DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

THE BOULDERS PROJECT

CITY OF MENIFEE

RIVERSIDE COUNTY, CALIFORNIA

LSA

October 2021

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INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

THE BOULDERS PROJECT

CITY OF MENIFEE

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

City of Menifee
Community Development Department
29844 Haun Road
Menifee, California 92586

Prepared by:

LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

LSA Project No. CIM2002

October 2021

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TABLE OF CONTENTS

APPENDICES

A: PROJECT PLAN SET
B: AIR QUALITY AND GREENHOUSE GAS MEMORANDUM
C1: BIOLOGICAL RESOURCES ASSESSMENT
C2: BURROWING OWL REPORT
C3: WET SEASON FAIRY SHRIMP REPORT
C4: DRY SEASON FAIRY SHRIMP REPORT
C5: JURISDICTIONAL DELINEATION
D: CULTURAL RESOURCES ASSESSMENT (REDACTED)
E: ENERGY CALCULATIONS
F1: UPDATE TO PRELIMINARY GEOTECHNICAL INVESTIGATIONS & ASSUMPTION OF RESPONSIBILITY REPORT
F2: ONSITE STORMWATER INFILTRATION SYSTEM INVESTIGATION
G: PHASE I ENVIRONMENTAL SITE ASSESSMENT
H1: DRAINAGE REPORT
H2: PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN
I: NOISE AND VIBRATION IMPACT ANALYSIS
J1: VMT MEMORANDUM
J2: TRAFFIC STUDY

FIGURES AND TABLES

FIGURES

TABLES

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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ACM	Asbestos-Containing Material
ADT	Average Daily Trips/Traffic
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARMC	Archaeological Resource Management Corporation
Basin	South Coast Air Basin
BMF	Bedrock Milling Feature
BMP	Best Management Practice
BTU	British Thermal Unit
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCR	Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CH_4	Methane
City	City of Menifee
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CPTED	Crime Prevention through Environmental Design
CRA	Cultural Resources Assessment
CRMP	Cultural Resources Management Plan
CUP	Conditional Use Permit
dB	decibel
dBA	A-weighted decibel
DIF	Development Impact Fee
DIR	(California) Department of Industrial Relations
du/ac	dwelling units per acre
EDC	Economic Development Corridor
EDC-NR	Economic Development Corridor-Newport Road
EIR	Environmental Impact Report

EMWD	Eastern Municipal Water District
EOP	Emergency Operations Plan
ESA	Environmental Site Assessment
EV	Electric Vehicle
FEMA	Federal Emergency Management Administration
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GWh	gigawatt-hour
HVAC	Heating, Ventilation, and Air Conditioning
IEPR	*Integrated Energy Policy Report*
in/sec	Inches per second
IS	Initial Study
LBP	Lead-Based Paint
L_{dn}	Day-night average noise level
L_{eq}	Equivalent continuous sound level
LID	Low Impact Development
L_{max}	Maximum instantaneous noise level
LOS	Level of Service
LRA	Local Responsibility Area
MFHSZ	Moderate Fire Hazard Severity Zone
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
MT	Metric Ton
N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPSSA	Narrow Endemic Plant Species Survey Area
NEV	Neighborhood Electric Vehicle
NOI	Notice of Intent
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetland Inventory
OSHA	Occupational Safety and Health Administration
PCB	Polychlorinated biphenyl
PM_{10}	Particulate Matter less than 10 microns in size
$PM_{2.5}$	Particulate Matter less than 2.5 microns in size
ppm	parts per million

PPV	Peak Particle Velocity
PRC	Public Resources Code
RCA	Regional Conservation Authority
RCFD	Riverside County Fire Department
RCM	Regulatory Compliance Measure
RCP	Regional Comprehensive Plan
REC	Recognized Environmental Condition
RMS	Root Mean-Square
ROW	Right-of-Way
RWRF	Regional Wastewater Reclamation Facility
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCA	Standard Condition of Approval
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SMARA	Surface Mining and Reclamation Act
SoCalGas	Southern California Gas Company
SOx	Sulfur Oxides
SP	Specific Plan
SRA	State Response Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAZ	Traffic Analysis Zone
TUMF	Transportation Uniform Mitigation Fee
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VdB	Vibration velocity decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VWRD	Valley Wide Recreation District
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
ZEV	Zero Emission Vehicle

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1.0 ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:**

   The Boulders Project

2. **Lead Agency Name and Address:**

   City of Menifee
   Community Development Department
   29844 Haun Road
   Menifee, California 92586

3. **Contact Person and Phone Number:**

   Ryan Fowler
   Principal Planner
   (951) 723-3740
   rfowler@cityofmenifee.us

4. **Project Location:**

   The 10.14-acre Boulders Project (herein referred to as "proposed Project" or "Project") site is located on Assessor's Parcel Number (APN) 339-200-080 in the City of Menifee, in Riverside County, California. Specifically, the Project site is located at the northeast corner of Normandy Road and Berea Road. **Figure 1: Project and Regional Location** shows the regional and local location of the Project site.

5. **Project Sponsor's Name and Address:**

   Richard Wilson
   Trademark Construction
   15916 Bernardo Center Drive
   San Diego, California 92127

6. **General Plan Designation:**

   Economic Development Corridor (EDC)

7. **Zoning:**

   Economic Development Corridor-Newport Road (EDC-NR)

8. **Description of Project:**

   The proposed Project would develop a mixed-use commercial and multiple family residential use consisting of a three-story office building with an area of 21,310 square feet, an 8,250-square foot daycare building with an outdoor play area, and a 234-unit apartment complex consisting of nine three-story apartment buildings and one 3,455-square foot clubhouse. The proposed Project is anticipated to generate 64 employees between the office use and daycare facility. The site would also be developed with a surface parking lot accommodating 429 covered/uncovered parking

stalls. Access to the Project site would occur at the following three points: one off Normandy Road and two off Berea Road. See **Figure 2: Project Site Plan. Appendix A** contains a complete set of civil plans.

9. Surrounding Land Uses and Setting:

The northern boundary of the site is a storm water channel with a land use designation of Water (OS-W); beyond the storm water channel, parcels are occupied by single-family residential units in a neighborhood with a land use designation of 2.1–5 dwelling units per acre (du/ac) Residential (2.1–5 R). The parcel to the east of the Project site is vacant and has a land use designation of Economic Development Corridor (EDC). Normandy Road borders the southern portion of the Project site; beyond Normandy Road, land is occupied by Spirit Park, which has a land use designation of Specific Plan (SP). Berea Road borders the western portion of the Project site; beyond Berea Road, land is occupied by Champion Self Storage, which has a land use designation of EDC.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

Menifee Community Development Department, Riverside County Fire Department (RCFD), California Department of Fish and Wildlife (CDFW), Riverside County Flood Control and Water Conservation District, and the Santa Ana Regional Water Quality Control Board (SARWQCB).

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

The Native American Heritage Commission (NAHC) in West Sacramento was provided with information about the proposed Project and was requested to provide a list of tribes eligible to consult with the City, pursuant to Public Resources Code Section 21080.3.1. On July 6, 2020, the City sent letters to these tribes via certified mail notifying them of the proposed Project. Per Public Resources Code, Section 21080.3.1(d), a request for consultation must be submitted within 30 days of the receipt of the letter. Please see Section 4.18, Tribal Cultural Resources of this Initial Study for a detailed discussion.

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LEGEND

Project Location

FIGURE 1

N

0 375 750

FEET

SOURCE: Google (2019)

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Boulders Mixed-Use Project
City of Menifee

Project and Regional Location

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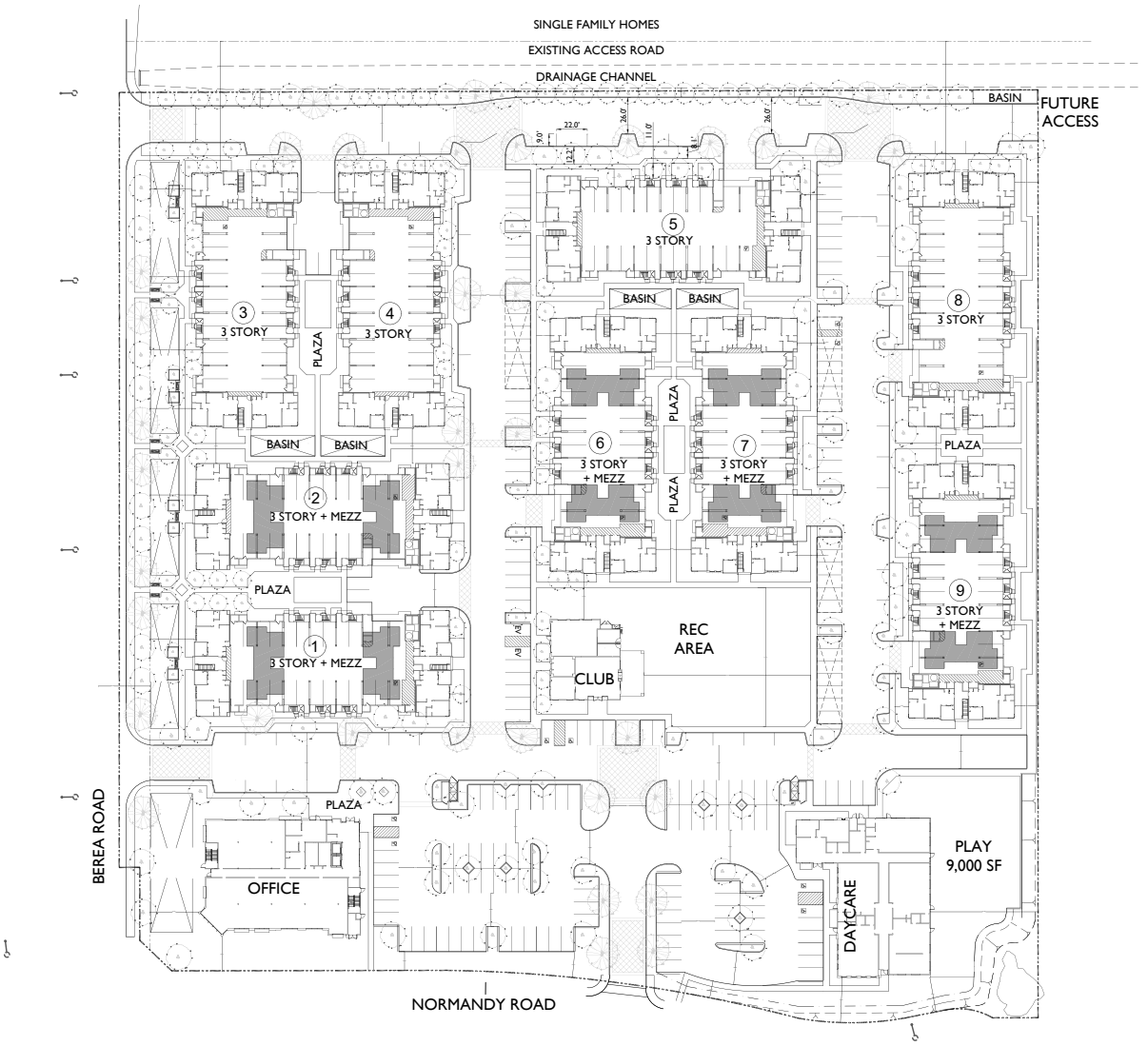

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FIGURE 2

N

0 90 180

FEET

SOURCE: Summa Architecture

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Boulders Mixed-Use Project
City of Menifee

Site Plan

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2.0 INTRODUCTION AND PURPOSE

2.1 INTRODUCTION

Section 2.0 of this Initial Study (IS) describes the purpose, environmental authorization, the intended uses of the IS, documents incorporated by reference, and the process and procedures governing the preparation of the environmental document. Pursuant to Section 15367 of the State of California *Guidelines for Implementation of the California Environmental Quality Act* (*CEQA Guidelines*), the City of Menifee (City) is the Lead Agency under the California Environmental Quality Act (CEQA). The City has primary responsibility for compliance with CEQA and consideration of the proposed Project.

This document is organized as follows:

- Section 1.0 Environmental Checklist Form: Provides information about the Project pursuant to Appendix G of the *CEQA Guidelines*.
- Section 2.0 Introduction and Purpose: Provides a discussion of the Initial Study's purpose, focus, and legal requirements.
- Section 3.0 Project Elements: Provides a detailed description of the proposed Project.
- Section 4.0 Environmental Factors Potentially Affected: Provides a list of environmental topics potentially affected by Project implementation pursuant to the *CEQA Guidelines*.
- Section 5.0 Environmental Checklist: Includes a checklist and accompanying analyses of the Project's effect on the environment. For each environmental issue, the analysis identifies the Project's level of environmental impact.
- Section 6.0 References: Details the references cited throughout the document.
- Appendices: Includes the technical material prepared to support the analysis contained in the IS.

2.2 PURPOSE

CEQA requires that the Project be reviewed to determine the environmental effects that would result if the Project is approved and implemented. The City is the Lead Agency and has the responsibility for preparing and adopting the associated environmental document prior to consideration of the approval of the proposed Project. The City has the authority to make decisions regarding discretionary actions relating to implementation of the proposed Project.

This IS has been prepared in accordance with the relevant provisions of CEQA (California Public Resources Code Section 21000 et seq.), the *CEQA Guidelines,*[1] and the rules, regulations, and procedures for implementing CEQA as adopted by the City. The objective of the Initial Study is to inform City decision-makers, representatives of other affected/responsible agencies, the public, and interested parties of the potential environmental consequences of the Project.

[1] California Code of Regulations, Title 14, Chapter 3, Sections 15000 through 15387.

As established in *CEQA Guidelines* Section 15063(c), the purposes of an IS are to:

- Provide the Lead Agency (City of Menifee) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND);
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the Project to qualify for an ND or MND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide a factual basis for finding in an ND or MND that a project will not have a significant effect on the environment.
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the Project.

2.3 INTENDED USE OF THIS INITIAL STUDY

The City formally initiated the environmental process for the proposed Project with the preparation of this Initial Study (IS). The IS screens out those impacts that would be less than significant and do not warrant mitigation, while identifying those issues that require further mitigation to reduce impacts to a less than significant level. As identified in the following analyses, Project impacts related to various environmental issues either would not occur, are less than significant (when measured against established significance thresholds) or have been rendered less than significant through implementation of mitigation measures. Based on these analytical conclusions, this IS supports adoption of an MND for the proposed Project.

CEQA Guidelines Section 15150 permits the incorporation by reference of all or portions of other documents that are generally available to the public. The IS has been prepared utilizing information from City planning and environmental documents, technical studies specifically prepared for the Project, and other publicly available data. The documents utilized in the IS are identified in Section 5.0 and are hereby incorporated by reference. These documents are available for review at the City of Menifee Community Development Department.

2.4 PUBLIC REVIEW OF THE INITIAL STUDY

The IS and a Notice of Intent (NOI) to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other parties for a 30-day public review period. Written comments regarding this IS should be addressed to:

Ryan Fowler, Principal Planner
City of Menifee
Community Development Department
29844 Haun Road
Menifee, California 92586
(951) 672-6777

(951) 723-3740 (direct)
(951) 679-3843 (fax)
rfowler@cityofmenifee.us

After the 30-day public review period, consideration of comments raised during the public review period will be considered and addressed prior to adoption of the MND by the City.

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3.0 PROJECT ELEMENTS

3.1 PROJECT LOCATION

The 10.14-acre (gross) property is located on the northeast corner of the intersection of Heroes Court (Normandy Road) and Berea Road, APN 339-200-080, in the City of Menifee, Riverside County, California. The site is located within Section 32, Township 5 South, Range 3 West, as detailed on the U.S. Geological Survey (USGS) 7.5-minute series *Romoland, California* quadrangle map.

3.2 ENVIRONMENTAL SETTING

The Project site is undeveloped and is bordered to the north by a concrete-lined Riverside County Flood Control storm water channel (Salt Creek Channel) and a single-family residential development to the north of and adjacent to the channel. To the west, the site is bordered by Berea Road and an existing self-storage development, to the east by undeveloped property, and to the south by Heroes Court (Normandy Road) and Spirit Park (within the Audie Murphy Ranch Specific Plan). The site is relatively flat and level except for boulder outcroppings located in the eastern portion of the study area. The site elevation ranges from approximately 1,410 to 1,435 feet above mean sea level. With a rolling slope that generally trends toward the north, the relatively level elevation results in an approximate 2.5 percent grade across the site.

The Project site is highly disturbed due to current and historic routine maintenance for fire suppression, weed control, and off-road vehicle use. Based on historic aerial imagery, the Project site was mowed and/or disked except for areas with boulder outcroppings between 2003 and 2006. An approximately 135-foot-wide swath along Berea Road and along the northern boundary of the Project site has been regularly mowed and/or or disked since 2009. A 35-foot-wide swath along the Project site's southern boundary along Heroes Court has been mowed and/or disked since 2016. In addition, smaller rocks and boulders were extracted from the site in 2011 disturbing nearly all areas where current boulder outcroppings occur except for the far southeastern corner of the Project site, which appears to be undisturbed. Dirt roads have been present in different configurations since 1996, based on historic aerial imagery, with the current configuration of dirt roads being present since 2012. As a result of the historic disturbances, vegetation on the Project site is sparse and ruderal (weedy) in nature, consisting of California sagebrush scrub and ruderal vegetation. No native or non-native trees are located within the Project limits. Dominant species within California sagebrush scrub include California sagebrush (*Artemisia californica*), California buckwheat, and shortpod mustard (*Hirschfeldia incana*). Dominant species within ruderal areas are limited to non-native species and include shortpod mustard, tocalote (*Centaurea melitensis*), and stinknet (*Oncosiphon pilulifer*). There are no other plant communities on the site.

The City of Menifee General Plan land use designation for the Project site is Economic Development Corridor (EDC). The intent of the EDC designation is to identify areas where a mixture of residential, commercial, office, industrial, entertainment, educational, and/or recreational uses or other uses are planned. Both horizontal and vertical mixed uses are permitted. Development in EDC areas may be implemented by a Specific Plan or through conventional zoning designations. The site is zoned EDC-NR (Economic Development Corridor-Newport Road). The Newport Road Corridor is intended to provide neighborhood-oriented commercial uses that support the adjacent residential development

to the north and south. Business park, office, or residential uses are envisioned along Bradley Road to provide a buffer to the commercial corridor and a logical transition to the adjacent single-family residential neighborhoods to the north.[2] **Table 3.A: Surrounding Land Uses and Setting** summarizes the existing surrounding land uses, General Plan land use designations, and zoning designations.

Table 3.A: Surrounding Land Uses and Setting

Direction	Existing Use Occupying Parcel	General Plan Land Use Designation	Zoning Designation
Project Site	Undeveloped	Economic Development Corridor (EDC)	Economic Development Corridor-Normandy Road (EDC-NR)
North	Drainage Channel Single-Family Residential Neighborhood	Water (OS-W) 2.1-5 du/ac Residential (2.1-5 R)	Low Density Residential – 2 (7,200 square feet) (LDR-2)
East	Mini-Storage	EDC	EDC-NR
South	Spirit Park	Specific Plan (Audie Murphy Ranch Specific Plan)	Specific Plan (SP)
West	Undeveloped	EDC	EDC-NR

Source: City of Menifee. General Plan Land Use Map, amended March 2020: https://cityofmenifee.us/DocumentCenter/View/11043/General-Plan--Land-Use-Map---March-2020, site accessed March 17, 2021. Zoning Map, amended April 2020: https://cityofmenifee.us/DocumentCenter/View/11042/Zoning-Map---April-2020, accessed March 17, 2021.

3.3 PROJECT DESCRIPTION

The Project (Plot Plan No. PLN 20-0167) proposes a mixed-use commercial and multiple-family residential development as shown in the civil plan set in **Appendix A**. The planned development consists of a three-story 21,310-square foot (net) office building, a 234-unit multifamily residential community with associated private recreational facilities, and a 120-child daycare center at approximately 8,250 (net) square feet. Each residential building will be three stories, with two building types. There will be a total of nine three-story apartment buildings, as well one clubhouse and recreational area. The entire Project will occur on 10.14 acres (gross). Conditional Use Permit No. PLN 20-0165 would allow for the multifamily apartment complex and the daycare center proposed under Plot Plan No. PLN 20-0167.

3.3.1 Proposed Buildings

Three-Story Residential Structures

There will be a total of nine three-story apartment buildings, with two basic building types, all located in the northern portion of the Project limits. Four of the structures would be of Building Type 1 and would consist of about 150,160 square feet of total space. Building Type 1 would be approximately 36 feet tall. The remaining five structures would be Building Type 2 and would consist of about 198,630 square feet of total space. Building Type 2 would be 44 feet tall. Among the nine total structures, there would be 108 one-bedroom units, 106 two-bedroom units, and 20 three-bedroom units, for a total of 234 market-rate units. Select structures will have a first-floor common garage underground. Apartment amenities include private balconies and/or decks between 90 and 198

[2] City of Menifee Municipal Code, §9.145.020(D).

square feet each, approximately 2,140 square feet of indoor common space, and approximately 14,480 square feet of active outdoor common area.

Clubhouse

There will be one single-story clubhouse, which would house the mail room, fitness room, and game room. The structure would be about 2,140 square feet of indoor common space. Adjacent to the structure there would be an outdoor common area of about 11,953 square feet. The outdoor common area would contain a pool, spa, outdoor grills, and seating.

Childcare Center

There will be one single-story childcare center of approximately 8,250 square feet at the southeastern corner of the Project limits. Parking will consist of 33 stalls, with nine for employees and 24 for customers, and will include some short-term parking for child drop-off/pick-up. Adjacent to the childcare center is an outdoor, fenced play area of approximately 6,000 square feet. The childcare center will provide facilities for about 120 children, infant to kindergarten ages.

Three-Story Office Structure

There will be one three-story office structure of approximately 21,310 square feet. The structure will be 45 feet tall total, including a 5-foot-tall tower roof element. The parking will be above ground and consist of about 85 stalls in total. The interior of the office structure will be designed for multiple tenants. Amenities for the office structure include a passive common area, likely for an office plaza, of approximately 1,230 square feet.

3.3.2 Circulation, Access, and Parking

The City of Menifee General Plan Circulation Element requires a 74-foot right-of-way (ROW) for Berea Road, and a 66-foot ROW for Normandy Road. Access to the Project site will be from Berea Road, and a 22-foot-wide dedication along that road will be necessary along the westerly approach for the proposed Project. There will be three points of access: one from Normandy Road and two from Berea Road. Access to vacant property to the east will be provided from one driveway.

Regarding parking, there will be 341 established stalls for the residential units and 97 stalls for the office and childcare center. There will be a total of 438 parking stalls. The parking provided will include covered garages, covered carports, and open parking. Electric vehicle (EV) capable parking will also be provided, with approximately 41 parking stalls with EV amenities. Carports will include approximately 18-foot-tall enclosures along various sides of the residential structures. Landscaping between parking stalls and driving aisles will total approximately 29,578 square feet.

3.3.3 Construction

Construction of the proposed Project is anticipated to commence in fall 2022 and last approximately 16 months. Preliminary earthwork, including grading, will require approximately 20,600 cubic yards of cut and 20,600 cubic yards of fill. Earthwork will be balanced on site. The grading design maintains the north/south sloping topography of the site, matches existing grades along Project site perimeters, and will minimize the use of retaining walls.

3.3.4 Infrastructure

Utility infrastructure including water, sewer, natural gas, electricity, and telephone/cable are already established around the Project site along Berea Road and Normandy Road. The Eastern Municipal Water District (EMWD) will provide potable water and sewer service to the Project site, Southern California Gas Company (SoCalGas) will provide natural gas to the Project site, Southern California Edison (SCE) will provide electricity to the Project site, and AT&T/Frontier Communications will serve the Project site for telephone and cable needs. On-site infrastructure in the form of water and sewer lines and laterals will be installed as part of the proposed Project to establish connections to existing EMWD utility lines. Natural gas lines and laterals and electrical infrastructure will also be developed as part of the Project and connect to existing off-site infrastructure. Utility infrastructure does not exist on the Project site; as such, relocation of such infrastructure will not be required.

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

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

- ☐ 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
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

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

- ☒ 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
- ☒ Population and Housing
- ☒ Public Services
- ☒ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☒ Utilities and Service Systems
- ☒ Wildfire
- ☐ Mandatory Findings of Significance

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

- ☒ 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
- ☒ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☐ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☒ Wildfire
- ☒ Mandatory Findings of Significance

4.1 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Ryan Fowler
Signature

October 1, 2021
Date

Ryan Fowler, Principal Planner
Printed Name

For Cheryl Kitzerow,
Community Development Director

4.2 EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. State *CEQA Guidelines* §15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

5.0 CEQA ENVIRONMENTAL CHECKLIST

5.1 AESTHETICS

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

5.1.1 Impact Analysis

a. Would the Project have a substantial effect on a scenic vista?

Less Than Significant Impact. Scenic vistas are generally defined as publicly accessible viewpoints that provide expansive or panoramic views of scenic resources. Scenic features in the City of Menifee include gently sloping alluvial fans, rugged mountains and steep slopes, mountain peaks and ridges, rounded hills with boulder outcrops, farmland, and open space. Many of the scenic vistas are outside of the City and 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 San Ana Mountains to the west and southwest.

The Project site has a relatively flat topography and there are areas of granitic boulder outcrops along the southeast corner of the site. There are no City-designated scenic vistas located on the Project site. From the Project site, views of the San Bernardino Mountains and San Gabriel Mountains are available as one looks in a north and northwest direction. Views of the San Ana Mountains are available to the southwest from the Project site and views of small hills with boulder outcrops are available from the Project site as one looks south beyond Spirit Park. Although these scenic vistas are visible from the Project site, open and direct views are mostly obstructed by intervening topography, trees, and residential/commercial development within the City. Sensitive visual receptors in the form of single-family residential units are located north and southwest of the Project site. People residing in these homes, when looking toward the Project site, have limited views of the San Ana Mountains to the southwest, hills with boulder outcrops to the south, and the San Jacinto Mountains to the northeast.

The proposed Project would develop a 21,310-square foot office building that would be 45 feet in height, an 8,223-square foot building that will be occupied by a daycare center that would be 28 feet

in height, nine multifamily residential buildings and a clubhouse (totaling 352,245 square feet) that would range from 36 to 44 feet in height. The heights of the buildings that would be developed on site would be consistent with the height limitations set (no greater than 45 feet tall) as set forth by the zoning designation of the site by the City of Menifee. Most of the buildings developed on the Project site would be taller than the storage buildings to the west of the site and the single-family residential units to the north and southwest of the site. Although the proposed buildings would be taller than surrounding off-site buildings views of scenic vistas from the off-site uses would still be available and would not be completely obstructed by the proposed Project. Implementation of the proposed Project would not substantially affect the availability of existing views of the San Jacinto Mountains, the San Bernardino Mountains, the San Gabriel Mountains, or the Santa Ana Mountains. The proposed Project would therefore not have a substantial effect on a scenic vista and impacts would be **less than significant**. No mitigation measures are needed.

b. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. The Project site is not located within, adjacent to, or near a State scenic highway. Interstate 15 between State Route 76 (near San Luis Rey River) and State Route 91 (near Corona) is an Eligible State Scenic Highway located approximately 5.2 miles from the Project site.[3] Additionally, State Route 74 between Interstate 5 (San Juan Capistrano) and State Route 111, located 5.3 miles from the Project site, is an Eligible State Scenic Highway.[4] The City of Menifee General Plan (Exhibit C-8) shows Menifee Road south of Mapes Road to McCall Boulevard; McCall Boulevard to Interstate 215; and Interstate 215 south to Murrieta as Eligible County Scenic Highways (approximately 2.1 miles east of the Project site). The Project site is occupied by rock outcroppings, which have been determined to be culturally sensitive and are further discussed and analyzed in Section 5.5 Cultural Resources of this environmental document. Implementation of the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. **No impact** would occur and no mitigation measures are required.

c. In non-urbanized areas, would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project site is in an urbanized area of Menifee and has a zoning designation of Economic Development Corridor-Newport Road (EDC-NR). The Newport Road Corridor is intended to provide neighborhood-oriented commercial uses that support the adjacent residential development to the north and south. Business park, office, or residential uses are envisioned along Bradley Road to provide a buffer to the commercial corridor to the south along Newport Road and a logical transition to the adjacent single-family residential neighborhoods to the north. A daycare

[3] Caltrans, California State Scenic Highway System Map, website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983 (accessed April 23, 2021).

