able to infiltrate at a rate for infiltration treatment to be feasible. Nevertheless, the Project includes landscaped areas throughout the site to maximize infiltration to the greatest extent possible. In addition, the proposed Project development plan utilizes a minimum impervious area design to the extent possible given the proposed commercial use.

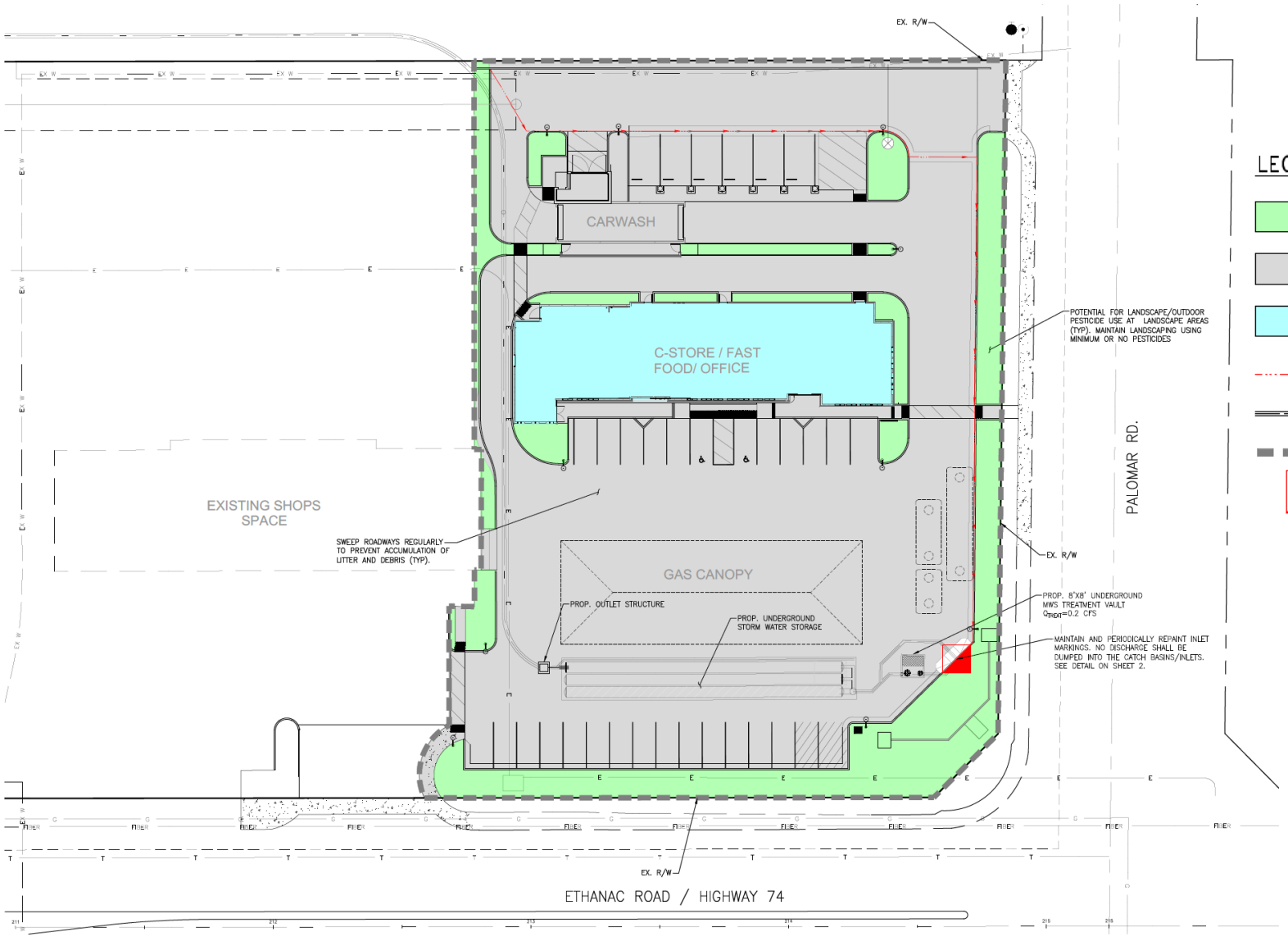
In the existing condition, the Project site's drainage generally flows from north to south then east to west via an existing concrete ribbon gutter located near the middle of the asphalt paved parking areas at the east and south portions of the Project site. The on-site ribbon gutter continues west of the Project site onto the adjacent lot improved with the Motte Museum, where it intersects with a second ribbon gutter which carries the Project site flows south onto Ethanac Road. Runoff then flows west along Ethanac Road until they enter existing catch basins connected to the existing 48-inch Romoland-Motte Farms Storm Drain (RCFC Drawing No. 4-799). From the 48-inch storm drain, flows outlet to Antelope Road and eventually reach the San Jacinto River.

In the proposed condition, the Project site drainage conditions would mimic the existing conditions in the following ways:

- Proposed Parcel 1 drainage conditions would remain relatively unchanged, as described in the *Supplemental WQMP Memo* and the *Supplemental Hydrology Report*;
- Proposed Parcel 2 (gas station, convenience store with drive-thru restaurant, and car wash) would continue to drain from north to south but would drain from west to east (instead of east to west in the existing condition). This would ensure that any runoff collected onsite form Parcel 2 can be treated before combining with runoff from adjacent properties;
- Collected runoff from Parcel 2 would be directed towards the proposed Modular Wetland System (MWS) vault proposed for the southeastern boundary;
- Runoff would then enter proposed underground storage chambers before flows travel east to west, thus mimicking the existing drainage pattern.

The *WQMP* delineates a single Drainage Management Area (DMA-1), as shown on **Figure 10-5, *WQMP Site Plan***.

FIGURE 10-5
WQMP SITE PLAN



DMA 1 – QBMP TABLE	
AREA TYPE	DMA 1
STREETS/IMPERVIOUS (SF)	44,279
ROOF (SF)	5,645
LANDSCAPE (SF)	9,085
QBMP (CFS)	0.2

Source: WQMP– (Appendix E1)

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The post-project drainage attributes are summarized in **Table 10-2, *Proposed Project Runoff Characteristics***.

Table 10-2
Proposed Project Runoff Characteristics

Drainage Management Area	Area		Proposed BMP	Required Design Flow Rate (cfs[1])	Proposed Flow Rate (cfs)	Minimum Design Flow Rate (cfs) Met?
	SF	Acres				
DMA-1 (Mixed Use-Roofs, Concrete/Asphalt, Ornamental Landscaping)	59,009	1.355	Biotreatment Vault (Modular Wetland System)	0.20	0.20	Yes

[1] Cubic feet per second (CFS) is a measure of the flow rate.
Source: Tables C.1, C.5, D.2 and D.3, *WQMP* (**Appendix E1**)

DMA-1

DMA-1 consists of 59,009 square feet (1.355 acres) comprising all of proposed Parcel 2 (1.3 acres2) and a small, relatively narrow sliver of proposed Parcel 1 (0.055 acres) contiguous to the west as depicted on **Figure 10-2, *Project Site (Proposed Parcel 2) Hydrology Map – Existing Condition***, **Figure 10-3, *Project Site (Proposed Parcel 2) Hydrology Map – Proposed Condition***, and **Figure 10-5, *WQMP Site Plan***.

DMA-1 consists of three subareas:

Subarea	Size (SF)
Concrete or asphalt area	44,279
Roof area	5,645
Ornamental Landscaping	9,085
Total	59,009

As previously described, the proposed drainage conditions mimic the existing conditions as runoff generally flows from north to south. However, in the proposed condition Parcel 2 runoff would drain towards a sump catch basin to be located near the southeastern boundary of Parcel 2 (shown in Red on **Figure 10-5**). This is done to ensure all runoff generated by the redevelopment of Parcel 2 would be captured and treated for water quality requirements, which were not in effect during the initial development of the existing site.

Parcel 1 would continue to drain from north to south and then east to west via the concrete ribbon gutter located in the asphalt paved parking area as it does at present in the existing condition.

Flows captured within the proposed Parcel 2 catch basin would then be directed adjacent west towards the proposed subsurface biotreatment device (Modular Wetland System [MWS] vault) to meet water quality treatment requirements.

In addition to being treated for water quality requirements, Parcel 2 runoff generated onsite would be mitigated for Hydraulic Conditions of Concern (HCOC) requirements (the 2- year, 24-hour and 100-year, 24-hour storm events). Therefore, as shown previously on **Figure 10-5**, a subsurface underground chamber system is proposed to be located adjacent west of the MWS vault which is situated in the proposed access drive at the south end of the site, just south of the gas station canopy to store all captured runoff.

In the proposed condition, a sump catch basin located near the southeastern boundary of the site would collect all runoff generated onsite. Curb and gutter as well as ribbon gutters are proposed throughout the site to convey flows towards the sump catch basin. Flows generally travel from north to south throughout the site. The proposed parking area located along the southern boundary of the site would drain north and then east towards the proposed catch basin.

Runoff collected within the catch basin would be redirected adjacent west via a subsurface pipe towards the proposed MWS vault in order to be treated for water quality requirements. The treated water would then be directed adjacent west via a subsurface pipe to the proposed subsurface underground chambers designed to store runoff in order to comply with HCOC mitigation requirements that state…"An outlet structure with designed orifice openings is proposed on the western end of the underground chambers in order to mitigate developed flow rates down to their existing values." The outlet structure would also provide an emergency overflow mechanism in the case of the 100-year, 1-hour storm event. An 18-inch RCP subsurface storm drain is proposed to convey all captured flows offsite.

As previously discussed in Threshold 10.a, two scenarios for treated stormwater conveyance were studied in conjunction with the proposed Project. The first scenario is presented in the original *Hydrology Report*, and the second scenario is presented in the *Supplemental Hydrology Report*.

- Pursuant to the original scenario (Storm Drain Line A) set forth in the *Hydrology Report*, flows would enter the proposed 18-inch Storm Drain Line A from the outlet structure directly west of the underground storm water storage chamber then extending north along the west boundary of proposed Parcel 2 eventually connecting to the existing 48-inch Romoland Motte Farms Storm Drain located approximately 900 feet west of the Project site (1,260 linear ft. total).
- Pursuant to the alternative scenario (Storm Drain Line B) set forth in the *Supplemental Hydrology Report*, flows would enter the proposed 18-inch Storm Drain Line B from the outlet structure directly west of the underground storm water storage chamber then extending approximately 320 feet east connecting to the future MDP Line A-3 in Palomar Road, adjacent to the Project site.

In order to adequately size the storm drain facilities for ultimate runoff, the rational method hydrology calculations considered the entire project area a "Commercial" subarea. The developed condition rational method hydrology calculations and map are located in Section 3 – Hydrologic Studies, of the *Hydrology Report*. Additional hydrology and hydraulics analyses were performed (*Supplemental Hydrology Report*) in conjunction with alternative Storm Drain Line B and are summarized in the following text.

Hydrologic Analysis

Hydrology Report Summary

Hydrologic calculations were computed in accordance with the parameters outlined in *Riverside County Flood Control and Water Conservation District Hydrology Manual*. Specifically, the rational method was used exclusively to determine all design discharges for the 100-year ultimate developed condition for storm drain pipeline design. The rational method was performed to evaluate surface runoff for onsite and off-site areas associated with the 10-year and 100-year storms from the project watershed. The results of the rational method calculations provide the runoff amounts used to establish the sizes of proposed storm drain facilities. For the 100-year storm, results produce a peak flow rate of 3.7 cfs. The results of the rational method calculations are summarized in **Table 10-3**, ***Rational Method Results***.

Table 10-3
Rational Method Results

Storm Event	Existing Peak Flow (cfs)	Proposed Peak Flow (cfs)
10-Year	1.8	2.6
100-Year	2.8	3.7

Source: *Hydrology Report* (**Appendix E2**)

The Unit Hydrograph Hydrology Method was performed to evaluate the Project site pre- and post-developed flow rates and runoff volumes for the analyzed storm events. The pre- and post-condition runoff rates were used to establish the adequate underground storage size needed to comply with HCOC mitigation requirements. The 2-year, 24-hour and 100-year, 24-hour storm events were used to size the underground storage system.

The outlet system is also designed with a weir to provide an emergency escape mechanism in the case of a severe storm or the clogging of the proposed outlet. This bypass was sized to convey the 100-year 1-hour storm event. Calculations regarding the unit hydrograph analysis, basin routing, and outlet structure can be found in Section 4 of the *Hydrology Report*. The results of all unit hydrograph and basin routing analyses are summarized in **Table 10-4**, ***Unit Hydrograph and Basin Routing Results Summary***.

Table 10-4
Unit Hydrograph and Basin Routing Results Summary

Storm Event	Underground Storage						
	Existing		Proposed		Routing		
	Volume (Ac-Ft)	Q_{peak} (cfs)	Volume (Ac-Ft)	Q_{peak} (cfs)	Volume (Ac-Ft)	Q_{peak} (cfs)	Max. Depth (Ft)
2-Yr, 24-Hr	0.09	0.15	0.13	0.21	0.12	0.14	1.28
100-Yr, 24-Hr	0.21	0.34	0.29	0.49	0.28	0.31	3.42

Note: Rational method calculations provide a Q_{peak} of 3.70 cfs (100-Yr, 1-Hr storm)
Source: *Hydrology Report* (**Appendix E2**)

Hydrology Report Conclusion

- The proposed underground storage chambers are able to adequately mitigate for the 2-Year and 100-Year, 24-Hour storm events.
- The Project site would incorporate one storm drain system that would ultimately connect into the existing Romoland-Motte Farm Storm Drain.
- For preliminary purposes, the storm drain systems have been sized according to the minimum sizes determined from the rational method hydrology. In final engineering, hydraulic calculations would be provided for the systems to determine pipe sizes needed to convey the 100-year 1-hour storm event.
- Due to site constraints, the water quality treatment would be obtained through a proposed biotreatment device (MWS Vault) and Hydrologic Conditions of Concern mitigation requirements would be obtained through an underground storage system. Details regarding the water quality facilities can be found in the *WQMP* report.
- Civil Design Version 7.0 Computer Software Program was utilized for Riverside County Rational Method calculations to determine on-site 100-year storm and for the Unit Hydrograph Method calculations.

Based upon the results of the *Hydrology Report*, it is concluded that the proposed facilities would adequately provide drainage conveyance for the ultimate design capacity. The proposed facilities, with ultimate development and adequate maintenance, would convey flows safely through the region in accordance with Riverside County Requirements.

Supplemental Hydrology Report Summary

The Project engineers have evaluated the site conditions and county hydrology requirements to determine the impact of discharging into the future storm drain line. Drainage Area "A" consists of Parcel 2 and a small portion of Parcel 1, which totals to 1.40 acres. According to the County of Riverside's "Hydrology Manual", the rational method is intended for use on small watersheds of less than 300 to 500-acres. The hydrology analysis was prepared using the rational method. **Table 10-5**, ***Proposed Condition Peak Flow Summary***, summarizes the proposed condition 10 and 100-year storm event rational method results for Storm Drain Line A and Line B. Refer to the Proposed Condition Hydrology Key Map Figure 1 in Appendix A of the *Hydrology Report* for locations of the drainage areas and peak flows. Both alignment alternatives discharge 3.70 cfs during the 100-year storm event. Proposed condition rational method calculations for Storm Drain Line B can be found in Appendix A of the *Supplemental Hydrology Report*. Rational method calculations pertaining to Storm Drain Line A are a part of the *Hydrology Report*, summarized above.

Table 10-5
Proposed Condition Peak Flow Summary

Storm Drain Line	Drainage Area	Area (acres)	Q_{10} (cfs)	Q_{100} (cfs)
Storm Drain Line A	A	1.40	2.55	3.70
Storm Drain Line B	A	1.40	2.55	3.70

Source: *Supplemental Hydrology Report* (**Appendix E4**)

The proposed drainage facilities for the Motte Country Plaza development were sized for the 100-year flow rates utilizing the Water Surface and Pressure Gradient computer program, see Appendix B. Storm Drain Line A discharges into the existing Romoland Motte Farms Storm Drain in Tract 29495-1. The proposed 18-inch RCP storm drain line is proposed to convey all captured flows offsite. Storm Drain Line A's hydraulic grade line generally stays 5 feet below ground. All flows within the storm drain will be kept underneath the ground. The proposed 18-inch RCP conveys flows east and outlets directly into the 6.5-feet high x 12-feet wide Romoland MDP-Line A-3. Storm Drain Line B's hydraulic grade line generally stays 4 feet below ground. All flows within the storm drain will be kept underneath the ground. The existing 48-inch Romoland Motte Farms Storm Drain is referred to as Storm Drain Line C in the hydraulic calculations. Storm Drain Line C's hydraulic grade line generally stays 0.5 feet below the top of the v-channel at the portion of analysis. The storm drain runs through a v-channel and the hydraulic grade is approximately 0.5 feet above the center of the v-channel. All of the flow will be kept within the v-channel.

Supplemental Hydrology Report Conclusion

Based on the future development of Romoland MDP-Line A-3, an alternate storm drain alignment has been proposed for the Project as requested by the city. Storm Drain Line A is to be constructed if the Romoland MDP Line A-3 is not constructed before the entitlement of the Project. Alternative A proposes 1,260 linear feet of storm drain to connect into the existing 48" Romoland Motte Farms Storm Drain. Line A discharges 3.70 cfs into the existing storm drain system. Storm Drain Line B is to be constructed if the Romoland MDP Line A-3 is constructed before the entitlement of the Project. Alternative B proposes 320 linear feet of storm drain to connect into the future Romoland MDP Line A-3. Line B discharges 3.70 cfs into the future storm drain system. The proposed hydrology and hydraulic calculations are utilizing the currently provided information within the application package as well as the newly proposed storm drain alignment to determine the results provided within the *Supplemental Hydrology Report*.