[4] Caltrans, California State Scenic Highway System Map, website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983 (accessed April 23, 2021).

center and multifamily residential uses are allowed in the EDC-NR designation with approval of a Conditional Use Permit (CUP) and office buildings are permitted in the EDC-NR zone. To ensure that development is consistent with surrounding uses and provides a similar visual character on the site compared to adjacent uses, the Menifee Zoning Code implements various development standards. **Table 5.1.A: EDC-NR Development Standards** shows the development standards of the site as it is zoned EDC-NR and how the Project would be consistent with these development standards.

Table 5.1.A: EDC-NR Development Standards

EDC-NR Development Standards	Project Design	Does the Project Meet the EDC-NR Development Standards (Yes/No)
Minimum Lot Dimensions: 10,000 net square feet	414,255 square feet	Yes
Maximum Floor Area Ratio: 1.0	0.93	Yes
Front Yard Setback: Mixed-Use Setback Requirements 9.140.050.B[1]	25 feet (minimum)	Yes
Street Side Yard Setback: 15 feet	15 feet north from Drainage Canal. 25 feet from Berea Road. 25 feet 2 inches from Normandy Road	Yes
Building Height: Maximum 45 feet	28 to 45 feet	Yes
Landscaped Open Space Required: 10 percent	18 percent (80,865 square feet)	Yes
Fence wall or hedge: Maximum Height 6 feet	6 feet	Yes
Multifamily Residential Density: 24 dwelling units/acre	23.1 units/acre	Yes

Source: City of Menifee Municipal Code, Development Code, Title 9: Planning and Zoning, Chapter 9.140 Economic Development Corridor Zones website: http://online.encodeplus.com/regs/menifee-ca/doc-viewer.aspx#secid--1 (accessed June 25, 2021).
Notes: [1] Within the required front setback area, paved walkways for pedestrian use shall be augmented with landscaping such as planters and trees. Elements enhancing the pedestrian experience shall be incorporated into the design of the front setback, including but not limited to, benches, lighting schemes, and decorative paving. 1. Mixed-use developments where the front lot line abuts a major traffic corridor must have a minimum front yard setback of 40 feet. 2. Mixed-use developments where the front lot line does not abut a major traffic corridor must have a minimum front yard setback of 25 feet.

As the proposed Project includes mixed uses and residential uses in the EDC-NR Zone, the Project applicant would also be subject to development standards pursuant to Section 9.140.050 Special Requirements for Mixed Uses and Residential Uses in Economic Development Corridor Zones of Menifee Zoning Code. To enhance the visual character of the Project site, and in conformance with Chapter 9.195 Landscape Standards of the Menifee Municipal Code, the landscape plans of the Project have identified the following key enhancements:

- **Landscape Buffer/Tree Grove:** The north side of the Project area is identified as "landscape buffer/tree grove" as a measure for the existing residential neighborhood to the north of the site. The Project proposes a windrow of eucalyptus trees along the drainage channel as an initial row of buffering, with additional trees behind to provide additional blockage of the proposed buildings.

- **Boulder Outcropping:** The Project proposes that the existing boulder rock outcroppings be retained and integrated into the Project site plan where possible. If required to relocate, then the materials will be integrated into receiving areas.
- **Residential Buildings:** The clusters of residential buildings provide quality housing for the tenants and also space between and around to incorporate landscapes for the visual and physical embellishment of the Project. Vertical trees will soften the buildings and massing to create pedestrian scale quality and shade for the promenades and walkways situated throughout the complex.
- **Interior Courtyards-Passive Use:** The site plan envisions a variety of spaces and uses along with site furnishings to be designed and implemented in the interior courtyard spaces for the Project. Open spaces for gatherings, cloistered spaces for privacy or smaller groups are will be incorporated into the Project design and site plan.
- **Streetscapes:** Larger evergreen trees are proposed for all interior/on-site roadways and planting islands to provide character/scale/shading for the Project. The islands will have boulders, ornamental grasses and decomposed granite as a repetitious site landscape imagery and character.
- **Recreation Center:** The recreation center has interior uses for the benefit of the residents that also transitions out onto the pool deck. The entirety of the center is in an oasis setting created by the date palm trees and complementary landscape, understory plantings in and around the site, and landscape upon entering the property.
- **The Boulders:** The Project proposes that some of the select on-site boulders be relocated/reset at the corner of the Project site for imagery to reinforce the Project name and provide visual character to the site.
- **Perimeter Grove of Trees:** A grove of trees along the north and east sides of the Project site will be installed to buffer the Project from the perimeter, to provide as much shading as possible, and to establish a landscape palette character for the property.
- **Project Water Quality Features:** A key component of the Project is to create a desirable streetscape image and to also comply with all the water quality requirements. The Project proposes to meet both requirements/objectives in the same area. A green/lush, yet water-conserving landscape of California sycamores and native ornamental grasses is proposed for the west side streetscape that backs up to the sidewalk to facilitate pedestrian circulation from the residential community to the park and to provide an integrated landscape on the street frontage.
- **Palm Allee:** An allee of date palms at the main driveway entrance to the Project opposite Spirit Park will be installed as a visual indicator of where the primary Project entry is located and to frame the views of the recreation center.
- **Daycare Center:** The proposed child daycare center building has a prominent location on the Project site across from Spirit Park and, as such, looks to create a park-like character to emulate the park. Large trees will be installed to provide shading and will improve the outdoor visual character of the area for the children attending the daycare center.

The proposed Project would be subject to the City's Design Review process, which provides for the review of the physical improvements to the site, including the overall scale of the buildings, setbacks, massing, design, and landscape. The Design Review of the proposed Project ensures compatibility and compliance with City requirements governing aesthetic quality. Since the proposed Project would be consistent with the development standards set forth by the City's Zoning Ordinance and it has undergone the required Design Review, the proposed Project would not conflict with applicable zoning or other regulations governing scenic quality; therefore, this impact would be **less than significant**. No mitigation measures would be required.

d. Would the Project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less Than Significant Impact. The Project site is in an area of Menifee where lighting and glare currently exist. Lighting and glare in the area is generated by the storage uses to the west, Spirit Park to the south, and residential neighborhoods to the east and north. Street lighting in the area also contributes to the existing light sources in the area. The proposed Project would include development of nine multifamily residential buildings, an office building, a child daycare building, surface parking lot, and outdoor recreational amenities. Lighting will be included on the Project site and will consist of light standards in the surface parking lot, light standards on the interior circulation system, lighting on the exterior façades of on-site buildings, lighting in the pool area of the multifamily residential component on the site, and light standards placed strategically on pathways and entryways on the interior of the site. All the lighting on the Project site would be installed to avoid off-site spillover onto adjacent properties and would be installed in a downward angle to avoid light spillage into the sky. The lighting on the Project site would be consistent with the requirements of Menifee Municipal Code Chapter 6.01 Dark Sky; Light Pollution requirements that consist of the following: installation of low-pressure sodium lamps and insurance that all non-exempt outdoor lighting fixtures are shielded; and allowance of a maximum of 8,100 total lumen per acre on the Project site. Furthermore, the lighting plan for the proposed Project is required to comply with the Menifee General Plan Community Design Elements goals and policies that encourage attractive lighting, landscaping, and signage elements that limit light spillage and leakage onto neighboring parcels or directed into the night sky. The proposed Project is subject to the City's Design Review process, which provides for the review of the physical improvements to the site and lighting plans. The Design Review of the proposed Project ensures compatibility and compliance with City requirements for lighting.

The Mt. Palomar Observatory is located at 35899 Canfield Road, Palomar Mountain, approximately 30 miles southeast of the Project site in San Diego County. The observatory needs dark nighttime sky with minimal amount of lighting glare generated by development to operate. Without lighting requirements set forth by each jurisdiction around the Mt. Palomar Observatory, increased light pollution from existing and new development would degrade the dark sky needed to operate the observatory. The proposed Project, in complying with the Menifee General Plan goals and Municipal Code pertaining to lighting requirements for development, would ensure its cumulative contribution of light pollution into the sky is minimized, allowing for continued operation of Mt. Palomar Observatory.

New development in the City of Menifee has the chance to generate glare based on the types of façades and windows used in design. The proposed Project does not include design features, such as

building façades or reflective windows that would generate or contribute to existing glare within the Project area and City.

Overall, due to compliance with Menifee General Plan goals, the Menifee Municipal Code Chapter 6.01 Dark Sky; Light Pollution, light/glare review of the Project site during Design Review, the proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be **less than significant** and no mitigation measures are required.

5.2 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

5.2.1 Impact Analysis

a. Would the Project 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?

No Impact. The California Department of Conservation Farmland Mapping and Monitoring Program for Riverside County (2018 data) was accessed to determine if the Project site is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively known as "Important Farmland). According to the Farmland Mapping and Monitoring Program (FMMP), the Project site is designated as Farmland of Local Importance.[5] Farmland of Local Importance is defined as land of importance to the local agricultural economy as determined by each county's board of supervisors

[5] California Department of Conservation, Farmland Mapping and Monitoring Program, Riverside County 2018. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed April 22, 2021).

and a local advisory committee. The Project site has not been occupied by agricultural production since at least 1967.[6] Implementation of the proposed Project would not convert Important Farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) to non-agricultural use. **No impact** would occur and no mitigation measures are required.

b. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project site is zoned as Economic Development Corridor-Newport Road (EDC-NR) and is not zoned for agricultural use. The Project site is not under a Williamson Act contract.[7] Implementation of the proposed Project would therefore not conflict with existing zoning for agricultural use or conflict with a Williamson Act contract. **No impact** would occur and no mitigation measures are required.

c. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The Project site is zoned as Economic Development Corridor-Newport Road (EDC-NR) and is not zoned as forest land, timberland, or timberland production. There is no land zoned for such uses near the Project site and the City of Menifee has no such zoning designations for parcels within its boundaries.[8] Implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **No impact** would occur and no mitigation measures are required.

d. Would the Project result in the loss of forest land or conversion of forestland to non-forest use?

No Impact. Present and historical aerial photographs of the Project site depict the site as being undeveloped, but covered with natural vegetation, rock outcroppings, and unimproved dirt roads. The Project site is not and has not been occupied by forest land. Implementation of the proposed Project would therefore not result in the loss of forest land or conversion of forest land to non-forest use. **No impact** would occur and no mitigation measures are required.

e. Would the Project 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?

No Impact. Land adjacent to and near the Project site is not occupied by farmland or forestland. Development of the proposed Project would occur specifically on APN 339-200-080 and no improvements would occur off this specific parcel (development would therefore be site specific). Implementation of the proposed Project would not involve other changes in the existing environment,

6 Historic Aerials, Website: HistoricAerials.com 1967 aerial photograph of Project site. Accessed April 22, 2021.

7 Riverside County Mapping Portal, Agricultural Preserves, https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/agricultural-preserves?geometry=-117.097%2C33.517%2C-115.007%2C33.917 (accessed April 22, 2021).

8 City of Menifee, City Maps, Menifee Zoning, https://cityofmenifee.maps.arcgis.com/apps/instant/minimalist/index.html?appid=cb81455d267b4dedab2375856c34054b (accessed April 22, 2021).

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. **No impact** would occur and no mitigation measures are required.

5.3 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The discussion and analysis presented in this section is from the *Air Quality and Greenhouse Gas Emissions Analysis Memorandum* prepared by LSA for the proposed Project on May 4, 2021 (**Appendix B**).

5.3.1 Impact Analysis

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of informing local agency decision-makers of the environmental costs of the Project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans.

The proposed Project would develop a 234-multifamily residential uses in nine buildings with associated clubhouse and leasing office, a three-story general office building, and a building occupied by a child daycare use. The Project also includes one three-story office structure of approximately 21,310 square feet. Therefore, the proposed Project is not considered a project of statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential development of more than 500 dwelling units, shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, §15206(b)). Because the proposed Project would not be defined as a regionally significant project under CEQA, it does not meet the Southern California Association of Governments (SCAG) Intergovernmental Review criteria.

The City's General Plan is consistent with the SCAG's Regional Comprehensive Plan (RCP) Guidelines and the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*, consistency with the South Coast Air Basin (Basin) 2016 AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standard violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented as follows:

1. The Project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated below in Section 5.3.1(b); therefore, the Project in itself would not result in an increase in the frequency or severity of an air quality standard violation or cause a new air quality standard violation.
2. The *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. The proposed Project would not develop any such uses (as it is a mixed-used development); therefore, the proposed Project is not defined as significant project.

The Project site currently has a General Plan Land Use designation of Economic Development Corridor (EDC) and would not require a General Plan Amendment as the Project's proposed uses would be consistent with the applicable General Plan Land Use designation. As such, the proposed Project is not anticipated to exceed the AQMP assumptions for the site and the proposed Project is found to be consistent with the AQMP for the Basin. Impacts would be **less than significant** and no mitigation measures are required.

b. Would the Project 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?

Less Than Significant Impact. See response below in Subsection 5.3.1(c).

c. Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The SCAQMD has established daily emission thresholds for construction and operation for proposed projects in the Basin. The emission thresholds were established based on the attainment status of the Basin regarding air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emission thresholds are regarded as conservative and would overstate an individual project's contribution to health risks. **Table 5.3.A: Regional Thresholds for Construction and Operational Emissions** lists the CEQA significance thresholds for construction and operational emissions established for the Basin.

Table 5.3.A: Regional Thresholds for Construction and Operational Emissions

Emissions Source	Pollutant Emissions Threshold (lbs/day)					
	VOC	NOx	CO	PM_{10}	$PM_{2.5}$	SOx
Construction	75	100	550	150	55	150
Operations	55	55	550	150	55	150

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.

CO = carbon monoxide
lbs/day = pounds per day
NOx = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in size
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOC = volatile organic compounds

The Basin is currently designated nonattainment for the federal and State standards for ozone, particulate matter less than 10 microns in size (PM_{10}), and particulate matter less than 2.5 microns in size ($PM_{2.5}$). The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of an ambient air quality standard. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then its impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential Project-level air quality impacts associated with construction and operation of the proposed Project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, building construction, paving, and other activities. Emissions from construction equipment are also anticipated and would include carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOC), directly emitted $PM_{2.5}$ or PM_{10}, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction activities would include grading, site preparation, building construction, architectural coating, and paving activities. Construction-related effects on air quality from the proposed Project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SCAQMD has established Rule 403: Fugitive Dust, which would require the construction contractor retained by the Project applicant to implement measures that would reduce the amount of particulate matter generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:

- Water active sites at least three times daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour or less.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SOx), NOx, VOCs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Peak daily emissions associated with the on-site construction equipment, on-road haul trucks and vendor trips, and fugitive dust emissions during each of the construction tasks were calculated using the most recent version of the California Emissions Estimator Model (CalEEMod) Version 2016.3.2, based on a 16-month construction schedule. Approximately 20,600 cubic yards of soil would be cut and filled on the Project site; no soil would be imported or exported. To account for the soil cut and fill activity, the grading phase was extended. This analysis assumes the proposed Project would use Tier 2 construction equipment and assumes exposed soil would be watered at least three times daily, which was included in the CalEEMod. **Table 5.3.B: Short-Term Regional Construction Emissions** identifies the maximum daily emissions associated with construction activities during each construction phase.

As shown in **Table 5.3.B**, construction emissions associated with the Project would not exceed the SCAQMD's thresholds for VOC, NOx, CO, SOx, $PM_{2.5}$, and PM_{10}. Therefore, construction of the proposed Project would not result in a cumulatively considerable increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standards. No mitigation measures are required.

Table 5.3.B: Short-Term Regional Construction Emissions

Construction Phase	Maximum Daily Regional Pollutant Emissions (lbs/day)							
	VOCs	NOx	CO	SOx	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Site Preparation	1.3	33.8	23.6	0.0	7.2	0.9	3.9	0.9
Grading	1.1	26.3	19.6	0.0	2.7	0.8	1.4	0.8
Building Construction	2.5	29.3	28.1	0.1	3.2	0.9	0.9	0.9
Paving	1.3	20.2	17.8	0.0	0.2	0.7	0.0	0.7
Architectural Coating	46.1	1.4	3.4	0.0	0.6	0.1	0.1	0.1
Peak Daily Emissions	**46.1**	**33.8**	**28.1**	**0.1**	**8.2**		**4.9**	
SCAQMD Threshold	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**		**55.0**	
Significant?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.

CO = carbon monoxide
lbs/day = pounds per day
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOCs = volatile organic compounds

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed Project include emissions from area, energy, and mobile sources. Area-source emissions include architectural coatings, consumer products, and landscaping. Energy-source emissions result from activities in buildings that use electricity and natural gas. Mobile-source emissions are from vehicle trips associated with operation of the Project.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy-source emissions result from activities in buildings for which electricity and natural gas are used. The quantity of emissions is the product of usage intensity (i.e., the amount of electricity or natural gas) and the emission factor of the fuel source. The primary sources of energy demand for the proposed Project would include building mechanical systems such as heating and air conditioning, lighting, and plug-in electronics, such as refrigerators or computers and fueling of electric vehicles. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources, like renewable energy, producing fewer emissions than conventional sources. The proposed Project would comply with the energy efficiency requirements of the 2019 CALGreen Code,

which was included in this analysis. Non-Title 24 Natural Gas intensity factors were removed from the CalEEMod and a 40 percent reduction was applied for apartment land use subtypes.[9]

Typically, area-source emissions consist of direct sources of air emissions at the Project site, including architectural coatings, consumer products, and use of landscape maintenance equipment. This analysis assumes that the proposed Project would not include any gas fireplaces or wood-burning hearths.

Long-term operation emissions associated with the proposed Project were calculated using CalEEMod. Trip generation rates used in CalEEMod for the proposed Project were based on the Project's trip generation estimates of 1,909 average daily trips (ADTs). The *SAFE Rule* emission factor adjustments were implemented for the operational buildout year of 2024 for Light Duty Autos and Light Duty Trucks.

The proposed Project would include emission reduction features that were incorporated into the CalEEMod analysis including:

- Low-flow faucets and water efficient irrigation;
- Use of low VOC paints;
- Neighborhood electric vehicle (NEV) charging stations;
- The Project is located within 0.5 mile from multiple bus stations; and
- The Project would comply with the CalRecycle initiative of reducing landfill waste by 75 percent.

Table 5.3.C: Project Operational Emissions provides the proposed Project's estimated operational emissions.

Table 5.3.C: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Area Sources	6.5	0.2	19.3	<0.1	0.1	0.1
Energy Sources	0.0	0.3	0.2	<0.1	0.0	0.0
Mobile Sources	3.0	13.1	35.9	0.1	12.4	3.4
Total Project Emissions	**9.4**	**13.6**	**55.4**	**0.1**	**12.6**	**3.5**
SCAQMD Threshold	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.
Note: Some values may not appear to add correctly due to rounding.

CO = carbon monoxide
lbs/day = pounds per day
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SOx = sulfur oxides
VOC = volatile organic compounds

[9] California Gas and Electric Utilities. 2020 California Gas Report. Website: https://www.socalgas.com/—sites/default/—files/2020-10/2020_—California_Gas_Report—_Joint—_Utility—_Biennial—_Comprehensive—_Filing.pdf (accessed April 2020).

The results shown in **Table 5.3.C** indicate the proposed Project would not exceed the significance criteria for daily VOC, NOx, CO, SOx, PM_{10}, or $PM_{2.5}$ emissions. Therefore, operation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable federal or State ambient air quality standards.

Long-Term Microscale (CO Hot Spot) Analysis. Vehicular trips associated with the proposed Project would contribute to congestion at intersections and along roadway segments in the vicinity of the proposed Project site. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed Project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients).

Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

An assessment of Project-related impacts on localized ambient air quality requires that future ambient air quality levels be projected. Data for existing CO concentrations in the immediate Project vicinity are not available. Ambient CO levels monitored at the Lake Elsinore Monitoring Station showed a highest recorded 1-hour concentration of 1.6 parts per million (ppm) (the State standard is 20 ppm) and a highest 8-hour concentration of 0.8 ppm (the State standard is 9 ppm) during the past 3 years. The highest CO concentrations would normally occur during peak traffic hours. The Traffic Impact Analysis prepared for the Project indicates that intersection operations would not substantially degrade with implementation of the proposed Project. Therefore, given the extremely low level of CO concentrations in the Project area and the lack of traffic impacts at any intersections, Project-related vehicles are not expected to contribute significantly to CO concentrations. Because no CO hot spot would occur, as identified for the proposed Project, there would be no Project-related impacts on CO concentrations.

Health Risk on Nearby Sensitive Receptors. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The Project site is surrounded primarily by commercial and residential uses. The nearest sensitive receptors are the single-family residential units located along Dorval Court, approximately 38 feet north of the Project boundary across the Riverside County Flood Control channel and associated access road.

Project construction and operation emissions were compared to the localized significance threshold screening tables, based on an 82-foot source-receptor distance considering a 3-acre area of disturbance area daily during construction grading and 5-acre operational threshold as a conservative approach to the 10.14-acre Project site. The results of the analysis, summarized in **Table 5.3.D: Project**

Localized Construction Emissions and **Table 5.3.E: Project Localized Operational Emissions**, indicate that the Project would not result in an exceedance of SCAQMD thresholds during construction or operation.

Table 5.3.D: Project Localized Construction Emissions

Source	Pollutant Emissions			
	NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-Site Emissions	33.7	23.0	8.0	4.8
Localized Significance Threshold	**203.0**	**1,114.0**	**9.0**	**5.3**
Significant?	**No**	**No**	**No**	**No**

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.
Note: Source Receptor Area 24, based on a 3-acre construction disturbance daily area, distance of 82 feet from project boundary.

CO = carbon monoxide
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Table 5.3.E: Project Localized Operational Emissions

Source	Pollutant Emissions			
	NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-Site Emissions	0.9	21.0	0.7	0.3
Localized Significance Thresholds	**270.0**	**1,577.0**	**4.0**	**2.0**
Significant?	**No**	**No**	**No**	**No**

Source: LSA, Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project, May 4, 2021.
Note: Source Receptor Area 24, based on a 5-acre operational daily area, distance of 82 feet from project boundary.

CO = carbon monoxide
NOx = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

As detailed in **Tables 5.3.D** and **5.3.E**, emissions would not exceed construction or operational thresholds. The Project's peak operational on-site NOx emissions are 0.9 pound per day. Due to the small size of the proposed Project in relation to the overall Basin, the level of emissions is not sufficiently high to use a regional modeling program to correlate health effects on a Basin-wide level. On a regional scale, the quantity of emissions from the Project is incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects and due to the size of the Project, it is speculative to assign any specific health effects to small Project-related emissions. However, based on this localized analysis, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

Overall, implementation of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in federal or State non-attainment and the proposed Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be **less than significant** and no mitigation measures are required.

d. Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Construction equipment exhaust, the application of architectural coatings, and the installation of asphalt surfaces may create odors in the Project vicinity during its

construction. These construction activities are of a temporary duration and would not occur after completion of construction. The Project would be required to comply with SCAQMD Rule 1113 standards for paint applications and Rule 1108 standards regarding application of asphalt as a matter of regulatory policy.

Land uses generally associated with long-term (i.e., operational) objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and/or various heavy industrial uses. The proposed Project does not propose any such uses or activities that would result in a potentially significant operational-source odor impact. Potential sources of Project-generated operational odors include disposal of domestic refuse. Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in accordance with solid waste regulations, thereby precluding substantial generation of odors that could result from temporary holding of refuse on site. Additionally, the proposed Project would be required to comply with SCAQMD Rule 402, which regulates nuisance odors. Through compliance with SCAQMD Rule 1108, 1113, and 402, the Project would not involve any substantial short-term or long-term sources of odors. Impacts would be **less than significant** and no mitigation measures are required.

5.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☒	☐	☐
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?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☒	☐

The analysis in this section is based in part on the following reports:

- *Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis and Biology Report*, LSA, September 29, 2021 (Appendix C1);
- *Results of a Burrowing Owl Survey for the Boulders Mixed-Use Project in the City of Menifee, Riverside County, California*, LSA, August 23, 2021 (Appendix C2);
- *Results of the 2020–2021 Wet Season Fairy Shrimp Survey for the Boulders Mixed-Use Project*, LSA, July 1, 2021 (Appendix C3);
- *Results of the 2021 Dry Season Fairy Shrimp Survey for the Boulders Mixed-Use Pro*ject, LSA, September 17, 2021 (Appendix C4); and
- *Draft Jurisdictional Delineation Report, Boulders Mixed-Use Project, City of Menifee, Riverside County, California*, LSA, September 2021 (Appendix C5).

5.4.1 Impact Analysis

a. Would the Project 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?

Less Than Significant Impact with Mitigation Incorporated. The *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP) *Consistency Analysis and Biology Report* was prepared by LSA to ensure the proposed Project is consistent with the MSHCP and to analyze potential impacts to biological resources.

The Project site is located within the boundaries of the MSHCP. All projects within the MSHCP are required to analyze their consistency with the MSHCP, including conducting analyses of species on designated parcels across the Plan Area, such as criteria area/narrow endemic plant species, or animals like burrowing owl or fairy shrimp. These analyses usually include preparation of specific habitat assessments for target organisms. If a given property is found to be suitable for specified species to occur, the focused surveys are often required for the specific species. The Riverside County Regional Conservation Authority (RCA) MSHCP Information Map outlines, on a parcel-by-parcel basis, those properties that require habitat assessment and focused surveys. The only two species requiring specific analysis for the Project site are burrowing owl and fairy shrimp. When development or a property is proposed, the City of Menifee is also required to consult the RCA's MSHCP Information Map to determine the following:

- If a property is located within an MSHCP-designated Cell Group or Criteria Cell (which the Project site is not); and
- If it is in either a Cell or Cell Group, then there would be a Conservation Description that outlines how conservation should be organized in that particular area (not applicable to the Project site).

Focused habitat suitability assessments were conducted on the Project site for the presence of burrowing owl (*Athene cunicularia*) on March 29, April 27, June 10, and July 14, 2021. The assessments included an evaluation of soil texture, vegetative cover, topography, and the presence of mammal burrows, rock piles, or other areas suitable for next construction. Suitable habitat is present throughout the Project site in the form of ruderal and coastal sage scrub as both vegetation communities contain low-growing plant species. Although coastal sage scrub is not always considered suitable for burrowing owl due to shrub density and height, shrubs on site are generally spaced far apart and are relatively short due to past maintenance disturbances. Some areas within the southeastern portion of the Project site lack suitability for burrowing owl due to the presence of large boulders that prevent the creation of burrows. Other areas generally lack suitable habitat for burrowing owl as they consist of well-traveled dirt roads that have been maintained in their current location and condition since at least 2016 and are subject to vehicular and pedestrian travel, illegal dumping, and inundation in some areas due to the presence of road ruts. Based on the focused surveys, no burrowing owls or burrowing owl sign were found to be present within the survey area. Three burrows suitable for burrowing owl occupation were observed within the survey area but showed no sign of burrowing owl use.

Areas within 500 feet of the Project site generally lack suitable habitat for burrowing owl as they primarily consist of developed land cover including residential, commercial, and park uses. Suitable habitat for burrowing owl is adjacent to and east of the Project site, in an undeveloped area presenting similar vegetation to the site. Suitable habitat also occurs within Salt Creek west of the Project site. Based on historic aerial imagery, vegetation within Salt Creek has been maintained since at least 2009 and is considered ruderal.

Since the Project site is suitable for burrowing owl and burrowing owl could occupy the site prior to construction, a pre-construction burrowing owl survey will be required within 30 days prior to ground disturbance. **Mitigation Measure BIO-1** has been identified to address potential impacts to the burrowing owl.

MM BIO-1: Within 30 days prior the commencement of ground disturbance activities, a pre-construction burrowing owl survey shall be conducted by a qualified biologist. The results of the single one-day survey shall be submitted to the City for review prior to issuance of grading permit. If burrowing owl are not detected during the pre-construction survey, no further mitigation is required.

If burrowing owl are detected during the pre-construction survey, a burrowing owl protection and relocation program shall be prepared by a qualified biologist and submitted to the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) for review and approval. The applicant shall submit evidence to the City that required and applicable provisions of the burrowing owl protection and relocation program have been satisfied prior to the start of any on-site ground disturbance activity.