<u>BMP – Biotreatment Vault (Modular Wetland System)</u>

The Project site development plan proposes the use of a Biotreatment Vault to treat stormwater runoff associated with the 1.355-acre on-site Drainage Management Area-1 (DMA-1). The Project proposes to use the Bio Clean "Modular Wetlands System Linear" (MWS Vault) biofiltration system for 1) Pretreatment, 2) Biofiltration, and 3) Discharge, as summarized below:

<u>Pretreatment</u>

Separation

- Trash, sediment, and debris are separated before entering the pre-filter cartridges.
- Designed for easy maintenance access.

Pre-Filter Cartridges

- Over 25 sq. ft. of surface area per cartridge.
- Utilizes BioMediaGREEN filter material.
- Removes over 80% of TSS and 90% of hydrocarbons.
- Prevents pollutants that cause clogging from migrating to the biofiltration chamber.

Biofiltration

Horizontal Flow

- Less clogging than downward flow biofilters.
- Water flow is subsurface.
- Improves biological filtration.

Patented Perimeter Void Area

- Vertically extends void area between the walls and the WetlandMEDIA on all four sides.
- Maximizes surface area of the media for higher treatment capacity.

WetlandMEDIA

- Contains no organics and removes phosphorus.
- Greater surface area and 48% void space.
- Maximum evapotranspiration.
- High ion exchange capacity and lightweight.

Discharge

Flow Control

- Oriface plate controls flow of water through WetlandMEDIA to a level lower than the media's capacity.
- Extends the life of the media and improves performance.

Draindown Filter

- The draindown is an optional feature that completely drains the pretreatment chamber.
- Water that drains from the pretreatment chamber between storm events would be treated.

As previously discussed, the proposed Parcel 2 on-site drainage system includes a sump catch basin located near the southeast boundary of the site that is proposed to collect all Parcel 2 runoff generated onsite. Curb and gutter as well as ribbon gutters are proposed throughout Parcel 2 to convey flows towards the sump catch basin. Flows generally travel from north to south throughout the site. The proposed parking area located along the southern boundary of the site would drain north and then east towards the proposed catch basin.

After passing through the MWS Vault for water quality purposes, flows would continue west via the subsurface 18" HDPE pipe approximately 16-feet to the subsurface water storage chambers to meet HCOC mitigation requirements. The chambers which would extend 114.28-feet long by 16.35-feet wide (a surface area of 1,869 square feet) would be located just south of the gas station canopy overlain by the asphalt paved access drive. The system includes 45 StormTech SC-740 Chambers, 6 StormTech SC-740 End Caps, with a 6-inch level stone base below, and 18-inch stone filling above. The proposed bottom of stone grade is 1,454.5-feet AMSL and the minimum allowable surface grade of 1,459.00 feet AMSL up to a maximum 1,465.5 feet AMSL. The installed system volume is 4,604 cubic feet (includes perimeter stone, cover stone and base stone). Additional details and specifications for the MWS Vault are provided in the *WQMP*.

Based on the above: 1) The Project's proposed biotreatment/biofiltration system would adequately treat the required BMP Design Volume (Flow Rate); 2) the proposed on- and off-site storm drain systems would adequately convey the peak 2-year and 100-year flow rates; 3) implementation of the proposed Project would not alter the drainage pattern of

the Project site or surrounding area; and 4) the proposed Project would not deplete groundwater supplies.

Therefore, implementation of the proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**	

Less Than Significant Impact

Please reference the discussion set forth in Threshold 10.b, relative to the Project design which would not substantially alter the existing drainage pattern of the site or the area. There are no streams or rivers within, contiguous to, or adjacent to the Project site. As depicted on the Topography Map, the closest blue line stream is located approximately 1¼ mile northeast of the Project site in the vicinity of Menifee Road and Mapes Road flowing southwest from the Lakeview Mountains. A second blue line stream is located approximately 1¾ mile southeast of the Project site in the vicinity of Briggs Road and McLaughlin Road at the base of the Double Butte hillsides. Reference **Figure 7-1, *Surrounding Topography***, provided in Section 7 of this IS.

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

After completion, the proposed Project would cause the Project site surface area to be moderately more impervious than the current site condition. As set forth in the *WQMP*, the total area of existing Impervious Surfaces within the Project Limits Footprint (for proposed Parcel 2, aka DMA 1) is 32,815 square feet (32,815 ÷ 59,009 SF = 55.6% Pre-Project Condition – Impervious Site Area for Parcel 2 Footprint Limits. In comparison, the total area of proposed Impervious Surfaces within the Project Limits Footprint (for proposed Parcel 2, aka DMA 1) would be 49,924 square feet (49,924 SF ÷ 59,009 SF = 84.5% Post-Project Condition – Impervious Site Area for Parcel 2 Footprint Limits. Any increase in the impervious area would change (increase) the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters.

In the existing condition, the Project site's drainage generally flows from north to south then east to west via an existing concrete ribbon gutter located near the middle of the asphalt paved parking areas at the east and south portions of the Project site. The on-site ribbon gutter continues west of the Project site onto the adjacent lot improved with the Motte Museum, where it intersects with a second ribbon gutter which carries the Project site flows south onto Ethanac Road. Runoff then flows west along Ethanac Road until they enter existing catch basins connected to the existing 48-inch Romoland-Motte Farms Storm Drain (RCFC Drawing No. 4-799). From the 48-inch storm drain, flows outlet to Antelope Road and eventually reach the San Jacinto River.

In the proposed condition, the Project site drainage conditions would mimic the existing conditions:

- Proposed Parcel 1 drainage conditions would remain moderately unchanged, as described in the *Supplemental WQMP Memo* and the *Supplemental Hydrology Report*;
- Proposed Parcel 2 (gas station, convenience store with drive-thru restaurant, and car wash) would continue to drain from north to south but would drain from west to east (instead of east to west in the existing condition). This would ensure that any runoff collected onsite form Parcel 2 can be treated before combining with runoff from adjacent properties;
- Collected runoff from Parcel 2 would be directed towards the proposed Modular Wetland System (MWS) vault proposed for the southeastern boundary;
- Runoff would then enter proposed underground storage chambers before flows travel east to west, thus mimicking the existing drainage pattern.

The proposed Project would utilize either Storm Drain Line A that would extend 1,260 feet connecting to the existing Romoland-Motte Farms Storm Drain located approximately 900 feet west of the site, or Storm Drain Line B that would extend approximately 320 feet connecting to future MDP Line A-3 in Palomar Road, adjacent to the Project site. Alternative Storm Drain Line B would be constructed if the Romoland MDP A-3 is constructed before entitlement of the Project.

There are no streams or rivers within, contiguous to, or adjacent to the Project site, and through implementation of the *WQMP* (reference **Standard Condition SC-HYD-3**) which provides for a MWS Vault for water quality purposes and a subsurface underground storm water storage system to meet HCOC mitigation requirements, the proposed Project, would not substantially increase runoff that could contribute to downstream erosion or siltation.

Therefore, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.ii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			**X**	

Less Than Significant Impact

Development of the proposed Project would moderately increase the impervious surface area within the Parcel 2 Footprint Limits upon completion of construction. As set forth in the *WQMP*, a single storm drain system (either Storm Drain Line A or alternative Storm Drain Line B) that incorporates a MWS Biotreatment Vault for water quality purposes, and a subsurface underground stormwater storage system to meet HCOC mitigation requirements for the Project site's singe Drainage Management Area (DMA-1) meets the Minimum Design Flow Rate for stormwater runoff associated with the Project site. It is noted, the biotreatment and storm water storage system has been designed based on a flow rate of 0.20 and the rational method hydrology analysis was performed for the pre-Project and post-Project conditions for the 2-year and 100-year storm events.

With implementation of the biotreatment and storm water storage system (reference **Standard Condition SC-HYD-1** through **Standard Condition SC-HYD-4**) as part of the Project design, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	

Less Than Significant Impact

While development of the proposed Project would increase the impervious area on the Parcel 2 Footprint Limits from 55.6% to 84.5%, the *WQMP* hydrology improvements (reference **Standard Condition SC-HYD-1** and **Standard Condition SC-HYD-3**) have been designed such that the Project would not substantially alter the existing drainage

pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?			**X**	

Less Than Significant Impact

In the existing condition, the Project site's drainage generally flows from north to south then east to west via an existing concrete ribbon gutter located near the middle of the asphalt paved parking areas at the east and south portions of the Project site. The on-site ribbon gutter continues west of the Project site onto the adjacent lot improved with the Motte Museum, where it intersects with a second ribbon gutter which carries the Project site flows south onto Ethanac Road. Runoff then flows west along Ethanac Road until they enter existing catch basins connected to the existing 48-inch Romoland-Motte Farms Storm Drain (RCFC Drawing No. 4-799). From the 48-inch storm drain, flows outlet to Antelope Road and eventually reach the San Jacinto River.

Development of the proposed Project would moderately increase the impervious surface area within the Parcel 2 Footprint Limits (59,009 SF) from 32,815 square feet at present, to 49,924 square feet upon completion of construction. In the proposed condition, the Project site drainage conditions would mimic the existing conditions:

- Proposed Parcel 1 drainage conditions would remain relatively unchanged, as described in the *Supplemental WQMP Memo* and the *Supplemental Hydrology Report*;
- Proposed Parcel 2 (gas station, convenience store with drive-thru restaurant, and car wash) would continue to drain from north to south but would drain from west to east (instead of east to west in the existing condition). This would ensure that any runoff collected onsite form Parcel 2 can be treated before combining with runoff from adjacent properties;
- Collected runoff from Parcel 2 would be directed towards the proposed MWS vault proposed for the southeastern boundary; and
- Runoff would then enter proposed underground storage chambers before flows travel east to west, thus mimicking the existing drainage pattern.

The proposed Project would utilize either Storm Drain Line A that would extend 1,260 feet connecting to the existing Romoland-Motte Farms Storm Drain located approximately 900 feet west of the site, or Storm Drain Line B that would extend

approximately 320 feet connecting to future MDP Line A-3 in Palomar Road, adjacent to the Project site. Alternative Storm Drain Line B would be constructed if the Romoland MDP A-3 is constructed before entitlement of the Project.

Based upon the results of the both the *Hydrology Report* and the *Supplemental Hydrology Report*, it is concluded that the proposed facilities would adequately provide drainage conveyance for the ultimate design capacity. The proposed facilities, with ultimate development and adequate maintenance, would convey flows safely through the region in accordance with Riverside County Requirements.

Based on the above, implementation of the proposed Project would not substantially alter the existing drainage pattern of the site or area, nor would it impede or redirect flood flows. Any impacts would be less than significant, and no mitigation is required.

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

No Impact

The Project site is not located within a FEMA designated flood hazard area or a local City/County designated "Flood Hazard Area." Reference **Figure 10-6, *FEMA Firmette Map***.

The Project site is located approximately 35 miles east of the nearest coastline (Pacific Ocean); therefore, the risk associated with tsunamis is negligible.

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

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

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FIGURE 10-6
FEMA FIRMETTE MAP

Source: FEMA https://msc.fema.gov/portal/search?AddressQuery=menifee%2C%20ca#searchresultsanchor

SITE

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Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Less Than Significant Impact

Water Quality Control Plan

Both the *WQMP* and *Supplemental WQMP Memo* have been prepared specifically to comply with the requirements of the City of Menifee and the County of Riverside for Ordinance No. 754.2 which includes the requirement for the preparation and implementation of a Project-specific WQMP. The Project site is located in the Santa Ana Region Watershed, within the jurisdiction of the Santa Ana Regional Board, where discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act.

With adherence to and implementation of the conclusions and recommendations set forth in the *WQMP* (reference **Standard Condition SC-HYD-3**) the Project site development plan would not conflict with or obstruct implementation of a water quality control plan. Therefore, any impacts would be less than significant, and no mitigation is required.

Groundwater Management Plan

According to the current EMWD website, the State's Sustainable Groundwater Management Act (SGMA) of 2014 was passed to "achieve sustainable groundwater management in a manner that prevents significant and unreasonable impacts to groundwater basins in California". Under the SGMA, each high and medium priority basin identified by the California Department of Water Resources (DWR) is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The EMWD is the GSA for the West San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP.

The San Jacinto Groundwater Basin (Basin) is the source of groundwater production for EMWD and several other area water purveyors. EMWD has been actively managing the Basin as part of a voluntary Assembly Bill 3030 effort passed in 1992. EMWD adopted the West San Jacinto Groundwater Basin Management Plan in 1995. The eastern portion of the Basin is adjudicated. In April 2013, a Stipulated Judgment was entered with the Superior Court of the State of California for the County of Riverside adopting the Management Plan and creating the Hemet-San Jacinto Watermaster (Watermaster). However, the western portion of the Basin, including the Menifee area, is not currently adjudicated.

According to the DWR Adjudicated Areas Interactive Map Website, the physical Project area is not currently covered by a sustainable groundwater basin management plan. The SGMA was passed into law in 2014 and requires that medium and high priority groundwater basins designated by the Department of Water Resources (DWR) be managed by Groundwater Sustainability Agencies. Subsequently, EMWD became the GSA for the western portion of the San Jacinto Groundwater Basin on April 24, 2017. The San Jacinto Groundwater Basin is deemed a high priority basin but not critically over drafted by DWR, and the GSA is required to develop by 2022 and implement by 2042 a GSP. The GSP will document basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP.

The previous analysis in Threshold 10.b concluded that the Project site would not have a significant impact on groundwater quantity or quality, therefore it will have less than significant impacts on ongoing groundwater management planning efforts for this area and no mitigation is required.

For these reasons, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan or planning effort. Therefore, any impacts would be less than significant, and no mitigation is required.

Standard Conditions and Requirements

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

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

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

SC-HYD-4 Storm Drainage Facilities. The Project applicant shall pay Development Impact Fees (DIF) for non-residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for non-residential development shall be paid prior to the issuance of a building permit.

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

Mitigation Measures

No mitigation measures are required.

11. LAND USE AND PLANNING.

Source(s): *Map My County*, (**Appendix A**); **Table 1, *Surrounding Land Uses***, and **Figure 8, *Aerial Photo***; **Figure 3a, *General Plan Land Use Designations***, **Figure 3b, *Menifee North Specific Plan - Land Use Plan*** and **Figure 4**, ***Zoning Classifications***, provided in Section I. of this Initial Study; Menifee North Specific Plan No. 260 Amendment 3; and *General Plan*.

Applicable General Plan Policies:

- **Goal LU-1:** Land uses and building types that result in a community where residents at all stages of life, employers, workers, and visitors have a diversity of options of where they can live, work, shop, and recreate within Menifee.
- **Policy LU-1.1:** Concentrate growth in strategic locations to help preserve rural areas, create place and identity, provide infrastructure efficiently, and foster the use of transit options.
- **Policy LU-1.4:** Preserve, protect, and enhance established rural, estate, and residential neighborhoods by providing sensitive and well-designed transitions (building design, landscape, etc.) between these neighborhoods and adjoining areas.
- **Policy LU-1.5:** Support development and land use patterns, where appropriate, that reduce reliance on the automobile and capitalize on multimodal transportation opportunities.
- **Policy LU-1.6:** Coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.
- **Policy LU-1.9:** Allow for flexible development standards provided that the potential benefits and merit of projects can be balanced with potential impacts.
- **Policy LU-1.10:** Buffer sensitive land uses, such as residences, schools, care facilities, and recreation areas from major air pollutant emission sources, including freeways, manufacturing, hazardous materials storage, wastewater treatment, and similar uses.
- **Policy LU-2.1:** Promote infill development that complements existing neighborhoods and surrounding areas. Infill development and future growth in Menifee is strongly encouraged to locate within EDC areas to preserve the rural character of rural, estate, and small estate residential uses.
- **Goal ED-1:** A diverse and robust local economy capable of providing employment for all residents desiring to work in the City.
- **Policy ED-1.2:** Diversify the local economy and create a balance of employment opportunities across skill and education levels, wages and salaries, and industries and occupations.
- **Goal ED-2:** A variety of retail shopping areas distributed strategically throughout the City and regional retail, dining, and entertainment destinations in key locations with freeway access.
- **Policy ED-2.1:** Promote retail development by locating needed goods and services in proximity to where residents live to improve quality of life, retain taxable spending by Menifee residents, and attract residents from outside the City to shop in Menifee.
    - Locate businesses providing convenience goods and services in retail centers that are on arterials adjacent to neighborhoods and communities throughout the City but not in rural residential areas.
- **Policy ED-2.2:** Require regional retail districts to provide entertainment and dining in

addition to retail sales and services to create destinations prepared to withstand e-commerce's increasing capture of retail spending. These districts should create a pedestrian-friendly human-scale atmosphere with street furniture, shading, and gathering spaces that enhance the experience of shopping and socializing.
Local retail centers (primarily intended to serve Menifee residents) need not necessarily provide dining and entertainment but shall provide street furniture, shading, pedestrian-circulation, and gathering spaces that enhance the experience of shopping.

- **Goal ED-3:** A mix of land uses that generates a fiscal balance to support and enhance the community's quality of life.
- **Policy ED-3.1:** Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision making.

Analysis of Project Effect and Determination of Significance:

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

No Impact

Topographic relief at the subject property is relatively low with the terrain being generally flat. Elevations at the site range from approximately 1,460 to 1465 feet AMSL.

The Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

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

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

No Impact

The proposed Project is commercial in nature, the Project site is currently zoned for commercial uses, and the Project site is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

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

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

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

12. MINERAL RESOURCES.

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

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**

No Impact

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

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

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

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

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

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

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

As stated in the *GPEIR*, no known significant mineral resources have been designated in the City of Menifee. The Project site is located in the Urban Area Zone.

The Project site is currently developed and is bordered on the north by vacant, undeveloped land which is designated medium high (5.6 du/ac) and high density (7.2 du/ac) residential within Planning Areas 7A and 7B, respectively, of the Menifee North Specific Plan, on the south by SR74, vacant industrial land and low coverage older industrial and commercial uses, on the west by the Motte Historical Car Museum and two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

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

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

No Impact

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

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

13. NOISE.

Source(s): *Motte Country Plaza Noise Impact Study,* prepared by MD Acoustics, LLC, 1-19-2021 (*Noise Study*, **Appendix F**); *General Plan*; City of Menifee Municipal Code; and *Map My County*, (**Appendix A**).