The MSHCP calls for habitat assessments for three sensitive species of fairy shrimp: Santa Rosa Plateau fairy shrimp (*Linderiella santarosae*), Riverside fairy shrimp (*Streptocephalus woottoni*), and vernal pool fairy shrimp (*Branchinecta lynchi*). Santa Rosa Plateau fairy shrimp occurs only on the Santa Rosa Plateau of extreme southwest Riverside County. A fourth sensitive species of Southern California, San Diego fairy shrimp (*Branchinecta sandiegonensis*) is found primarily in coastal areas of Orange and San Diego Counties. It has been found as far inland as the Wildomar area of southwest Riverside County but is not expected in the Project area. These sensitive fairy shrimp species inhabit vernal pools as well as stock ponds, large road ruts, or other similar habitats that pond water long enough to allow growth and reproduction. To provide fairy shrimp habitat, a feature must regularly pond water for at least 18 days for vernal pool fairy shrimp and two months for Riverside fairy shrimp. On November 19, 2020, the Project site was assessed for the presence of potential vernal pools and the presence of fairy shrimp. As vernal pools were found on the Project site, wet season presence/absence fairy shrimp surveys were conducted on January 27, February 3, February 10, February 18, March 17, March 19, March 28, and April 6, 2021. Eight on-site ponded features were sampled at required intervals until they had dried and remained dry. Of these, one feature was unvegetated while a mix of native and non-native plants was observed at the remaining features. While the non-endangered versatile fairy shrimp (*Branchinecta lindahli*) was observed in all features, no other invertebrate species (including any of the sensitive fairy shrimp species) were detected. The dry season survey included the collection of 140 soil samples on August 4, 2021. After processing, a total of 1,695 Branchinecta eggs were identified in the samples. Branchinecta eggs are not considered

differentiated enough to make a species determination. Based on the results of the wet season survey, the eggs observed in the samples most likely belong to versatile fairy shrimp. No eggs of sensitive fairy shrimp species were detected.

During the November 19, 2020, in-field survey, the Project site was assessed for habitat suitability for riparian birds, including least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and yellow-billed cuckoo (*Coccyzus americanus*). Riparian/riverine and/or any habitat suitable for riparian bird habitat is absent from the Project site.

The project site is within an MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) for six plant species: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*). Since potentially suitable habitat exists for these species on the site, focused surveys were conducted during the spring blooming period on April 15 and 16 and June 16, 2021. No NEPSSA species were identified on site during these focused botanical surveys.

As required by the MSHCP, the proposed Project was assessed for suitable habitat for Criteria Area Species Survey Area (CASSA) plant species. The assessment determined that smooth tarplant (*Centromandia pungens* ssp. *laevis*) was observed on site and suitable habitat was determined to exist throughout the site for this species. While the smooth tarplant is located on site, the Project site itself is not located in an MSHCP Criteria Cell. This species is considered adequately conserved under the MSHCP; as such, loss of on-site smooth tarplant is not a significant impact requiring mitigation.[10]

The USFWS and CDFW list species as threatened or endangered under the Federal and California Endangered Species Acts. The USFWS can designate critical habitat that identifies specific areas, either occupied or unoccupied, that are essential to the conservation of a listed species. Critical habitat areas may require special management considerations or protections. The USFWS and CDFW have issued permits for the take of most threatened and endangered species within the MSHCP area. The MSHCP covers impacts to these species. However, if a project has the involvement of a federal agency, that agency is required to address impacts to listed species and critical habitat by consulting with the USFWS. The USFWS has indicated in the permit issued for the MSHCP that, in such cases, the consultation will be expedited and that no restrictions will be imposed on the Project beyond those specified in the MSHCP. No critical habitat occurs on the proposed Project site. Coastal California gnatcatcher (*Polioptila californica californica*), a federally listed threatened species, has been reported within three miles of the proposed Project site. This species is fully covered and adequately conserved under the MSHCP and the Project site lacks suitable nesting habitat. No additional surveys are needed for this specific species and impacts would be less than significant.

Other special-status species, such as Crotch bumble bee (*Bombus crotchii*) and California glossy snake (*Arizona elegans occidentalis*) may be expected to occur in the general Project vicinity but are not covered under MSHCP. Neither of these species has been reported from the Project site and none was observed during the November 19, 2020, site visit. Both of these species were reported within

[10] Email communication from Tricia Campbell, Reserve Management/Monitoring Manager, Riverside County Conservation Authority, June 25, 2021.

three miles of the Project site and only the Crotch bumble bee has potential to occur on the Project site. However, it is not likely to occur given the disturbance and predominance of ruderal vegetation. If Crotch bumble bee are found on the Project site, given the small size of the site and low habitat quality, few individuals would be present, and, therefore, any impacts to the Crotch bumble bee would be considered less than significant with implementation of the proposed Project.

Overall, implementation of the proposed Project would not have a substantial direct or indirect adverse effect, 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. Due to the mobile nature of the burrowing owl and the suitability of habitat on site, there is a potential this species may occupy the site prior to ground disturbance. Implementation of **Mitigation Measure BIO-1** would reduce impacts to **less than significant with mitigation incorporated.**

b. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The MSHCP, Section 6.1.2, requires the assessment of impacts to riparian habitats, riverine area, and vernal pools, including focused surveys for sensitive riparian bird and fairy shrimp species when suitable habitat is present. Section 6.1.2 of the MSHCP defines Riverine/riparian areas and vernal pools as follows:

> ***Riparian/Riverine Areas****: There areas are lands which contain habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.*
>
> ***Vernal Pools:*** *These features are seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season. The determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis. Such determinations should consider the length of the time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland. Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records.*

The Project site was assessed for riparian/riverine areas during a field survey on November 19, 2020. The site assessment identified two isolated, low-lying ephemeral features and a culvert on the Project site; however, these features did not meet the MSHCP definition of riparian/riverine areas as they are

dominated by upland plants and generally lack freshwater flow. As such, there is no riparian/riverine habitat on site that would be affected due to Project implementation.

Isolated, low-lying areas were observed in the eastern portion of the Project site and, after further determination, are being classified as road ruts.[11] Water was observed pooling in these areas, which resulted from the removal of large boulders and continued vehicular use along dirt access roads present, as observed in 2011 historic aerial imagery, which created up to two-foot deep depressions. Based on the depth of these depressions and cracking of soils, they may pond water long enough to support vernal pool conditions and meet the MSHCP definition of vernal pools provided above. A 16-inch-deep soil pit was excavated at the two most prominent road rut features because of the prevalence of wetland vegetation and presumed wetland hydrology. Prominent redox features or other indicators of hydric soils were not detected. Therefore, given the presence of indicators that wetland vegetation and wetland hydrology exist, wetland soils were found to be absent, and the road ruts would not be considered to be wetlands and were further determined not to be vernal pools pursuant to the MSHCP definition.

Overall, implementation of the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans (i.e., MSHCP), policies, regulations, or by the California Department Fish and Wildlife or U.S. Fish and Wildlife Service. Impacts would be **less than significant** and no mitigation measures are required.

c. Would the Project 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?

Less Than Significant Impact with Mitigation Incorporated. A Jurisdictional Delineation of the Project site was conducted on June 15, 2021. A review of the National Wetland Inventory (NWI) database did not identify any NWI surface waters or wetlands on site. Isolated, low-lying areas observed in the eastern portion of the project site, after further determination, have been classified as road ruts. Water was observed pooling in these areas, which resulted from the removal of large boulders and continued vehicular use along dirt access roads present, as observed in 2011 historic aerial imagery, which created up to two-foot deep depressions. A 16-inch-deep soil pit was excavated at the two most prominent road rut features because of the prevalence of wetland vegetation and presumed wetland hydrology. Prominent features or other indicators of hydric soils were not detected; therefore, the road ruts are not be considered to be wetlands. A metal culvert is located just outside the southwestern corner of the Project east of Berea Road. The area around the culvert showed no sign of flow during the site visit or in historical aerial imagery, lacked riparian habitat and aquatic resources, and is located in uplands. Vegetation in the area surrounding the culvert consisted of upland plants similar to surrounding areas. The road ruts are isolated, ephemeral features that do not

[11] The Project site was assessed for the presence of potential vernal pools during the field survey on November 19, 2020. The assessment also included a review of seasonally appropriate Google Earth aerial photographs of the site and features (9/1996, 6/2002, 12/2003, 10/2005, 12/2005, 1/2006, 8/2006, 6/2009, 11/2009, 3/2011, 6/2012, 1/2013, 3/2013, 11/2013, 4/2014, 2/2016, 10/2016, 2/2018, and 8/2018).

convey flows off site or connect to features that convey flows off site. The road ruts and metal culvert were determined to be non-jurisdictional.

Drainage Feature D-1 is a trapezoidal concrete-lined drainage channel constructed to control and convey storm water runoff from the immediately surrounding area. This feature flows in an east-to-west direction carrying storm water flows and nuisance flows from nearby developed areas directly into Salt Creek to the west of the Project site. The feature measured 12 feet wide and lacked any standing or flowing water at the time of the fieldwork and appears to convey only ephemeral storm water runoff. This drainage feature lacked an accumulation of soils or dead vegetative material from adjacent vegetation and there was no vegetation growing in the drainage feature. Based on a review of historic aerial imagery, Drainage D-1 was built in an upland area between 1978 and 1996 to accommodate urban runoff associated with the adjacent residential development. Drainage D-1 was constructed/excavated in uplands and, as such, does not correspond to previously existing natural waterbodies or wetlands and is not subject to jurisdiction under the United States Army Corps of Engineers (USACE) or CDFW. Drainage D-1 is considered jurisdictional under the Porter-Cologne Water Quality Control Act as it conveys ephemeral surface flows directly into Salt Spring Creek. This equates to approximately 0.009 acre of non-wetland waters of the State. **Mitigation Measure BIO-2** has been identified to reduce potential impacts to this feature.

MM BIO-2: Prior to the issuance of grading permits, the applicant shall submit evidence to the City that applicable and required conditions (if any) identified by the Regional Water Quality Control Board relative to Drainage D-1 have been satisfied.

Implementation of **Mitigation Measure BIO-2** would reduce impacts to a **less than significant** level.

d. Would the Project 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?

Less Than Significant with Mitigation Incorporated. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates the two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats are converted to another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed movement for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The Project site is bordered by existing paved roads and development on three of its sides that already restrict wildlife movement in the Project vicinity. Although there is additional undeveloped land to the east of the property, similar in size to the Project site, it also is bordered by existing development on all sides except that which it shares with the Project site. Wildlife movement within the Project site is anticipated to be limited to wildlife present on site or present on the undeveloped land to the east of the Project site. Neither the site nor the adjacent property to the east connects with larger

contiguous segments of land that could offer opportunities for wildlife movement or act as a corridor. The proposed Project would not substantially limit wildlife movement.

During the bird breeding season (typically February 1 through August 31), electrical distribution poles, large trees on or adjacent to the Project site may be used by hawks, ravens, or other large birds for nesting. Trees, shrubs, and other vegetation may provide nest sites for smaller birds, and burrowing owls may nest in ground squirrel burrows, pipes, or similar features. Most birds and their active nests are protected from "take" (meaning destruction, pursuit, possession, etc.) under the Migratory Bird Treaty Act and/or Sections 3503–3801 of California Fish and Game Code. Activities that cause destruction of active nests, or that cause nest abandonment and subsequent death of eggs or young, may constitute violations of one or both of these laws. To avoid potential effects to fully protected raptors, special-status bird species, and other nesting birds protected by the California Fish and Game Code, and for compliance with MSHCP Incidental Take Permit Condition 5, State regulations require a nesting bird pre-construction survey to be conducted by a qualified biologist three days prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer would be established by the qualified biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer would be clearly marked in the field by construction personnel under guidance of the qualified biologist and construction or clearing would not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the biological study area would be resurveyed during bird breeding season if there is a lapse in construction activities longer than seven days. The nesting bird pre-construction survey will be implemented through **Mitigation Measure BIO-3** as described below.

MM BIO-3: Prior to on-site vegetation clearance, the Project applicant shall retain a qualified biologist to conduct a pre-construction nesting bird survey in accordance with the following:

- The survey shall be conducted no more than three days prior to the initiation of clearance/construction work.
- If pre-construction surveys indicate that bird nests are not present or are inactive, or if potential habitat is unoccupied, no further mitigation is required.
- If active nests of birds are found during the surveys, a species-specific no-disturbance buffer zone shall be established by a qualified biologist around active nests until said qualified biologist determines that all young have fledged (i.e., are no longer reliant upon the nest).
- It is recommended that coordination among the developer of the site, the City of Menifee, the Project engineer, and the consulting qualified biologist consider vegetation clearance outside of the normal bird nesting season (usually February 15 through September 15) to avoid impacts to nesting birds, which would potentially violate the Migratory Bird Treaty Act. It should be noted that bird nesting season is increasingly less definitive for some year-round resident species, such as hummingbirds and raptors. Further, ground-dwelling birds such as burrowing owl, can be affected nearly any time of the year. It is therefore advisable to conduct a pre-construction bird survey no matter the time of year.

- Removal of vegetation necessitates installation of appropriate Storm Water Pollution Prevention Plan (SWPPP) measures, particularly if grading is not undertaken immediately; therefore, careful timing of the Project schedule and implementation measures is necessary to avoid water quality impacts.

With implementation of **Mitigation Measure BIO-3,** impacts to potentially on-site nesting birds will be reduced to a **less than significant impact**.

e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. Implementation of the Project is subject to all applicable federal, State, and local policies and regulations related to the protection of biological resources and tree preservation. Additionally, the Project is required to comply with establishing the MSHCP mitigation fee and Section 16.40 establishing the Threatened and Endangered Species Fees as well as the Menifee Landscape Standards. As discussed in this section, the proposed Project's impact to species under the MSHCP has been evaluated and determined that impacts would be less than significant. No trees exist on the Project site; therefore, the Project will not be subject to the City of Menifee's tree removal ordinance or Landscape Standards. Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources. Impacts would be **less than significant** and no mitigation measures are required.

f. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

Less Than Significant Impact. The Project site is located within the MSHCP; therefore, it is subject to applicable provisions of the MSHCP as specified in Checklist Responses a, b, c, d, and e above. The MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The Project site is not within the MSHCP Criteria Area; therefore, no Cell or Criteria analysis is required. While no burrowing owls currently occupy the site, in the event of subsequent occupation, **Mitigation Measure BIO-1** would sufficiently offset impacts to the species. No sensitive fairy shrimp species were identified during the wet and dry season surveys. No NEPSSA plant species were identified on site during blooming season focused surveys. No on-site riparian or riverine areas were detected during any on-site biological resources surveys. Smooth tarplant is located on site; however, the Project site is not located in an MSHCP Criteria Cell and this species is considered adequately conserved under the MSHCP; as such, loss of the smooth tarplant on the Project site would not be considered an impact. Overall, implementation of the proposed Project would not conflict with the MSHCP; as such, impacts would be **less than significant** and no mitigation measures are required.

5.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The information and analysis in this section is based on the Cultural Resources Assessment (CRA) that was prepared for the proposed Project in March 2021 (**Appendix D**). Impact Analysis

a. Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. Section 15064.5(b) of the *CEQA Guidelines* states that "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Archaeological deposits are first evaluated under CEQA as potential historical resources as defined by Public Resources Code (PRC) Section 21084.1; secondarily, if they do not qualify as such, they are evaluated as potential unique archaeological resources, as defined by PRC Section 21083.2.

The site is undeveloped and vacant. No evidence of past development (e.g., structures, foundations, or built features) or listed or eligible historic feature was identified on-site during the records search or site survey. Potential impacts to identified on-site archaeological resources are addressed in the Response to Checklist Question 5.5(b).In the absence of on-site historic resources, **no impact** would occur and no mitigation is required.

b. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. A cultural resources records search, additional research, and a field survey were conducted for the proposed Project as part of the CRA. Two resources had been previously recorded partially within the Project site: a multicomponent site with bedrock milling features (33-004224) and a prehistoric artifact scatter (33-004225). Previously unrecorded milling surfaces and multiple bedrock milling features were identified at the former site and a single artifact was noted within the site boundary of the latter. Another undocumented bedrock milling feature (BMF; LSA-TDM2101-S-1) was also identified approximately 771 feet west of the two sites and was recorded as a new site.

Resource 33-004224. This resource was originally documented by Archaeological Resource Management Corporation (ARMC) in the early 1990s as a multicomponent site straddling the Project site and the one to the east on the north side of what is now Normandy Road. Undocumented milling

surfaces and additional bedrock milling features were documented during the field survey, but no prehistoric artifacts or trace of historic refuse were identified. The portion of the resource within the Project site now consists of four milling slicks (two previously undocumented) on one previously documented bedrock milling feature (BMF-1) and five milling slicks on four previously undocumented bedrock milling features (BMFs 5, 6, 7, and 8). A large BMF was also identified adjacent to the eastern Project boundary in the apparent location of BMF-2, but neither its dimensions nor milling surface is consistent with that feature, so it is designated BMF-X. This sparse lithic scatter has been all but obliterated by protracted disking and potentially other disturbances. However, despite its disruption, there is still a potential to recover non-in situ artifacts in the general area of the site during Project construction grading/excavation activities.

Resource 33-004225 and LSA-TDM2101-S-1. Resource 33-004225 is a sparse lithic scatter (less than 10,000 square feet/3,048 square meters with fewer than three artifacts per square meter) originally documented by ARMC straddling the Project site and the adjacent parcel to the north. Only a single flake tool (a retouched basalt scraper) was identified within the Project site by the current survey conducted for the CRA, suggesting the site has been all but removed by protracted vegetation-abatement disking. The LSA-TDM2101-S-1 resource is a milling station comprising a single damaged boulder containing one milling slick with no associated artifacts within a disturbed context (the edge of a disked field). These resources are typical examples of a ubiquitous resource type: resource processing stations; units of an expansive subsistence extraction system utilized for over five millennia and lacking associated surface artifacts (and therefore temporal data). Due to the type of site and exceptionally severe damage and disturbance, their potential for intact subsurface deposits appears low. However, despite their disrupted contexts, there is still a potential for subsurface artifacts.

The Project applicant, in coordination with the City of Menifee, has indicated that these sensitive on-site features would be retained and included in the design of the Project. During final plan check, should development constraints (e.g., location/size/alignment of buildings, paved areas, and utilities), accessibility, or safety concerns determine these features cannot be retained at their current locations, a potentially significant impact could occur. **Mitigation Measure CUL-1** would be implemented to reduce potential impacts to cultural resources 33-004225, 33-004224, and LSA-TDM2101-S-1 in the event they are not retained in place on the site.

MM CUL-1: Prior to the issuance of a grading permit, the Applicant shall prepare a Cultural Resource Relocation Plan detailing any required on-site relocation of known cultural material/features. The Relocation Plan shall identify the type, condition, and current location of the material/feature to be relocated as well as the placement/relocation criteria for any such resource/feature. The relocation site shall be sized and located to provide appropriate context to any relocated resource and shall include appropriate protections as determined by the Community Development Director to prevent unauthorized use and/or access. The relocation site shall be prepared in a time and manner to accept on-site cultural material/feature from the start of any on-site ground disturbance activity. Appropriate measures shall be identified to prevent encroachment within the relocation site during on-site ground disturbance and construction operations. The Cultural Resource Relocation Plan shall be approved by the City and consulting Native American parties.

Prior to the commencement of any ground disturbance in the vicinity of an identified on-site cultural resource material, the Applicant shall provide evidence to the City that said material has been appropriately relocated to the relocation site per applicable provisions of the Relocation Plan.

Section 5.18 of this Initial Study addresses impacts specific to Native American tribal cultural resources. As appropriate, **Standard Conditions of Approval (SCA) TCR-1** through **TCR-8**, developed through consultation with consulting Native American parties, would apply equally to any inadvertent discovery of cultural material during ground-disturbance activities. Implementation of **Mitigation Measure CUL-1** and, as appropriate**,SCA TCR-1** through **TCR-8** (which are detailed in Section 5.18 Tribal Cultural Resources) would reduce impacts to the on-site cultural resources. As such, impacts would be **less than significant with mitigation incorporated**.

c. Would the Project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. An on-site archaeological field survey was conducted on October 16 and 24, 2018. No known human remains were present on the Project site and there were no facts or evidence that Native Americans or people of European descent are buried on the Project site. Conditions on site remain substantially unchanged. In the unlikely event that human remains are encountered during proposed Project grading, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during earthmoving activities would be followed in accordance with State law.

Consistent with the requirement of California Code of Regulations (CCR) Section 15064.5(e), if human remains are encountered, work within 25 feet of the discovery shall be redirected and the Riverside County Coroner notified immediately. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has determined origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City of Menifee shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Implementation of State law would ensure if human remains are discovered on the site during Project construction activities, they are protected. Impacts would be **less than significant** and no additional mitigation measures are required.

5.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The information in this section is from the *Energy Analysis for the Proposed Boulders Project Memorandum (Energy Memo)* prepared by LSA on May 11, 2021 (**Appendix E**). The following discusses the existing conditions related to energy.

Electricity. Electricity is a manmade resource. The production of electricity requires the consumption or conversion of energy resources (including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources) into electricity. Electricity is used for a variety of purposes (e.g., lighting, heating, cooling, and refrigeration, and for operating appliances, computers, electronics, machinery, and public transportation systems).[12] In 2019, California's electricity was generated primarily by natural gas (38.4 percent), coal (23.4 percent), large hydroelectric (14.72 percent), nuclear (9.08 percent), and renewable sources (29 percent). Total electricity generation in California in 2019 was 279,402 gigawatt-hours (GWh), down 2.1 percent from the 2018 total generation of 285,488 GWh. In 2019, California produced approximately 70.7 percent and imported 29.3 percent of the electricity it used.[13]

The Project site is within the service area of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.[14] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2019 was 80,913 GWh. Total electricity consumption in Riverside County in 2019 was 15,520 GWh (7,337 GWh for the residential sector and 8,183 GWh for the non-residential sector).[15]

Natural Gas. Natural gas is a non-renewable fossil fuel. Fossil fuels are formed when layers of decomposing plant and animal matter are exposed to intense heat and pressure under the surface of the Earth over millions of years. Natural gas is a combustible mixture of hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas is found in naturally occurring reservoirs in deep underground rock formations. Natural gas is used for a variety of uses (e.g., heating buildings,

12 United States Energy Information Administration (EIA). 2019b. Electricity Explained. Website: https://www.eia.gov/energyexplained/electricity/ (accessed April 2021).

13 California Energy Commission (CEC). 2019c. Notice of Request for Public Comments on the Draft Scoping Order for the 2019 Integrated Energy Policy Report. Docket No. 19-IEPR-01.

14 Southern California Edison (SCE). 2019. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed April 2021).

15 CEC. 2019a. Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed April 2021).

generating electricity, and powering appliances such as stoves, washing machines and dryers, gas fireplaces, and gas grills).[16]

In 2019, the natural gas consumed in California is used for electricity generation (36 percent), residential uses (16 percent), industrial uses (33 percent), and commercial uses (11 percent). California continues to depend upon out-of-state imports for nearly 90 percent of its natural gas supply.[17]

The Southern California Gas Company (SoCalGas) is the natural gas service provider for the Project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000-square mile service area throughout Central and Southern California, from Visalia to the Mexican border.[18] According to the CEC, total natural gas consumption in the SoCalGas service area in 2019 was 5,424.7 million therms (2,418.6 million therms for the residential sector and 947.8 million therms for the commercial sector). Total natural gas consumption in Riverside County in 2019 was 453.0 million therms (304.8 million therms for the residential sector and 148.2 therms for the non-residential sector).[19]

Petroleum/Transportation Energy. Petroleum is also a non-renewable fossil fuel. Petroleum is a thick, flammable, yellow-to-black mixture of gaseous, liquid, and solid hydrocarbons that occurs naturally beneath the earth's surface. Petroleum is primarily recovered by oil drilling. It is refined into a large number of consumer products, primarily fuel oil, gasoline, and diesel.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2019, total gasoline consumption in California was 360,237 thousand barrels (15.1 billion gallons) or 1,819.9 trillion British Thermal Units (BTU).[20] Of the total gasoline consumption, 343,677 thousand barrels (14.4 billion gallons) or 1,736.3 trillion BTU were consumed for transportation.[21] Based on fuel consumption obtained from the 2017 California Emission Factor Model, 701.5 million gallons of diesel and 2.0 billion gallons of gasoline were consumed from vehicle trips in Riverside County in 2019.

16 EIA. 2020b. Natural Gas Explained- Use of Natural Gas. Website: https://www.eia.gov/energyexplained/natural-gas/use-of-natural-gas.php (accessed April 2021).

17 CEC. 2020b. Supply and Demand of Natural Gas in California. Website: https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california (accessed April 2021).

18 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www.socalgas.com/about-us (accessed April 2021).

19 CEC. 2020a. Gas Consumption by County. Website: http://www.ecdms.energy.ca.gov/gasbycounty.aspx (accessed April 2021).

20 A British Thermal Unit (BTU) is defined as the amount of heat required to raise the temperature of one pound of water by one degree Fahrenheit.

21 EIA. 2020a. California State Profile and Energy Estimates. Table F3: Motor gasoline consumption, price, and expenditure estimates. 2017. Website: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed April 2021).

5.6.1 Impact Analysis

a. Would the Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation?

Less Than Significant Impact. The following discusses both construction and operational impacts related to energy.

Construction Energy Demands. Construction of the proposed Project is anticipated to last 16 months and would require energy for activities such as the manufacture and transportation of building materials, grading activities, and building construction. Construction of the proposed Project would require electricity to power construction-related equipment. Construction of the proposed Project would not involve the consumption of natural gas because none of the construction-related equipment would be powered by natural gas.

Transportation energy represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels. Therefore, the analysis of energy use during construction focuses on fuel consumption. Construction trucks and vendor trucks hauling materials to and from the Project site would be anticipated to use diesel fuel, whereas construction workers traveling to and from the Project site would be anticipated to use gasoline-powered vehicles. Fuel consumption from transportation uses depends on the types and number of trips, vehicle miles traveled (VMT), vehicle fuel efficiency, and travel modes. Diesel fuel usage from construction off-road equipment was calculated using the same CalEEMod assumptions used in the Air Quality and Greenhouse Gas Analysis, which are both included in **Appendix B**.

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2019, total gasoline consumption in California was 360,237 thousand barrels (15.1 billion gallons) or 1,819.9 trillion BTU. Of the total gasoline consumption, 343,677 thousand barrels (14.4 billion gallons) or 1,736.3 trillion BTU were consumed for transportation.[22]

Diesel fuel usage from construction off-road equipment was calculated using the CalEEMod assumptions used in the Air Quality and Greenhouse Gas (GHG) Emissions Analysis prepared for the Project. The average brake-specific fuel consumption and diesel fuel properties (heating value and density) from the EPA AP-42 were used to obtain a fuel per horsepower-hour factor. All construction equipment rated over 50 horsepower would be equipped with Tier 2 engines. These factors and other calculations are shown in **Table 5.6.A: Construction-Related Fuel Consumption,** which shows total fuel usage from construction off-road equipment is estimated to be 124,729 gallons, the consumption of which would occur over the 16 months of construction. The greatest amount of fuel (39,964 gallons) would be consumed by off-road equipment during the building construction phase.

[22] United States Energy Information Administration (EIA). 2019. Website: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed April 2021).

Table 5.6.A provides a summary of the annual fuel consumption associated with the operation of the construction equipment, worker trips, vendor trips, and haul trips required to construct the proposed project. As shown in **Table 5.6.A**, project construction activities would consume an estimated 61,005 gallons of diesel fuel and 63,724 gallons of gasoline fuel. Project construction would represent a "single-event" fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose. Therefore, the proposed Project's construction-related fuel consumption would represent a small fraction of the State's overall fuel consumption.

Table 5.6.A: Construction-Related Fuel Consumption

Category	Estimated Annual Fuel Consumption (gallons)
Diesel Fuel	
Construction Equipment	39,964
Construction Vendor and Haul Trips[1]	21,041
Total Diesel Consumption	**61,005**
Gasoline	
Construction Worker Trips	63,724
Total Fuel Consumption	**124,729**

Source: LSA, *Energy Analysis for the Proposed Boulders Project Memorandum*, May 11, 2021.
[1] Heavy-heavy duty trucks.