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:

Stationary Noise Standards

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

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

City of Menifee Municipal Code Section 9.210.060:

The Project site is within the City of Menifee and bounded by future residential properties to the east, north, and south. The City of Menifee Municipal Code Section 9. 210.060 (Noise Control Regulations) establishes the permissible noise level that may intrude into a neighbor's property. The Municipal Code establishes the exterior noise level criteria for residential properties affected by stationary noise sources. For residential properties, the exterior noise level shall not exceed 65 dBA Leq during daytime hours (7:00 a.m. to 10:00 p.m.) and shall not exceed 45 dBA Leq during the nighttime hours (10:00 p.m. to 7:00 a.m.).

In addition, the City's General Plan references the state *Land Use Compatibility for Community Noise Environments* that indicates noise levels at residential uses are *normally acceptable* up to 60 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL and at commercial uses are *normally acceptable* up to 70 dBA CNEL and *conditionally acceptable* up to 77.5 dBA CNEL.

Fundamentals of Sound and Environmental Noise:

Sound consists of energy waves that people receive and interpret while noise can be defined as unwanted sound. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

- **L_{eq} (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

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

- **L_{DN} (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24- hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00 a.m.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{eq} is better utilized for describing specific and consistent sources because of the shorter reference period.

Existing Noise Levels

The closest sensitive receptors to the Project site are future residential uses immediately north of the site. Data from the *Noise Study* indicates ambient noise levels range from 55.5 up to 72.6 dBA Leq while the CNEL was measured at 65.2 Dba; both near the northern property line. The *Noise Study* also found that maximum noise level was 72.6 dBA measured from 11AM-12PM while the quietest noise level was 50.2 dBA measured from 1AM-2AM. For the evaluation of Project impacts, the *Noise Study* utilized the quietest hourly level during daytime and nighttime hours compared the Project's estimated noise levels during that same period. The quietest (lowest) daytime hourly level occurred between 8PM-9PM at 57.8 dBA Leq while the quietest nighttime level occurred between 1AM-2AM at 50.2 dBA Leq.

Analysis of Project Effect and Determination of Significance:

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

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**		

Less Than Significant with Mitigation Incorporated

Construction Noise

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. The US Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities. The data is presented in **Table 13-1, *Typical Construction Noise Levels***.

Table 13-1
Typical Construction Noise Levels[1]

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86

Impact Equipment

Type	Noise Levels (dBA) at 50 Feet
Saws	71 - 82
Vibrators	68 - 82

[1] Referenced Noise Levels from the Environmental Protection Agency (EPA) for equipment powered by internal combustion engines.

Construction noise is considered a short-term impact and would be considered significant if construction activities occur outside the allowable times as described in Section 9.09.030 of the City's Municipal Code. Existing residences further to the west may be temporarily affected by short-term noise impacts associated the transport of workers, the movement of construction materials to and from the Project site, ground clearing, excavation, grading, and building activities. The *Noise Study* evaluated potential Project-generated construction noise and determined it will 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 is expected to produce the highest sustained construction noise levels. Typical noise sources and noise levels associated with the site grading phase of construction are shown in **Table 13-1**. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer, two (2) excavators, two (2) backhoes and two (2) scrappers operating at 1,000 feet from the nearest sensitive receptor. Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 1,000 feet have the potential to reach 58 dBA Leq and 60 dBA (Lmax) at the nearest sensitive receptors during grading. Noise levels for the other construction phases would be lower and range between 53 to 54 dBA.

Offsite work for the sewer line will utilize at minimum a backhoe and potentially a front-loader at the same time. Noise levels associated with pipeline placement and dirt excavation will have a noise level of 90 dBA at 50 feet from the equipment. The applicant has indicated the Project will request an exception for construction noise as long as construction occurs within the hours allowed under the Municipal Code (see **Standard Condition SC-NOI-2**) which is considered regulatory compliance and not unique mitigation for the Project.

Although construction will occur within a quarter mile of existing residences, the construction noise levels will be below the City's 65 dBA daytime limit. Furthermore, construction is anticipated to occur during the permissible hours according to the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Project vicinity. Noise reduction measures are provided in **Mitigation Measure MM-NOI-1** to further reduce construction noise. With implementation of **MM-NOI-1**, potential construction-related noise impacts of the Project will be maintained at less than significant levels.

Onsite Operational Noise

Sensitive receptors that may be affected by operational noise of the Project are adjacent land uses to the immediate south, north, and east. The worst-case stationary noise was modeled in the *Noise Study* using SoundPLAN acoustical modeling software. Project car wash operations were assumed to occur within the City's allowable daytime (7 a.m. to 10 p.m.) hours, while the gas station was assumed to operate both during daytime and nighttime hours (10 p.m. to 7 a.m.). It should be noted the Project will comply with **Standard Condition SC-NOI-1** regarding noise from regular daily operational activities of commercial uses. Compliance with **SC-NOI-1** is considered regulatory compliance and not unique Project mitigation.

The *Noise Study* projected the Project's operational noise levels using two (2) different scenarios: 1) "Project Alone" conditions; and 2) "Project plus Ambient" conditions.

(1) Under the "Project Alone" scenario, operational noise levels are anticipated to range between 42.7 to 61.8 dBA Leq at receptors R1 and R2 during daytime hours (7AM – 10PM) and 20.8 to 28.9 dBA Leq during nighttime hours (10PM – 7AM). The projected noise levels at both of the nearby sensitive receptors are below the City's 65 dBA daytime limit and the City's 45 dBA nighttime limit.

(2) Under the "Project plus Ambient" scenario, Table 5 demonstrates that daytime noise levels are anticipated to range between 57.9 to 63.3 dBA Leq at both the receptors (R1 and R2) with the inclusion of a 6-foot concrete block wall along the northern property line (R1). With inclusion of the block wall, the Project noise projections are below the City's 65 dBA daytime limit.

As previously mentioned, gas station operations are anticipated to occur during nighttime hours. The baseline noise data confirms that the quietest hour occurred between 1AM to 2AM. Therefore, the *Noise Study* utilized the quietest measured hourly noise level and compared the nighttime operations to the City's nighttime noise regulations. The existing nighttime condition already exceeds the City's 45 dBA noise limit, so the *Noise Study* compared the Project's projected noise levels to the quietest hourly noise interval to identify the actual change in noise level compared to without the Project.

Table 13-2, Predicted Daytime (7AM-10PM) Operational Noise Levels, provides the anticipated change in daytime noise level as a result of the proposed Project. In addition, **Figure 13-1, *Daytime Operational Noise Levels,*** shows the daytime noise levels around the Project site. The daytime operational noise levels will result in a change of 0.1 to 5.5 dBA at the various receptors. Depending on the receptor location, the change in the noise level would be perceptible (i.e., over 3 dBA). However, it would be within the City's noise limit of 65 dBA and would therefore represent a less than significant noise impact with the proposed **Mitigation Measures MM-NOI-2** through **MM-NOI-4** as modeled in the *Noise Study*. MM-NOI-2 requires an acoustic enclosure for the air compressor, **MM-NOI-3** limits the carwash hours to daytime operation only (7 a.m. to 10 p.m.), and **MM-NOI-4** requires a 6-foot block wall along the northern Project boundary.

Table 13-2
Predicted Daytime (7AM-10PM) Operational Noise Levels

Receptor[1]	Existing Ambient Noise Level (dBA, Leq[2])	Project Noise Level (dBA, Leq[3])	Total Combined Noise Level (dBA, Leq)	Daytime (7AM - 10PM) Stationary Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	57.8	61.8	63.3	**65**	5.5
2	57.8	42.7	57.9		0.1

[1] Receptor 1 is located along the Project site northern property line. The land use to the north is zoned for residential although no residential currently exists. Receptor 2 is the residential area west of the site.
[2] See Appendix A of the *Noise Study* for Existing Ambient Noise Levels.
[3] See **Figure 13-1** for the daytime operational noise level projections at the indicated receptors.

Table 13-3, *Predicted Nighttime (10PM – 7AM) Operational Noise Levels*, demonstrates the Project plus ambient average noise level during nighttime conditions when only the fast food drive-thru, gas canopy, and parking are operational (i.e., no car wash). In addition, **Figure 13-2, *Nighttime Operational Noise Levels,*** shows the nighttime noise levels around the Project site. The *Noise Study* demonstrates that the Project plus ambient noise level projections are anticipated to be 50.2 dBA at receptors R1 and R2.

Table 13-3
Predicted Nighttime (10PM – 7AM) Operational Noise Levels

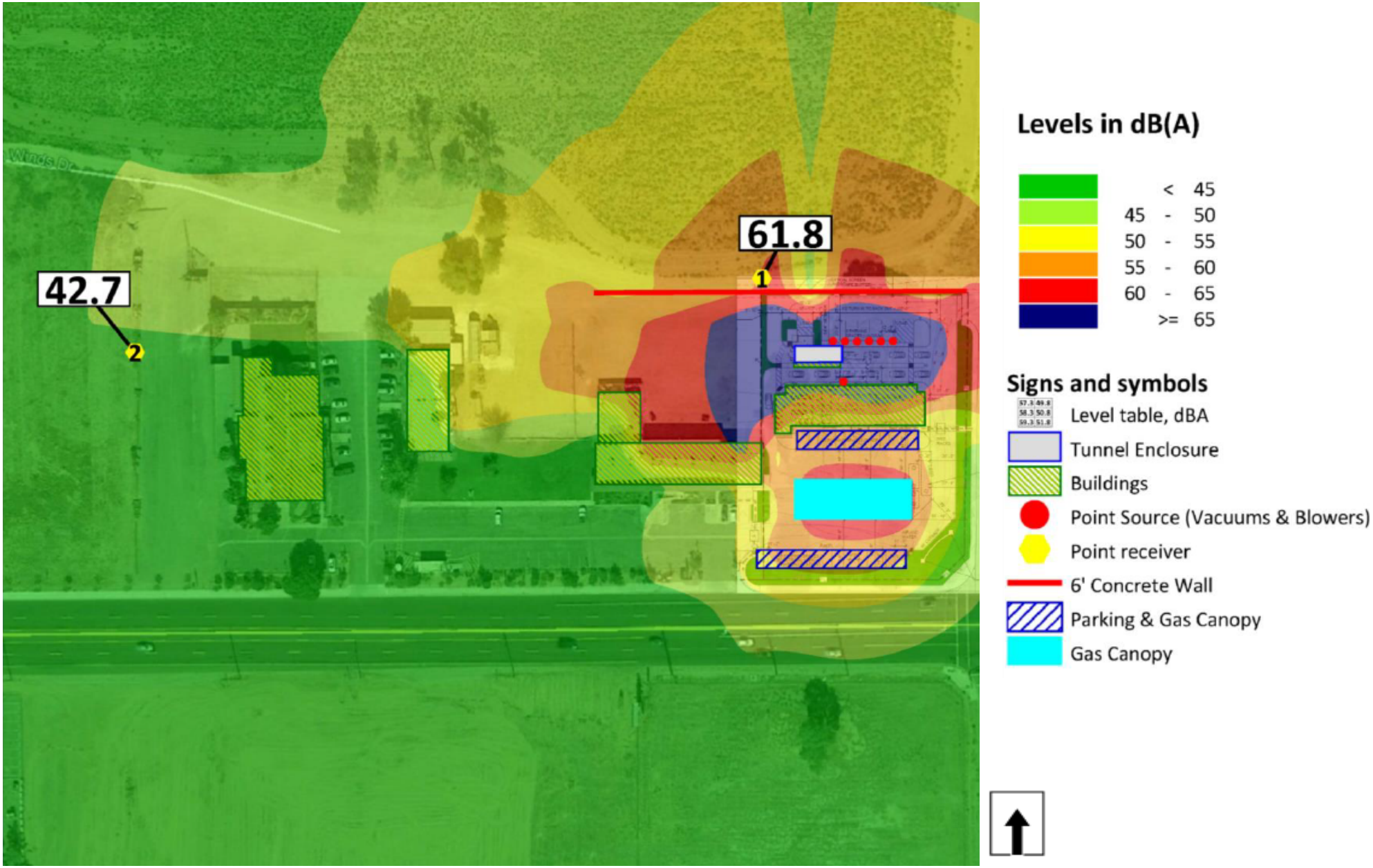
Receptor[1]	Existing Ambient Noise Level (dBA, Leq[2])	Project Noise Level (dBA, Leq[3])	Total Combined Noise Level (dBA, Leq)	Nighttime (10PM - 7AM) Stationary Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	50.2	28.9	50.2	**45**	0.0
2	50.2	20.8	50.2		0.0

[1] Receptor 1 is located along the Project site northern property line. The land use to the north is zoned for residential although no residential currently exists. Receptor 2 is the residential area west of the site.
[2] See Appendix A of the *Noise Study* for Existing Ambient Noise Levels.

As demonstrated in **Tables 13-2 and 13-3**, the Project will not exceed the City's 65 dBA daytime or the 45 dBA nighttime noise limit with the recommended mitigation. Based on the

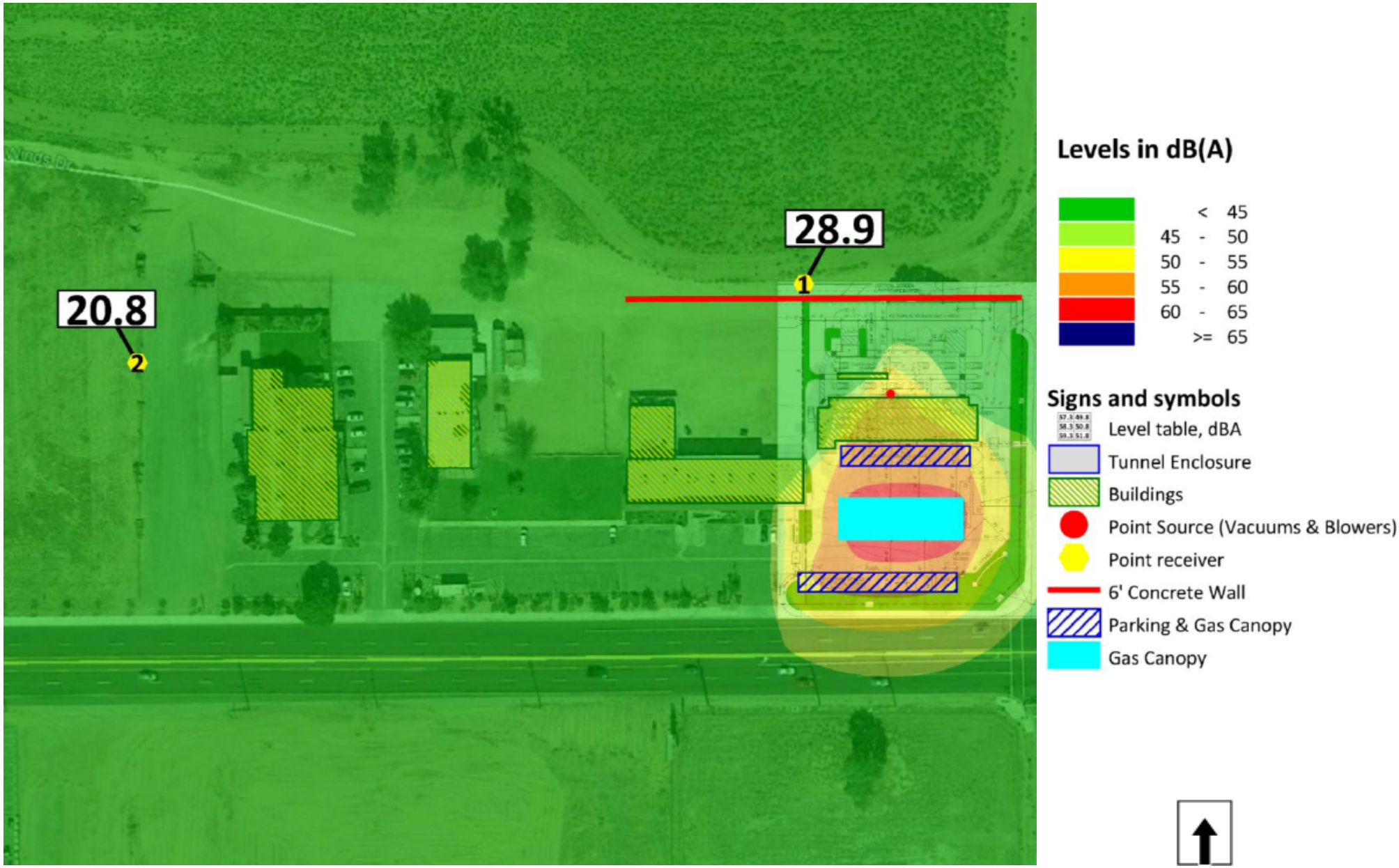
conclusions of the *Noise Study*, the Project would need to implement **Mitigation Measures MM-NOI-2** through **MM-NOI-4** to ensure compliance with the City's noise limits. With implementation of these measures, long-term daytime and nighttime operational noise impacts of the Project will be maintained at less than significant levels.

FIGURE 13-1
DAYTIME OPERATIONAL NOISE LEVELS



Source: Noise Study – (Appendix F)

FIGURE 13-2
NIGHTTIME OPERATIONAL NOISE LEVELS



Source: Noise Study – (Appendix F)

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction would most likely be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk of architectural damage. The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in **Table 13-4, *Vibration Damage Threshold Criteria***, provides general guidelines as to the vibration damage potential to various types of structures.

Table 13-4
Vibration Damage Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 13-5, *Vibration from Construction Equipment*, gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions. At a distance of 1,000 feet, a large bulldozer would yield a worst-case vibration of 0.002 PPV (in/sec), which is well below the perception of vibration or any impact threshold. Therefore, potential vibration impacts are less than significant, and no mitigation is required.

Table 13-5
Vibration from Construction Equipment

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?				**X**

No Impact

The closest airport facilities to the Project site are the March Air Reserve Base, approximately 10 miles northwest of the site, and French Valley Airport approximately 16 miles south-southeast of the site. The site is not within two miles or the Airport Land Use Plan for either facility. There are also no established airstrips within two miles of the Project site. Therefore, there will be no noise-related impacts in this regard and no mitigation is required.

Standard Conditions and Requirements

SC-NOI-1 The Menifee Municipal Code, Section 9.210.060 (Noise Control Regulations), Section 9.210.060 – General Exemptions, exemptions relevant to the Project include:

- Property maintenance including lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7 a.m. and

8:00 p.m.;
- Motor vehicles, other than off-highway vehicles; and
- Heating and air conditioning equipment in proper repair.

SC-NOI-2 The Menifee Municipal Code, Section 9.210.060 (Noise Control Regulations), Section 9.210.060 – Construction-Related Exemptions, construction noise is exempt from applicable noise standards provided that:

- The construction project is located at least one-quarter mile from an inhabited dwelling; or
- Construction does not occur between the hours of 7:00 p.m. and 6:30 a.m.

Mitigation Measures

MM-NOI-1 Construction operations shall follow the City's General Plan and the Noise Ordinance which state that construction, repair or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt adjacent or nearby land uses, the following actions shall be taken:

1. Construction shall occur during the permissible hours as defined in Section 8.01.010 and 9.210.060(C) of the Municipal Code.
2. During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.
3. The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project site during all Project construction.
4. Idling equipment shall be turned off when not in use.
5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

This measure shall be implemented to the satisfaction of the Planning Department and is subject to inspection as deemed necessary by a City Inspector.

MM-NOI-2 Prior to issuance of a certificate of occupancy, the applicant shall demonstrate that the tire air compressor has been installed in an acoustic enclosure.

MM-NOI-3 During Project operation, the car wash and all its amenities (e.g., vacuum bays) shall be limited to daytime operational hours only (7 a.m. to 10 p.m.).

MM-NOI-4 Prior to issuance of a certificate of occupancy, the Project shall install a 6-foot solid cell concrete block wall along the north property boundary (from the northeast corner of the property extending approximately 370 feet to the west) to assure its operational noise will not exceed established City thresholds, as outlined in the Project noise study. A gate may be needed

in this wall to allow emergency access to the residential tract planned to the north. If such a gate is needed, it shall be constructed of wood, metal, or similar material to achieve noise reduction similar to that provided by the block wall, as approved by the Community Development Department.

14. POPULATION AND HOUSING.

Source(s): *General Plan*; *GPEIR* (Chapter 5.13, *Population and Housing)*; Project Site Visit – February 19, 2020 by Matthew Fagan; *Map My County* (**Appendix A**); Department of Finance Population Estimates; Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); and **Figure 8, *Aerial Photo*** in Section I. of this Initial Study.

Applicable General Plan Policies:

N/A

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	

Less Than Significant Impact

According to the Department of Finance Population Estimates, the City of Menifee had a population of 97,093 as of January 1, 2020. The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast projects an estimated population of 132,101 by the year 2040. According to the SCAG RTP/SCS, Menifee had an employment base of 13,840 in 2016 and is projected to increase to 21,160 by the year 2040. The Project is consistent with the General Plan Land Use designation and zoning classification for the site. Any direct increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of Menifee General Plan. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Impacts will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

No Impact

The Project site is currently developed with commercial uses. There is no existing housing (or residents) on the Project site. The Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

15. PUBLIC SERVICES.

Source(s): *GPEIR* (Chapter 5.14, *Public Services*); *General Plan*; *Map My County* (**Appendix A**); Google Earth; Menifee Ordinance No. 17-232 (Development Impact Fees) and Menifee Municipal Code Chapter 8.20 (Fire Code); Romoland School District website; and Perris Union High School District website.

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
- **Policy S-4.2:** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal OSC-1:** A comprehensive system of high quality parks and recreation programs that meets the diverse needs of the community.
- **Policy OSC-1.7:** Ensure that parks and recreational facilities are well-maintained by the responsible agency.

Analysis of Project Effect and Determination of Significance:

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Fire protection?			**X**	

Less Than Significant Impact

The City of Menifee contracts for fire services with the Riverside County Fire Department/CAL FIRE, providing a full range of fire protection services including fires, rescues, traffic accidents, medical emergencies, and requests for general public assistance.

The Homeland Station, Station #54, is located approximately 2.5 miles east of the Project site at 25730 Sultanas Road. Additionally, the Sun City Station, Station #7 is located at 28349 Bradley Road, approximately 4.5 miles southwesterly of the Project

site. The proposed Project is not anticipated to require additional fire protection, as the Project site is already within a developed area currently served by the Fire Department.

Prior to the issuance of building permits all construction documents will be reviewed and approved by the City of Menifee's Fire Department as contracted through CalFire for consistency with the Uniform Fire Code (Menifee Municipal Code Chapter 8.20, see **Standard Conditions SC-PS-1** through **SC-PS-7**). Compliance with these standard conditions is considered regulatory compliance and not unique mitigation under CEQA. The development will be required to provide fully operational fire suppression equipment, including hydrants, prior to the arrival of any building material being delivered to the Project site. The proposed structures will have fire sprinklers throughout the buildings as well as a dedicated fire protection water line.

The Project site 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 services. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see **Standard Condition SC-PS-2**). Additional commercial development into this area will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Any impacts are considered less than significant with implementation of **Standard Conditions SC-PS-1** through **SC-PS-7**.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Police protection?			**X**	

Less Than Significant Impact

The City of Menifee Police Department currently has 76 authorized personnel, including 43 police officers. The Menifee Police Department is located at 29714 Haun Road in Menifee, approximately 7.8 miles southwest of the proposed project site. No new or expanded police facilities will need to be constructed as a result of this project.

The proposed Project is not anticipated to require additional police services, as the Project site is already within a developed area currently served by the City of Menifee Police Department. The Project itself is not expected to adversely affect police services as it would not increase population.

The City development review process and building permit plan check process include review by the Police Department to ensure incorporation of defensible space concepts in site design and construction. All Projects are required to incorporate defensible space concepts, to be reviewed with the Police Department prior to approval of conditional use permits or other entitlements.

The Project site 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 police protection services.

Per Menifee Municipal Code Chapter 8.02 (DIF), new development is required to pay impact fees that can go toward purchasing land and construction of new police service facilities. Payment of the DIF is a standard condition and is not considered unique mitigation under CEQA (see **Standard Condition SC-PS-8**). Additional commercial development into this area will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Any impacts are considered less than significant impact.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Schools?			**X**	

Less Than Significant Impact

The proposed Project is located within the Romoland School District (RSD) and Perris Union High School District (PUHSD). The proposed Project is subject to development fees for school facilities pursuant to Senate Bill 50 (see **Standard Condition SC-PS-9**). Payment of these fees are a standard condition and are not considered unique mitigation under CEQA. The commercial rate is lower than the residential rate, as commercial developments do not place a large demand on school facilities. With the payment of these development fees, less than significant impacts will occur.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?				X

No Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed commercial Project will not generate residents that will demand off-site recreational facilities. The Project will not create additional demand for parkland. No impacts will occur.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other public facilities?			X	

Less Than Significant Impact

The expansion of public services such as libraries or hospitals will not be required. The proposed development will result in an incremental, yet not significant increase the demand of such services.

As the City's population grows, new medical facilities will be required to provide health and medical services for an expanded population. Since the Project as proposed is consistent with the existing City's General Plan Land Use Plan designation of Commercial Retail (CR), the proposed Project would not impact the City/County-wide health and medical facilities to a greater degree than was anticipated in the General Plan. Residential development places a much larger burden on these public services.

Impacts to library services are typically attributable to residential development. Therefore, the proposed commercial Project will result in a very limited impact to library services.

A less than significant impact will occur to libraries and health services as a result of the Project.

Standard Conditions and Requirements

SC-PS-1 Municipal Code Section 8.20 (Fire Code). The Project shall comply with applicable version of Chapter 8.20 of the Municipal Code at the time of permit issuance.

SC-PS-2 Development Impact Fee (DIF)/Fire Protection and Emergency Response Services. The Project applicant shall pay Development impact fees 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.

SC-PS-3 Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal (Case PP2018-300).

SC-PS-4 The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C. and NFPA 24. Fire hydrants shall be located no closer than 40 feet from a building. A fire hydrant shall be located within 200 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3).

SC-PS-5 The Fire Apparatus Access Road shall be (all weather surface) capable of sustaining an imposed load of 75,000 lbs. GVW. The fire apparatus access road or temporary access road shall be reviewed and approved by the Office of the Fire Marshal and in place during the time of construction. (CFC 501.4).

SC-PS-6 Fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet as approved by the Office of the Fire Marshal and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches.

SC-PS-7 Minimum fire flow for the construction of all commercial buildings is required per CFC Appendix B and Table B105.1. Prior to building permit issuance, the applicant/developer shall provide documentation to show there exists a water system capable of delivering the fire flow based on the information given. Subsequent design changes may increase or decrease the required fire flow.

SC-PS-8 Development Impact Fee (DIF)/Police Protection Services. The Project applicant shall pay Development impact fees 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.

SC-PS-9 Prior to the issuance of a building permit, the Project applicant shall pay the most current developer fee to Romoland School District (RSD) and Perris Union High School District (PUHSD) which is applicable at the time of building permit issuance.

Mitigation Measures

No mitigation measures are required.

16. RECREATION.

Source(s): *General Plan*; *GPEIR* (Chapter 5.16, *Recreation)*; Municipal Code Sections 9.55 and 9.56; and Development Impact Fees per Ordinance No. 17-232.

Applicable General Plan Policies:

N/A.

Analysis of Project Effect and Determination of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X

No Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project is commercial. No Development Impact Fees are assessed on commercial projects for recreation facilities (Parks – Land Acquisition, and Parks Improvements). Therefore, the proposed Project will not increase the use of existing neighborhood and regional parks, or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. No impacts will occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

No Impact

Demand for park and recreational facilities are generally the direct result of residential development. The proposed Project is commercial. Therefore, the proposed Project will not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impacts will occur.

Standard Conditions and Requirements

None are required.

Mitigation Measures

No mitigation measures are required.

17. TRANSPORTATION.

Source(s): *GPEIR (Chapter 7.17 – Transportation and Traffic)*; *General Plan*; Development Impact Fees per Ordinance No. 17-232; Ordinance No. 2009-62 "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2009"; *Revised Traffic Impact Analysis, Motte Country Plaza,* prepared by Albert A. Webb Associates, 1-13-2021 (*TIA*, **Appendix G1**); *Parking Analysis for the Motte Country Plaza*, prepared by Albert A. Webb Associates, 12-1-2020 (**Appendix G2**); *Vehicle Miles Traveled Screening Analysis for the Mott Country Plaza*, prepared by Albert A. Webb Associates, 7-31-2020 (*VMT Memo*, **Appendix G3**); City of Menifee Citywide Trails Map; **Table 1, *Surrounding Land Uses*** in Section I. of this Initial Study; **Figure 3a, *General Plan Land Use Designations***, **Figure 3b *Menifee North Specific Plan - Land Use Plan***, **Figure 4, *Zoning Classifications***, and **Figure 8, *Aerial Photo***, in Section I. of this Initial Study; and Riverside Transit Agency website.

Applicable General Plan Policies:

- **Goal C-1:** A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.
- **Policy C-1.1:** Require roadways to:
  - Comply with federal, state and local design and safety standards.
  - Meet the needs of multiple transportation modes and users.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-1.2:** Require development to mitigate its traffic impacts and achieve a peak hour Level of Service (LOS) D or better at intersections, except at constrained intersections at close proximity to the I-215 where LOS E may be permitted.
- **Policy C-1.5:** Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.
- **Goal C-2:** A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.
- **Policy C-2.1:** Require on- and off-street pathways to:
  - Comply with federal, state and local design and safety standards.
  - Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines.
  - Be compatible with the streetscape and surrounding land uses.
  - Be maintained in accordance with best practices.
- **Policy C-2.2:** Provide off-street multipurpose trails and on-street bike lanes as our primary paths of citywide travel, and explore the shared use of low speed roadways for connectivity wherever it is safe to do so.
- **Policy C-2.3:** Require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, transit facilities, and other key destination points.
- **Policy C-2.4:** Explore opportunities to expand the pedestrian and bicycle networks; this includes consideration of utility easements, drainage corridors, road rights-of-way and other potential options.

- **Goal C-3:** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.
- **Policy C-3.2:** Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.
- **Goal C-5:** An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.
- **Policy C-5.3:** Support efforts to reduce/eliminate the negative environmental impacts of goods movement.

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

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	

Less Than Significant Impact

Overview

Pursuant to the City of Menifee Traffic Impact Analysis Guidelines, a comprehensive traffic study was prepared for the Project (*TIA*, **Appendix G1**). The purpose of the *TIA* is to evaluate the Project relative to established circulation plans and programs, the primary one being the City of Menifee General Plan Circulation Element. As required by the Circulation Element, the objectives of the *TIA* include determining if the Level of Service (LOS) required by the County of Riverside, California Department of Transportation (Caltrans), and the City of Menifee will be maintained within the Project study area, and if not, determine the mitigation measures that will be necessary in order to maintain the required LOS. In addition, the *TIA* must determine if safety and/or operational improvements are necessary to area intersections or roadways due to increased traffic from the proposed Project. The *TIA* study area is shown in **Figure 17-1, *Location Map*** while the Circulation Element network is shown in **Figure 17-2, *Circulation Element Roadways***.

The *TIA* focuses on LOS changes at local intersections and on local roadways as a result of Project-generated traffic under a number of time-based scenarios (e.g., existing conditions as of 2018, opening year 2020, etc.). However, it should be noted the CEQA thresholds of significance for transportation and traffic impacts have shifted in recent years. In the past, the CEQA analysis focused on LOS which measures congestion at local intersections and roadway segments. The emphasis of these past studies was to assure the street grid network functioned well and allowed for efficient movement of vehicles. The current focus is to encourage active transportation (e.g., pedestrians, bicyclists, etc.) and transit, and to limit increases in Vehicle Miles Travelled (VMT). An

important part of this analysis is to determine if a proposed action is consistent with both the vehicular and non-vehicular aspects of the Circulation Element of the General Plan.

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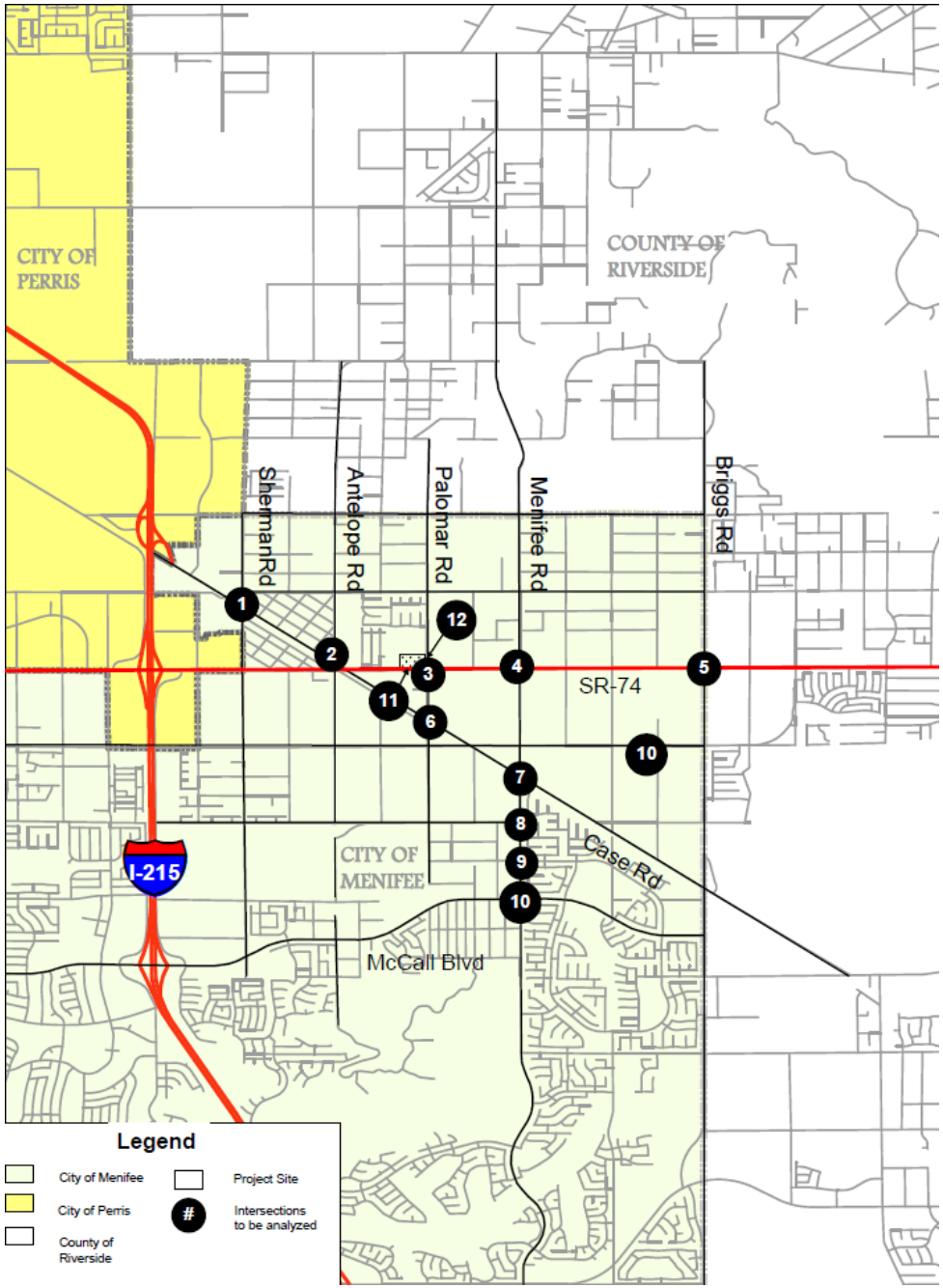
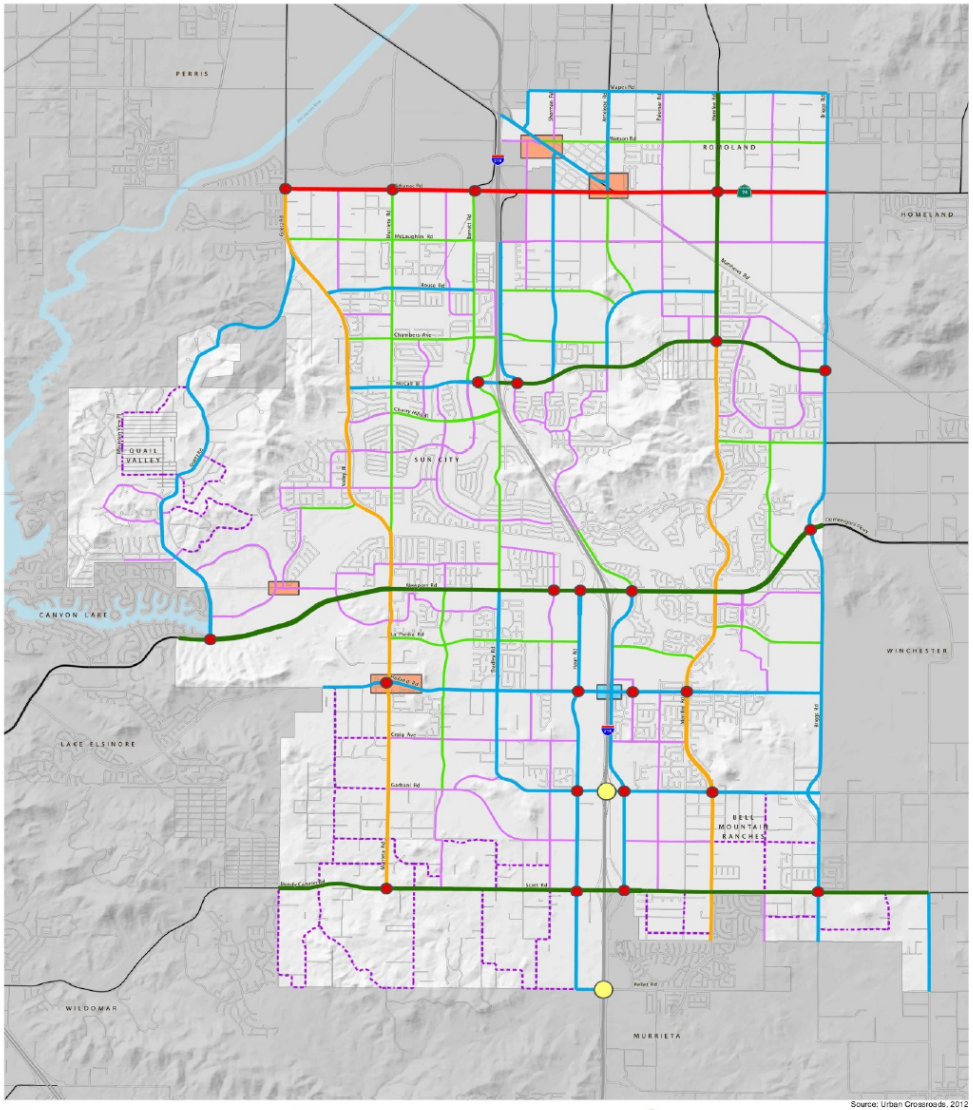
FIGURE 17-1
LOCATION MAP