The equipment used for Project construction would conform to CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). All construction equipment would utilize, at minimum, Tier 2 engines, which was included in CalEEMod. The Project would have a balanced cut and fill quantity of soil on-site. The soil would be cut and redistributed across the Project to level the Project to the desired grade. Equipment employed in construction of the proposed Project would therefore not result in inefficient, wasteful, or unnecessary fuel consumption.

The proposed Project would utilize construction contractors who practice compliance with applicable CARB regulations regarding retrofitting, repowering, and replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other toxic air contaminants. Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations and best available control measures. More specifically, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. To ensure adherence to these regulations, the Applicant/Developer would be required to comply with Regulatory Compliance Measure 1, provided

below, which requires the placement of signage on the Project site informing the construction workers that engines must be shut off at or before five minutes of idling.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed development through energy efficiencies realized from bulk purchase, transport, and use of construction materials.

A full analysis related to the energy needed to form construction materials has not been prepared due to a lack of detailed Project-specific information on construction materials. At this time, an analysis of the energy needed to create Project-related construction materials would be extremely speculative and thus has not been prepared.

In general, the construction processes promote conservation and efficient use of energy by reducing raw materials demands, with related reduction in energy demands associated with raw materials extraction, transportation, processing, and refinement. Use of materials in bulk reduces energy demands associated with the preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations. With adherence to Regulatory Compliance Measure 1 (described below), the proposed Project would result in **less than significant** impacts related to energy during construction.

Operational Energy Demands. Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and delivery vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of the various types of vehicles accessing the Project site. Based on traffic data inputs results from the *Boulders Project Traffic Study*, the proposed Project would result in an estimated annual VMT of 4,961,054 and would result in the consumption of an estimated 223,471 gallons of petroleum fuel (diesel or gasoline) each year. This represents 0.0083 percent of the petroleum fuel (diesel or gasoline) used in Riverside County in 2019.[23]

Facility Energy Demands

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or "plug-in" energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.). The Project would implement Energy Star high efficiency appliances for residences and the Project would comply with 2019 Title 24 high efficiency standards, exceeding 2016 Title 24 requirements by seven percent, which was included in CalEEMod. The Project would have no

[23] 223,471 ÷ 2,701,500,000 × 100 = 0.0083 percent (rounded)

fireplaces. In CalEEMod, all non-Title 24 intensity factors from all land use types were removed and reduction of Title 24 natural gas intensity factors by 40 percent for apartments land uses. The Project would achieve a high-density development of 24.6 dwelling units/acre.

Long-term operation emissions associated with the proposed Project were calculated using CalEEMod. The Project would not implement natural gas fireplaces, would not include non-Title 24 intensity factors from all land-use types, and would implement NEV charging stations. Trip generation rates used in CalEEMod for the proposed Project were based on the Project's trip generation estimates from the prepared Traffic Study. The proposed Project would generate 1,909 ADTs. The *SAFE Rule* emission factor adjustments were implemented for the operational buildout year of 2024 for Light Duty Autos and Light Duty Trucks.

The proposed Project would include energy reduction features that were incorporated into the CalEEMod analysis including:

- NEV charging stations;
- Low-flow faucets and water efficient irrigation;
- Energy Star appliances in apartment land use subtypes;
- Natural gas reduction of 40 percent for apartment land-use types;
- Compliance with 2019 Title 24 standards;
- State CalRecycle 75 percent initiative of solid waste be recycled, reduced, or composted; and
- High-density development 24.6 dwelling units/acre.

This analysis provides the estimated operational emissions associated with the proposed Project. Project building operations and Project site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied to the Project by SCE. **Table 5.6.B: Estimated Annual Energy Use of the Proposed Project** provides the proposed Project's estimated annual operational energy usage.

Table 5.6.B: Estimated Annual Energy Use of the Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Fuel Consumption (gallons per year)
Apartments Mid Rise	211,414	1,144,340	181,317
Daycare Center	27,579	53,477	17,292
General Office Building	97,061	83,082	24,862
Enclosed Parking Structure	338,081	0	0
Parking Lot	7,770	0	0
Total	**681,905**	**1,280,899**	**223,471**

Source: LSA, *Energy Analysis for the Proposed Boulders Project Memorandum*, May 11, 2021.
kBTU = kilo-British Thermal Unit(s)
kWh = kilowatt-hour(s)

The following **Regulatory Compliance Measures (RCMs)** are existing regulations that are applicable to the proposed Project and are considered in the analysis of potential impacts related to energy. These measures are required by the City of Menifee and therefore are mandatory to be implemented as part of the proposed Project.

RCM-1: **Idling Restriction Signage.** Prior to the issuance of grading permits, the City of Menifee (City) Community Development Director shall confirm that the grading plans for the Project include a requirement that a sign shall be posted on site stating that construction workers shall shut off engines at or before five minutes of idling.

RCM-2: **California Code of Regulations (CCR), Title 24.** Prior to the issuance of building permits, the City Chief Building Official, or designee, shall confirm that the Project design complies with the 2019 Building Energy Efficiency Standards (CCR Title 24) energy conservation and green building standards, as well as those listed in Part 11 (California Green Building Standards [CALGreen Code]). The City's Chief Building Official shall confirm that the Project complies with the mandatory measures listed in the CALGreen Code for residential and non-residential building construction.

Overall, pertaining to both construction and operational conditions, implementation of the proposed Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be **less than significant** and no mitigation measures are required.

b. Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the Legislature passed SB 1389, which required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles (ZEVs) and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the *2019 Integrated Energy Policy Report (IEPR).*[24] The 2019 *IEPR* provides the results of the CEC's assessments of a variety of energy issues facing California. The City of Menifee relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

Energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the overall use in the County. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in

[24] CEC. 2019b. *2019 Integrated Energy Policy Report*. Publication Number: CEC-100-2019-001-CMF.

Riverside County, and the State's available energy sources. Therefore, energy impacts at the regional level would be negligible.

Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the proposed Project would not conflict with or obstruct California's energy conservation plans as described in the CEC's *IEPR*. Therefore, the proposed Project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be **less than significant** and no mitigation measures are required.

5.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☒	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The analysis and discussion presented in this section is based, in part, on *Update to Preliminary Geotechnical Investigations & Assumption of Responsibility* Report (Geotech Report) South Shore Testing & Environmental, September 21, 2021 (see **Appendix F1**) and, Shore Testing & Environmental, February 24, 2000 (see **Appendix F2**).

5.7.1 Impact Analysis

a. Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (ii) Strong seismic ground shaking? (iii) Seismic-related ground failure, including liquefaction? (iv) Landslides?

(i) Less Than Significant Impact. Alquist-Priolo earthquake fault zones are regulatory zones surrounding the surface traces of active faults in California. Wherever an active fault exists, if it has the potential for surface rupture, a structure for human occupancy cannot be placed over the fault and must be a minimum distance from the fault (generally 50 feet). The proposed Project is not located within the boundary of an Alquist-Priolo Earthquake Fault Zone or a County of Riverside Fault

Hazard Zone.[25] The proposed Project would still be susceptible to seismic events (i.e., shaking) as the Inland Empire area of southern California is an active seismic area. The proposed Project would be designed to the most current California Building Code (CBC) seismic standards and would implement the recommended measures identified in the Geotech Report prepared for the proposed Project. Impacts would be **less than significant** and no mitigation measures are required.

(ii) Less Than Significant Impact. The Project site is in the City of Menifee in the Inland Empire of southern California. This region is susceptible to severe seismic activity from the numerous active faults in the area. Ground shaking is likely to occur within the life of the Project as a result of future earthquakes and it is estimated the site would be susceptible to peak ground accelerations equating to 0.547 g, which is considered severe perceived shaking resulting in moderate to heavy damage on the Modified Mercalli Intensity Scale. Active fault zones closest to the Project site include: the Elsinore Fault (Glen Ivy segment) 7.5 miles southwest of the site; the San Jacinto Fault (San Jacinto Valley segment) 14.9 miles northeast of the site; the Chino-Central Avenue Fault 23 miles northwest of the site; the San Andreas Fault (Southern segment) 30.1 miles northeast of the site; and the Newport-Inglewood Fault 33.6 miles west of the site.

Design and construction in accordance with the current CBC requirements is anticipated to adequately address potential ground shaking effects on the new developed buildings on the site. Pursuant to State law, the proposed Project would be designed to resist seismic impacts in accordance with current CBC requirements and Chapter 8.04 of the Menifee Code of Ordinances. Prior to issuance of any permit(s), the City would review and approve plans to confirm that siting, design, and construction of all structures are in accordance with the regulations established in the CBC, City Building Code, and/or professional engineering standards appropriate for the seismic zone in which such construction would occur. Because the proposed Project would comply with CBC regulations that protect habitable structures from seismic hazards and would implement recommended measures from the Geotech Study, impacts involving strong seismic ground shaking would be **less than significant**. No mitigation measures are required.

(iii) No Impact. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface (above 30 feet). However, loose sands that contain a significant amount of fines (i.e., silt and clay) may also liquefy. The Project site is not mapped by California or Riverside County as being in an area susceptible to liquefaction as groundwater is deeper than 100 feet from the surface and the site is underlain by medium dense to dense granitic bedrock.[26] For these reasons **no impact** associated with liquefaction is anticipated to occur with implementation of the proposed Project. No mitigation measures are required.

[25] South Shore Testing & Environmental, *Update to Preliminary Geotechnical Investigation & Assumption of Responsibility* Report, page 3, January 13, 2020.

[26] South Shore Testing & Environmental, *Update to Preliminary Geotechnical Investigation & Assumption of Responsibility* Report, page 5, January 13, 2020.

(iv) Less than Significant with Mitigation Incorporated . A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The Project is located on a site consisting of low rolling gently sloping terrain with natural gradients of less than 5 percent. The southeast corner of the site is occupied by a small hill with numerous large unweathered granitic boulders up to 20 feet in diameter. Natural gradients on the hill are approximately 15 percent. No geomorphic expression of land sliding or slope instability events were noted during on-site field studies conducted in 2020.

A proposed cut slope at the southeast corner of the site intersects a larger boulder outcrop adjacent to the daycare center amenities area. Large boulders may be exposed within the slope face and may require removal at the time of exposure. The boulders located above the slope may remain in place, as for the most part they are embedded in dense granitic bedrock. The rockfall potential for boulders located on the adjacent property to the east is low as the ground surface in this area slopes to the northeast away from the project site. **Mitigation Measure GEO-1** one has been identified to address potential rockfall impacts

MM GEO-1: Prior to the issuance of grading permits, the Applicant shall provide evidence that evaluation by a certified engineering geologist of areas of potential rockfall occurs during grading operations. In the event exposed boulders are determined to represent a potential rockfall hazard, removal and/or securing of any exposed boulder shall be completed per the appropriate recommendations of the certified engineering geologist prior to the issuance of building or occupancy permit for any structure with a potential rockfall area.

Implementation of **Mitigation Measure GEO-1** will ensure potential impacts associated with rockfall are reduced to a **less than significant** level.

b. Would the Project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project site is occupied by the following soils: Domino silt loam, saline-alkali (Dv) (4.4 acres); Monserate sandy loam, 0 to 5 percent slopes (MmB) (2.41 acres); Vista coarse sandy loam, 2 to 8 percent slopes (VsC) (1.1 acres); Greenfield sandy loam, 8 to 15 percent slopes, eroded (GyD2) (0.1 acre); and, Cieneba rocky sandy loam, 15 to 50 percent slopes, eroded (CkF2) (2.13 acres).[27] The soil on site is underlain by a medium dense to dense granitic bedrock.

Grading and earthmoving during Project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be caught in storm water runoff and transported off the Project site. However, this impact would be reduced through compliance with water quality control measures, which include preparation of a Storm Water Pollution Prevention Plan (SWPPP) (refer to Section 5.10, Hydrology and Water Quality). Although designed primarily to protect storm water quality, the SWPPP would incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section 5.10, Hydrology and Water Quality, of this environmental document. Overall, the proposed Project would result in minimal soil erosion or loss of topsoil; therefore, impacts would be **less than significant** and no mitigation measures are required.

[27] United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey Website: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm (accessed April 23, 2021).

c. Would the Project 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?

Less Than Significant Impact. The Project site would not be subject to lateral spreading or landslides based on the relatively flat on-site topography. Based on the depth of topsoil, the depth to groundwater (100+ feet), and the underlain by medium dense to dense granitic bedrock, the potential for liquefaction occurring is negligible. Nevertheless, the proposed Project would be designed and developed to comply with the current CBC requirements and would also implement recommended measures identified in the site-specific Geotech Report that was prepared for the Project. Impacts would therefore be **less than significant** and no mitigation measures are required.

d. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. The Project site is occupied by the following soils: Domino silt loam, saline-alkali (Dv) (4.4 acres); Monserate sandy loam, 0 to 5 percent slopes (MmB) (2.41 acres); Vista coarse sandy loam, 2 to 8 percent slopes (VsC) (1.1 acres); Greenfield sandy loam, 8 to 15 percent slopes, eroded (GyD2) (0.1 acre); and Cieneba rocky sandy loam, 15 to 50 percent slopes, eroded (CkF2) (2.13 acres). The Geotech Report identified that the soil on the Project site has a very low expansion potential with an Expansion Index of 14 and 20 for each of the soils. Nevertheless, the proposed Project would be designed and developed to comply with the current CBC requirements and would also implement recommended measures identified in the site-specific Geotech Report that was prepared for the Project. Specifically, testing of the subgrade soils should be conducted at the completion of grading (as recommended by the Geotech Report) to evaluate the expansive nature of the subgrade soils to make final foundation recommendations. With such design features and recommendations in place, implementation of the proposed Project would not create substantial direct or indirect risks to life or property due to expansive soils. Impacts would be **less than significant** and no mitigation measures are required.

e. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The proposed Project would connect to the existing EMWD wastewater infrastructure located in Normandy Road and Berea Road. The design of the Project would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed Project would have **no impact** associated with soils incapable of supporting alternative wastewater disposal systems or septic tanks. No mitigation measures are required.

f. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. The Project-specific geotechnical report that was prepared for the Project indicated that the site is underlain by granitic bedrock and late to

middle Pleistocene-age Old alluvial fan deposits. According to the City of Menifee General Plan EIR, portions of the Project site are within a high sensitivity area for paleontological resources.[28]

As excavation for construction gets underway, it is possible that unanticipated paleontological resources might be encountered. If the resource is determined to be significant, monitoring and mitigation are required during grading and excavation from that time on. In accordance with State law, the proposed Project would be required to comply with Section 5097.5 of the California Public Resources Code *and* California *Administrative Code, Title 14, Section 4307,* which state that no person shall remove, injure, deface or destroy any object of paleontological, archaeological, or historical interest or value. Penal Code *Section 622.5* establishes as a misdemeanor the willful injury, disfiguration, defacement, or destruction of any object or thing of paleontological interest or value, whether situated on private or public lands. To ensure impacts to undiscovered paleontological resources are reduced, **Mitigation Measure GEO-2** would be implemented.

MM GEO-2: As a portion of the Project site is located on land with a high sensitivity to paleontological resources, the Project applicant shall retain a qualified paleontologist to monitor ground-disturbing activity during Project construction. Should any potentially significant fossil resources be discovered, no further grading shall occur around the discovery until the Community Development Director is satisfied that adequate provisions are in place to protect such discovered resources. Unanticipated discoveries shall be evaluated for significance by the retained qualified paleontologist. If significance criteria are met, then the Project applicant shall be required to perform data recovery, professional identification, radiocarbon dating, and other applicable special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including catalog with museum numbers to the City of Menifee Community Development Director.

Implementation of **Mitigation Measure GEO-2** would reduce impacts to paleontological resources. As such, impacts would be **less than significant with mitigation incorporated**.

[28] City of Menifee General Plan EIR, Section 5 Environmental Analysis Cultural Resources, Figure 5.5-1, page 5.5-12.

5.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The discussion and analysis presented in this section is from the *Air Quality and Greenhouse Gas Emissions Analysis Memorandum* prepared by LSA for the proposed Project on May 4, 2021 (**Appendix B**).

5.8.1 Impact Analysis

a. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Construction activities associated with the proposed Project would produce combustion emissions from various sources. Construction would result in the emission of greenhouse gases (GHGs) through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the 16-month construction period. The combustion of fossil-based fuels creates GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, the fueling of heavy equipment emits CH_4. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. **Table 5.8.A: Construction Greenhouse Gas Emissions** lists the annual GHG emissions from construction of the proposed Project.

Table 5.8.A: Construction Greenhouse Gas Emissions

Construction Phase	Greenhouse Gas Emissions (metric tons annually)			
	CO_2	CH_4	N_2O	CO_2e
Site Preparation	17.6	<0.1	0.0	17.7
Grading	83.0	<0.1	0.0	83.0
Building Construction	696.6	0.7	0.0	698.6
Paving	21.4	<0.1	0.0	21.5
Architectural Coating	14.0	<0.1	0.0	14.0
Total Construction Emissions	**831.9**	**0.12**	**0.0**	**834.8**
Amortized over 30 years	**27.1**	**<0.1**	**0.0**	**27.8**

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.
Note: Column totals may not add due to rounding from the model results.

CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
N_2O = nitrous oxide

The SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then requires the construction GHG emissions to be amortized over the life of the project, defined as 30 years, added to the operational emissions, and compared to the applicable interim GHG significance threshold tier. As shown in **Table 5.8.A**, the Project would generate 834.8 metric tons of carbon dioxide equivalent (MT CO_2e) during construction activities. When annualized over the 30-year life of the Project, annual emissions would be 27.8 MT CO_2e.

Long-term operation of the proposed Project would generate GHG emissions from area, mobile, waste, and water sources as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips associated with trips to the proposed Project. Area-source emissions would be associated with activities such as landscaping and maintenance on the Project site, and other sources. Waste source emissions generated by the proposed Project include energy generated by landfilling and other methods of disposal related to transporting and managing Project-generated waste. In addition, water source emissions associated with the proposed Project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Table 5.8.B: Project GHG Emissions shows the calculated GHG emissions for the proposed Project. Motor vehicle emissions are the largest source of GHG emissions for the Project at nearly 86 percent of the emissions total. Energy use is the next largest category at nearly 9 percent. Waste and water are about 0.8 percent and 4.1 percent of the total emissions, respectively.

Table 5.8.B: Project GHG Emissions

Emission Type	Operational Emissions (metric tons annually)				
	CO_2	CH_4	N_2O	CO_2e	Percentage of Total
Area Source	4.0	<1.0	0.0	4.0	0.2
Energy Source	213.9	0.0	<1.0	215.1	9.1
Mobile Source	2,022.1	0.1	0.0	2,024.4	85.8
Waste Source	7.2	0.4	<1.0	17.9	0.8
Water Source	79.7	0.5	0.0	96.9	4.1
Total Operational Emissions				**2,358.4**	**100.0**
Amortized Construction Emissions				27.8	—
Total Annual Emissions				**2,386.2**	**—**
SCAQMD Threshold				**2,520.0**	—
Exceeds Threshold?				**No**	**—**

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.
CH_4 = methane CO_2 = carbon dioxide CO_2e = carbon dioxide equivalent
GHG = greenhouse gas N_2O = nitrous oxide
SCAQMD = South Coast Air Quality Management District

According to SCAQMD, a project would have less than significant GHG emissions if it would result in operational-related GHG emissions of less than 2,520 MT CO_2e annually.[29] Based on the analysis results in **Table 5.8.B**, the proposed Project would result in 2,386.2 CO_2e per year, which would be below the 2,520 MT CO_2e annual threshold. Therefore, GHG emissions generated by the Project are not considered to cumulatively contribute to statewide GHG emissions and impacts would be **less than significant**. No mitigation measures are required.

b. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The City of Menifee does not currently have an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of reducing GHG emissions include the CARB's Scoping Plan and SCAG's Connect SoCal 2020–2045. A consistency analysis with these plans for the proposed Project is presented below.

The CARB Scoping Plan is applicable to State agencies; however, it is not directly applicable to cities/ counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies outlined in the Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down.

Statewide strategies to reduce GHG emissions include the low-carbon fuel standards and changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley II, and California Advanced Clean Cars program). Although measures in the Scoping Plan apply to State agencies and not the proposed Project, the Project's GHG emissions would be reduced by compliance with statewide measures that have been adopted since Assembly Bill (AB) 32 and Senate Bill (SB) 32 were adopted. Therefore, the proposed Project would be consistent with the CARB Scoping Plan.

Menifee is a member city of SCAG. SCAG's Connect SoCal 2020–2045 RTP/Sustainable Communities Strategy (SCS), adopted September 3, 2020, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The

[29] The CARB has completed a Scoping Plan, which will be utilized by the SCAQMD to establish the 2030 GHG efficiency threshold. SCAQMD has yet to publish a quantified GHG efficiency threshold for the 2030 target. A scaled threshold consistent with State goals detailed in SB 32, Executive Order B-30-14, and Executive Roader S-3-05 to reduce GHG emissions by 40 percent below 1990 level by 2030 and 80 percent below 1990 levels by 2050, respectively, was developed for 2024, when the proposed Project is anticipated to be operational. Though the SCAQMD has not published a quantified threshold beyond 2020, this analysis uses a threshold of 2,520 MT CO_2e/yr/SP, which was calculated for the buildout year of 2024 based on the GHG reduction goals of SB 32 and Executive Order B-30-15. For the purposes of this analysis, the proposed Project was first compared to the adjusted screening-level Tier 3 Numerical Screening Threshold of 2,520 MT CO_2e per year for all land use types. As it was not determined that the proposed Project was estimated to exceed this screening threshold, it was not compared to the efficiency-based threshold of 3,000 MT CO_2e per year.

RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 and establishes an overall GHG target for the region consistent with both the statewide GHG-reduction targets for 2020 and the post-2020 statewide GHG reduction goals.

The Connect SoCal 2020–2045 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The Connect SoCal 2020–2045 RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the Connect SoCal 2020–2045 RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve State GHG emission reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently. The proposed Project's consistency with the Connect SoCal 2020–2045 RTP/SCS goals is analyzed in detail in **Table 5.8.C: Consistency Analysis with Connect SoCal 2020–2045 RTP/SCS**.

Table 5.8.C: Consistency Analysis with Connect SoCal 2020–2045 RTP/SCS

SCAG Measure	Project Consistency
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable:** This is not a Project-specific policy and is therefore not applicable for the residential and office land uses.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	**Consistent:** Improvements to the transportation network in Menifee are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • The Riverside County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	**Consistent:** All modes of transit in Menifee are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Menifee, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
Goal 4: Preserve and ensure a sustainable regional transportation system.	**Consistent:** All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	**Consistent:** The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Menifee. The Project would locate residential uses adjacent to bus lines.

Table 5.8.C: Consistency Analysis with Connect SoCal 2020–2045 RTP/SCS

SCAG Measure	Project Consistency
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	**Consistent:** The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Menifee. The Project would provide pedestrian networks on-site and connecting off-site. Bicycle racks and lockers would be implemented as part of the Project.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent:** This is not a Project-specific policy and is therefore not applicable. However, the Project would be consistent with energy efficiency requirements of Title 24.
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent:** See response to RTP/SCS Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Consistent:** The City of Menifee monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (e.g., Riverside Transit Agency, Caltrans, and SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management protocols (e.g., the Riverside County Emergency Management Division's Emergency Operations Center) developed in accordance with the State and federal mandated emergency management regulations.

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.

SCAG = Southern California Association of Governments
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
CALGreen = California Green Building Standards Code

Implementing SCAG's RTP/SCS will greatly reduce the regional GHG emissions from transportation and help to achieve statewide emission reduction targets. As demonstrated in **Table 5.8.C**, the proposed Project would in no way conflict with the stated goals of the RTP/SCS; therefore, the proposed Project would not interfere with SCAG's ability to achieve the region's year 2020 and post-2020 mobile source GHG reduction targets outlined in the Connect SoCal 2020–2045 RTP/SCS, and it can be assumed that regional mobile emissions will decrease in line with the goals of the RTP/SCS. Furthermore, the proposed Project is not regionally significant per *CEQA Guidelines* Section 15206 and, as such, it would not conflict with the SCAG RTP/SCS targets since those targets were established and are applicable on a regional level.

Table 5.8.D: Menifee General Plan GHG Policy Consistency Analysis addresses consistency with City General Plan Relevant GHG policies and shows the Project would be consistent with the applicable strategies and policies in the City General Plan.

Table 5.8.D: Menifee General Plan GHG Policy Consistency Analysis

Menifee General Plan GHG Policy	Project Consistency
Pavley I. California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA.	**Not Applicable:** This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the Project site during construction and operation of the Project. Implementation of this Project will not impede or hinder the State's ability to implement this measure.
LCFS. Low-Carbon Fuel Standard (LCFS) for transportation fuels sold within the State. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO_2e per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The LCFS applies to refiners, blenders, producers, and importers of transportation fuels and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the fuel cycle using the most economically feasible methods.	**Not Applicable:** This is a statewide measure that cannot be implemented by a project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the Project site during construction and operation of the Project. Implementation of this Project will not impede or hinder the State's ability to implement this measure.
C-1.1. Require roadways to: comply with federal, State, and local design and safety standards; meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines; be compatible with streetscape and surrounding land uses; and be maintained in accordance with best practices.	**Consistent:** The Project's internal roadways would comply applicable standards.
C-2.1. Require on- and off-street pathways to: comply with federal, State, and local design and safety standards. meet the needs of multiple types of users (families, commuters, recreational beginners, exercise experts) and meet ADA standards and guidelines; be compatible with streetscape and surrounding land uses; and be maintained in accordance with best practices.	**Consistent:** The Project's pathways would comply with applicable standards.
Title 24 Energy Standards. Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and updated triennially (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.	**Consistent**: This is a measure for the State to increase its energy efficiency standards in new buildings. The Project is required to build to the new standards and would increase its energy efficiency through compliance.
Title 24 CALGreen. On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (CALGreen) was adopted as part of the California Building Standards Code (Part 11, Title 24, California Code of Regulations). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California	**Consistent:** This is a measure for the State to increase its energy efficiency standards in new buildings. The Project is required to build to the new standards and would increase its energy efficiency through compliance.

Table 5.8.D: Menifee General Plan GHG Policy Consistency Analysis

Menifee General Plan GHG Policy	Project Consistency
Energy Code requirements), water conservation, material conservation, and internal air contaminants.	
33% RPS. Executive Order S-14-08 was signed in November 2008, which expands the State's renewable energy standard to 33 percent renewable power by 2020. In 2011, the State Legislature adopted this higher standard in SBX1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.	**Not Applicable:** This is a statewide measure that cannot be implemented by a project applicant or lead agency. Southern California Edison is required to increase its percent of power supply from renewable sources to 33 percent by the year 2020 pursuant to various regulations. The Project would purchase power that comprises a greater amount of renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.
OSC-9.5. Comply with the mandatory requirements of Title 24 Part 11 of the California Building Standards Code (CALGreen) and the Title 24 Part 6 Building Energy Efficiency Standards.	**Consistent:** The Project would comply with required measures of Title 24.

Source: LSA, *Air Quality and Greenhouse Gas Emissions Analysis for the Proposed Boulders Project*, May 4, 2021.

SCAG = Southern California Association of Governments
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
CALGreen = California Green Building Standards Code

The Project would be consistent with GHG reduction policies in the City of Menifee's General Plan. In addition, the Project would be consistent with policies in the 2017 Scoping Plan, such as compliance with Title 24 energy reduction measures.

Overall, the proposed Project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Impacts would be **less than significant** and no mitigation measures are required.

5.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

The information and analysis in this section is based on the *Phase I Environmental Site Assessment (Phase I ESA)* that was prepared for the Project site by South Shor Testing & Environmental on April 22, 2020 (see **Appendix G**).

5.9.1 Impact Analysis

a. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Construction of the Project has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, oils, solvents, and other materials. These materials are typical materials that are delivered to construction sites. However, due to the limited quantities of these materials to be used by the proposed Project, they are not considered hazardous to the public at large.

The routine transport use or disposal of these hazardous materials could pose a potential hazard to construction workers as they would be handling the hazardous materials closely and could therefore be exposed through inhalation, direct contact with skin, or accidental ingestion. The temporary transport, use, or disposal of fuels, lubricants, paints, and other hazardous materials related to

construction would not pose a significant hazard to the public or environment unless the materials were accidently spilled or released into the environment.

Once the Project is complete and operational, the office use, multifamily residential use, and daycare use occupying the site may store small quantities of hazardous materials. However, due to the limited quantities of these materials to be used once the Project is operational, they are not considered hazardous to the public at large.

Worker health and safety is regulated at the federal level by the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA). The Federal Occupational Safety and Health Act of 1970 authorizes states to establish their own safety and health programs with OSHA approval. Worker health and safety protections in California are regulated by the California Department of Industrial Relations (DIR). The DIR includes the Division of Occupational Safety and Health, which acts to protect workers from safety hazards through its California Occupational Safety and Health Administration (Cal/OSHA) program and provides consultant assistance to employers. California standards for workers dealing with hazardous materials are contained in CCR Title 8 and include practices for all industries (General Industrial Safety Orders), and specific practices for construction, and other industries. Workers at hazardous waste sites (or workers who may be exposed to hazardous wastes that might be encountered during excavation of contaminated soils) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response regulations.[30] Additional regulations have been developed for construction workers potentially exposed to lead[31] and asbestos.[32] Cal/OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. The routine transport, use, and disposal of hazardous materials at the Project site would be performed in accordance with the requirements of CCR Title 8, including preparation and implementation of a site-specific Health and Safety Plan, which would minimize potential health hazards for construction workers. As such, impacts would be **less than significant** and no mitigation measures are required.

b. Would the Project 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?

Less Than Significant Impact. Some common hazardous materials (e.g., fuels, lubricants, household products) would be used at the Project site during construction and operational activities. The *Phase I ESA* prepared for the proposed Project concluded that Asbestos-Containing Materials (ACMs) and Lead-Based Paint (LBP) were not observed as the Project site is undeveloped and has been vacant for recent historical periods. Polychlorinated biphenyl (PCB)-containing exterior electrical transformers and PCB-containing interior or exterior equipment were not observed on the Project site nor has such equipment been located on the site in recent historical periods.

30 California Code of Regulations, Title 8 5192.
31 California Code of Regulations, Title 8 Section 1532.1.
32 California Code of Regulations, Title 8, Section 1529.

Since the Project site is greater than one acre, management of hazardous materials during construction at the Project site would be subject to the requirements of the Construction General Permit (CGP), discussed in more detail in Section 5.10, Hydrology and Water Quality. Compliance with the CGP would require preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Although focused on protection of storm water quality, under the CGP the SWPPP must include measures designed to address minor spills of hazardous materials. Implementation of these measures would reduce the potential impact related to chemical spills during construction.

Overall, the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be **less than significant** and no mitigation measures are required.

c. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. Ridgemoor Elementary School, located at 25455 Ridgemoor Road in Menifee, approximately 0.76 mile to the northwest, is the closest school to the Project site. Some common hazardous materials (e.g., fuels, lubricants, household products) would be used at the Project site during construction and operational activities. The *Phase I ESA* prepared for the proposed Project concluded that ACMs and LBP were not observed as the Project site is undeveloped and has been vacant for recent historical periods. PCB-containing exterior electrical transformers and PCB-containing interior or exterior equipment were not observed on the Project site nor has such equipment been located on the site in recent historical periods. Implementation of the proposed Project would not result in emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **No impact** would occur and no mitigation measures are required.

d. Would the Project 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?

No Impact. The provisions of California Government Code Section 65962.5 require the State Water Resources Control Board, Department of Toxic Substances Control, California Department of Health Services, and California Department of Resources Recycling and Recovery to submit information to the California Environmental Protection Agency (CalEPA) pertaining to sites that were associated with solid waste disposal, hazardous waste disposal, and or hazardous materials releases. The compilation of hazardous materials release sites that meet criteria specified in Government Code Section 65962.5 is known as the Cortese List.

Based on the *Phase I ESA's* site reconnaissance, historical review, regulatory records review, no obvious evidence of Recognized Environmental Conditions (RECs), Controlled RECs or Historic RECs are connected with the Project site. There are currently no hazardous materials release sites on the Project site that meet the criteria for inclusion on the Cortese List. Therefore, the Project would have **no impact** related to development on a hazardous materials release site included on the Cortese List and no mitigation measures are required.

e. Would the Project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

No Impact. The Perris Valley Airport (located at 2091 Goetz Road in the City of Perris) is located 4.9 miles north of the Project site and March Air Reserve Base is located 12.9 miles northwest of the Project site. The proposed Project is not located in land use compatibility zones or noise contours for either the Perris Valley Airport or March Air Reserve Base. The proposed Project would not be located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, which would result in a safety hazard or excessive noise for people residing or working in the Project area. **No impact** would occur and no mitigation measures are required.

f. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The City of Menifee does not have an adopted emergency response plan or emergency evacuation plan; however, the City follows the Riverside County Operational Area Emergency Operations Plan (EOP) that was adopted in 2006 and the Riverside County Local Hazard Mitigation Plan, which was adopted in 2004. The EOP defines the roles of county agencies in emergency preparedness, emergency response, and hazard mitigation. The Riverside County Fire Department Office of Emergency Services is the responsible agency for planning and managing emergency responses in the County and in the City of Menifee.

Regional access to the proposed Project site is from Interstate 215 and Interstate 15. In the event of an emergency, the residents, employees, and children occupying the Project site (once operational) would be able to exit the region via Newport Road/Railroad Canyon Road to access Interstate 215 to the east or Interstate 15 to the west. Development of the proposed Project would be site specific and no off-site improvements to the local or regional circulation system would occur that may result in detours or delays in exiting the area in the event of an emergency. Overall, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **No impact** would occur and no mitigation measures are required.

g. Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The Fire and Resource Assessment Program of the California Department of Forestry and Fire Protection (CAL FIRE) designates the Project site as being in a State Response Area (SRA) Moderate Fire Hazard Severity Zone (MFHSZ) and Very High Fire Hazard Severity Zone (VHFHSZ).[33] However, according to the Riverside County Fire Department, after the City of Menifee was incorporated, the entire Project site was deemed to be in a Local Responsibility Area (LRA); as such, the proposed Project site is currently designated as LRA MFHSZ and LRA VHFHSZ.[34]

[33] California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program, website: https://frap.fire.ca.gov/ (accessed April 26, 2021).

[34] Communication between LSA and Adria Reinertson, Deputy Fire Marshal, Riverside County Fire Department, through review of IS/MND, August 19, 2021.

Approximately 0.47 acre of the site (in the northeast corner) is designated as a VHFHSZ in an LRA and the remaining 9.67 acres of the site is designated as MFHSZ in an SRA.

According to the Riverside County Fire Department, development within the portion of the proposed Project within the LRA VHFHSZ (0.47 acre) would be required to be designed in compliance with CCR Title 24 Parts 2 and 9 – Fire Codes and California PRC Sections 4290–4299 and Government Code Section 51178, all of which provide applicable design measures to reduce exposure to fire to structures in Very High Fire Hazard Severity Zones. The proposed Project (as a whole) would also be designed to comply with Menifee Municipal Code Chapter 8.20 Fire Code and the following fire-related Goals and Policies identified in the Menifee General Plan:

- **Goal S-4: Fire Hazards –** 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:** Use technology to identify flood-prone areas and to notify residents and motorists of impending flood hazards and evacuation procedures.
    - **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

Prior to final plan check approval, the City of Menifee in coordination with the Riverside County Fire Department and CAL FIRE will review the Project-specific site plan to ensure adequate design features are implemented to reduce the potential impacts from wildfires. Overall, with design compliance with fire codes and General Plan Goals and Policies, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Impacts would be **less than significant** and no mitigation measures are required.

5.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i. Result in substantial erosion or siltation on or off site?	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	☐	☐	☒	☐
iii. Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The discussion and analysis in this section is from the *Drainage Report,* Kolibrien, October 22, 2020 (**Appendix H1**); the *Onsite Stormwater Infiltration System Investigation* prepared by South Shore Testing and Environmental, February 24, 2020 (**Appendix F2**); and, the *Project Specific Water Quality Management Plan,* Kolibrien, October 23, 2020 (**Appendix H2**).

5.10.1 Impact Analysis

a. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. The California State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards regulate the quality of surface water and groundwater bodies throughout California. For the City of Menifee, including the Project site, the Santa Ana Regional Water Quality Control Board (SARWQCB) is responsible for implementation of the Water Quality Control Plan.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the Federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES program is administered

by the SARWQCB and any construction activities, including grading, that would result in the disturbance of 1 acre or more of land would require compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The proposed Project would result in the disturbance of approximately 10.14 acres and, as such, would be required to comply with the Construction General Permit.

The City of Menifee adopted Chapter 15.01 Storm Water/Urban Runoff of the City Municipal Code that requires the preparation and adoption of a Project-specific Water Quality Management Plan (WQMP). The site-specific WQMP identifies Best Management Practices (BMPs) to be implemented to ensure that water quality of receiving waters is not degraded due to Project implementation. Projects in the City of Menifee are required to prepare and submit to the City for review a Preliminary WQMP for land use permit approvals. A Final WQMP would be required to be submitted to the City for review and approval prior to the issuance of grading/building permits.

For the most part, the proposed Project site consists of low rolling gently sloping terrain with natural gradients of less than 5 percent. The southeast corner of the site consists of a small hill with numerous large unweathered granitic boulders up to 20 feet in diameter. Natural gradients on the hill are approximately 15 percent. Existing drainage on the site occurs via sheet flow to the northwest toward Berea Road and the flood control channel along the northern boundary of the Project site. Once developed, the proposed Project site would be occupied by 79.6 percent impervious surfaces and storm water flow on the site would be conveyed to a detention/retention chamber system that will be developed along the west end of the Project site. Storm water runoff on the Project site would flow to pretreatment forebays throughout the site and once the volume reaches 6 inches in depth, the storm water will flow into grated inlets to enter the new on-site storm drain system. Storm water flows would then be conveyed to the detention/retention chamber where they would flow through an oil guard prior to discharge to the Riverside County Flood Control channel along the northern boundary of the Project site.

Implementation of **SCA HYD-1** and **HYD-2** would ensure that the proposed Project complies with SARWQCB water quality standards by reducing the potential construction and operation-period impacts to water quality.

SCA HYD-1: Prior to construction, the Project applicant shall prepare and implement a Final SWPPP, meeting Construction General Permit requirements (State Water Resources Control Board Order No. 2009-000-DWQ, as amended) designed to reduce potential adverse impacts to surface water quality through the Project construction period. The Final SWPPP shall be submitted to the Planning Manager of the City of Menifee Planning Department for review and approval prior to the issuance of any permits for ground-disturbing activity.

The Final SWPPP shall be prepared by a qualified SWPPP Developer in accordance with the requirements of the Construction General Permit. Requirements include BMPs for erosion and sediment control, site management/housekeeping/waste management, management of non-storm water discharges, run-on and runoff controls, and BMP inspection/maintenance/repair activities. BMP implementation shall be consistent with the BMP requirements in the most recent version of the

California Stormwater Quality Association *Stormwater Best Management Handbook-Construction*.

The Final SWPPP shall include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations and, as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters. A Qualified SWPPP Practitioner shall be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/maintenance/repair activities.

SCA HYD-2: The Project applicant shall comply with the Santa Ana Regional Water Quality Control Board Storm Water permit requirements, including the Chapter 15.01 Storm Water/Urban Runoff of the Menifee Municipal Code. The Project applicant shall prepare and implement a Final Water Quality Management Plan (FWQMP) for the Project. The FWQMP shall be submitted to the Planning Manager of the City of Menifee Planning Department for review and approval prior to issuance of any permits for ground disturbing activities. The FWQMP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the operation of the proposed Project. At a minimum, the FWQMP for the Project shall include:

- An inventory and accounting of existing and proposed impervious areas.
- Low Impact Development (LID) design details incorporated into the Project. Specific LID design may include, but is not limited to using pervious pavements and green roofs, dispersing runoff to landscaped areas, and/or routing runoff to the storm water detention/retention chamber system that would be developed on site as part of the Project design.
- Measures to address potential storm water contaminants. These may include measures to cover or control potential sources of storm water pollutants at the Project site.
- A Final Storm Water Facility Operation and Maintenance Plan for the Project site, which shall include periodic inspection and maintenance of the storm water drainage system. Persons responsible for performing and funding the requirements of this plan shall be identified. This plan must be finalized prior to issuance of building permits for the Project.

Implementation of **SCA HYD-1** and **HYD-2** would ensure that the proposed Project does not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water capacity. Impacts would be **less than significant** and no mitigation measures would be required.

b. Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The EMWD provides water supply to the City of Menifee. The *2015 Urban Water Management Plan* indicates that the EMWD uses local and imported water supplies to provide potable and non-potable water supplies within its jurisdictional boundary. EMWD produces potable groundwater from two management plan areas within the San Jacinto Groundwater Basin, including the West San Jacinto Groundwater Basin Management Plan area and the Hemet/San Jacinto Water Management Plan area. The EMWD will have sufficient water supplies to meet demand through the year 2040 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions.[35] The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. As such, the proposed Project, within the City of Menifee, is already accounted for in the water (groundwater) supply and demand scenarios determined by EMWD.

The Project site, as it is in the City of Menifee, would receive water supplies from EMWD. The Project site is located in the San Jacinto Valley Hydraulic Unit; however, it is not underlain by a percolation basin or other area used for intentional recharge of groundwater basins.[36] Even though the site would go from 0 percent impervious surfaces to 79.6 percent impervious surfaces with development occurring, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that it impedes sustainable groundwater management of the basin. Furthermore, some percolation into underlaid geologic features would occur as 20.4 percent of the site would be developed with pervious surfaces (i.e., landscaping, vegetation, play fields). Impacts would be **less than significant** and no mitigation measures are required.

c. Would the Project 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 that would: (i) Result in substantial erosion or siltation on or off site; (ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site; (iii) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or (iv) Impede or redirect flood flows?

(**i–iv) Less Than Significant Impact.** The Project site is vacant and is not occupied by a stream or river; as such, implementation of the proposed Project would not alter the course of such waterbodies. The Project site is vacant; however, once the Project is developed, 79.6 percent of the site would be occupied by impervious surfaces. The proposed Project would be designed with on-site storm water infrastructure, where flows would be directed to pretreatment forebays throughout the site and, once the volume reaches 6 inches in depth, the storm water will flow into grated inlets to enter the new detention/retention chamber system that will be developed on the west side of the site. Storm water flows would then flow through an oil guard prior to being discharged to the Riverside County Flood Control channel along the northern boundary of the Project site. Based on calculations completed in

35 RMC, Eastern Municipal Water District 2015 Urban Water Management Plan Final, Pages 7-10 to 7-12, June 2016.

36 City of Menifee, City of Menifee General Plan Draft EIR, Section 5 Hydrology and Water Quality, page 5.9-19, September 2013.

the Project-specific *Preliminary Water Quality Management Plan*, the on-site storm water system would need to be designed to accommodate a volume of 15,194.3 cubic feet. The LIDs developed as part of the proposed Project will capture a storm water volume equating to 21,511 cubic feet; as such, the storm water system would exceed the volume requirements by 6,316.7 cubic feet.

Existing surface drainage at the Project site currently flows from the southeast corner to the northwest corner of the site. A portion also drains to the southwest corner of the Project site. The proposed Project would improve the drainage pattern of the site so that surface flows are conveyed to drainage inlets and then into the new detention/retention chamber systems that will be developed on the west side of the site. Compliance with construction- and operation-phase storm water requirements, as set forth in **SCA HYD-1** and **HYD-2**, would further ensure that develop of the Project would not result in substantial erosion or siltation on or off-site. Therefore, impacts would be **less than significant** and no mitigation measures are required.

According to the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2062H, the Project site is located in Zone X Area of Minimal Flood Hazard area, which states the site is located just outside the area of 0.2 percent annual chance of flood; and not within any areas of one percent annual change of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and not within areas protected by levees from 1 percent annual chance flood.[37,38] As such, flooding would more than likely be minimal on the Project site during storm events and the Project in itself would not impede or redirect flood flows. Impacts would be **less than significant** and no mitigation measures are required.

d. In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?

No Impact. As stated above, the Project site is in Zone X Area of Minimal Flood Hazard. The City of Menifee and the Project site are located approximately 29 miles from the Pacific Ocean; as such, the proposed Project would not be susceptible to inundation caused by a tsunami. A seiche is the sloshing of a closed body of water (e.g., lakes, swimming pools, water tanks) caused by seismic waves. The proposed Project is located 1.3 miles east of Canyon Lake, which could generate a seiche during a seismic event. Due to the distance the Project is from Canyon Lake and the low likelihood of a seiche forming, the proposed Project would not be susceptible to seiche inundation events. The proposed Project would not be in a flood, tsunami, or seiche hazard zone and therefore would not risk release of pollutants due to Project inundation. **No impact** would occur and no mitigation measures are required.

e. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed above in 5.10(a), implementation of **SCA HYD-1** and **HYD-2** would require preparation and implementation of both an SWPPP and FWQMP, ensuring that Project impacts associated with storm water runoff would be reduced and adequately treated. The

[37] Kolibrien, Drainage Report for Boulders Menifee Mixed Use Development, October 22, 2020.

[38] FEMA, FIRM Website: https://msc.fema.gov/portal/search?AddressQuery=Berea%20Road%20Menifee%2C%20California#searchresultsanchor (accessed April 30, 2021), Panel 06065C2062H.

proposed Project would receive groundwater from the City through EMWD; however, EMWD has indicated that water reliability to the proposed Project would be adequate through at least 2040. Implementation of the proposed Project would not conflict or obstruct water quality control plans or sustainable groundwater management plans. Impacts would be **less than significant** and no mitigation measures are required**.**

5.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

5.11.1 Impact Analysis

a. Would the Project physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. For instance, the construction of an interstate highway or railroad track through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The Project site is in an urban area of Menifee that is developing in accordance with the Menifee General Plan Land Use Map. The Project site is surrounded by residential, commercial storage, and park uses. The site is currently vacant and would be developed with a mixed-use project that would include a residential, daycare, and office component. Improvements would only occur on the Project site and no infrastructure improvements would need to be made off-site to serve the proposed Project. The proposed Project would not require the construction of any new infrastructure that would divide an established community and would not remove any means of access to existing uses in the City. The proposed Project would not result in a physical division of an established community or adversely affect the continuity of land use patterns in the vicinity. **No impact** would occur and no mitigation measures are required.

b. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The City of Menifee General Plan Land Use Map designates the site as Economic Development Corridor (EDC) and the City's Zoning Map identifies the Project site as Economic Development Corridor-Newport Road (EDC-NR). The EDC-NR zoning designation is intended to provide neighborhood-oriented commercial uses that support the adjacent residential development to the north and south. Business park, office, or residential uses are envisioned along Bradley Road, to provide a buffer between the commercial corridor and a logical transition to the adjacent single-family residential neighborhoods to the north.[39] The EDC-NR zoning designation allows multifamily residential units and child-daycare uses with a Conditional Use Permit (CUP), which

[39] City of Menifee, Zoning Code, Title 9 Planning and Zoning, https://www.cityofmenifee.us/DocumentCenter/View/9188/Final-Zoning-Ordinance?bidId= (accessed April 23, 2021), page 124.

the Project applicant intends to apply for as part of the proposed Project. The EDC-NR zoning designation allows buildings to a height of 45 feet, a maximum Floor Area Ratio of 1.0, and a landscaped open space requirement of at least 10 percent of the Project site.

The proposed Project would include development of nine buildings housing 234 multifamily residential units, a 21,310-square foot office building, and an 8,250-square foot building that will be occupied by a childcare center. Building heights will range between 28 feet to 45 feet on the Project site and 33.1 percent of the Project site will be covered by buildings. The Project will include 341 parking stalls for the residential units and 97 parking stalls for the office and childcare uses, resulting in a surface parking lot with a total of 438 parking stalls (429 parking stalls are required based on standards for EDC-NR zones in the City's Zoning Code).

It should be noted that, according to CEQA, policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this environmental document under specific topical sections. The proposed Project would not result in any direct physical impacts that cannot be mitigated to a less than significant level.

Although the proposed Project would require CUPs for development of the multifamily residential and child daycare components, the proposed Project would not substantially conflict with the intent of the City's General Plan Land Use or Zoning Regulations. Therefore, the proposed Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and this impact would be **less than significant**. No mitigation measures are required.

5.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

5.12.1 Impact Analysis

a. Would the Project 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?

No Impact. The Surface Mining and Reclamation Act (SMARA) of 1975 established classification of lands that have the potential to generate mineral resources. SMARA's classification system for such lands was established as four Mineral Resource Zones (MRZs) as follows:

- **MRZ-1:** These are areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.
- **MRZ-2:** These are areas where the available geologic information indicates that there are significant mineral deposits or that there is a likelihood of significant mineral deposits. However, the significance of the deposit is undetermined.
- **MRZ-3:** These are areas where the available geologic information indicates that mineral deposits are inferred to exist; however, the significance of the deposit is undetermined.
- **MRZ-4:** These are areas where there is not enough information available to determine the presence or absence of mineral deposits.

The proposed Project site is not located on land designated as an MRZ pursuant to SMARA of 1975.[40] Historical aerial images of the Project site as far back as 1967 show the site as being vacant except for rock outcroppings and natural vegetation. No mining activities are known to have occurred on the Project site in recent history. Implementation of the proposed Project would not 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. **No impact** would occur and no mitigation measures are required.

[40] California Department of Conservation, California Geologic Survey Information Warehouse: Mineral Land Classification, Special Report 221 Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Map. Website: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/ (accessed April 23, 2021).

b. Would the Project 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?

No Impact. As identified above in 5.12 (a), the Project site is not on land designated as an MRZ pursuant to the SMARA of 1975. The Project site has never been historically used a mineral resource mining site and the City of Menifee General Plan Land Use Map does not identify the site as an area for mineral resource recovery. Implementation of the proposed Project would not 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. **No impact** would occur and no mitigation measures are required.

5.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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 2 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?	☐	☐	☐	☒

The information and analysis in this section is based, in part, on *Boulders Noise and Vibration Impact Analysis* report, LSA, April 28, 2021 (**Appendix I**). The following provides an overview of the characteristics of sound and vibration, the regulatory framework that applies to noise and vibration pertaining to the proposed Project, and the existing noise and vibration conditions in the Project area.

Characteristics of Sound

Sound is increasing to such disagreeable levels in the environment that it can threaten quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound; it describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurements of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), are measured on a logarithmic scale, which is a scale based on powers of 10.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing

the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment; however, line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category, audible impacts, refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because these levels have been found to be barely perceptible in exterior environments. The second category, potentially audible impacts, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear (the threshold of pain). A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

Fundamentals of Vibration

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Outdoors, the motion may be discernible, but without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items sitting on shelves or hanging on walls, or a low frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 vibration velocity decibels (VdB) or less. This is an order of magnitude below the damage threshold for normal buildings. Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Groundborne vibration and noise from these sources are usually localized to areas within approximately 100 feet from the vibration source, although there are examples of groundborne vibration causing interference out to distances greater than 200 feet.[41] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that groundborne vibration from street traffic will not exceed the impact criteria; however, both construction of a project and freight train operations on railroad tracks could result in groundborne vibration that may be perceptible and annoying.

Groundborne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than groundborne noise. Groundborne vibration has the potential to disturb people and damage buildings. Although it is very rare for train-induced groundborne vibration to cause cosmetic building damage, it is not uncommon for heavy-duty construction processes (e.g., blasting and pile driving) to cause vibration of sufficient amplitudes to damage nearby buildings. Groundborne vibration is usually measured in terms of vibration velocity, either the root mean-square (RMS) velocity or peak particle velocity (PPV). The RMS velocity is best for characterizing human

[41] Federal Transit Administration. 2018. *Transit Noise and Vibration Impact Assessment Manual*. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf.

response to building vibration, and PPV is used to characterize potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as the following:

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where L_v is the VdB, V is the RMS velocity amplitude, and V_{ref} is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States. Factors that influence groundborne vibration and noise include the following:

- **Vibration Source:** Vehicle suspension, wheel types and condition, railroad track/roadway surface, railroad track support system, speed, transit structure, and depth of vibration source.
- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth.
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption.

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of groundborne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with groundborne vibration indicates the following: (1) vibration propagation is more efficient in stiff, clay soils than in loose, sandy soils; and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in groundborne vibration problems at large distances from a railroad track. Factors including layering of the soil and the depth to the water table can have significant effects on the propagation of groundborne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

Regulatory Setting

Federal Transit Administration

Vibration standards included in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* are used in this analysis for groundborne vibration impacts on human annoyance. **Table 5.13.A: Interpretation of Vibration Criteria for Detailed Analysis** provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

The criteria for environmental impact from groundborne vibration and noise are based on the maximum levels for a single event. **Table 5.13.B: Construction Vibration Damage Criteria** lists the potential vibration building damage criteria associated with construction activities, as suggested in the *Transit Noise and Vibration Impact Assessment Manual*. These FTA guidelines show that a vibration level of up to 102 VdB (equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 5.13.A: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Maximum L_v (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar area not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but groundborne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table C, page 7.
Notes: [1] As measured in ⅓-octave bands of frequency over the frequency range 8 to 80 Hz. L_v = velocity in decibels; VdB = vibration velocity decibels; Hz = hertz

Table 5.13.B: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)	Approximate L_V (VdB)[1]
Reinforced concrete, steel, or timber (no plaster)	0.50	102
Engineered concrete and masonry (no plaster)	0.30	98
Non-engineered timber and masonry buildings	0.20	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table C, page 7.

[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.

µin/sec = microinches per second
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

City of Menifee Noise Element of the General Plan

The Noise Element of the City's General Plan[42] lists the Goals and Policies required to meet the City's noise-related goals. The following lists the applicable goals and policies for the Project.

- **Goal N-1:** Noise-sensitive land uses are protected from excessive noise and vibration exposure.
  - **Policy N-1.7:** Mitigate exterior and interior noises to the levels listed in **Table 5.13.C: Stationary Source Noise Standards** to the extent feasible, for stationary sources adjacent to sensitive receptors.

Table 5.13.C: Stationary Source Noise Standards

Land Use	Period	Interior	Exterior
Residential	10:00 PM to 7:00 AM	40 dBA L_{eq} (10-minute)	45 dBA L_{eq} (10-minute)
	7:00 AM to 10:00 PM	55 dBA L_{eq} (10-minute)	65 dBA L_{eq} (10-minute)

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table F, page 8.
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level

[42] City of Menifee 2018.

- **Policy N-1.13:** Require new development to minimize vibration impacts to adjacent uses during demolition and construction.
- **Policy N-1.17:** Prevent the construction of new noise-sensitive land uses within airport noise impact zones. New residential land uses within the 65 dBA CNEL contours of any public-use or military airports, as defined by the Riverside County Airport Land Use Commission, shall be prohibited.

City of Menifee Noise Municipal Code

Section 8.01.010 of the City's Municipal Code[43] permits any construction within the City located within 0.25 mile from an occupied residence Monday through Saturday between the hours of 6:30 a.m. and 7:00 p.m., except on nationally recognized holidays. No construction shall be permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.

City of Menifee Development Code

Section 9.215.060(B)(10) of the City's Development Code exempts sound emanating from heating and air conditioning equipment in proper repair. Section 9.215.060(C) of the City's Development Code allows exceptions to be requested from the standards set forth in Section 9.215.060 of the City's Development Code and may be characterized as construction-related, single-event, or continuous-events exceptions:

- Private construction projects, with or without a building permit, located 0.25 mile or more from an inhabited dwelling.
- Private construction projects, with or without a building permit, located within 0.25 mile from an inhabited dwelling, shall be permitted Monday through Saturday, except on nationally recognized holidays, 6:30 a.m. to 7:00 p.m., or as specified in Section 8.01.010 of the Municipal Code. There shall be no construction permitted on Sunday or nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.
- Construction-related exceptions. If construction occurs during off hours or exceeds noise thresholds, an application for a construction-related exception shall be made using the temporary use application provided by the Community Development Director in Chapter 9.110 of the City's Development Code. For construction activities on Sunday or nationally recognized holidays, Section 8.01.010 of the Municipal Code shall prevail.