Source: TIA – (Appendix G1)

FIGURE 17-2
CIRCULATION ELEMENT ROADWAYS



Source: TIA – (Appendix G1)

Project Impacts

To determine Project-related traffic impacts, the *TIA* estimated the number of vehicular trips the Project would generate using the *Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017*. Since LOS is no longer the significance criteria, the Tables in the *TIA* are no longer relevant to the CEQA analysis, and therefore, are not being carried over to the Initial Study. The information in the tables has been briefly summarized, below, to demonstrate compliance with the Circulation Element.

- Table 4-2 in the *TIA* indicates the Project will generate 519 AM peak hour trips, 502 PM peak hour trips, and 4,608 total vehicular trips. This future traffic is then added to existing traffic as well as traffic expected when the Project becomes operational both without and with proposed roadway and intersection improvements. The *TIA* also examined Project traffic when combined with anticipated future cumulative traffic from planned development, also both without and with proposed roadway and intersection improvements. The *TIA* concluded that all study area intersections and roadway segments could achieve the LOS standards in the City and County Circulation Elements as well as Caltrans requirements for the I-215 Freeway with the proposed improvements and payment of fair share contributions to planned local and regional improvements through Development Impact Fees (DIF) and the County's Transportation Uniform Mitigation Fee (TUMF) programs, respectively.

Consistency with Circulation Plans

Table 17-1, *Circulation Element Consistency Analysis*, provides a consistency analysis of the Project relative to the City's Circulation Element goals and policies. As shown in **Table 17-1**, the Project is consistent with applicable goals and policies of the Circulation Element including those for providing non-vehicular circulation opportunities such as bicycle lanes/routes, trails, and public transit. It also demonstrates the Project will be consistent with the Circulation Elements and LOS standards of the City, County, and Caltrans, relative to I-215. Emphasizing non-vehicular transportation are key elements of Senate Bill (SB) 375 and the Southern California Association of Government's Regional Transportation Plan/Sustainable Community Strategy. Non-vehicular transportation includes pedestrians (sidewalks, trails), bicycles (on-road lanes or off-road paths), bus transit, and train transit. **Figure 17-3, *Planned Pedestrian and Bicycle Network***, shows planned pedestrian and bicycle improvements from Exhibit C-4 of the General Plan Circulation Element.

The proposed Project is non-residential in nature so it will not directly generate new residents who will want to take regular advantage of non-vehicular transportation. However, employees of the proposed Project will be able to take advantage of these non-vehicular transportation options (i.e., sidewalks, bicycle lanes, or transit) in the future if they so choose, although using them as a replacement for commuting will only be possible if an employee lived within a convenient distance to the Project site. Based on the availability of non-vehicular transportation options, the proposed Project will not conflict with applicable program, plan, or ordinance on the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Therefore, the Project will have less than significant impacts in this regard and no mitigation is required.

Table 17-1
Circulation Element Consistency Analysis

Circulation Element Goals and Policies	Project Consistency
Goal C-1: A roadway network that meets the circulation needs of all residents, employees, and visitors to the City of Menifee.	**Consistent.** The *TIA* demonstrates the Project will not cause significant impacts to the local circulation network with proposed improvements.
Policy C-1.1: Require roadways to: o Comply with federal, state and local design and safety standards. o Meet the needs of multiple transportation modes and users. o Be compatible with the streetscape and surrounding land uses. o Be maintained in accordance with best practices.	**Consistent.** The proposed roadway and intersection improvements will reduce Project LOS impacts to be consistent with the Circulation Element LOS standards. The City's development review process will assure the Project complies with applicable design requirements, provides bicycle racks and sidewalk connections as appropriate with adjacent uses, and will be maintained consistent with City standards.
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.	**Consistent.** The *TIA* demonstrates the Project will not conflict with established City, County, or Caltrans LOS standards with installation of the proposed improvements and payment of identified DIF and TUMF fees for offsite improvements.
Policy C-1.5: Minimize idling times and vehicle miles traveled to conserve resources, protect air quality, and limit greenhouse gas emissions.	**Consistent.** Air quality analysis indicates the Project will not have significant impacts related to onsite or offsite emissions, including those from idling vehicles, and the VMT analysis in Section 17.b demonstrates the Project will not have significant VMT impacts.
Goal C-2: A bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout the City of Menifee.	**Consistent.** The north side of Highway 74 includes a sidewalk adjacent to the Project site and to the west, allowing for limited pedestrian circulation in the Project area. When the areas south, east, and north of the site develop, they will install sidewalks as required to complete the pedestrian access network for this area. At present there are no bike lanes on Highway 74 but, Exhibit C-4 of the Circulation Element shows there will eventually be a Class III bikeway on Palomar Road adjacent to the site that will connect with a County sub-regional bike route along Matthews Road to the south.
Policy C-2.1: Require on- and off-street pathways to: o Comply with federal, state and local design and safety standards. o Meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines. o Be compatible with the streetscape and surrounding land uses. o Be maintained in accordance with best practices.	**Consistent.** There are no trails in the Project area at present, but Exhibit C-4 of the Circulation Element shows there will eventually be a Class III bikeway on Palomar Road adjacent to the site that will connect with a County sub-regional bike route along Matthews Road to the south. The City's development review process will assure the Project complies with applicable design requirements, provides bicycle racks and sidewalk connections as appropriate with adjacent uses, and will be maintained consistent with City standards.

Circulation Element Goals and Policies	Project Consistency
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.	**Consistent.** The north side of Highway 74 includes a sidewalk adjacent to the Project site and to the west, allowing for limited pedestrian circulation in the Project area. When the areas south, east, and north of the site develop, they will install sidewalks as required to complete the pedestrian access network for this area.
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.	**Consistent.** The north side of Highway 74 includes a sidewalk adjacent to the Project site and to the west, allowing for limited pedestrian circulation in the Project area. When the areas south, east, and north of the site develop, they will install sidewalks as required to complete the pedestrian access network for this area.
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.	**Consistent.** The City Circulation Element indicates that bicycle lanes/routes, trails, and other non-vehicular circulation access will eventually be provided in Menifee as development occurs and can fund planned improvements.
Goal C-3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.	**Consistent.** The Riverside Transit Agency provides bus service to the Project area with Route 28 along Highway 74 adjacent to the site and bus stops immediately adjacent to the site. Route 28 connects to other routes in Hemet to the east and I-215 freeway to the west. In addition, Exhibit C-5 of the Circulation Element shows a possible future commuter rail line along Matthews Road south of the Project site.
Policy C-3.2: Require new development to provide transit facilities, such as bus shelters, transit bays, and turnouts, as necessary.	**Consistent.** The Project will go through the City's development review process and will install bus-related improvements if necessary.
Goal C-5: An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.	**Consistent.** The Project is located on the north side of Highway 74 with ready access to the I-215 Freeway to the west.
Policy C-5.3: Support efforts to reduce/eliminate the negative environmental impacts of goods movement.	**Not Applicable.** Project will not have its own fleet of trucks so it cannot have a demonstrable impact on goods movement. Various state programs will eventually reduce air pollution and other impacts of diesel trucks used for goods movement. Exhibit C-7 of the Circulation Element identifies Highway 74 as a major east-west ruck route through the City.

Source: MFCS, Inc. with information from the General Plan

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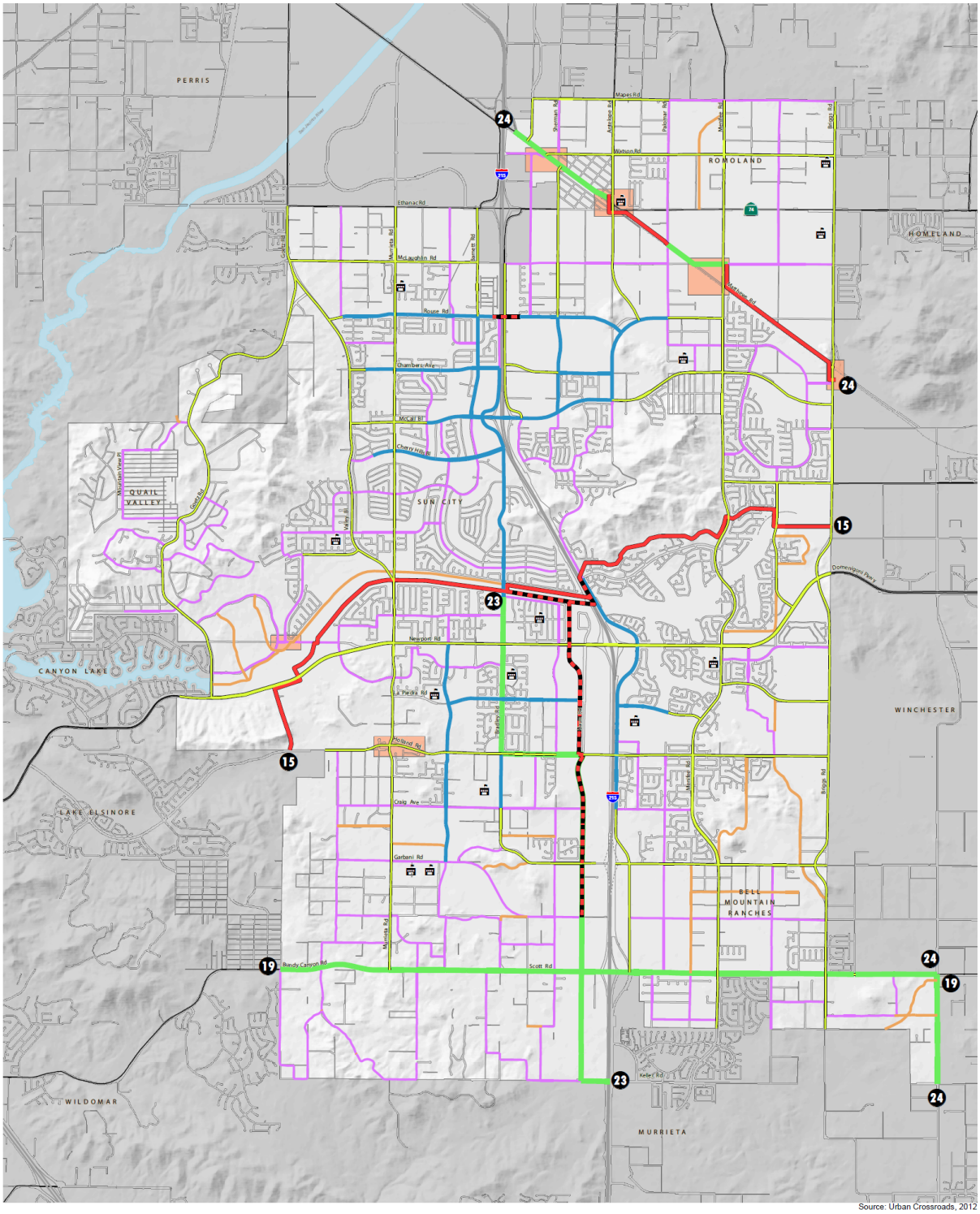
FIGURE 17-3
PLANNED PEDESTRIAN AND BICYCLE NETWORK



Source: City of Menifee General Plan https://cityofmenifee.us/DocumentCenter/View/1021/C-4-Bikeways_HD0913?bidId=

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It should be noted the *TIA* recommends a number of improvements and fair share contributions to improvements (*TIA* Tables 6-11 and 6-12) that were all labeled as "mitigation measures." However, these are no longer considered mitigation under CEQA, because SB 743 changed the significance criteria of traffic impacts from LOS to VMT. Therefore, the measures recommended in the *TIA* will instead be made Conditions of Approval for the Project to address the planning (rather than the CEQA) impacts of the Project.

The analysis and conclusions outlined so far in this sub-section are for operations of the Project at buildout. In addition to operational impacts, the Project will also have short-term, temporary traffic impacts that are not related to any adopted plan or program but should be disclosed in this document for transparency. In terms of construction traffic associated with soil movement, the grading plan indicates that there will be 1,994 net cubic yards (CY) of soil import although 2,500 CY was utilized for a conservative analysis. This would result in 312 total daily one-way truck trips [2,500 CY / 16 CY per double truck load x 2 trips per truck (round trip) = 312 truck trips/day] and, assuming an average trip length of 20 miles per the CalEEMod default values[3], this amount of soil movement would result in 6,240 daily VMT.

This additional temporary traffic is not expected to have any significant impacts on the Project study area and no mitigation is required.

To assure that Project impacts on local roads and intersections do not exceed City LOS standards and fair share requirements identified in the Circulation Element, the Project must implement **Standard Condition SC-TR-1** which requires payment of County Transportation Uniform Mitigation Fee (TUMF) and **Standard Condition SC-TR-2** which requires payment of City Development Impact Fees (DIF). Compliance with standard conditions is considered regulatory compliance and not separate mitigation under CEQA.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?			**X**	

Less Than Significant Impact

In the fall of 2013, SB 743 was passed by the legislature and signed into law by the governor. SB 743 requires that delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as Vehicle Miles Traveled (VMT) will be used.

Per the City's established procedures, a screening analysis of VMT was prepared (*VMT Memo*, **Appendix G2**) to determine if a full VMT analysis was required for the proposed Project, which includes a 16-pump gas station with 3,600 square foot convenience store,

[3] CalEEMod User's Guide, CAPCOA November 2017. Appendices A and D, Vendor C-NW trip length is 20 miles.

a 1,750 square foot fast-food restaurant with drive-thru, and an automated car wash. VMT screening is required for CEQA purposes for all projects being considered after July 1, 2020. The City's adopted VMT guidelines (May 2020) were utilized to determine Project screening.

According to the *VMT Memo*, full VMT analysis includes modifying the County traffic model (RivTAM) and analyzing project trips, origins, and destinations to determine project VMT per capita, VMT per service population, or other applicable measurements. Per the guidelines, projects can be exempted from conducting a full VMT analysis if they are: (1) located within a transit priority area (TPA) which is a half-mile radius around a transit stop with service intervals of 15 minutes or less during the morning and afternoon peak periods, or (2) located within a traffic analysis zone (TAZ) in the RivTAM model that is a low VMT-generating area and the project is similar to existing uses within the TAZ, or (3) considered a local-serving project less than 50,000 square feet such as local-serving gas stations, restaurants, and retail. Initial project screening is done using the Western Riverside Council of Governments (WRCOG) VMT Screening Tool which is a GIS- and RivTAM-based online map that provides parcel-level VMT data for western Riverside County.

According to the Screening Tool, the Project is not within a TPA and the City's average daily total VMT per service population is 30.99 while the Project TAZ daily total VMT per service population is 27.72 which is 3.27 lower than the City average. In addition, the City average daily residential home-based VMT per capita is 19.11 and the Project TAZ daily residential home-based VMT per capita is 17.71 which is 1.4 lower than the City average. Finally, the City average daily home-based work VMT per worker is 9.46 while the Project TAZ daily homebased work VMT per worker is 9.79 which is 0.33 higher than the City average.