Section 9.215.060(D) of the City's Development Code prohibits the creation of any sound on any property that causes the exterior and interior sound level on any other occupied property to exceed the noise standards shown above in **Table 5.13.C**. Section 9.215.070 of the City's Development Code[44] requires that all uses shall be operated so as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an

43 City of Menifee 2020.
44 City of Menifee 2020.

adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains, and temporary construction is exempted from this standard.

Existing Conditions

The primary existing noise sources in the Project area are transportation facilities. Traffic on Newport Road, Berea Road, Normandy Road, and other local streets contributes to the ambient noise levels in the Project vicinity. Noise from motor vehicles is generated by engines, the interaction between the tires and the road, and the vehicles' exhaust systems. Other sources of noise in the Project area that contribute to the existing noise environment include commercial activity to the west and park activities to the south. Existing land uses within the Project area include residences, a park, vacant land, and commercial uses. Single-family residences are located north, east, and southwest of the Project site. Vacant land, Spirit Park, and a storage facility are located east, south, and west, respectively, of the Project site.

In order to determine the existing ambient noise level in the Project area three short-term (20 minutes each) and one long-term noise level measurements were taken on March 16 and March 16–17, 2021, respectively. During the short-term measurements, average equivalent continuous sound levels ranged from 45.8 to 64.6 dBA L_{eq} and the maximum instantaneous noise levels ranged from 63.8 to 85.4 dBA L_{max}. During the long-term measurement, the calculated noise level was 60.5 dBA CNEL.

As noted above, traffic from the existing circulation system near the Project site is the primary noise contributor in the area. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA 1977; FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions along roadway segments in the Project vicinity. The modeling indicated existing traffic noise levels along Newport Road are moderately high, with the 70, 65, and 60 dBA CNEL distances extending up to 111 feet, 223 feet, and 472 feet, respectively, from the roadway centerline. The modeling also indicated, existing traffic noise levels along Berea Road are low, with the 70 and 65 dBA CNEL distances confined within the roadway right-of-way while the 60 dBA CNEL distance extends up to 68 feet from the roadway centerline.

5.13.1 Impact Analysis

a. Would the Project result in 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?

Less Than Significant Impact. The following discussion analyses whether noise generated by the proposed Project during construction and operational activities would generate a substantial temporary or permanent ambient noise level increase above applicable standards.

Construction Noise Impacts

Two types of short-term noise impacts would occur during Project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the Project site and would incrementally raise noise levels on access roads leading to the site. The pieces of construction equipment for construction activities would move on site, would remain for

the duration of each construction phase, and would not add to the daily traffic volume in the Project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA), the effect on longer-term (hourly or daily) ambient noise levels would be small because the number of hourly/daily construction-related vehicle trips is small compared to the existing hourly/daily traffic volume on Newport Road and Berea Road.

The building construction phase would generate the most trips out of all of the construction phases, at 312 trips per hour and 624 trips per day based on the results of the California Emissions Estimator Model in the Project's Air Quality and Greenhouse Gas Emissions Analysis. Roadways that would be used to access the Project site are Newport Road and Berea Road. Based on Table J of the Air Quality and Greenhouse Gas Emissions Analysis, Newport Road and Berea Road have estimated existing hourly/daily traffic volumes of 3,736/37,363 and 714/7,146, respectively, near the Project site. Based on the maximum daily trips generated by construction-related traffic, construction-related traffic would increase noise by up to 1.6 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, no short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the Project site would occur and no noise-reduction measures would be required.

The second type of short-term noise impact is related noise generated from construction activities. The Project anticipates site preparation and grading, building construction, paving, and architectural coating phases of construction. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Typical noise levels range up to 88 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation and grading phase tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front-end loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders.

Project construction is expected to require the use of graders, bulldozers, and water trucks/pickup trucks. Noise associated with the use of each type of construction equipment for the site preparation and grading phase is estimated to be between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 feet from the active construction area. The maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 feet. Each bulldozer would generate approximately 85 dBA L_{max} at 50 feet. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 feet from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 88 dBA L_{max} at a distance of 50 feet from the active construction area.

In addition to standard construction equipment during the site preparation and grading phase, the Project would require the use of two rock crushers and two pneumatic hammers to remove boulders and bedrock on the Project site. It is estimated that each rock crusher and pneumatic hammer would generate a noise level of 85 dBA L_{max}, similar to a rock drill and jackhammer.

Table 5.13.D: Summary of Construction Noise Levels shows the combined construction noise level at each of the adjacent land uses to the Project site based on standard construction equipment during the site preparation and grading phase with the use of rock crushers and pneumatic hammers.

Table 5.13.D: Summary of Construction Noise Levels

Land Use	Direction	Activity	Reference Noise Level at 50 feet (dBA L_{max})	Distance[1] (feet)	Distance Attenuation (dBA)	Noise Level (dBA L_{max})	Combined Noise Level (dBA L_{max})
Residence	North	Standard Construction Equipment	88	38	-2	90	91
		Rock Crushing	88[2]	340	17	71	
		Pneumatic Hammer	88[3]	255	14	74	
Residence	East	Standard Construction Equipment	88	650	22	66	70
		Rock Crushing	88[2]	870	25	63	
		Pneumatic Hammer	88[3]	650	22	66	
Park	South	Standard Construction Equipment	88	40	-2	90	93
		Rock Crushing	88[2]	255	14	74	
		Pneumatic Hammer	88[3]	40	-2	90	
Residence	Southwest	Standard Construction Equipment	88	170	11	77	78
		Rock Crushing	88[2]	545	21	67	
		Pneumatic Hammer	88[3]	575	21	67	
Storage Facility	West	Standard Construction Equipment	88	35	-3	91	91
		Rock Crushing	88[2]	400	18	70	
		Pneumatic Hammer	88[3]	465	19	69	

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table L, page 15.

[1] For standard construction equipment, the distance is from the Project construction boundary to the adjacent property line. For rock crushers and pneumatic hammers, the distance is from the equipment to the adjacent property line.

[2] Two rock crushers each generating a noise level of 85 dBA L_{max} would be 88 dBA L_{max}.

[3] Two pneumatic hammers each generating a noise level of 85 dBA L_{max} would be 88 dBA L_{max}.

dBA = A-weighted decibel

L_{max} = maximum instantaneous noise level

As shown in **Table 5.13.D**, adjacent land uses to the Project site would experience short-term construction noise levels of 78 to 93 dBA L_{max}. Ambient noise levels at the closest residential property line north of the Project site range between 70.2 and 86.0 dBA L_{max} based on the long-term noise level measurement conducted at the site. Although the noise generated by Project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once Project construction is completed. The Project would be required to comply with the construction hours allowed under the City's Municipal Code Noise Ordinance, and the best construction practices identified below, incorporated into the Project as conditions of approval would minimize construction noise:

- The construction contractor shall limit construction activities to between the hours of 6:30 a.m. and 7:00 p.m. on Monday through Saturday. No construction shall be permitted outside these hours, on Sunday, or on nationally recognized holidays unless approval is obtained from the City Building Official or City Engineer.
- During all Project site excavation and grading, the Project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the Project site during all Project construction.
- The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the Project site.

With the measures identified above, incorporated as conditions of Project approval, impacts associated with construction noise would be **less than significant**. No mitigation measures would be required.

Operational Noise Impacts

Traffic Noise. The guidelines included in the *FHWA Highway Traffic Noise Prediction Model* (FHWA RD-77-108) were used to evaluate highway traffic-related noise conditions along roadway segments in the Project vicinity, once the Project was developed and operational. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing (2021) and opening year cumulative (2023) average daily traffic (ADT) volumes were obtained from the Project's traffic study and the standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. **Table 5.13.E: Existing (2021) Traffic Noise Levels Without and With Project** shows the existing 2021 traffic noise levels without and with the Project along roadways in the Project vicinity. **Table 5.13.F: Opening Year Cumulative (2023) Traffic Noise Levels Without and With Project** shows the opening year cumulative 2023 traffic noise levels without and with the Project along roadways in the Project vicinity.

Tables 5.13.E and **5.13.F** show that the Project-related traffic noise would increase by up to 2.8 dBA, except for Berea Road between Project Driveway 2 and Normandy Road, which would have a Project-related traffic noise increase of 3.2 dBA. Although the Project-related traffic noise increase along Berea Road between Project Driveway 2 and Normandy Road would be perceptible to the human ear

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Table 5.13.E: Existing (2021) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Pelion Road east of Berea Road	384	<50	<50	<50	46.6	480	<50	<50	<50	47.5	0.9
Dorval Court east of Berea Road	354	<50	<50	<50	46.2	544	<50	<50	<50	48.1	1.9
Berea Road south of Dorval Court	1,084	<50	<50	<50	52.9	1,370	<50	<50	<50	54.0	1.1
Berea Road between Project Driveway 2 and Normandy Road	1,209	<50	<50	<50	53.4	2,451	<50	<50	<50	56.5	3.1
Berea Road between Normandy Road and Newport Road	7,146	<50	<50	68	60.4	8,674	<50	<50	76	61.2	0.8
Park City Avenue west of Murrieta Road	684	<50	<50	<50	49.1	780	<50	<50	<50	49.6	0.5
Lazy Creek Road west of Murrieta Road	1,534	<50	<50	<50	52.6	1,724	<50	<50	<50	53.1	0.5
Newport Road between Berea Road and Murrieta Road	38,760	111	223	472	71.2	39,716	113	226	479	71.3	0.1
Newport Road between Murrieta Road and Evans Road	37,363	109	218	460	71.0	38,127	110	220	467	71.1	0.1
Newport Road between Evans Road and Winter Hawk Road	38,426	111	222	469	71.2	39,094	112	224	474	71.2	0.0
Newport Road between Winter Hawk Road and Bradley Road	37,763	110	219	464	71.1	38,337	110	221	468	71.1	0.0

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table O, page 20.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

Table 5.13.F: Opening Year Cumulative (2023) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions
Pelion Road east of Berea Road	399	<50	<50	<50	46.7	495	<50	<50	<50	47.7	1.0
Dorval Court east of Berea Road	368	<50	<50	<50	46.4	702	<50	<50	<50	49.2	2.8
Berea Road south of Dorval Court	1,127	<50	<50	<50	53.1	1,557	<50	<50	<50	54.5	1.4
Berea Road between Project Driveway 2 and Normandy Road	1,257	<50	<50	<50	53.6	2,643	<50	<50	<50	56.8	3.2
Berea Road between Normandy Road and Newport Road	7,432	<50	<50	69	60.5	9,628	<50	<50	82	61.7	1.2
Park City Avenue west of Murrieta Road	711	<50	<50	<50	49.2	807	<50	<50	<50	49.8	0.6
Lazy Creek Road west of Murrieta Road	1,595	<50	<50	<50	52.8	1,929	<50	<50	<50	53.6	0.8
Newport Road between Berea Road and Murrieta Road	40,310	114	228	484	71.4	44,476	120	243	517	71.8	0.4
Newport Road between Murrieta Road and Evans Road	38,858	111	223	473	71.2	44,172	120	242	514	71.8	0.6
Newport Road between Evans Road and Winter Hawk Road	39,963	113	227	481	71.3	46,669	123	251	533	72.0	0.7
Newport Road between Winter Hawk Road and Bradley Road	39,274	112	225	476	71.3	45,504	122	247	525	71.9	0.6

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table P, page 21.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel
ft = foot/feet

in an outdoor environment, traffic noise levels along Berea Road would remain low, with the 60 dBA CNEL distance confined within the roadway right-of-way. Therefore, no traffic noise impacts from Project-related traffic on off-site sensitive receptors would occur. Impacts would be **less than significant** and no mitigation measures are required.

Stationary Noise Impacts. Heating, ventilation, and air conditioning (HVAC) equipment; parking lot activity; and playground noise associated with the Project would potentially affect the existing off-site sensitive land uses. The following provides a detailed noise analysis and discussion of each stationary noise source.

HVAC Equipment: The Project would include rooftop HVAC units with 3- to 4-foot-high parapets associated with the multifamily residential unit buildings, office building, and child daycare building. The HVAC equipment could operate 24 hours a day. Each residential HVAC unit would generate a noise level of 39.1 dBA at 50 feet, and each office and daycare HVAC unit would generate a noise level of 44.4 dBA at 50 feet. Section 9.215.060(B)(10) of the City's Development Code[45] exempts sound emanating from heating and air conditioning equipment in proper repair. Therefore, no noise impacts from on-site HVAC equipment would occur. Impacts would be **less than significant** and no mitigation measures are needed.

Parking Lot Activity: The Project would include surface parking on the south-side Project site between the office building and the daycare building. Noise generated from parking lot activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. Representative parking activities would generate approximately 60 to 70 dBA L_{max} at 50 feet. It is assumed that parking activities would generate the maximum noise level for a cumulative period of 30 minutes in any hour and that parking activities would generate a noise level of 57 to 67 dBA L_{eq} at 50 feet. The proposed three-story multifamily residential buildings would be 45 feet in height and would provide shielding resulting in a minimum noise reduction of 10 dBA for the residences north of the Project site. Also, the proposed one-story child daycare building would be 18 feet in height and would provide a minimum noise reduction of 5 dBA for the residences east of the Project site due to shielding. Noise generated by the surface parking lot would not exceed indoor/outdoor noise level thresholds at off-site sensitive receptors. Impacts would be **less than significant** and no mitigation measures are required.

Playground Noise: The Project would include a playground associated with the daycare building on the southeast side of the site. Noise generated at the playground would include children conversing, children playing, and shouting that would potentially affect off-site adjacent land uses. Normal human conversations generate a noise level of 65 dBA L_{max} at 3 feet. Noise levels from continuous talking for 1 hour at 65 dBA L_{max} would be equivalent to 65 dBA L_{eq}. Shouting generates noise levels of 90 dBA L_{max} at 3 feet. Noise levels from shouting at 90 dBA L_{max} are intermittent and would be equivalent to 79 dBA L_{eq}, assuming that the shouting would occur for a cumulative period of 5 minutes in any hour. Based on the daycare capacity of 120 children, it is assumed that there would be up to 60 children conversing and 60 children shouting. The proposed 45-foot-high, three-story multifamily residential buildings would provide shielding resulting in a minimum noise reduction of 5 dBA for the residences north of the Project site. The 6-foot-high perimeter wall surrounding the playground would provide a

45 City of Menifee 2020.

minimum noise reduction of 5 dBA for the residences east of the Project site. Also, the proposed 18-foot-high one-story child daycare building would provide a minimum noise reduction of 5 dBA for the residences southwest of the Project site. Noise generated by the playground activity would not exceed indoor/outdoor noise level thresholds at off-site sensitive receptors. Impacts would be **less than significant** and no mitigation measures are required.

Stationary Noise Impacts Summary: **Table 5.13.G: Stationary Noise Levels** shows the individual and combined stationary noise from parking lot activity and playground noise at each residential property line. The interior noise level was calculated based on windows and doors closed, which would have an exterior-to-interior noise reduction of 24 dBA (EPA 1978). As shown in **Table 5.13.G**, the stationary noise generated from the Project's parking lot activity and playground noise would not exceed the City's daytime exterior and interior noise standards of 65 dBA L_{eq} (10-minute) and 55 dBA L_{eq} (10-minute), respectively. The City's nighttime exterior and interior noise standards would not be exceeded because the office building and daycare building would not operate during nighttime hours.

Table 5.13.G: Stationary Noise Levels

Land Use	Direction	Activity	Exterior Noise Level (dBA L_{eq})	Combined Exterior Noise Level (dBA L_{eq})	Combined Interior Noise Level (dBA L_{eq})
Residential	North	Parking Lot Activity	36.5	47.6	23.6
		Playground Noise	47.2		
Residential	East	Parking Lot Activity	38.2	46.0	22.0
		Playground Noise	45.2		
Residential	Southwest	Parking Lot Activity	51.2	52.2	28.2
		Playground Noise	45.3		

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table S, page 23.
dBA = A-weighted decibel L_{eq} = equivalent continuous sound level

Noise generated by the stationary noise sources would not exceed indoor/outdoor noise level thresholds at off-site sensitive receptors. Impacts would be **less than significant** and no mitigation measures are required.

b. Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Although vibration levels generated from short-term construction are exempted from Section 9.215.070 of the City's Development Code, vibration levels generated from short-term construction were evaluated for the level of human annoyance and potential for building damage. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for building damage using vibration levels in PPV (in/sec). Vibration levels calculated in RMS velocity are best for characterizing human response to building vibration, whereas vibration levels in PPV are best for characterizing damage potential. The FTA guidelines indicate that a vibration level up to 102 VdB (equivalent to 0.5 PPV [in/sec]) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 PPV [in/sec]). For a fragile building, the construction vibration damage criterion is 90 VdB (0.12 PPV [in/sec]).

Outdoor site preparation and grading for the Project are expected to require the use of a large bulldozer and loaded trucks, which would generate groundborne vibration levels of up to 87 VdB (0.089 PPV [in/sec]) and 86 VdB (0.076 PPV [in/sec]), respectively, when measured at 25 feet. In addition, the Project is expected to require the use of rock crushers and pneumatic hammers to remove boulders and bedrock on the southeast portion of the Project site. Rock crushers would not generate vibration levels, while the pneumatic hammers would generate vibration levels similar to jackhammers, which would generate groundborne vibration levels of 79 VdB (0.035 PPV [in/sec]) when measured at 25 feet.

Table 5.13.H: Summary of Construction Vibration Levels lists the projected vibration levels from various construction equipment expected to be used on the Project site to the closest buildings in the Project vicinity. As shown in **Table 5.13.H**, the closest structures are residences to the north and the storage facility to the west and would experience a vibration level of 75 VdB (0.021 PPV [in/sec]). This vibration level would not result in community annoyance because the vibration level would not exceed the FTA's community annoyance threshold of 78 VdB for daytime residences and 84 VdB for the storage facility, which is not as sensitive to vibration.

Table 5.13.H: Summary of Construction Vibration Levels

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 feet		Distance to Structure (feet)	Maximum Vibration Level	
			VdB	PPV (in/sec)		VdB	PPV (in/sec)
Residential	North	Large Bulldozer	87	0.089	65	75	0.021
		Loaded Truck	86	0.076	65	74	0.018
		Pneumatic Hammer[1]	79	0.035	285	47	0.001
Residential	East	Large Bulldozer	87	0.089	185	61	0.004
		Loaded Truck	86	0.076	185	60	0.004
		Pneumatic Hammer[1]	79	0.035	600	38	0.000
Park	South	Large Bulldozer	87	0.089	300	55	0.002
		Loaded Truck	86	0.076	300	54	0.002
		Pneumatic Hammer[1]	79	0.035	395	43	0.001
Residential	Southwest	Large Bulldozer	87	0.089	655	44	0.001
		Loaded Truck	86	0.076	655	43	0.001
		Pneumatic Hammer[1]	79	0.035	655	36	0.000
Storage Facility	West	Large Bulldozer	87	0.089	65	75	0.021
		Loaded Truck	86	0.076	65	74	0.018
		Pneumatic Hammer[1]	79	0.035	510	40	0.000

Source: LSA, The *Boulders Noise and Vibration Impact Analysis*, Table N, page 18.
Note: The FTA-recommended building damage threshold is 94 VdB (0.2 PPV [in/sec]) for buildings constructed of non-engineered timber and masonry.
[1] Vibration levels generated from a pneumatic hammer would be similar to a jackhammer.
FTA = Federal Transit Administration
in/sec = inches per second
PPV = peak particle velocity
VdB = vibration velocity decibels

In addition, this vibration level would not have the potential to affect the residential buildings immediately to the north and the storage facility buildings to the west because vibration levels would not exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]) for buildings constructed of non-engineered timber and masonry. Other nearby buildings are farther away and would experience lower vibration levels.

The Project would not generate vibration once it is developed and the site is occupied. In addition, vibration levels generated from Project-related traffic on the adjacent roadways (Newport Road, Berea Road, Pelion Road, Dorval Court, Park City Avenue, and Lazy Creek Road) are exempt based on Section 9.215.070 of the City's Development Code.

Overall, implementation of the proposed Project would not generate groundborne vibration or groundborne noise levels that would exceed human annoyance or building damage thresholds. Impacts would be **less than significant** and no mitigation measures would be required.

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 2 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?

No Impact. The public French Valley Airport, located at 37600 Sky Canyon Drive in Murrieta, is the closest public airport to the site (approximately 8.7 miles to the southeast). The private Perris Valley Airport, located at 2091 Goetz Road in Perris, is the closest private airport to the site (approximately 4.9 miles to the north). The noise compatibility contours for French Valley Airport and Perris Valley Airport in the *Riverside County Airport Land Use Compatibility Plan* show that the Project site is outside the 55 dBA CNEL noise contour for both airports. Implementation of the proposed Project would therefore not expose people residing or working in the Project area to excessive airport-related noise levels. **No impact** would occur and no mitigation measures are required.

5.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

5.14.1 Impact Analysis

a. Would the Project 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)?

Less Than Significant Impact. The proposed Project is a mixed-use development consisting of a multifamily residential component, an office building component, and a building that will be occupied by a childcare business. The multifamily residential component would include the development of 234 units, which is estimated to add 679 residents[46] to the City of Menifee's existing population. The office building component and childcare business building component is anticipated to generate 64 employees. The City of Menifee General Plan Land Use Element provides residential density standards for the Economic Development Corridor (EDC) land use designation, permitting a maximum of 24 dwelling units per acre. The proposed Project would be consistent with the EDC residential standards as it would develop 23.1 residential units per acre on the site (234 units ÷ 10.14-acre parcel). As such, implementation of the proposed Project is consistent with planned growth within the City of Menifee.

The Project is in a developing urban area of Menifee and would not induce substantial population growth, as the addition of 234 multifamily residential units represents 0.45 percent of the projected 51,200 housing units anticipated by 2045 in the SCAG *Connect So Cal Demographics and Growth Forecast Technical Report*. **Table 5.14.A: SCAG Population, Employment and Housing Projections** details the 2016 and 2045 population, employment and housing data for the City of Menifee, Riverside County, and the SCAG region.

SCAG's *Connect SoCal Report* establishes population, housing, employment and growth trends for the City of Menifee, Riverside County, and the SCAG Region. According to the *Connect SoCal Report*, the forecast population for the County of Riverside in 2045 is 3,252,000 residents. In 2016, the County of Riverside was reported to have a population of approximately 2,364,000 residents. Therefore, the forecast population for the County of Riverside would grow by approximately 880,000 residents between 2016 and 2045. Based on an anticipated increase of 679 residents, Project population

[46] California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, 1/1/20, website: https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed April 26, 2021). 2.90 persons per household × 234 units = 678.6 or 679 residents.

generation would account for 0.08 percent of the population growth forecast by SCAG in the County of Riverside between 2016 and 2045. SCAG foresees that population would increase in the City of Menifee and region over the next 24 years, and the anticipated rate of population growth in the City (1.4 percent annually) is roughly similar to that of Riverside County (1.3 percent annually). Overall, the generation of 679 residents due to Project implementation is consistent with and accounted for in the anticipated growth of Menifee, Riverside County, and the SCAG Region between 2016 and 2045.

Table 5.14.A: SCAG Population, Employment and Housing Protections

	2016			2045		
	Population	**Employment**	**Housing**	**Population**	**Employment**	**Housing**
City of Menifee	89,600	13,800	30,500	129,800	29,200	51,200
Riverside County	2,364,000	743,000	716,000	3,252,000	1,103,000	1,086,000
SCAG Region	18,832,000	8,389,000	6,012,000	22,504,000	10,049,000	7,633,000

Source: Southern California Association of Governments (SCAG), Current Context Demographics and Growth Forecast, Technical Report, Tables 13 and 14, Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579 (accessed April 27, 2021).

Implementation of the proposed Project would be site specific and no off-site improvements (e.g., development of a new road or installation of off-site utility improvements) would occur. As such, the proposed Project would not indirectly induce growth in the City of Menifee, Riverside County, or the SCAG Region.

Overall, the proposed Project would not induce substantial direct or indirect unplanned population growth in the City of Menifee, Riverside County, or the SCAG Region. Impacts would be **less than significant** and no mitigation measures are required.

b. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is currently vacant (undeveloped) and has been vacant as far back as 1938.[47] Housing does not exist on the site; as such, implementation of the proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **No impact** would occur and no mitigation measures are required.

[47] South Shore Testing & Environmental, Inc., Phase I Environmental Site Assessment, APN 339-200-080, NEC of Berea Road and Heroes Court, Menifee, CA, page 11, April 22, 2020.

5.15 PUBLIC SERVICES

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

5.15.1 Impact Analysis

a. 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: (i) Fire protection? (ii) Police protection? (iii) Schools? (iv) Parks? (v) Other public facilities?

(i) Fire Protection. Fire suppression, emergency medical, and rescue services are provided to the Project area and the site by the Riverside County Fire Department (RCFD) through a contract with the City of Menifee. The City of Menifee is served by four RCFD fire stations within its jurisdiction:

- Sun City Station 7 is located at 28349 Bradley Road approximately 3.04 miles from the Project site. This station is equipped with two Type I Engines.
- Quail Valley Station 5 located at 28971 Goetz Road in Quail Valley approximately 2.6 miles from the Project site. This station is equipped with a Type I Engine.
- Menifee Lakes Station 76 is located at 28950 Menifee Road approximately 9 miles from the Project site. This station is equipped with a Type I Engine, Aerial Truck, and Urban Search and Rescue.
- Menifee Fire Station 68 is located at 26020 Wickerd Road approximately 2.8 miles from the Project site. This station is equipped with two Type I Engines.

Quail Valley Station 5 is the closest RCFD station to the Project site.

As the City of Menifee contracts with Riverside County for firefighting services, the County of Riverside sets service thresholds for each fire station within the RCFD service area. The County of Riverside determines the need for new fire stations through the following thresholds:

- One fire station is able to serve 2,000 residential units.
- One fire station is able to serve 3,500,000 square feet of commercial usage.
- One fire station is able to serve 3,500,000 square feet of industrial usage (which includes light industrial, heavy industrial, and business park).

Based on these thresholds, it is estimated that the existing four RCFD stations within Menifee are capable of serving 8,000 residential units and 14,000,000 square feet of commercial use. The City of Menifee currently has 32,859 residential units and 3,369,613 square feet of commercial use within its jurisdiction served by the four RCFD fire stations.[48] As such, the City of Menifee and RCFD currently falls short of an adequate supply of fire stations for the number of residential units currently developed in the City. According to the City of Menifee General Plan EIR, to accommodate buildout of the City, two additional fire stations are planned to be developed in the City, and a third in the south part of the City of Perris, described as follows:

- The Audie Murphy Ranch Development Project is in the process of dedicating a fire station site near the intersection of Goetz Road and Vista Way on the southwest City boundary, abutting the City of Canyon Lake.
- A station southeast of the intersection of Trumble Road and Mapes Road in the community or Romoland in Menifee that would serve parts of Perris and Menifee.
- A station near the intersection of Goetz Road and Ethanac Road in the City of Perris near the boundary between Perris and Menifee. This station would serve parts of Menifee and Perris.

Implementation of the proposed Project would include development of 234 residential units, a 21,310-square foot office building, and an 8,223-square foot building that will be occupied by a child daycare center. The Project, however, is consistent with the planned growth on the Project site, in accordance with the existing land use designation and zoning designation, set forth by the City's General Plan; as such, the proposed Project is accounted for in the need for fire service as the City is built out.

To offset incremental impacts to existing and future RCFD service, the applicant of the proposed Project would be required to pay Development Impact Fees (DIFs) to the RCFD for fire service as a condition of project approval. The DIFs paid to the RCFD would increase the capital funding available to develop new fire stations as needed to continue adequate service by the RCFD. The proposed Project would also be designed in compliance with the 2019 California Fire Code that was adopted by the City of Menifee through Municipal Code Chapter 8.20. The 2019 California Fire Code provides guidelines on fire hydrant size and outlet locations, building sprinkler system requirements, fire water flow requirements, building fire load occupancy requirements, vegetative clearance requirements around buildings, fire resistant construction materials, and, adequate circulation clearance for fire apparatus. Prior to approval of final building permits, the City of Menifee and RCFD representatives will review the Project plans to ensure that development on the site would occur in compliance of the 2019 California Fire Code. With payment of the DIFs and development of the proposed Project in

[48] City of Menifee General Plan Environmental Impact Report, Chapter 3 Environmental Setting, Table 3-1 Existing Land Use Statistics, pg. 3-11, September 2013.

compliance with the 2019 California Fire Code, the proposed Project would reduce impacts to fire service. The proposed Project, therefore, would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards. Impacts would be **less than significant** and no mitigation measures are required.

(ii) Police Protection. Prior to July 2020, the Riverside County Sheriff's Department provided police protection to the City of Menifee. As of July 2020, the City of Menifee established the Menifee Police Department, consisting of a patrol division, SWAT division, traffic division, and K9 division. The Menifee Police Department operates out of a facility located at 29714 Haun Road (approximately 2.43 miles from the Project site).

The proposed Project would increase law enforcement calls for service to the site as it would be developed on vacant land. The proposed Project includes development of 234 multifamily residential units in nine buildings, a 21,310-square foot office building, and an 8,223-square foot building that will be occupied by a child daycare center. It is anticipated that calls for law enforcement service would be similar on the site as calls for law enforcement for similar development within the City of Menifee. The proposed Project would implement Crime Prevention through Environmental Design (CPTED) techniques that would discourage and or reduce crime from occurring on site. Such CPTED techniques would include, but not be limited to, surface parking lot lighting, building façade lighting, low or see-through fencing/vegetation, design of areas that do not offer concealment, continued maintenance activities on the site, deadbolts/locks on building exterior doors, and perimeter retaining walls. The proposed Project would include a 6-foot-tall perimeter retaining wall on the eastern and northern sides of the site, exterior building lighting, appropriate vegetative landscaping, surface parking lot lighting, and deadbolts/locks on all building exterior doors, all considered CPTED, that would reduce on-site crime and thus reduce law enforcement calls for service to the site.

An incremental increase in law enforcement calls to the Project site could occur; however, such calls would be consistent to the types of calls the Menifee Police Department responds to at similar mixed-use developments in the City. Implementation of the Project would not degrade the Menifee Police Department's performance to the point that a new facility or expansion of an existing facility would be needed. Furthermore, as a condition of approval and in accordance with Chapter 8.02 Development Impact Fees of the Menifee Municipal Code, the Project applicant would pay DIFs, which would be used for capital improvements to the Menifee Police Department when required. The proposed Project, therefore, would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, new for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance standards. Impacts would be **less than significant** and no mitigation measures are required.

(iii.) Schools. The Project site is located in both the Menifee Union Elementary School District and Perris Union High School District. The Menifee Union School District had a 2020–2021 enrollment of

12,142 students (in 16 schools) and the Perris Union High School District had a 2020–2021 enrollment of 10,910 students (in 9 schools).[49,50]

The closest elementary school serving the Project site is Ridgemoor Elementary School located at 25455 Ridgemoor Road, approximately 0.76 mile from the site. Ridgemoor Elementary School had a 2020–2021 enrollment of 679 students. The closest middle school serving the Project site is Menifee Valley Middle School located at 26255 Garbani Road, approximately 2.5 miles from the site. The Menifee Valley Middle School had a 2020–2021 enrollment of 1,265 students and a capacity for 1,378 students; as such, this school is currently operating at below capacity conditions. The closest high school serving the Project site is Paloma Valley High School located at 31375 Bradley Road, approximately 2.4 miles from the site. Paloma Valley High School had a 2020–2021 enrollment of 3,311.

The proposed Project would include the development of 234 multifamily residential units (679 residents) that would generate students that would attend school in the Menifee Union Elementary School District and Perris Union High School District. It is anticipated that students generated by the proposed Project would attend Ridgemoor Elementary School, Menifee Valley Middle School, and Paloma Valley High School, as these three schools are the closest schools to the Project site. **Table 5.15.A: Student Generation Rates** shows the student generation rates for elementary schools, middle schools, and high schools, and the number of students that is estimated to be generated by the proposed Project.

Table 5.15.A: Student Generation Rates

Project Component	Elementary School		Middle School		High School	
	Student Generation Rate	Total Students	Student Generation Rate	Total Students	Student Generation Rate	Total Students
234 Multifamily Residential Units	0.1703	40	0.0795	19	0.0940	22

Source: City of Menifee General Plan Draft EIR, Chapter 5 Environmental Analysis Public Services, Tables 5.14-5 and 5.14-6, September 2012.

Based on the generation rates identified above in **Table 5.15.A**, 40 elementary school students, 19 middle school students, and 22 high school students are anticipated to be generated by the proposed Project. Based on the current enrollment at each of the three closest schools serving the site and their current seating capacity, the three schools are anticipated to adequately accommodate the new students generated by the proposed Project.

The Project applicant, in compliance with Senate Bill 50 (SB 50), would pay the appropriate school impact fees as a condition of project approval. Pursuant to Government Code Section 65995(3)(h),

[49] California Department of Education, Data Quest, 2020–2021 Enrollment by Ethnicity and Grade, Menifee Union Elementary, https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3367116&agglevel=district&year=2020-21 (accessed April 27, 2021).

[50] California Department of Education, Data Quest, 2020–2021 Enrollment by Ethnicity and Grade, Perris Union High School District, https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=3367207&agglevel=district&year=2020-21 (accessed April 27, 2021).

"the payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, planning, use or development of real property." As such, payment of school impact fees by the Project applicant would be considered adequate mitigation pertaining to potential impacts to schools. The proposed Project, therefore, would not result in substantial adverse physical impacts associated with the provision of new or physically altered education facilities, new for new or physically altered education facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance standards. Impacts would be **less than significant** and no mitigation measures are required.

(iv.) Parks. Parks in the City of Menifee are owned, operated, and maintained by either the City or the Valley Wide Recreation District (VWRD). The City of Menifee currently operates eight parks within the City totaling approximately 49.32 acres and the VWRD currently operates 19 parks (three community parks and 16 neighborhood parks) within the City totaling 149.4 acres. As such, the City of Menifee currently has an inventory of parks totaling 198.72 acres.[51] The Menifee General Plan identifies a standard of 5 acres of parkland per 1,000 residents. The closest park to the proposed Project is the 8.78-acre Spirit Park (located at 25507 Normandy Road) directly south of the site. The amenities at Spirit Park include two playgrounds/tot lots, three picnic shelters/gazebos, nine picnic tables, one restroom, one walking/fitness trail, two full basketball courts, two open fields, two tennis courts, and one sand volleyball court.

The proposed Project would develop 234 multifamily residential units in nine buildings on the site, a 21,310-square foot office building, and an 8,223-square foot building that would be occupied by a child daycare center. The proposed Project would also develop open space in the form of the following: 23,220 square feet of Private Open Space (in the form of balconies for the multifamily residential units), 14,480 square feet of active outdoor common space, 2,140 square feet of indoor common area open space, 37,440 square feet of passive open space, 1,230 square feet of mixed-use open space, and 6,000 square feet of daycare open space. The proposed Project would therefore develop a total of 87,510 square feet of open space (2.01 acres of open space). It should be noted that the open space developed by the proposed Project would be private and would not add to the inventory of parks in the City of Menifee. However, the open space uses within the proposed Project would reduce the use of City/VWRD-operated parks within the City as residents and employees of the Project would more likely use the on-site amenities first rather than going to a nearby park.

Pursuant to Chapter 7.75 Parkland Dedication and Fees of the City of Menifee Municipal Code, the applicant of the proposed Project would either have to dedicate parkland as part of the proposed Project or pay impact fees, which would go to capital improvements to Menifee/VWRD operated parks within the City. The Municipal Code would require the Project applicant to dedicate approximately 2.84 acres of park or recreational facility in order to be compliant with Chapter 7.75 of the City of Menifee Municipal Code.[52] The amount of open space and type being proposed by the Project applicant would not meet the 2.84-acre dedication requirement pursuant to Chapter 7.75 of

[51] City of Menifee Parks, Trails, Open Space and Recreation Master Plan, Pages 35 through 37, February 2016.

[52] Parkland dedication requirement based on the following formula: Average number of persons per unit (2.43 for Multifamily attached (five or more units) × 0.005 acre = acreage of parkland required per unit. 2.43 × 0.005 = 0.01215 acres per unit. 234 units × 0.01215 = 2.84 acres of park or recreational facility required to be dedicated.

the Menifee Municipal Code. As such, in lieu of the park dedication, the Project applicant would be able to pay development fees, pursuant to Chapter 7.75 of the City of Menifee Municipal Code that would be determined by the City and payable by the Project applicant prior to final plan approval. The development fees would be applied to capital improvement funds that would be used for City/VWRD park maintenance and new parkland development. The proposed Project, therefore, would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, new for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance standards. Impacts would be **less than significant** and no mitigation measures are required.

(v) Other Public Facilities. Development of the proposed Project would also increase demand for other public services, including libraries, community centers, and public healthcare facilities. Although the proposed Project would increase the City's population by 679 residents and generate 64 on-site employees, the proposed Project would not result in a substantial increase in the use of these facilities. The existing public facilities are not currently overused and have capacity to serve new demand; as such, the proposed Project would not require the development of new public facilities to adequately maintain service standards. Impacts would be **less than significant** and no mitigation measures are required.

5.16 RECREATION

	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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

5.16.1 Impact Analysis

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?

Less Than Significant Impact. The closest park to the proposed Project is the 8.78-acre Spirit Park (located at 25507 Normandy Road) directly south of the site. The amenities at Spirit Park include two playgrounds/tot lots, three picnic shelters/gazebos, nine picnic tables, one restroom, one walking/ fitness trail, two full basketball courts, two open fields, two tennis courts, and one sand volleyball court. The proposed Project would develop open space in the form of the following: 23,220 square feet of Private Open Space (in the form of balconies for the multifamily residential units), 14,480 square feet of active outdoor common space, 2,140 square feet of indoor common area open space, 37,440 square feet of passive open space, 1,230 square feet of mixed-use open space, and 6,000 square feet of daycare open space. The proposed Project would therefore develop a total of 87,510 square feet of open space (2.01 acres of open space). It should be noted that the open space developed by the proposed Project would be private and would not add to the inventory of parks in the City of Menifee. However, the open space uses within the proposed Project would reduce the use of City/VWRD-operated parks within the City as residents and employees of the Project would more likely use the on-site amenities first rather than going to a nearby park. The amount of open space and type being proposed by the Project applicant would not meet the 2.84-acre dedication requirement pursuant to Chapter 7.75 of the Menifee Municipal Code. As such, in lieu of the park dedication, the Project applicant would be able to pay development fees, pursuant to Chapter 7.75 of the City of Menifee Municipal Code that would be determined by the City and payable by the Project applicant prior to final plan approval. The development fees would be applied to capital improvement funds that would be used for City/VWRD park maintenance and new parkland development.

Overall, the proposed Project would 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. With payment of the development fees that would go toward capital improvements for parks operated by Menifee/VWRD or development of new parks, impacts would be **less than significant** and no mitigation measures are required.

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?

Less Than Significant Impact. As discussed above, the proposed Project would develop open space in the form of the following: 23,220 square feet of Private Open Space (in the form of balconies for the multifamily residential units), 14,480 square feet of active outdoor common space, 2,140 square feet of indoor common area open space, 37,440 square feet of passive open space, 1,230 square feet of mixed-use open space, and 6,000 square feet of daycare open space. The open space would be private and would mainly be used by residents, employees, and children in daycare on the Project site. The development of the proposed Project and the incorporated open space has been analyzed throughout this environmental document and has been determined that adverse physical effects on the environment would not occur due to such development on the site. The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Impacts would be **less than significant** and no mitigation measures are required.

5.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with *CEQA Guidelines* §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☒	☐

The discussion and analysis below based on *Boulders Project Vehicle Miles Traveled Analysis Memorandum,* LSA, May 7, 2021 (**Appendix J1**) and *Traffic Study, Boulders Mixed-Use Project,* LSA, July 2021 (**Appendix J2***).*

Impact Analysis

a. Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. This section discusses potential impacts to the circulation system, transit system, bicycle system, and pedestrian facilities in the City of Menifee.

Traffic Circulation

The *Traffic Study* (Study) was prepared for the proposed Project to assess the potential circulation impacts compared to existing Menifee circulation programs, ordinances, or policies. The Study examines traffic operations in the vicinity of the proposed Project under the following four scenarios: (1) Existing Conditions; (2) Existing plus Project Conditions; (3) Opening Year Cumulative (2023) without Project Conditions; and (4) Opening Year Cumulative (2023) with Project Conditions. The study area of the proposed Project includes 13 intersections and 11 roadway segments below:

Intersections

1. Goetz Road–Buckstone Lane/Railroad Canyon Road-Newport Road (Canyon Lake, Menifee);
2. Long Valley Lane/Newport Road (Menifee);
3. Derby Hill Drive/Newport Road (Menifee);
4. Berea Road/Dorval Court (Menifee);
5. Berea Road/Normandy Road (Menifee);
6. Berea Road-Murphy Ranch Road/Newport Road (Menifee);
7. Murrieta Road/Newport Road (Menifee);
8. Evans Road/Newport Road (Menifee);
9. Winter Hawk Road/Newport Road (Menifee);

10. Bradley Road/Newport Road (Menifee);
11. Berea Road/Project Driveway 1 (Menifee);
12. Berea Road/Champion Self-Storage Driveway-Project Driveway 2 (Menifee); and
13. Spirit Park Driveway-Project Driveway 3/Normandy Road (Menifee).

Roadway Segments

1. Pelion Road, east of Berea Road;
2. Dorval Court, east of Berea Road;
3. Berea Road, south of Dorval Court;
4. Berea Road, between Project Driveway 2 and Normandy Road;
5. Berea Road, between Normandy Road and Newport Road;
6. Park City Avenue, west of Murrieta Road;
7. Lazy Creek Road, west of Murrieta Road;
8. Newport Road, between Berea Road and Murrieta Road;
9. Newport Road, between Murrieta Road and Evans Road;
10. Newport Road, between Evans Road and Winter Hawk Road; and
11. Newport Road, between Winter Hawk Road and Bradley Road.

Study intersections analyzed in this section are under the jurisdictions of the City of Menifee and City of Canyon Lake, both of which use Level of Service (LOS) D as their minimum level of service criteria for intersections. At intersections and roadway segments in proximity of Interstate 215 in the City of Menifee, LOS E is accepted during peak hours. The City of Menifee Transportation Study Guidelines state that a project would not meet the LOS standard if the pre-project condition is at or better than the minimum acceptable LOS and the addition of project trips results in unacceptable LOS, or when the project adds 50 or more peak hour trips to an intersection already operating at unsatisfactory LOS.

The proposed Project, consisting of 234 multifamily residential units in nine buildings, a three-story 21,310-square foot office building, and 8,250-square foot child daycare building, is estimated to generate 203 net trips in the A.M. peak hour, 219 net trips in the P.M. peak hour, and 1,909 net daily trips. **Table 5.17.A: Intersection Existing Levels of Service** shows the levels of service for the 13 intersections under Existing without Project and Existing with Project scenarios.

As **Table 5.17.A** indicates, all of the study intersections would operate at acceptable levels of service under Existing without Project and Existing with Project conditions. **Table 5.17.B: Existing Roadway Segment Levels of Service** shows the levels of service for the 11 roadway segments under Existing without Project and Existing with Project scenarios.

As **Table 5.17.B** indicates, all the study roadway segments would operate at acceptable levels of service under Existing without Project and Existing with Project conditions. **Table 5.17.C: Intersection Opening Year Cumulative (2023) Levels of Service** shows the levels of service for the 13 intersections under Opening Year Cumulative (2023) without Project and Opening Year Cumulative (2023) with Project scenarios.

Table 5.17.A: Intersection Existing Level of Service

Intersection	Without Project				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
1. Goetz Road–Buckstone Lane/ Railroad Canyon Road-Newport Road (Canyon Lake, Menifee)	22.8	C	30.5	C	22.9	C	30.7	C
2. Long Valley Lane/Newport Road (Menifee)	3.5	A	3.5	A	3.6	A	3.5	A
3. Derby Hill Drive/Newport Road (Menifee)	10.4	B	9.1	A	10.4	B	9.1	A
4. Berea Road/Dorval Court (Menifee)	9.0	A	9.2	A	9.1	A	9.5	A
5. Berea Road/Normandy Road (Menifee)	9.0	A	11.0	B	9.8	A	11.9	B
6. Berea Road-Murphy Ranch Road/Newport Road (Menifee)	14.3	B	17.0	B	17.1	B	21.8	C
7. Murrieta Road/Newport Road (Menifee)	33.6	C	38.0	D	33.9	C	39.1	D
8. Evans Road/Newport Road (Menifee)	19.6	B	12.3	B	20.0	B	12.5	B
9. Winter Hawk Road/Newport Road (Menifee)	17.0	B	14.9	B	17.4	B	16.0	B
10. Bradley Road/Newport Road (Menifee)	35.5	D	44.8	D	36.0	D	45.3	D
11. Berea Road/Project Driveway 1 (Menifee)	Future Intersection				8.9	A	9.2	A
12. Berea Road/Champion Self-Storage Driveway-Project Drive-way 2 (Menifee)	7.3	A	8.5	A	9.7	A	10.4	B
13. Spirit Park Driveway-Project Driveway 3/Normandy Road (Menifee)	8.5	A	8.6	A	9.0	A	9.1	A

Source: LSA, *Traffic Study*, Table 7-A, page 41.

Table 5.17.B: Existing Roadway Segment Levels of Service

Roadway Segment	Existing Without Project		Existing with Project	
	Daily Volume	LOS	Daily Volume	LOS
2. Dorval Court east of Berea Road	352	C	542	C
3. Berea Road south of Dorval Court	1,072	C	1,358	C
4. Berea Road between Project Driveway 2 and Normandy Road	1,197	C	2,439	C
5. Berea Road between Normandy Road and Newport Road	7,055	C	8,583	C
7. Lazy Creek Road west of Murrieta Road	1,516	C	1,706	C
8. Newport Road between Berea Road and Murrieta Road	38,760	C	39,176	C
9. Newport Road between Murrieta Road and Evans Road	37,363	C	38,127	C
10. Newport Road between Evans Road and Winter Hawk Road	38,426	C	39,094	C
11. Newport Road between Winter Hawk Road and Bradley Road	37,763	C	38,337	C

Source: LSA, *Traffic Study*, Table 7-B, page 42.

Table 5.17.C: Intersection Opening Year Cumulative (2023) Level of Service

Intersection	Without Project				With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS	Delay (seconds)	LOS
1. Goetz Road–Buckstone Lane/ Railroad Canyon Road-Newport Road (Canyon Lake, Menifee)	25.4	C	50.0	D	25.6	C	50.1	D
2. Long Valley Lane/Newport Road (Menifee)	4.4	A	4.1	A	4.4	A	4.2	A
3. Derby Hill Drive/Newport Road (Menifee)	10.6	B	9.6	A	10.6	B	9.7	A
4. Berea Road/Dorval Court (Menifee)	9.0	A	9.4	A	9.2	A	9.7	A
5. Berea Road/Normandy Road (Menifee)	9.6	A	12.5	B	10.4	B	13.6	B
6. Berea Road-Murphy Ranch Road/Newport Road (Menifee)	15.7	B	19.1	B	18.7	B	25.8	C
7. Murrieta Road/Newport Road (Menifee)	42.5	D	52.1	D	43.5	D	54.9	D
8. Evans Road/Newport Road (Menifee)	27.9	C	19.9	B	29.0	C	20.4	C
9. Winter Hawk Road/Newport Road (Menifee)	20.8	C	20.1	C	21.6	C	21.0	C
10. Bradley Road/Newport Road (Menifee)	43.2	D	61.0	**E**	43.9	D	61.8	**E**
11. Berea Road/Project Driveway 1 (Menifee)	Future Intersection				9.0	A	9.3	A
12. Berea Road/Champion Self-Storage Driveway-Project Drive-way 2 (Menifee)	7.3	A	8.6	A	9.8	A	10.6	B
13. Spirit Park Driveway-Project Driveway 3/Normandy Road (Menifee)	8.5	A	8.7	A	9.0	A	9.2	A

Source: LSA, *Traffic Study*, Table 7-A, page 41. Notes: **Bold** = Exceeds LOS Standard.

Table 5.17.C shows that all the intersections operate at satisfactory LOS under Opening Year Cumulative (2023) with and without Project conditions except for the Bradley Road/Newport Road intersection during P.M. peak hours. Based on this intersection operating at LOS E conditions, it is suggested that the signal timing for P.M. peak period at the Bradley Road/Newport Road intersection be optimized. The proposed Project would implement **SCA TRANS-1,** which would require payment of fair-share fee to put toward the Bradley Road/Newport Road improvement.

Table 5.17.D: Roadway Segment Opening Year Cumulative (2023) Levels of Service shows the levels of service for the roadway segment under Opening Year Cumulative (2023) without Project and Opening Year Cumulative (2023) with Project scenarios.

Table 5.17.D: Roadway Segment Opening Year Cumulative (2023) Levels of Service

Roadway Segment	Existing Without Project		Existing with Project	
	Daily Volume	LOS	Daily Volume	LOS
2. Dorval Court east of Berea Road	510	C	700	C
3. Berea Road south of Dorval Court	1,259	C	1,545	C
4. Berea Road between Project Driveway 2 and Normandy Road	1,389	C	2,631	C
5. Berea Road between Normandy Road and Newport Road	8,005	C	9,533	C
7. Lazy Creek Road west of Murrieta Road	1,721	C	1,911	C
8. Newport Road between Berea Road and Murrieta Road	43,520	C	44,476	C
9. Newport Road between Murrieta Road and Evans Road	43,408	**E**	44,172	**E**
10. Newport Road between Evans Road and Winter Hawk Road	46,001	**E**	46,669	**E**
11. Newport Road between Winter Hawk Road and Bradley Road	44,930	C	45,504	D

Source: LSA, *Traffic Study*, Table 7-D, page 44. Notes: **Bold** = Exceeds LOS Standard

Table 5.17.D shows that all the roadway segments operate at satisfactory LOS under Opening Year Cumulative (2023) with and without Project conditions except for the following two: (9) Newport Road, between Murrieta Road and Evans Road, and (10) Newport Road between Evans Road and Winter Hawk Road. Based on this roadway segments operating at LOS E conditions, it is suggested that the following improvements be made: Convert Newport Road between Murrieta Road and Evans Road and between Evans Road and Winter Hawk Road to a 6-lane Urban Arterial roadway. The proposed Project would implement **SCA TRANS-2**, which would require payment of fair-share fees into the Transportation Uniform Mitigation Fee (TUMF) Program to contribute funds to the conversion of these two roadway segments to a 6-lane Urban Arterial roadway.

Pedestrian System

In the Project vicinity, sidewalks exist on both sides of Normandy Road, Berea Road, and Newport Road, except for the Project frontage portion along Berea Road. The proposed Project would add a new sidewalk along the Project frontage, thereby eliminating the existing pedestrian system gap in the Project vicinity. Implementation of this Project feature would allow patrons and other neighborhood residents to access Spirit Park or Newport Road by walking safely due to sidewalk connectivity. Overall, implementation of the proposed Project would not conflict with a program plan, ordinance, or policy addressing the pedestrian system.

Transit Services

Riverside Transit Agency routes 40, 61, and 74 provide service within the study area, with Routes 40 and 61 passing through the Project vicinity within walking distance (defined as approximately a half mile). The nearest transit stop is located near the intersection of Berea Road/Newport Road, which is served by eastbound and westbound Route 40. The proposed Project would be site specific and would not require new transit stops or the relocation of existing transit stops. Overall, implementation of the proposed Project would not conflict with a program plan, ordinance, or policy addressing the transit services system.

Bicycle Facilities

Dedicated bike lanes (Class II) are present along both sides of Newport Road within the Project study area. Berea Road is also designated as a Class III bike route and bicyclists can access the Project along Berea Road from both directions. The proposed Project would be site specific and would not require new bicycle facilities. Overall, implementation of the proposed Project would not conflict with a program plan, ordinance, or policy addressing Menifee's bicycle facilities system.

Standard Conditions of Approval

SCA TRANS-1: The Project applicant, prior to building permit approval, shall pay to the City of Menifee a fair-share fee equating to 7.5 percent of the cost to optimize signal timing for P.M. peak period at the Bradley Road/Newport Road intersection. Payment of the fair-share fee shall only be used for this intersection improvement, which would contribute to the intersection operating at an acceptable LOS.

SCA TRANS-2: The Project applicant, prior to building permit approval, shall pay to the City of Menifee, fair-share fees that will be placed into the Transportation Uniform Mitigation Fee (TUMF) Program. The fair-share fee shall be calculated by the City of Menifee prior to the issuance of building permits. Payment of the fair-share fees shall only be used for the conversion of Newport Road between Murrieta Road and Evans Road and between Evans Road and Winter Hawk Road to a 6-lane Urban Arterial roadway. This measure would constitute full mitigation contributing to the LOS of these two roadway segments in the City of Menifee.

With implementation of **SCA TRANS-1** and **TRANS-2,** LOS would improve to the identified intersection and roadway segments. As such, impacts would be **less than significant** and mitigation measures are not required.

b. Would the Project conflict or be inconsistent with CEQA Guidelines *§15064.3, subdivision (b)?*

Less Than Significant Impact. On December 28, 2018, the California Office of Administration Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated using the metric of Vehicle Miles Traveled (VMT).

The *City of Menifee Traffic Impact Analysis Guidelines for Vehicle Miles Traveled* (*VMT Guidelines*) was adopted on June 3, 2020. The *VMT Guidelines* includes the Project screening criteria, VMT analysis methodologies, and VMT metrics and thresholds for projects under the City's jurisdiction. Per the *VMT Guidelines*, residential, office and mixed-use projects located in a low VMT generating area/Traffic Analysis Zone (TAZ) and consistent with the City's General Plan land use are presumed to have a less than significant impact and can be screened out from further VMT analysis. Based on the *VMT Guidelines*, the Western Riverside Council of Governments (WRCOG) VMT Screening tool[53] should be used for identifying whether a project is located in a low VMT-generating area. Additionally, as

[53] Western Riverside Council of Governments (WRCOG) VMT Screening Tool, website: https://apps.fehrandpeers.com/WRCOGVMT/ (accessed May 5, 2021).

included in the *VMT Guidelines*, daily total VMT per service population was selected as the VMT metric for evaluation.

The proposed Project includes the development of 234 multifamily residential units in nine buildings, a three-story 21,310-square foot office building, and an 8,250-square foot child daycare building. The proposed Project is in a low VMT-generating TAZ based on daily total VMT per service population. The Project TAZ daily total VMT per service population is determined to be 29.55 miles, which is below the City's VMT significance threshold of 35.68 miles daily total VMT per service population. Additionally, as per the City's General Plan Land Use Map, the proposed Project is located in an "Economic Development Corridor (EDC)" land use designation, allowing for a mix of residential, commercial, office, industrial, entertainment, educational, and/or recreational uses or other land uses. Therefore, the Project's proposed land use is consistent with the City's General Plan and therefore the Project can be screened out from detailed VMT analysis. The screening out can occur as the proposed Project is located in a low VMT-generating area and is consistent with the City's General Plan. As such, the proposed Project would not conflict or be inconsistent with *CEQA Guidelines* §15064.3, subdivision (b). Impacts would be **less than significant** and no mitigation measures are required.

c. Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The design of the proposed Project does not include any geometric design features or incompatible uses that could substantially increase circulation/traffic hazards. The proposed Project would develop 234 multifamily residential units in nine buildings, a three-story 21,310-square foot office building, and an 8,250-square foot child daycare building. The design of the Project, through review of the Project Plan Set, does not include abnormal development that would increase hazards related to traffic. The internal circulation of the site would be consistent with other mixed-use developments in the City of Menifee, providing adequate access to the multifamily residential units, office building, and child daycare building. Building setbacks would be consistent with the development standards of the zoning designations and would not block line of sight views for vehicles exiting the site onto Normandy Road and Berea Road from the three proposed driveways. Implementation of the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible use. **No impact** would occur and no mitigation measures are required.

d. Would the Project result in inadequate emergency access?