The VMT screening analysis indicates the Project is located in a low VMT-generating area and is a small-sized local-serving retail project (the TAZ contains other small retail land uses and the Project land use is consistent with the Menifee North Specific Plan). Therefore, the Project satisfies multiple screening requirements and is exempt from a full VMT assessment. For these same reasons, the Project would have less than significant impacts related to VMT and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	

Less Than Significant Impact

The Project site is located at the northwest corner of Palomar Road and Highway 74 in the City of Menifee, County of Riverside. This intersection is fully signalized, and both of these roadways are linear within at least a quarter mile of the site and neither has any curves or other design features which might cause dangerous traffic conditions. Land

uses surrounding the site include vacant land zoned for commercial and residential uses to the north, a high school and vacant land zoned for commercial use to the south, vacant land zoned for residential and commercial uses to the east, and vacant land zoned for commercial business park to the west. Reference **Table 1, *Surrounding Land Uses***, and **Figure 8, *Aerial Photo***, provided in Section I of this IS.

The Project has been reviewed by City Traffic Engineering Staff, and as designed, will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Project driveway intersections and internal circulation are safe. Adequate sight distance has been provided. Driveway widths will accommodate Project traffic, and traffic control devices (signals and stop signs) are provided where necessary for entering and exiting the site. No incompatible uses (e.g., farm equipment) are located in proximity to the Project, although the surrounding vacant lands are regularly disked for weed abatement.

In addition, street improvement plans will be subject to City review and approval which will ensure that Project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any Project impacts due to a design feature. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			X	

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer, storm drain, etc.) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. **Standard Condition SC-TR-3** has been included to require the preparation of the TCP. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed Project. Any impacts during construction are considered less than significant.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation will provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts during construction are considered less than significant.

Standard Conditions and Requirements

SC-TR-1 The Board of Supervisors of the County of Riverside and the Councils of the Cities of Western Riverside County enacted the Transportation Uniform

Mitigation Fee (TUMF) to fund the mitigation of cumulative regional transportation impacts resulting from future development. The mitigation fees collected through the TUMF program will be utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service.

The fee calculations are based on the proportional allocation of the costs of proposed transportation improvements based on the cumulative transportation system impacts of different types of new development. Fees are directly related to the forecast rate of growth and trip generation characteristics of different categories of new development. Fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first. Payment of the TUMF is required and is not considered unique mitigation under CEQA.

SC-TR-2 The Project applicant shall pay Development Impact Fees (DIF) for non-residential development at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever occurs first. DIF for non-residential development shall be paid prior to the issuance of a building permit.

SC-TR-3 Prior to any Project construction the Project Applicant shall develop and implement a City-approved Traffic Control Plan (TCP) addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

Mitigation Measures

No VMT mitigation measures are required. (Project-related LOS impacts identified in the TIA will be made Conditions of Approval to address planning-related effects of the Project.)

18. TRIBAL CULTURAL RESOURCES.

Source(s): *General Plan*; Assembly Bill (AB) 52; and Public Resources Codes.

Applicable General Plan Policies:

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

Analysis of Project Effect and Determination of Significance:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.i) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)			**X**	

Less Than Significant Impact

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074,

2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California PRC, relating to Native Americans.

Based on the City's prior experience with and written request from potentially interested Tribes, AB 52 Notices were sent to the following four (4) Tribes on August 18, 2018:

- Agua Caliente Band of Cahuilla Indians;
- Pechanga Band of Luiseño Indians;
- Rincon Cultural Resources Department; and
- Soboba Band of Luiseño Indians.

Written responses were received from all four (4) Tribes. The following is a summary of the correspondence and consultation with the Tribes:

The Agua Caliente Band of Cahuilla Indians sent a letter to the City on 12-21-2018 deferring to the Soboba Band of Luiseño Indians.

The City received a formal consultation request from the Pechanga Band of Luiseño Indians (Pechanga) on 1-10-2019. The City conducted formal consultation with Pechanga on 7-30-2019. Pechanga requested the City's standard conditions of approval, including monitoring. Pechanga requested to see the Draft MND before release to the public (per AB 52).

The City received a formal consultation request from the Rincon Band of Luiseño Indians (Rincon) on 1-8-2019. The City conducted formal consultation with Rincon on 7-29-2019. Rincon deferred monitoring to Soboba and/or Pechanga and requested the City's standard conditions of approval. Rincon requested to see the Draft MND before release to the public (per AB 52).

The City received a formal consultation request from the Soboba Band of Luiseño Indians (Soboba) on 1-8-2019. The City conducted formal consultation with Soboba on 4-18-2019. They requested a soils test and records search and also requested the City's standard conditions including monitoring. On 7-23-2019, City staff updated Soboba on the current project status and progress. Soboba requested the records search again. On 1-21-2020, City staff updated Soboba on the current project status and progress. On 5-7-2020, Soboba deemed that it was acceptable to utilize the City's standard conditions, including monitoring, and consultation with Soboba was concluded.

Draft MND sections were sent to the Tribes for review prior to public circulation; no tribal cultural resources were identified by any of the consulting tribes. Pechanga made slight edits to the Standard Condition language which have been incorporated into this Initial Study. Rincon reviewed the MND sections and agreed with the information within; Rincon formally concluded consultation on September 11, 2020.

The Project site has experienced extensive and repeated disturbance over the years, including development of the commercial center, parking lots, and gravel parking areas. This past disturbance did not reveal any shallow buried archaeological resources. However, in the event that archeological materials are uncovered during ground-disturbing activities, **Standard Conditions SC-CUL-1** through **SC-CUL-8** shall be implemented to reduce potentially significant impacts to previously undiscovered

archaeological resources that may be accidentally encountered during Project implementation.

Implementation of these standard conditions will ensure that impacts to tribal cultural resources will be less than significant.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?			**X**	

Less Than Significant Impact

Please reference the discussion in Threshold 18.a.i.

With the implementation of **Standard Conditions SC-CUL-1** through **SC-CUL-8**, the proposed Project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Impacts to tribal cultural resources will be less than significant.

Standard Conditions and Requirements

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

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

i. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.
ii. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.
iii. Grading of further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional Tribal monitors if needed.
iv. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan and Monitoring Agreements entered into with the appropriate tribes. This may include avoidance of the cultural resources through project design, in-place preservation of cultural resources located in native soils and/or re-burial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.
v. If the find is determined to be significant and avoidance of the site has not 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.
vi. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the project

archeologist and shall take into account the cultural and religious principles and practices of the Tribe. Notwithstanding any other rights available under the law, the decision of the City Community Development Director shall be appealable to the City Planning Commission and/or City Council."

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

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

   i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place where they were found with no development affecting the integrity of the resources.
   ii. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.
   iii. If preservation in place or reburial is not feasible then the resources shall be curated in a culturally appropriate manner at a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the City. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

SC-CUL-4 (Archeologist Retained) Prior to issuance of a grading permit the project applicant shall retain a Riverside County qualified archaeologist to

monitor all ground disturbing activities in an effort to identify any unknown archaeological resources.

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

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

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

a. Project grading and development scheduling;

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

c. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of

inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

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

SC-CUL-6 (Native American Monitoring [Soboba]) Tribal monitor(s) shall be required on-site during all ground-disturbing activities, including grading, stockpiling of materials, engineered fill, rock crushing, etc. The land divider/permit holder shall retain a qualified tribal monitor(s) from the Soboba Band of Luiseno Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-mentioned Tribe and the land divider/permit holder for the monitoring of the project to the Community Development Department and to the Engineering Department. The Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground-disturbance activities to allow recovery of cultural resources, in coordination with the Project Archaeologist.

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

SC-CUL-8 (Human Remains) If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resource Code Section 5097.98(b)

remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

Mitigation Measures

No mitigation measures are required.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): Project Plans (**Appendix H**); *Preliminary Water Quality Management Plan,* prepared by Albert A. Webb Associates, 5-2020 (*WQMP*, **Appendix E1**); *Motte Country Plaza, Hydrology Report*, prepared by Albert A. Webb Associates, 5-2020 (*Hydrology Report*, **Appendix E2**); *Motte Country Plaza Plot Plan No 2018-300; CUP No. 2018-301 & 320 Parcel 1 Supplemental WQMP Memo*, prepared by KWC Engineers, 11-24-2020 (*Supplemental WQMP Memo*, **Appendix E3**); *Supplemental Report to the Preliminary Hydrology and Hydraulics Report (Motte Country Plaza)*, prepared by KWC Engineers, 12-2020 (*Supplemental Hydrology Report,* **Appendix E4**); *SAN 53 Will Serve Letter,* prepared by Eastern Municipal Water District, 3-8-2021 (**Appendix K**); *Perris Valley Regional Water Reclamation Facility – Fact Sheet*, issued by EMWD, 10-2016; Eastern Municipal Water District *2015 Urban Water Management Plan* (*EMWD 2015 UWMP*); Metropolitan Water District *2015 Urban Water Management Plan* (*2015 RUWMP*); *City of Menifee General Plan DEIR, September 2013,* Section 5.9, *Hydrology and Water Quality*, Section 5.17, *Utilities and Service Systems,* Section 5.17.1, *Water Supply and Distribution Systems*, Section 5.17.2, *Wastewater Treatment and Collection*, Section 5.17.3, *Storm Drainage Systems*, Section 5.17.4, *Solid Waste*, and Section 5.17.5, *Other Utilities* (*Electricity, Natural Gas, Telecommunications)*; CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217); El Sobrante Landfill Fact Sheet, issued by Waste Management of California; El Sobrante Landfill Annual Monitoring Report, Jan 1, 2017 through Dec 31, 2017, by USA Waste of CA, Inc., 8- 2018 (Final).

Applicable General Plan Policies:

- **Goal LU-3:** A full range of public utilities and related services that provide for the immediate and long-term needs of the community.
- **Policy LU-3.1:** Work with utility providers in the planning, designing, and siting of distribution and support facilities to comply with the standards of the General Plan and Development Code.
- **Policy LU-3.2:** Work with utility provides to increase service capacity as demand increases.
- **Policy LU-3.4:** Require that approval of new development be contingent upon the project's ability to secure appropriate infrastructure services.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	

Less Than Significant Impact

Water

The Project site, along with the entire City of Menifee, is located within the water service boundary of the Eastern Municipal Water District (EMWD). EMWD has an existing water main at the Project site extending east-west along the south side of the SR-74 right-of-way and an existing 8-inch water service line that extends onto the Project site serving the existing commercial improvements. Furthermore, the 8-inch water line extends north-south roughly bisecting proposed Parcel 1 (TPM 2018-320) to the rear (north) boundary of the Project site, then east along the north boundary of the site to Palomar Road, as shown on the Project Plans.

The Project proposes to expand the existing on-site water system to serve the proposed gas station/convenience store with attached drive-thru quick-serve restaurant, and car wash. A new water meter is proposed to be located near the northeast corner of proposed Parcel 2 adjacent to the access driveway onto the Project site from Palomar Road.

EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health. EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. As noted in the *2015 UWMP*, EMWD is located in one of the fastest growing regions in the nation, and with a growing population comes a growing demand for water.

EMWD has three sources of water supply: 1) imported water from the Metropolitan Water District of Southern California (MWD), 2) local groundwater, and 3) recycled water. Additional details with respect to the EMWD water supplies are set forth in Threshold 19.b. Roughly 75% of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it can provide water for future growth within its service area through imported water from MWD. EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and the Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day or about 35,840 af per year.

Expansion of the on-site water system and addition of the new water meter will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with **Standard Condition SC-USS-1** (Water Connection Fees) and **SC-USS-2** (EMWD Water Efficient Guidelines).

Implementation of the proposed Project would not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Given the proposed Project's relatively small size, any impacts would be nominally incremental and less than significant and no mitigation is required.

Wastewater/Sewer

The Project site is currently served by a septic system but will connect to the existing Eastern Municipal Water District (EMWD) sewer system and will no longer require the use of septic tanks at that time. The Project site shall be connected to existing EMWD sewer lines prior to the start of any grading or development of the new center or once sewer is made available. The Project will connect to existing EMWD sewer lines and EMWD has issued a Will Serve Letter (**Appendix K**) to the Project applicant for sewer service. There is adequate capacity in the existing EMWD system to serve the proposed Project.

The Project proposes to connect to the existing EMWD sewer system at a connection point located approximately 900 feet west/northwest of the Project site at the terminus of Autumn Winds Drive, just east of Tradewinds Drive, as shown on the Project Plans. The 8-inch sewer line extension would be located in a proposed 20-foot wide sewer easement extending from the northwest corner of proposed Parcel 2, across the north boundary of proposed Parcel 1, then west off-site across the northern boundary of the contiguous Motte Museum parcel (APN 329-110-023) and further west along the north boundaries of the two vacant commercial parcels (329-110-006 & 022) extending 24 feet east of Tract Map No. 4540 (mobile homes), then north a relatively short distance connecting to Autumn Winds Drive.

EMWD wastewater collection systems include: 1,534 miles of gravity sewer, 53 lift stations, and five regional water reclamation facilities (RWRF) with interconnections between local collection systems serving each treatment plant. The Perris Valley Regional Water Reclamation Facility (PVRWRF) provides wastewater treatment for a 120-square mile area surrounding Perris, Menifee (inclusive of the Project site), Homeland, Winchester, and beyond. Wastewater from the Project site would be delivered through EMWD sewers to the PVRWRF.

The PVRWRF is EMWD's largest RWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±3.0 miles west/northwest of the Project site). In March 2014, EMWD completed the seven-year $180 million expansion of the PVRWRF, the largest capital improvement project in EMWD's 64-year history. The PVRWRF expansion project increased the previous capacity of the facility from 14 million gallons a day (mgd) to a current capacity of 22 mgd with an ultimate capacity of 100 mgd. The expansion allows EMWD to not only meet the projected demands of anticipated development in the region, but also to meet more stringent environmental requirements for wastewater treatment and recycled water quality. Typical daily flows as of 2016 are reported at 13.8 mgd.

Connections to local sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements.

In addition, the Project would be required to comply with **Standard Condition SC-USS-3** (Sewer Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater).

Implementation of the proposed Project would not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation required.

Stormwater/Drainage

As set forth in Section 10 of this Initial Study (Hydrology and Water Quality), all new development in the City of Menifee is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and the 2010 Santa Ana Municipal Separate Sewer Permit (MS4) Permit, as enforced by the Santa Ana Regional Water Quality Board (SARWQCB).

At present, the Project site consists of a single Assessor's parcel (329-110-019) comprised of 3.8 acres of land that was previously graded and is currently being used for general commercial and commercial retail purposes. The existing improvements include two freestanding wood-frame commercial buildings and a train boxcar cart in use as a sit-down restaurant (Chinese Bistro).

The Project site is relatively flat and at grade with adjacent streets, adjoining properties, and the general area. The Project site elevation varies from approximately 1,460 to 1,464 feet above mean sea-level across the entire site with a grade of less than 2% gradient.

The Project proposes to repurpose the Project site's existing commercial use by moving the Chinese restaurant / train boxcar cart from the east portion of site and relocating it between the two existing wood-frame commercial buildings and constructing a new gas station/convenience store with drive-thru quick-serve restaurant, and car wash.

Implementation of the Project includes the pending approval of Plot Plan 2018-300 (and two associated Conditional Use Permits) and Tentative Parcel Map 2018-302 which propose to split the Project site into two parcels: Parcel 1 would include the west 2.5 acres of the Project site where the two existing commercial buildings are located; and Parcel 2 would comprise the east 1.3 acres of the Project site situated at the northwest corner of SR-74 and Palomar Road.

In the existing condition, the Project site's drainage generally flows from north to south then east to west via an existing concrete ribbon gutter located near the middle of the asphalt paved parking areas at the east and south portions of the Project site. The on-site ribbon gutter continues west of the Project site onto the adjacent lot improved with the Motte Museum, where it intersects with a second ribbon gutter which carries Project site runoff south onto Ethanac Road (SR-74). Runoff then flows west along Ethanac Road (SR-74) until it enters existing catch basins connected to the existing 48-inch Romoland-Motte Farms Storm Drain (RCFC Drawing No. 4-799). From the 48-inch storm drain, flows outlet to Antelope Road and eventually reach the San Jacinto River. After completion, the proposed Project would cause the Project site surface area to be moderately more impervious than the current site condition. As set forth in the *WQMP*,

(**Appendix E1**), the total area of existing Impervious Surfaces within the Project Limits Footprint (for proposed Parcel 2, aka DMA 1) is 32,815 square feet (32,815 ÷ 59,009 SF = 55.6% Pre-Project Condition – Impervious Site Area for Parcel 2 Footprint Limits. In comparison, the total area of proposed Impervious Surfaces within the Project Limits Footprint (for proposed Parcel 2, aka DMA 1) would be 49,924 square feet (49,924 SF ÷ 59,009 SF = 84.5% Post-Project Condition – Impervious Site Area for Parcel 2 Footprint Limits.

In the proposed condition, the Project site drainage conditions would mimic the existing conditions in the following ways:

- Proposed Parcel 1 drainage conditions would remain relatively unchanged, as described in the *Supplemental WQMP Memo* (**Appendix E3**) and the *Supplemental Hydrology Report* (**Appendix E4**);
- Proposed Parcel 2 (gas station, convenience store with drive-thru restaurant, and car wash) would continue to drain from north to south but would drain from west to east (instead of east to west in the existing condition). This would ensure that any runoff collected onsite from Parcel 2 can be treated before combining with runoff from adjacent properties;
- Collected runoff from Parcel 2 would be directed towards the proposed Modular Wetland System (MWS) vault proposed for the southeastern boundary; and
- Runoff would then enter proposed underground storage chambers before flows travel east to west, thus mimicking the existing drainage pattern.

The proposed Project would utilize either Storm Drain Line A that would extend 1,260 feet connecting to the existing Romoland-Motte Farms Storm Drain located approximately 900 feet west of the site, or Storm Drain Line B that would extend approximately 320 feet connecting to future MDP Line A-3 in Palomar Road, adjacent to the Project site. Alternative Storm Drain Line B would be constructed if the Romoland MDP A-3 is constructed before entitlement of the Project.