Less Than Significant Impact. The proposed Project would comply with the 2019 California Fire Code Section 503-Fire Apparatus Access Roads. Sections 503.1.1 Buildings and Facilities and 503.2.1 Dimensions of the 2019 California Fire Code would all be followed in development of the proposed Project. During construction, the Project site would remain accessible from Berea Road and Normandy Road. The internal circulation system would be designed to a width to accommodate emergency vehicles pursuant to the 2019 California Fire Code requirements, the City of Menifee, and the Riverside County Fire Department. Prior to Project approval, the Riverside County Fire Department would review the Final Site Plan to ensure adequate emergency access to the site is provided. If additional features are required, the Project would need to incorporate these as conditions of approval.

Based on the design of the Project as shown on the Project Site Plan, compliance with the applicable 2019 California Fire Code, and review and approval by the Riverside County Fire Department, the proposed Project would provide adequate emergency access. Impacts would be **less than significant** and no mitigation measures are required.

5.18 TRIBAL CULTURAL RESOURCES

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

5.18.1 Impact Analysis

a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or

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.

(i) Less Than Significant with Mitigation Incorporated. Chapter 532, Statutes of 2014 (i.e., AB 52), requires Lead Agencies evaluate project's potential to impact "tribal cultural resources." Such resources include "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a "tribal cultural resource."

Per AB 52 (specifically PRC 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. Pursuant to provisions of AB 52, the City contacted the following Native American Tribes on August 5, 2020:

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

Of these tribes, Pechanga Band of Luiseño Indians, Soboba Band of Luiseño Indians, and Rincon Band of Luiseño Indians tribes requested consultation with the City of Menifee pursuant to Public Resources Code 21080.3.1. **Standard Conditions of Approval TCR-1** through **TCR-8** and **Mitigation Measure CUL-1** , previously referenced in Section 5.5 (Cultural Resources), apply to potential impacts to tribal cultural resources. These measures were developed and agreed to during City and Tribal consultation and will be applied to the proposed Project.

MM CUL-1: Prior to the issuance of a grading permit, the Applicant shall prepare a Cultural Resource Relocation Plan detailing any required on-site relocation of known cultural material/features. The Relocation Plan shall identify the type, condition, and current location of the material/feature to be relocated as well as the placement/relocation criteria for any such resource/feature. The relocation site shall be sized and located to provide appropriate context to any relocated resource and shall include appropriate protections to prevent unauthorized use and/or access. The relocation site shall be developed in a time and manner to accept on-site cultural material/ feature from the start of any on-site ground disturbance activity. Appropriate measures shall be identified to prevent encroachment within the relocation site during on-site ground disturbance and construction operations. The Cultural Resource Relocation Plan shall be approved by the City and consulting Native American parties.

Prior to the commencement of any ground disturbance in the vicinity of an identified on-site cultural resource material, the Applicant shall provide evidence to the City that said material has been appropriately relocated to the relocation site per applicable provisions of the Relocation Plan.

SCA TRC-1: **Cultural Resources Disposition.** In the event that Native American cultural resources are discovered during the course of ground-disturbing activities (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, items of Native American Cultural Patrimony, burial goods, and Native American human remains. Results concerning finds of any inadvertent discoveries shall be included in the Phase IV monitoring report.

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

A. All ground disturbance activities within 100 feet of the discovered cultural resources shall be halted until a meeting is convened between the developer, the archaeologist, the tribal representative(s) and the Community Development Director to discuss the significance of the find.

B. At the meeting, the significance of the discoveries shall be discussed and after consultation with the tribal representative(s) and the archaeologist, a decision shall be made, with the concurrence of the Community Development Director, as

to the appropriate mitigation (documentation, recovery, avoidance, etc.) for the cultural resources.

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

D. Treatment and avoidance of the newly discovered resources shall be consistent with the Cultural Resources Management Plan (CRMP) 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 reburial on the Project property so they are not subject to further disturbance in perpetuity as identified in Non-Disclosure of Reburial Condition.

E. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project archeologist, in consultation with the Tribe, and shall be submitted to the City for review and approval prior to implementation of the said plan.

F. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources and cultural resources. If the landowner and the Tribe(s) cannot agree on the significance or the mitigation for the archaeological or cultural resources, these issues will be presented to the City Community Development Director for decision. The City Community Development Director shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources, recommendations of the Project archaeologist 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.

SCA TRC-3: **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.

SCA TRC-4: **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).

SCA TRC-5: **Archaeologist 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, 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 AB 52 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 AB 52 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 AB 52. Details in the Plan shall include:

A. Project grading and development scheduling.

B. The Project archaeologist and the Consulting Tribes(s) shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project

archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis.

C. The protocols and stipulations that the contractor, City, Consulting Tribe(s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

SCA TRC-6: **Native American Monitoring (Pechanga Band of Luiseño Indians).** 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 Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-named 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.

SCA TRC-7: **Native American Monitoring (Soboba Band of Luiseño Indians).** 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 Luiseño Indians. Prior to issuance of a grading permit, the developer shall submit a copy of a signed contract between the above-named 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.

SCA TRC-8: **Archaeology Report – Phase III and IV.** Prior to final inspection, the developer/permit holder shall prompt the Project Archaeologist to submit two 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 copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

With implementation of **MM CUL-**1 **and SCAs TRC-1** through **TRC-8,** impacts to tribal cultural resources would be **less than significant**.

(ii) Less Than Significant with Mitigation Incorporated. CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) is listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) is listed in a local register of historical resources as defined in PRC §5020.1(k); (3) is identified as significant in a historical resource survey meeting the requirements of PRC §5024.1(g); or (4) is determined to be a historical resource by a project's Lead Agency (PRC §21084.1 and *State CEQA Guidelines* §15064.5[a]).

A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria as defined in PRC §5024.1(C):

a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

b. Is associated with the lives of persons important in our past.

c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possess high artistic values.

d. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A cultural resources records search, additional research, and a field survey was conducted for the proposed Project as part of the Cultural Resources Assessment. Two resources had been previously recorded partially within the Project site: a multicomponent site with bedrock milling features (33-004224) and a prehistoric artifact scatter (33-004225). Previously unrecorded milling surfaces and multiple bedrock milling features were identified at the former site and a single artifact was noted within the site boundary of the latter. Another undocumented bedrock milling feature (LSA-TDM2101-S-1) was also identified approximately 771 feet west of the two sites and was recorded as a new site. **Mitigation Measure CUL-1** addresses any required relocation of cultural material/features previously identified on site. **SCA TRC-3** would be implemented for in the event human remains are discovered during Project construction and they are identified as potential Native American remains. With the implementation of **Mitigation Measure CUL-1** and **SCA TRC-3** impacts to tribal cultural resources determined significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1 with Native American input would be reduced to **less than significant** levels.

5.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

5.19.1 Impact Analysis

a. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Project site plans prepared by the applicant indicate that EMWD provides water and sewer service to the Project site, SoCalGas provides natural gas to the Project site, SCE provides electricity to the site, and AT&T/Frontier Communications provides telephone and cable service to the site, respectively.

Water. The EMWD provides potable and non-potable water to the City of Menifee and the Project site. An 8-inch water line is located in both Berea Road (west of the Project site) and Normandy Road (south of the Project site). The proposed Project would connect to these existing water lines to provide both potable and non-potable water to the site.[54] Water distribution lines would be installed and loop through the Project site connecting to the multifamily residential buildings, office building, and child daycare building. The necessary on-site water distribution line installation is included as a design feature of the Project and would not result in any physical environmental effects beyond what is analyzed in this environmental document. Off-site improvements to water lines located in the surrounding streets would not be required as the infrastructure is correctly sized to continue to provide adequate water delivery to the Project site. As a condition of approval, the Project applicant would require a will-serve letter from EMWD verifying that the Project would be adequately served

[54] It should be noted that the detention/retention chamber system that will be developed along the west end of the Project site will include an irrigation pump to harvest and reuse storm water for landscaping/irrigation purposes.

by the district, prior to final map approval. Implementation of the proposed Project would not require or result in the relocation or construction of new water infrastructure that would cause significant environmental effects. Impacts would be **less than significant** and no mitigation is required.

Wastewater. The EMWD collects wastewater in the City of Menifee and treats flows at the Sun City Regional Wastewater Reclamation Facility (RWRF) and conveyed to the Perris RWRF for treatment. The Sun City RWRF intakes 2.4 million gallons/day of wastewater, has a capacity of 3 million gallons/day, and will be ultimately developed to intake 15 to 21 million gallons/day.[55] The Perris Valley RWRF intakes 13.8 million gallons per day, has a capacity of 22 million gallons per day, and will be ultimately developed to treat 100 million gallons of wastewater per day.[56] An existing 24-inch sewer line is located in Berea Road and would serve the Project site.

According to the Menifee General Plan EIR, residential uses generate 55 gallons of wastewater per capita per day and commercial/industrial/institutional (and similar uses) uses generate 13.6 gallons of wastewater per capita per day. Based on these generation rates and based on a Project population of 679 residents, 64 employees (office and child-daycare), and 120 children at the daycare facility, wastewater generated by the proposed Project would equate to an estimated 39,847.4 gallons per day.[57] The amount of wastewater generated daily by the proposed Project would equate to 1.7 percent of the daily wastewater intake of Sun City RWRF and 0.3 percent of the daily wastewater intake of the Perris Valley RWRF. Based on the existing daily treatment capacity and inflow of both plants, the Project would be adequately served pertaining to wastewater disposal and conveyance.

As part of the Project design, an internal wastewater distribution system would be developed on site; however, such installation would not result in any physical environmental effects beyond those that are analyzed in this environmental document. As part of the Project's conditions of approval, the applicant would be required to provide sewer-loading calculations to the City to ensure the existing infrastructure in Berea Road is correctly sized to continue to provide adequate service to the Project site. Any required improvements to the existing infrastructure would occur within City right-of-way or on properties that have already been developed, so no additional physical impacts to the environment are expected. Impacts would be **less than significant** and no mitigation measures are required.

Storm Water. Storm water infrastructure exists off site and would serve the proposed Project site. Once developed, the proposed Project site would comprise 79.6 percent impervious surfaces and storm water flow on the site would be conveyed to a detention/retention chamber system that will be developed along the west end of the Project site. Storm water runoff on the Project site would flow to pretreatment forebays throughout the site and once the volume reaches 6 inches in depth, the storm water will flow into grated inlets to enter the new on-site storm drain system. Storm water flows would then be conveyed to the detention/retention chamber where they would flow through an oil guard prior to being discharged to the Riverside County Flood Control channel along the

55 Eastern Municipal Water District, Sun City Regional Water Reclamation Facility, website: https://www.emwd.org/sites/main/files/file-attachments/suncityrwrffactsheet.pdf?1537295183 (accessed April 4, 2021).

56 Eastern Municipal Water District, Perris Valley Regional Water Reclamation Facility, website: https://www.emwd.org/sites/main/files/file-attachments/pvrwrffactsheet.pdf?1537295012 (accessed April 4, 2021).

57 (679 residents × 55 gallons per capita per day) + (64 employees × 13.6 gallons per capita per day) + (120 children × 13.6 gallons per capita per day) = 39,847.4 gallons per day.

northern boundary of the Project site. According to the Preliminary WQMP prepared for the proposed Project, the storm water generated on the Project site would not exceed the off-site storm water infrastructure that would convey flows to the Riverside County Flood Control channel. Off-site storm water drainage facilities would not need to be upgraded with implementation of the proposed Project as existing off-site infrastructure has enough capacity to accommodate development on the Project site. Implementation of the proposed Project would not require or result in the relocation or construction of new off-site wastewater infrastructure that would cause significant environmental effects. Impacts will be **less than significant** and no mitigation is required.

Electricity and Natural Gas. The proposed Project would tie into existing electrical and natural gas infrastructure that exists in roads adjacent to the site. Such connections may require trenching on the adjacent roads; however, construction to connect to existing electrical and natural gas infrastructure would be temporary. No power poles/lines are located on the Project site. Implementation of the proposed Project would not require the relocation or construction of new electrical/natural gas infrastructure off site that would cause significant environmental effects. Impacts would be **less than significant** and no mitigation measures are required.

Telecommunications. The proposed Project would tie into existing telecommunication infrastructure that exists in roads adjacent to the site. Such connections may require trenching on the adjacent roads; however, construction to connect to existing telecommunication infrastructure would be temporary. Implementation of the proposed Project would not require the relocation or construction of new telecommunication infrastructure off site that would cause significant environmental effects. Impacts will be **less than significant** and no mitigation measures are required.

b. Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The EMWD provides potable and non-potable water to the City of Menifee and the Project site. Water is supplied through four sources: Imported water from the Metropolitan Water District of Southern California, local groundwater, desalinated water, and recycled water.

Table 5.19.A: Retail/Wholesale Water Supply Demand of EMWD shows the retail and wholesale water supply and demand for EMWD under average year, single-dry year, and multiple-dry year scenarios.

As shown in **Table 5.19.A**, the EMWD will have sufficient water supplies to meet demand through the year 2040 under Average Year, Single-Dry Year, and Multiple-Dry Year conditions for both retail and wholesale demand.[58] The EMWD models each scenario based on the land use and zoning designations of each local jurisdiction it serves. The proposed Project is anticipated to demand 87.9 acre-feet of water annually.[59] As such, the proposed Project, within the City of Menifee, is already accounted for in the water supply and demand scenarios determined by the EMWD. Sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry,

[58] RMC, Eastern Municipal Water District 2015 Urban Water Management Plan Final, Pages 7-10 to 7-12, June 2016.
[59] CalEEMod prepared for the proposed Project.

and multiple dry years. Impacts would be **less than significant** and no mitigation measures are required.

Table 5.19.A: Retail/Wholesale Water Supply/Demand of EMWD

Retail/Wholesale	Supply/Demand	2020 (gallons)	2025 (gallons)	2030 (gallons)	2035 (gallons)	2040 (gallons)
Average Year Scenario						
Retail	Supply totals	145,745	159,834	172,917	185,800	197,800
	Demand totals	145,745	159,834	172,917	185,800	197,800
	Difference	0	0	0	0	0
Wholesale	Supply totals	52,156	58,866	62,883	66,800	70,400
	Demand totals	52,156	58,866	62,883	66,800	70,400
	Difference	0	0	0	0	0
Single-Dry Year Scenario						
Retail	Supply totals	163,300	182,400	197,400	212,000	225,700
	Demand totals	163,300	182,400	197,400	212,000	225,700
	Difference	0	0	0	0	0
Wholesale	Supply totals	58,500	66,200	70,700	75,200	79,300
	Demand totals	58,500	66,200	70,700	75,200	79,300
	Difference	0	0	0	0	0
Multi-Year Scenario						
Retail Year 1	Supply totals	166,300	182,400	197,400	212,000	225,700
	Demand totals	166,300	182,400	197,400	212,000	225,700
	Difference	0	0	0	0	0
Retail Year 2	Supply totals	142,500	155,400	167,400	179,000	190,100
	Demand totals	142,500	155,400	167,400	179,000	190,100
	Difference	0	0	0	0	0
Retail Year 3	Supply totals	149,500	162,700	175,100	186,900	198,600
	Demand totals	149,500	162,700	175,100	186,900	198,600
	Difference	0	0	0	0	0
Wholesale Year 1	Supply totals	58,500	66,200	70,700	75,200	79,300
	Demand totals	58,500	66,200	70,700	75,200	79,300
	Difference	0	0	0	0	0
Wholesale Year 2	Supply totals	48,500	54,700	58,200	61,700	64,900
	Demand totals	48,500	54,700	58,200	61,700	64,900
	Difference	0	0	0	0	0
Wholesale Year 3	Supply totals	52,000	57,400	61,100	64,600	68,000
	Demand totals	52,000	57,400	61,100	64,600	68,000
	Difference	0	0	0	0	0

Source: RMC, Eastern Municipal Water District 2015 Urban Water Management Plan, Tables 7-4, 7-5, 7-6, 7-7, 7-8, and 7-9, pages 7-10 to 7-12, June 2016.

c. Would the Project 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?

Less Than Significant Impact. Please see the discussion under Section 5.19.1(a). The two wastewater treatment plants serving the Project site have an existing combined treatment capacity of 25 million gallons per day and are operating at 16.2 million gallons of wastewater intake per day. The proposed Project is estimated to generate 39,847.4 gallons of wastewater per day that would be conveyed to and treated by Sun City and Perris Valley RWRFs. As such, the wastewater treatment provider (EMWD) that serves the Project site would have adequate capacity to serve the Project's demand in addition to the provider's existing commitments. Impacts would be **less than significant** and no mitigation measures are required.

d. Would the Project 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?

Less Than Significant Impact. Solid waste generated in the City of Menifee and at the Project site would be disposed of at either Badlands Sanitary Landfill or El Sobrante Landfill. The Badlands Sanitary Landfill located at 31125 Ironwood Avenue in Moreno Valley, operates Monday through Saturday from 6:00 a.m. to 4:30 p.m. and accepts the following types of waste: agricultural, asbestos, ash, construction/demolition, contaminated soil, dead animals, green materials, industrial waste, inert waste, liquid waste, metals, mixed municipal, sludge (bio solids), tires, and wood waste.

Riverside County, in April 2019, circulated a Notice of Intent to adopt an IS/MND for the Badlands Landfill Integrated Project; a project to revise the landfill's Solid Waste Facility Permit to expand operations and capacity. The revised permit would increase the permitted disturbance area of the landfill from 278 acres to 811 acres, which includes expanding the disposal footprint from 150 acres to 396 acres, thereby providing an additional 50 years of needed landfill capacity. The permit would increase the maximum permitted daily tonnage by 500 tons per day, from 4,500 tons per day to 5,000 tons per day. The maximum design capacity of the landfill will increase from 34.4 million cubic yards to 86 million tons (cubic yards not stated), resulting in a new closure date of 2073.[60]

The El Sobrante Landfill, located at 10910 Dawson Canyon Road in Corona, accepts tires, mixed municipal solid waste, contaminated soil, and construction/demolition waste. As of 2018, the landfill had a permitted capacity of 209,910,000 cubic yards and a remaining capacity of 143,977,170 cubic yards.[61] The El Sobrante Landfill has a daily maximum input of 16,054 tons per day and has an estimated close date of January 1, 2051.[62]

The Project site is currently vacant; as such, demolition debris will not need to be disposed of during Project construction activities. Construction activities occurring on the Project site will generate solid waste which 50 percent of would be diverted to a material recycling facility. The Menifee General Plan

[60] CEQAnet Web Portal, EA No. 2017-03: Badlands Landfill Integrated Project Notice of Completion, https://ceqanet.opr.ca.gov/2019049142/2 (accessed July 9, 2019).

[61] CalReycle, SWIS Facility/Site Activity Details, El Sobrante Landfill, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402 (accessed April 4, 2021).

[62] CalReycle, SWIS Facility/Site Activity Details, El Sobrante Landfill, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402 (accessed April 4, 2021).

EIR indicates that residential units in the City generate 10 pounds of solid waste per day, and commercial non-retail uses (used to define the office use and child daycare use proposed for the Project) would generate 0.013 pound of solid waste per square foot of use.[63] Based on these generation factors, the proposed Project would generate 1.36 tons of solid waste per day (497.23 tons annually), once operational.[64] The 1.36 tons of solid waste per day is below the maximum permitted daily tonnage accepted by the Badlands Landfill and El Sobrante landfill; as such, existing landfills would adequately serve the Project site.

Per the California Green Building Code, a minimum of 50 percent of debris would be diverted to a material recycling facility thus reducing the input of solid waste to Badlands Landfill and El Sobrante Landfill emanating from the proposed Project. The Project 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 measures are required.

e. Would the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The California Integrated Waste Management Act under the Public Resource Code requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The City is currently achieving a diversion rate well above State requirements. In addition, the California Green Building Code requires all developments to divert 50 percent of non-hazardous construction and demolition debris for all projects and 100 percent of excavated soil and land clearing debris for all non-residential projects beginning January 1, 2011. The proposed Project must comply with the City's waste disposal requirements as well as the California Green Building Code and, as such, would not conflict with any federal, State, or local regulations related to solid waste. The proposed Project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts would be **less than significant** and no mitigation measures would be required.

63 City of Menifee General Plan Draft EIR, Chapter 5 Environmental Analysis Utilities and Service Systems, Table 5.17-4, page 5.17-13, September 2013.

64 234 units × 10 = 2,340 pounds per day (1.17 tons per day or 427.1 tons annually); (21,310 square foot office building+ 8,250 square foot child-daycare building) × 0.013 = 384.28 pounds per day (0.19 tons per day or 70.1 tons annually). Total solid waste generated annually = 497.23 tons annually

5.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the Project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

The Fire and Resource Assessment Program of the California Department of Forestry and Fire Protection (CAL FIRE) designates the Project site as being in a State Response Area (SRA) Moderate Fire Hazard Severity Zone (MFHSZ) and Very High Fire Hazard Severity Zone (VHFHSZ).[65] However, according to the Riverside County Fire Department, after the City of Menifee was incorporated, the entire Project site was deemed to be in a Local Responsibility Area (LRA); as such, the proposed Project site is currently designated as LRA MFHSZ and LRA VHFHSZ.[66] Approximately 0.47 acre of the site (in the northeast corner) is designated as a VHFHSZ in an LRA and the remaining 9.67 acres of the site is designated as MFHSZ in an SRA.

5.20.1 Impact Analysis

a. Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Please refer to Section 5.9(f) for discussion and analysis pertaining to this topic. Regional access to the proposed Project site is from Interstate 215 and Interstate 15. In the event of an emergency, the residents, employees, and children occupying the Project site (once operational) would be able to exit the region via Newport Road/Railroad Canyon Road to access Interstate 215 to the east or Interstate 15 to the west. Development of the proposed Project would be site specific and no off-site improvements to the local or regional circulation system would occur that may result in detours or delays in exiting the area in the event of an emergency. Overall, the proposed Project

[65] California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program, website: https://frap.fire.ca.gov/ (accessed April 26, 2021).

[66] Communication between LSA and Adria Reinertson, Deputy Fire Marshal, Riverside County Fire Department, through review of IS/MND, August 19, 2021.

would not substantially impair an adopted emergency response plan or emergency evacuation plan. **No impact** would occur and no mitigation measures are needed.

b. Would the Project, 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?

Less Than Significant Impact. The proposed Project, as described above, is partially located in an LRA VHFHSZ. For the most part, the Project site consists of low rolling gently sloping terrain with natural gradients of less than 5 percent. The southeast corner of the site consists of a small hill with numerous large unweathered granitic boulders and the natural gradients on the hill are approximately 15 percent. Once the Project site is developed, grading activities would render the site relatively flat. According to the Riverside County Fire Department, development within the portion of the proposed Project within the LRA VHFHSZ (0.47 acre) would be required to be designed in compliance with CCR Title 24 Parts 2 and 9 – Fire Codes and California PRC Sections 4290–4299 and Government Code Section 51178, all of which provide applicable design measures to reduce exposure to fire to structures in Very High Fire Hazard Severity Zones. The proposed Project (as a whole) would also be designed to comply with Menifee Municipal Code Chapter 8.20 Fire Code and the following fire-related Goals and Policies identified in the Menifee General Plan:

- **Goal S-4: Fire Hazards –** 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:** Use technology to identify flood-prone areas and to notify residents and motorists of impending flood hazards and evacuation procedures.
    - **Policy S-4.4:** Review development proposals for impacts to fire facilities and compatibility with fire areas or mitigate.

Prior to final plan check approval, the City of Menifee in coordination with the Riverside County Fire Department and CAL FIRE will review the Project-specific site plan to ensure adequate design features are implemented to reduce the potential impacts from wildfires. Overall, the proposed Project due to slope, prevailing winds, and other factors, would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be **less than significant** and no mitigation measures are required.

c. Would the Project 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?

Less Than Significant Impact. Development of the proposed Project would be site specific and improvements would not occur at off-site locations. The proposed Project, similar to other development projects in the City of Menifee, would construct on-site utility infrastructure that would connect to existing off-site utility infrastructure. On-site electrical lines would be undergrounded, and all on-site utility improvements would occur in coordination with the specific agency/company supplying utilities to the site. Off-site roads, fuel breaks and emergency water sources would not be developed as part of the proposed Project. Overall, the proposed Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts would be **less than significant** and no mitigation measures are required.

d. Would the Project 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?

Less Than Significant Impact. According to the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2062H the Project site is located in Zone X Area of Minimal Flood Hazard area, which states the site is located just outside the area of 0.2 percent annual chance of flood; and not within any areas of one percent annual change of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and not within areas protected by levees from 1 percent annual chance flood.[67] For the most part, the Project site consists of low rolling gently sloping terrain with natural gradients of less than 5 percent. The southeast corner of the site consists of a small hill with numerous large unweathered granitic boulders and the natural gradients on the hill are approximately 15 percent. Once the Project site is developed, grading activities would render the site relatively flat. Parcels around the proposed Project are relatively flat as well. As such, implementation of the proposed Project would not expose people or structures to significant risk due to post-fire slope instability runoff. Impacts would be **less than significant** and no mitigation measures are required.

[67] FEMA, FIRM website: https://msc.fema.gov/portal/search?AddressQuery=Berea%20Road%20Menifee%2C%20California#searchresultsanchor (accessed April 30, 2021), Panel 06065C2062H.

5.21 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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.)	☐	☒	☐	☐
c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

5.21.1 Impact Analysis

a. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. Implementation of **Cultural Mitigation Measure CUL-1, Standard Conditions of Approval TCR-1** through **TCR-8,** and **Mitigation Measure GEO-2** would ensure that potential impacts to historic, archaeological, tribal, and paleontological sources that could be uncovered during construction activities would be reduced to a less than significant level. Implementation of **Mitigation Measures BIO-1** through **BIO-3** would ensure that potential impacts to threatened and endangered species, nesting birds, and potential jurisdictional features are reduced to a less than significant level. Therefore, with the incorporation of mitigation measures, development of the proposed Project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history. This impact would be **less than significant with mitigation incorporated**.

b. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. The proposed Project's impacts would be individually limited and not cumulatively considerable. The potentially significant impacts that can be reduced to a less than significant level with implementation of the Mitigation Measures and adherence to Standard Conditions of Approval previously cited in Sections 5.1 through 5.20 of this Initial Study.

c. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No impact. The proposed Project would not result in environmental effects that would cause substantial direct or indirect adverse effects to human beings. **No impact** would occur and no mitigation measures are required.

6.0 LIST OF PREPARERS

LSA

Lynn-Calvert Hayes, AICP, Principal Environmental Planner
Carl Winter, Project Manager Environmental Planner
Chris Graham, Senior Environmental Planner
Amy Fischer, Principal Noise/Air Quality/Greenhouse Gas Specialist
Jason Lui, Associate Noise Specialist
Jeffrey Haynes, Air Quality Analyst
Riordan Goodwin, Senior Cultural Resources Manager
Meredith Canterbury, Senior GIS Specialist
Matthew Phillips, Graphics Technician

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APPENDIX A
PROJECT PLAN SET

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APPENDIX B
AIR QUALITY AND GREENHOUSE GAS MEMORANDUM

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APPENDIX C1
BIOLOGICAL RESOURCES ASSESSMENT

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APPENDIX C2
BURROWING OWL REPORT

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APPENDIX C3
WET SEASON FAIRY SHRIMP REPORT

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APPENDIX C4
DRY SEASON FAIRY SHRIMP REPORT

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APPENDIX C5
JURISDICTIONAL DELINEATION

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APPENDIX D
REDACTED CULTURAL RESOURCES ASSESSMENT (REDACTED)

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APPENDIX E
ENERGY CALCULATIONS

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APPENDIX F1
UPDATE TO PRELIMINARY GEOTECHNICAL INVESTIGATIONS & ASSUMPTION OF RESPONSIBILITY REPORT

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APPENDIX F2
ONSITE STORMWATER INFILTRATION SYSTEM INVESTIGATION

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APPENDIX G
PHASE I ENVIRONMENTAL SITE ASSESSMENT

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APPENDIX H1
DRAINAGE REPORT; ONSITE STORMWATER INFILTRATION SYSTEM INVESTIGATION

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APPENDIX H2
PROJECT SPECIFIC WATER QUALITY MANAGEMENT PLAN

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APPENDIX I
THE BOULDERS NOISE AND VIBRATION IMPACT ANALYSIS

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APPENDIX J1
VMT ANALYSIS

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APPENDIX J2
TRAFFIC STUDY

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