Development of the proposed Project would moderately increase the impervious surface area within the Parcel 2 Footprint Limits upon completion of construction. As set forth in the *WQMP*, a single storm drain system (either Storm Drain Line A or alternative Storm Drain Line B) that incorporates a MWS Biotreatment Vault for water quality purposes, and a subsurface underground stormwater storage system to meet HCOC mitigation requirements for the Project site's singe Drainage Management Area (DMA-1) meets the Minimum Design Flow Rate for stormwater runoff associated with the Project site. It is noted, the biotreatment and storm water storage system has been designed based on a flow rate of 0.20 and the rational method hydrology analysis was performed for the pre-Project and post-Project conditions for the 2-year and 100-year storm events.

Pursuant to the City's Municipal Code Section 15.01.015 all construction projects shall apply Best Management Practices (BMPs) to be contained in the Project applicants submitted Stormwater Pollution Prevention Plan (SWPPP). As discussed above, the requirement to submit a WQMP and drainage study to ensure onsite and offsite drainage is accurately assessed and sufficient infrastructure required for construction of the Project has been met. Reference **Standard Condition SC-HYD-1** (Site Drainage Plan),

Standard Condition SC-HYD-2 (SWPPP), and **Standard Condition SC-HYD-3** (WQMP).

With adherence to the Project-specific *WQMP*, implementation of the proposed Project would not substantially alter the existing drainage pattern of the site or area, nor would it require new or expanded off-site storm drain facilities the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation is required.

Electricity

Electrical service is currently in place to the existing building and site improvements (i.e., parking lot light standards) on the Project site. The on-site electrical system would be expanded in conjunction with the Project site development plan which proposes to repurpose the Project site's existing commercial use by moving the Chinese restaurant / train boxcar cart from the east portion of site and relocating it between the two existing wood-frame commercial buildings and constructing a new gas station/convenience store with drive-thru restaurant, and car wash.

The electrical service provider for the Project site and the greater City of Menifee is Southern California Edison (SCE). Overhead (OVH) electrical distribution and service lines extend north/south along the east side of Palomar Road (additional OVH electrical lines are located across from the Project site on the south side of SR-74). There is an existing subsurface electrical service line extending west under Palomar Road onto the Project site.

The Project site's existing on-site electrical system includes the subsurface line extending along the east portion of the Project site's SR-74 frontage, then extending north adjacent to proposed Parcel 2 toward the rear portion of the site before heading west behind (north of) the existing wood-frame multi-tenant commercial and ending in the vicinity of the second existing wood-frame building (currently occupied by ACTS International Christian Fellowship Church).

Implementation of the Project would expand the existing electrical system to accommodate the proposed gas station, convenience store with drive-thru restaurant, and car wash. No off-site electrical improvements would be required based on a review of the Project Plans.

SCE is responsible for providing electricity to the City of Menifee and the greater Riverside County area while complying with county, state, and federal regulations. SCE's power system is one of the nation's largest electric utilities and serves approximately 15 million people in 180 incorporated cities and 15 counties with a service area of approximately 50,000 square miles. In 2017, SCE's power mix consisted of 32% renewable resources, including wind, geothermal, biomass, solar, and small hydro, 20% natural gas, 8% large hydroelectric facilities, and 6% nuclear. An estimated 34% of SCE's power mix consisted of unspecified sources of power in 2017, which is referred to by SCE as electricity from transactions that are not traceable to specific generation sources.

Implementation of the proposed Project would consume a nominal amount of additional electricity for building power, lighting, and water conveyance, among other operational

requirements, over and above that being consumed in the existing condition. However, it is noted, the Project has been designed to comply with various federal, state and local energy use regulations including Title 24. Because the Project has been designed to meet all applicable local and state requirements and represents an incremental and relatively nominal increase in area wide electrical consumption, the Project would not result in potentially significant environmental effects from wasteful, inefficient, or unnecessary consumption of energy.

Adequate commercial electricity supplies are presently available in Southern California to meet the incremental increase in demand attributed to the Project. The proposed Project would not require new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.

Natural Gas

There is an existing natural gas line extending north in Palomar Road to SR-74, then west along the north side of the SR-74 right-of-way from Palomar Road past the Project site's SR-74 frontage to points beyond, as shown on the Project Plans. The natural gas provider for the City of Menifee is the Southern California Gas Company, also known as The Gas Company.

The Project site's existing improvements are not connected to The Gas Company's natural gas distribution system. Furthermore, as shown on the Project Plans, the Project site development plan does not propose to connect to the natural gas system. Since the proposed Project would not connect to the existing natural gas system and would not require new or expanded natural gas facilities, the construction or relocation of which could cause significant environmental effects. There would no impact and no mitigation required.

Telecommunications

Telephone service to the Project site and the greater City of Menifee is provided by Verizon a private company that provides connection to the communication system on an as needed basis. As shown on the Project Plans, there is an existing subsurface telephone line and an existing fiber optic line located contiguous to the Project site along the north side of the SR-74 right-of-way. No expansion of facilities would be necessary to serve the repurposed Project site development plan.

Implementation of the proposed Project would not require new or expanded telecommunication facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation required.

Based on the above data and analysis, implementation of the proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	

Less Than Significant Impact

As previously discussed in Threshold 19.a, the Project site is located within the water service boundary of the EMWD which has an existing water main at the Project site location extending east-west along the south side of the SR-74 right-of-way and an existing 8-inch water service line that extends onto the Project site serving the existing commercial improvements.

The Project proposes to expand the existing on-site water system to serve the proposed gas station/convenience store with attached drive-thru restaurant, and car wash. A new water meter is proposed to be located near the northeast corner of proposed Parcel 2 adjacent to the access driveway onto the Project site from Palomar Road. No additional off-site water infrastructure is anticipated in conjunction with the Project site development, as proposed.

EMWD provides water service to the City of Menifee and must prepare an Urban Water Management Plan (UWMP) every five years which identifies historical and projected water usage and existing and future water supply sources, describes purveyors' demand management programs. The UWMP sets forth a program to meet water demands during normal, dry, and multiple dry years. The consumption estimates of the UWMP are based on adopted land use plans at the time the serving agency prepares its plan. In this case, the proposed Project is consistent with the adopted land use plan for Wildomar that is part of the current UWMP. Therefore, the Project would be consistent with the consumption estimates and projections of the UWMP.

The EMWD water supply/demand analysis within its service area is set forth in the *EMWD 2015 UWMP* which assesses the District's ability to satisfy demands during three (3) hydrologic scenarios, including: 1) a normal water year, 2) single-dry water year, and 3) multiple-dry water years. The supply-demand balance for each of the hydrologic scenarios within the EMWD service area was projected for the 25-year planning period 2015 to 2040. Based on the analysis and conclusions set forth in the *EMWD 2015 UWMP* (Sec 7.6 *Supply and Demand Assessment*), EMWD will be able to meet 100% of its demand under all three hydrologic scenarios through the year 2040. Reference **Standard Condition SC-USS-1** (Water Connection Fees) and **Standard Condition SC-USS-2** (EMWD Water Efficient Guidelines).

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?			**X**	

Less Than Significant Impact

As previously discussed in Threshold 19.a, the Project site is currently served by a septic system but will connect to the existing Eastern Municipal Water District (EMWD) sewer system and will no longer require the use of septic tanks, at that time. The Project site shall be connected to existing EMWD sewer lines prior to the start of any grading or development of the new center or once sewer is made available. The Project will connect to existing EMWD sewer lines and EMWD has issued a Will Serve Letter (**Appendix K**) to the Project applicant for sewer service. There is adequate capacity in the existing EMWD system to serve the proposed Project.

The Project proposes to connect to the existing EMWD sewer system approximately 900 feet west/northwest of the Project site at the terminus of Autumn Winds Drive, just east of Tradewinds Drive, as shown on the Project Plans. The 8-inch sewer line extension would be located in a proposed 20-foot wide sewer easement extending from the northwest corner of proposed Parcel 2, across the north boundary of proposed Parcel 1, then west off-site across the northern boundary of the contiguous Motte Museum parcel (APN 329-110-023) and further west along the north boundaries of the two vacant commercial parcels (329-110-006 & 022) extending 24 feet east of Tract 4540 (mobile homes), then north a relatively short distance connecting to Autumn Winds Drive.

Wastewater from the Project site would be delivered through EMWD sewer lines to EMWD's PVRWRF located on approximately 300 acres just west of Interstate-215 (I-215) and south of Case Road (±2.75 miles west/northwest of the Project site. It is noted, the PVRWRF recently underwent a seven-year $180 million expansion that was completed in March 2104 which increased the previous capacity of the facility from 14 million gallons per day (14 mgd) to a current capacity of 22 mgd and an ultimate capacity of 100 mgd. Further specifics are summarized in Threshold 19.a. Typical daily flows as of 2016 are reported at 13.8 mgd which indicates the facility is operating at approximately 63% of its current 22 mgd capacity.

Sufficient wastewater treatment capacity is available to serve the Project from existing resources. As the existing wastewater treatment provider, EMWD has adequate capacity to serve the Project's projected demand in addition to serving its existing commitments. Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. Reference **Standard Condition SC-USS-3** (Sewer Connection Fees), and **Standard Condition SC-HYD-5** (Wastewater). Impacts would be less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	

Less Than Significant Impact

Municipal waste collection services in the City of Menifee, inclusive of the proposed Project, is provided by Waste Management, Inc. The Riverside County Waste Management Department (RCWMD) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. To accomplish this, the RCWMD operates six active landfills and administers a contract agreement for waste disposal at the private El Sobrante Landfill. The Department also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

As set forth in the City of Menifee General Plan DEIR, more than 99% of the solid waste generated within the City during 2011 was deposited in two landfills - the El Sobrante Landfill in unincorporated Riverside County south of the City of Corona and the Badlands Sanitary Landfill near the City of Moreno Valley. The El Sobrante Landfill is significantly larger than the Badlands Landfill in terms of size and capacity. A summary of these two landfill facilities is included in **Table 19-1, *Landfills Serving Menifee***.

Table 19-1
Landfills Serving Menifee

Landfill	Location	Permitted Throughput Capacity, Tons per Day	Average Disposal, Tons per Day[1]	Remaining Capacity, Cubic Yards [Tons]	Estimated Closing Date
Badlands Sanitary	Moreno Valley	4,000	1,651	14,730,025 [7,851,103]	2024
El Sobrante	Corona	16,054	7,260	145,530,000 [77,567,490]	2045

[1] Calculated from annual totals (from CalRecycle 2012d) based on 300 operating days per year. Badlands Sanitary Landfill and El Sobrante Landfill are each open six days per week, Monday through Saturday, except certain holidays.
Source: City of Menifee GPEIR

El Sobrante Landfill

The Project site is located within the service area of the El Sobrante Landfill which includes the cities/communities within southwestern Riverside County as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego. The El Sobrante Landfill is located approximately twenty (20) miles west/northwest of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California (a subsidiary of Waste

Management, Inc.) and started disposal operations in 1986. From 1986 to 1998, the landfill was operated pursuant to the original El Sobrante Landfill Agreement, its Amendments and one Addendum. On September 1, 1998, the Riverside County Board of Supervisors (BOS) approved the El Sobrante Landfill Expansion Project, a vertical and lateral expansion of the landfill, and entered into a Second Agreement, which became effective on September 17, 1998. The Second Agreement represents a public/private relationship between the owner/operator of the landfill and the County of Riverside and provides for the Riverside County Department of Waste Resources to operate the landfill gate, to set the County rate for disposal at the gate with BOS approval, and to operate the Hazardous Waste Inspection Program.

The El Sobrante Landfill Expansion Project included the following major elements:

- An increase in landfill disposal capacity to approximately 196.11 million cubic yards or approximately 109 million tons of municipal solid waste;
- An increase in the daily disposal capacity up to 10,000 tons (pursuant to the Second Amendment of the Expansion Agreement, approved by the BOS in March 2007, and subsequently implemented on August 31, 2009, the daily capacity was increased to 70,000 tons per week, not exceeding 16,054 tons per day [limited in part due to the number of vehicle trips per day], and a continuous 24-hour disposal);
- An increase in the landfill area to a total of 1,322 acres;
- An increase in the landfill footprint to 495 acres; and
- An increase in the hours of operation, allowing 24-hour continuous operations, 7 days a week, for non-waste functions (i.e., application of daily cover, stockpiling of daily cover, site maintenance, grading, and vehicle maintenance) and allowing disposal operations from 4:00 AM to Midnight.

The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations and a 688-acre wildlife preserve. The landfill is open 24 hours per day, six days a week (closed Sundays and Major Holidays). Commercial customers have access 4:00 am to 6:00 pm, while the general public hours are 6:00 am to 6:00 pm. The operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

In 2010, the El Sobrante Landfill accepted a total of 694,963 tons, or approximately 0.695 million tons of waste generated within Riverside County. The daily average for in-County waste was 2,235 tons during 2010. As of January 2011, the landfill had a remaining in-County disposal capacity of approximately 38.506 million tons. During calendar year 2016, a total of 2,652,941 tons of municipal solid waste was disposed at the El Sobrante Landfill. Of this amount, 852,987 tons originated from Riverside County sources, and 1,799,954 tons originated from out-of-County sources. El Sobrante received 123,068 tons of Alternate Daily Cover in the form of cement treated incinerator ash. Based on 309 working days (362 days minus Sundays and Major Holidays), an average of 8,596 (rounded to the nearest whole number) tons of waste were received at the landfill on a daily basis in 2016.

The estimated 2017 total tonnage figure is projected to have increased slightly over the 2016 figure, to approximately 2,700,000 tons or an average amount of approximately

8,738 tons per day (2,700,000 tons ÷ 309 days). This indicates a year over year increase of 1.65% and is substantially below the allowable disposal capacity of 16,054 tons per day permitted pursuant to the current agreement/operating permit, as amended.

As of the 2007 Second Amendment date, the landfill had a projected 50-year remaining life through 2036, however, based on 2016 figures, there was 141,192,896 tons of remaining capacity, indicating a remaining life of approximately 54 years before the facility reaches capacity. According to the City GPEIR, the El Sobrante facility is estimated to have sufficient capacity until 2045.

The City of Menifee evaluates solid waste generation for proposed development projects based on a per capita generation rate. As set forth in the City's GPEIR, there are five generation factors depending on land use; one for Residential Land Use (includes both single-family and multi-family projects), two for Commercial Land Use (Retail and Non-Retail) and two for Industrial/Manufacturing Land Use (Light and Heavy). The generation factors are set forth in **Table 19-2, *Solid Waste Generation Factors***.

Table 19-2
Solid Waste Generation Factors

Land Use	Generation Factor
Residential	10 lbs./Dwelling Unit/Day
Commercial Non-Retail	13 lbs./ 1,000 square foot (SF)/Day
Commercial Retail	6 lbs./1,000 SF/Day
Heavy Industrial	13.2/1,000 SF/Day
Light Industrial and Light Manufacturing	14.2 lbs./1,000 SF/Day

Source: City of Menifee GPEIR

Based on the above factors, the Project site development plan, excluding the existing (baseline) commercial improvements, is projected to generate an additional average of 75.144 pounds (0.038 tons) of solid waste per day or 27,428 pounds (13.71 tons) of solid waste per year, as summarized in **Table 19-3, *Project Site – Solid Waste Generation Forecast***.

Table 19-3
Project Site - Solid Waste Generation Forecast

Project Development	Square Feet	Generation Factor[1]	Forecast Solid Waste Per Day		Forecast Solid Waste Per Year	
			Pounds	Tons[2]	Pounds	Tons
Commercial Retail Convenience-Store Car Wash Gas Canopy Drive-Thru Restaurant Trash Enclosure 2nd Floor Office **Total**	 3,838 1,030 4,709 1,755 233 959 **12,524**	6.0 lbs/ 1,000 sf/ day	75.144	0.038	27,428	13.71

[1] Generation factor per City of Menifee GPEIR.
[2] 1 ton = 2,000 lbs.
Source: MFCS, Inc. based on Project Plans (**Appendix H**) and City of Menifee GPEIR.

Individual development projects within the City of Menifee are required to comply with applicable State and local regulations reducing landfill waste by at least 50 percent, therefore, the Project site will contribute 37.6 lbs. (0.019 ton) of solid waste per day for disposal at the El Sobrante Landfill or the Badlands Sanitary Landfill. This represents a nominal amount of approximately 0.0002% (0.019 ton ÷ 8,738 tons) of the estimated average daily solid waste disposed at the El Sobrante Landfill during 2017.

Therefore, development of the Project site, as proposed, would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**	

Less Than Significant Impact

All land uses within the City of Menifee that generate waste are required to coordinate with the City's contracted waste hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and state programs. Additionally, all development within the City of Menifee is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939 (CalRecycle), Title 6 of the City Municipal Code, County Ordinance 657 (by adoption), and other local, state, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50% by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

All solid waste disposals within the City of Menifee are subject to the requirements set forth in *Title 6, Health and Sanitation*, Chapter 6.10 Illegal Dumping, and *County Ordinance 657, Solid Waste Collection* (by adoption) as provided in the Municipal Code. Ordinance 657 provides integrated waste management guidelines for service, prohibitions, and provisions of service. The provisions of service require that the City of Menifee shall provide for or furnish integrated waste management services relating to the collection, transfer, and disposal of refuse, recyclables, and compostables within and throughout the city.

The Project would be required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, Title 6 of the City Municipal Code, County Ordinance 657 (by adoption), and other applicable local, state, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations.

The proposed Project is required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste as a standard Project condition of approval. Reference **Standard Condition SC-USS-4** (Solid Waste). Impacts will be less than significant, and no mitigation required.

Standard Conditions and Requirements

SC-USS-1 Water Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable water connection fees to EMWD.

SC-USS-2 EMWD Water Efficient Guidelines. The Project will be required to comply with shall be required to comply with the EMWD Water Efficient Guidelines for New Development which are in effect at the time of building permit issuance.

SC-USS-3 Sewer Connection Fees. Prior to the issuance of a certificate of occupancy, the Project applicant shall pay the applicable sewer connection fees to EMWD.

SC-USS-4 Solid Waste. The Project applicant shall comply with the requirements of AB 939 ("California Integrated Waste Management Act of 1989"), which requires waste diversion mandates. During construction and operation, the applicant shall achieve diversion of 50% of all solid waste through source reduction, recycling, and composting activities.

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

and drainage plan will be approved by the City Engineering Department during plan check review.

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

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

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

Mitigation:

No mitigation measures are required.

20. WILDFIRE.

Source(s): Google Earth; *General Plan*; *GPEIR* (Chapter 5.8, *Hazards and Hazardous Materials)*; and **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study.

Applicable General Plan Policies:

- **Goal S-4:** A community that has effective fire mitigation and response measures in place, and as a result is minimally impacted by wildland and structure fires.
- **Policy S-4.1:** Require fire-resistant building construction materials, the use of vegetation control methods, and other construction and fire prevention features to reduce the hazard of wildland fire.
- **Policy S-4.2:** Ensure, to the maximum extent possible, that fire services, such as firefighting equipment and personnel, infrastructure, and response times, are adequate for all sections of the City.
- **Policy S-4.3:** Encourage owners of non-sprinklered high-occupancy structures to retrofit their buildings to include internal sprinklers.
- **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.
- **Goal S-6:** A City that responds and recovers in an effective and timely manner from natural disasters such as flooding, fire, and earthquakes, and as a result is not impacted by civil unrest that may occur following a natural disaster.
- **Policy S-6.1:** Continuously review, update, and implement emergency preparedness, response, and recovery plans that make the best use of the City- and county-specific emergency management resources available.
- **Goal S-5:** A community that has reduced the potential for hazardous materials contamination.
- **Policy S-5.1:** Locate facilities involved in the production, use, storage, transport, or disposal of hazardous materials away from land uses that may be adversely impacted by such activities and areas susceptible to impacts or damage from a natural disaster.
- **Policy S-5.2:** Ensure that the fire department can continue to respond safely and effectively to a hazardous materials incident in the City, whether it is a spill at a permitted facility, or the result of an accident along a section of the freeway or railroads that extend across the City.

Analysis of Project Effect and Determination of Significance:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	

Less Than Significant Impact

According to the *GPEIR*, the proposed Project site is not located within a fire hazard severity zone and is not located in or near a state responsibility area. There are no wildland conditions in the immediate area where the Project site is located, and it is not located in or near a Historical Wildland Fire area.

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

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

The Project will not impair an adopted emergency response plan or emergency evacuation plan. Impacts will be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**

No Impact

The proposed Project site is not located within a fire hazard severity zone and is not located in or near a state responsibility area. There are no wildland conditions in the immediate area where the Project site is located, and it is not located in or near a Historical Wildland Fire area.

Topographic relief at the subject property is relatively low with the terrain being generally flat. Elevations at the site range from approximately 1,460 to 1,465 feet AMSL. The Project site is currently developed, and it is bordered on the north by vacant, undeveloped residential land, on the south by SR74, vacant industrial land and industrial and commercial uses, on the west by two vacant commercial land parcels, and on the east vacant, unimproved fallow agricultural land within Planning Area 13 of the Menifee North SP designated as Commercial/Business Park.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7 (Geology and Soils) of this Initial Study, there are no steep slopes within a one-quarter mile radius of the Project site.

Based on this information, the Project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to,

pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**	

Less Than Significant Impact

The proposed Project site is not located within a fire hazard severity zone and is not located in or near a state responsibility area. There are no wildland conditions in the immediate area where the Project site is located, and it is not located in or near a Historical Wildland Fire area.

The Project does not include and or require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. The Project site is currently developed, and any roads and utilities will be installed in accordance with the respective jurisdiction requirements. Impacts will be less than significant.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

No Impact

The proposed Project site is not located within a fire hazard severity zone and is not located in or near a state responsibility area. There are no wildland conditions in the immediate area where the Project site is located, and it is not located in or near a Historical Wildland Fire area.

Topographic relief at the subject property is relatively low with the terrain being generally flat. Elevations at the site range from approximately 1,460 to 1,465 feet AMSL. According to **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study, there are no steep slopes or water sources within a one-quarter mile radius of the Project site.

Based on this information, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts will occur.

Standard Conditions and Requirements

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

Mitigation Measures

No mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Source(s): Staff review and Project Application Materials.

a) *Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant Impact with Mitigation Incorporated

The proposed Project will not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 1 (Aesthetics) and will not result in excessive light or glare with implementation of **Standard Condition SC-AES-1** for dark skies. The environmental analysis provided in Section 3 (Air Quality) concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant with incorporation of **Standard Conditions SC-AQ-1** and **SC-AQ-2** regarding construction equipment emissions and dust, respectively.

The Project site is located on a developed site in an urbanized area with no natural habitat on or adjacent to the site other than some large trees. However, **Standard Conditions SC-BIO-1, SC-BIO-2,** and **SC-BIO-3** require a nesting bird survey, payment

of the MSHCP fee, and payment of the SKR impact fee, respectively, while **Mitigation Measure MM-BIO-1** will help preserve onsite trees, so that any impacts to biological resources will be reduced to less than significant levels.

Adverse impacts to historic, paleontological resources, or human remains will not occur with implementation of construction-phase procedures to address any important archaeological resources are discovered during grading (**Standard Conditions SC-CUL-1** through **SC-CUL-8)**. The Project site is not known to have any association with an important example of California's history or prehistory.

Section 7 (Greenhouse Gas Emissions) concludes that impacts related to climate change will be less than significant with Standard Condition **SC-GHG-1** incorporated. Section 9 (Hydrology/Water Quality) concludes that impacts related hydrology and water quality will be less than significant with implementation of **Standard Conditions SC-HYD-1** through **SC-HYD-3** and **SC-HYD-5**.

Based on the preceding analysis of potential impacts in the responses to items 1 through 18, no evidence is presented that this Project will degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment and cultural resources will be less than significant with implementation of the recommended standard conditions and mitigation measures.

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)?*

Less than Significant Impact with Mitigation Incorporated

Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project.

Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- *List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- *Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of Menifee General Plan, AQMP, and the CMP. Therefore, cumulative impacts will be less than significant.

Non-Cumulative Impacts

Impacts related to geology and soils, and airport hazards at the Project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to these topics will occur.

Local Impacts

Projects can contribute considerably to cumulative impacts in context of the local environment. Local cumulative impacts are limited to air quality, biological resources, cultural resources, hazardous materials, groundwater levels, drainage and water quality, noise, public services, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the local context is summarized below.

No Impact

The analysis also found that no impacts to (visual) aesthetics (Sections 1.a and 1.b), agricultural and forestry resources (Sections 2.b, 2.c, and 2.d), biological resources (Sections 4.b, 4.e, and 4.f), cultural resources (Section 5.a), geology/soils (Sections 7.a.iv, and 7.e), hazards and hazardous materials (Sections 9.d, 9.e and 9.g), hydrology and water quality (Section 10.d), land use/planning (Sections 11.a and 11.b), mineral resources (Sections 12.a and 12.b), noise (Sections 13.c), population and housing (Section 14.b), public services (Section 15.d), recreation (Sections 16.a and 16.b), and wildfire (Sections 20.c and 20.d), would occur.

Less than Significant Impact

The analyses related to aesthetics (Sections 1.c and 1.d), agricultural and forestry resources (Sections 2.a and 2.e) air quality (Sections 3.a-3.d), cultural resources (Sections 5.b and 5.c), geology/soils (Sections 7.a.i-iii, 7.b, 7.c, 7.d, and 7.f), greenhouse gases (8.a and 8.b), hazards and hazardous materials (Sections 9.a-c, 9.f), hydrology and water quality (10.a, 10.b, 10.c.i-iv, and 10.e), noise (Section 13.b), population and housing (Section 14.a), public services (Sections 15.a-c and 15.e), transportation/traffic (Sections 17.a-17.d), tribal cultural resources (Sections 18.a.i and 18.a.ii), utilities and services systems (Sections 19.a-19.d), and wildfire (Sections 20.aand 20.c), found that impacts will be less than significant; therefore, while the Project will contribute to localized cumulative impacts, the Project contribution will not be considerable.

Regional Impacts

Projects can contribute considerably to cumulative impacts in context of the regional environment. Regional cumulative impacts are limited to air quality, biological resources, cultural resources, hazardous materials, wildfires, groundwater levels, drainage and water quality, flooding, land use and planning, mineral resources, noise, transportation and traffic, and utilities and service systems. A general discussion of potentially significant cumulative impacts in the regional context is summarized below.

No Impact

There were no impacts to agricultural and forest resources and mineral resources.

Less than Significant Impact

The analyses related to air quality (Section 3.d), cultural resources (Section 5.d), hazards and hazardous materials (Sections 9.a-c), hydrology and water quality (10.a-c.iv and 10.e), noise (Section 13.b), transportation/traffic (Sections 17.a-17.d), and utilities and services systems (Sections 19.a-19.d), found that impacts will be less than significant, therefore, while the Project will incrementally contribute to regional cumulative impacts, the Project contribution will not be cumulatively considerable.

It should be noted that impacts to aesthetics (light and glare), air quality, cultural resources, greenhouse gases, hazards and hazardous materials, traffic/transportation, utilities and service systems, and tribal cultural resources required a number of standard conditions of approval but these are not considered mitigation under CEQA so impacts were less than significant, and the Project would not make cumulatively considerable impacts relative to these issues.

Less than Significant Impact with Mitigation Incorporated

Impacts related to biological resources and noise were found to be potentially significant and required mitigation to reduce to less than significant levels. Therefore, the Project could contribute considerably to significant regional cumulative impacts in these topical areas. These topics are discussed in detail below.

Biological Resources. The context for assessing cumulative biological resources impacts to the region is the extent to which Project related construction will contribute to or result on the disturbance of habitat critical to endangered and/or protected species. To protect against significant impacts to nesting birds the Project will implement **Standard Condition SC-BIO-1** which requires a nesting bird survey. Buffers and avoidance shall be implemented if nesting birds are found to assure impacts will be less than significant. Therefore, the Project will have no cumulative contribution to regional biological resource impacts.

To protect against removal of trees that may provide habitat for nesting or migratory birds, the Project will implement **Mitigation Measure MM-BIO-1** which requires a certified arborist to conduct a tree survey of the Project site and comply with the "Tree Preservation Regulations" found in Section 9.200.030 of the Menifee Municipal Code.

With the implementation of **Standard Condition SC-BIO-1** and **Mitigation Measure MM-BIO-1**, impacts to trees that may provide habitat for nesting or migratory birds will be less than significant. This will eliminate the potential any destruction of critical habitat in the region, therefore, the Project will make no cumulative contribution to regional biological resource impacts.

Noise. The context for assessing cumulative noise impacts to the region is the extent to which temporary or permanent noise generating sources exist in the area. Noise generating sources can create annoyance to residents and can cause vibration impacts

as well. The Project has a potential to result in significant short-term noise impacts during construction so **Mitigation Measure MM-NOI-1** limits construction activities to minimize noise impacts on adjacent land uses. This will eliminate the potential any significant short-term noise impacts in the area; therefore, the Project will make no cumulative contribution to regional noise impacts over the short-term.

In addition, the Project has the potential to result in significant long-term noise impacts during operation so **Mitigation Measures MM-NOI-2** through **MM-NO-4** require a noise shield on the compressor, limits on the carwash hours, and installation of a block wall along the north side of the property, respectively. These measures will eliminate the potential any significant long-term noise impacts in the area; therefore, the Project will make no cumulative contribution to regional noise impacts over the long-term.

Global Impacts

One topic of global concern is climate change. As discussed in Section 8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. With adherence to **Standard Condition SC-GHG-1**, the Project will not contribute considerably to global climate change.

Based on the above analysis concerning the local, regional, and global impacts of the Project in consideration of past, current, and future projects, the City hereby finds that the contribution of the proposed Project to cumulative impacts will be less than significant with mitigation incorporation.

c) *Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant Impact with Mitigation Incorporated

Based on the analysis of the Project's impacts in the responses to items 1 through 18, there is no indication that this Project will result in substantial adverse effects on human beings with implementation of the recommended standard conditions of approval and mitigation measures. While there will be a variety of temporary adverse effects during construction related to noise and traffic, these will be reduced to less than significant levels through mitigation and standard conditions, respectively. Long-term effects include increased vehicular traffic, traffic-related noise, use of hazardous materials, emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental impacts will at worst require reduction through the implementation of the following standard conditions and mitigation to reduce them to less than significant levels:

- Hazards and Hazardous Materials — **SC-TR-3** (Traffic Control Plan)
- Public Services — **SC-PS-1** through **SC-PS-9** (fire, police, and schools)
- Utilities and Service Systems — **SC-USS-1** through **SC-USS-4** (water, sewer, and solid waste)

• Noise	**MM-NOI-1** (construction) **MM-NOI-2** (shield compressor) **MM-NOI-3** (limit carwash hours) **MM-NOI-4** (block wall north side)
• Transportation	**SC-TR-1** through **SC-TR-3** (pay TUMF, DIF, and prepare a TCP)

Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). The original EIR for Specific Plan 260 (available for review at the City of Menifee) is included under this earlier analysis scenario.

VII. SOURCES/REFERENCES

Air Quality Analysis Guidance Handbook
http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook

Assembly Bill 32
http://www.arb.ca.gov/cc/ab32/ab32.htm

Assembly Bill 52
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

AQMD Final 2016 AQMP
http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf

CalEEMod User's Guide, CAPCOA November 2017
http://www.aqmd.gov/caleemod/user's-guide

California Building Code (CBC)
https://archive.org/details/gov.ca.bsc.title24.2016.02.1

California Code of Regulations
https://govt.westlaw.com/calregs/index?__lrTS=20170303204906242&transitionType=Default&contextData=(sc.Default)

California Department of Water Resources (DWR) Adjudicated Areas Map
https://sgma.water.ca.gov/webgis /index.jsp?appid=adjbasin

CalRecycle, SWIS Facility Detail, El Sobrante Landfill (33-AA-0217)
https://www2.calrecycle.ca.gov/PublicNotices/Details/2497

City of Menifee Citywide Trails Map
https://www.cityofmenifee.us/DocumentCenter/View/3564/ProposedTrail-Map2016217?bidId=

City of Menifee General Plan Draft EIR
https://www.cityofmenifee.us/262/Draft-Environmental-Impact-Report

City of Menifee General Plan
https://www.cityofmenifee.us/221/General-Plan

City of Menifee Municipal Code
https://www.cityofmenifee.us/318/Municipal-Code

City of Menifee Zoning Map
https://www.cityofmenifee.us/DocumentCenter/View/9432/Zoning-Map

Clean Water Act
https://www.epa.gov/laws-regulations/summary-clean-water-act

Department of Finance Population Estimates
http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/

Development Impact Fees per Ordinance No. 17-232
https://www.cityofmenifee.us/DocumentCenter/View/5853/City-of-Menifee-Updated-DIF-Schedule-and-Summary-2018

Eastern Municipal Water District (EMWD) website
https://sgma.water.ca.gov

Eastern Municipal Water District *2015 Urban Water Management Plan*
https://www.emwd.org/post/urban-water-management-plan

El Sobrante Landfill Fact Sheet, issued by Waste Management of California
https://www.wmsolutions.com/pdf/factsheet/El_Sobrante_Landfill.pdf

El Sobrante Landfill Website
https://www.wmsolutions.com/locations/details/id/180

El Sobrante Landfill Annual Monitoring Report, Jan 1, 2017 through Dec 31, 2017, by USA Waste of CA, Inc., dated August 2018 (Final)
http://www.rcwaste.org/Portals/0/Files/ElSobrante/2018/ARC%20Agenda%20Package%20August%2016%202018.pdf

Federal Emergency Management Agency Flood Insurance Rate Maps
http://msc.fema.gov/portal

GEOTRACKER
http://geotracker.waterboards.ca.gov

The Department of Toxic Substances Control's Hazardous Waste and Substances Site List
http://www.envirostor.dtsc.ca.gov

Google Earth
https://www.google.com/earth

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MAR Plan)
http://www.rcaluc.org/Portals/0/17%20%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700

Menifee North Specific Plan No. 260 Amendment 3
https://cityofmenifee.us/DocumentCenter/View/10362/Appendix-B---SP-260-Amendment-3-Final

Metropolitan Water District *2015 Urban Water Management Plan*
http://www.mwdh2o.com/PDF_About_Your_Water/2.4.2_Regional_Urban_Water_Management_Plan.pdf

Ordinance No. 458
https://www.rivcocob.org/wp-content/uploads/2019/06/458.16.pdf

Perris Union High School District
http://www.puhsd.org/

Perris Valley Regional Water Reclamation Facility – Fact Sheet, issued by EMWD, dated October 2016
https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1537295012

Public Resources Code
http://codes.findlaw.com/ca/public-resources-code/

Riverside County Airport Land Use Commission
http://www.rcaluc.org/

Riverside Transit Agency
www.riversidetransit.com

Romoland/Homeland Area Drainage Plan
http://rcflood.org/Downloads/Area%20Drainage%20Plans/Updated/Reports/Homeland-Romoland%20ADP.pdf

Romoland School District
https://www.romoland.net

SB18
https://www.opr.ca.gov/s_localandtribalintergovernmentalconsultation.php

SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)
http://scagrtpscs.net/Documents/DataMapBooks/Menifee.pdf

SCAQMD Rules
http://www.aqmd.gov/home/regulations/rules/scaqmd-rule-book

Title 24
http://www.energy.ca.gov/title24/

Title 24 building requirements
http://www.bsc.ca.gov/codes.aspx

Western Riverside County Multiple Species Habitat Conservation Plan
http://wrc-rca.org/Permit_Docs/MSHCP-ThePlan-VolumeOne.pdf

Western Riverside County Multiple Species Habitat Conservation Plan Interactive Maps
http://wrcrca.maps.arcgis.com/apps/webappviewer/index.html